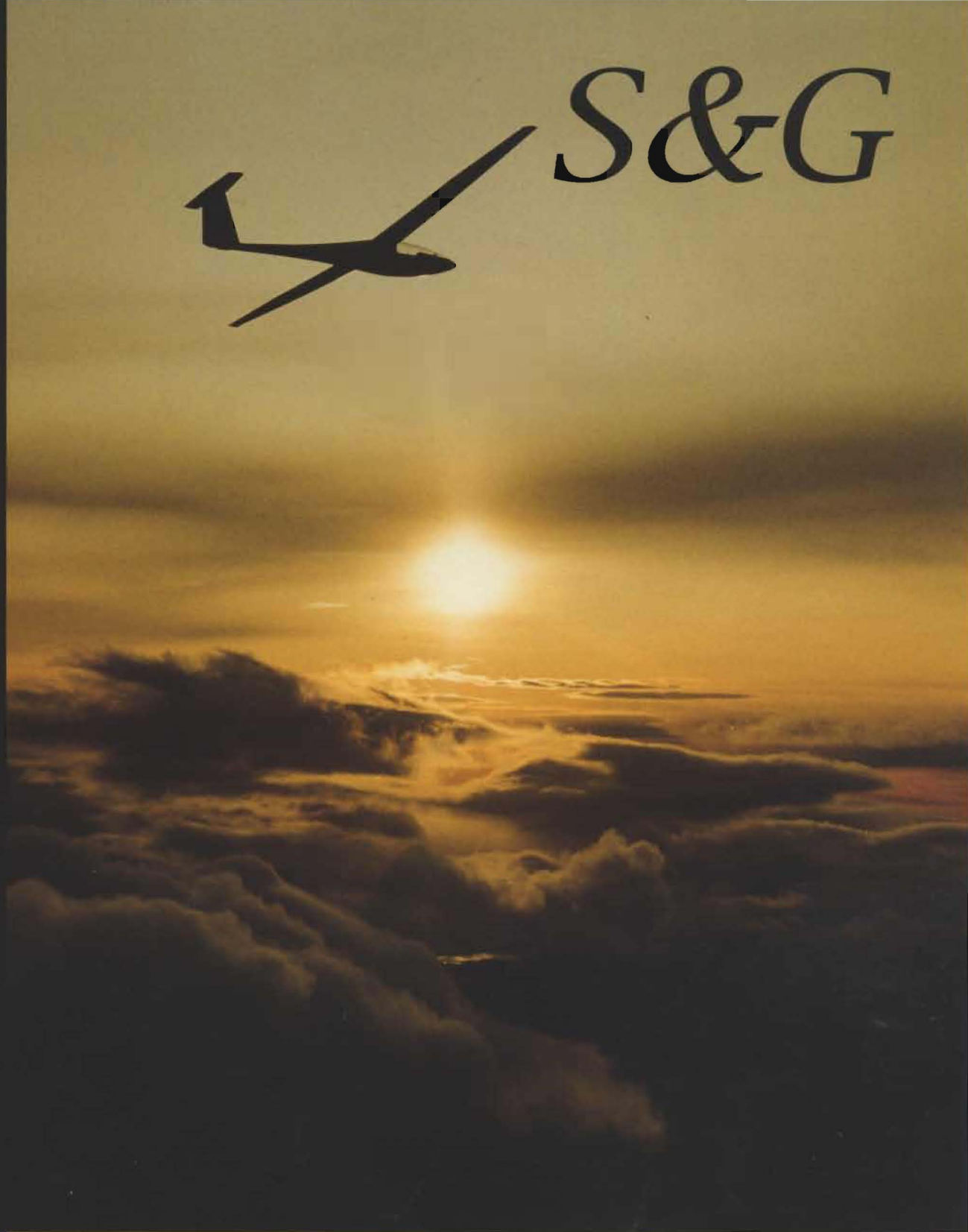
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(February ~ March issue)

Articles	10th December
Club News	10th December
Letters	15th December
Advertisements	20th December
Classifieds	3rd January

(April ~ May issue)

Articles	10th February
Club News	10th February
Letters	15th February
Advertisements	20th February
Classifieds	3rd March

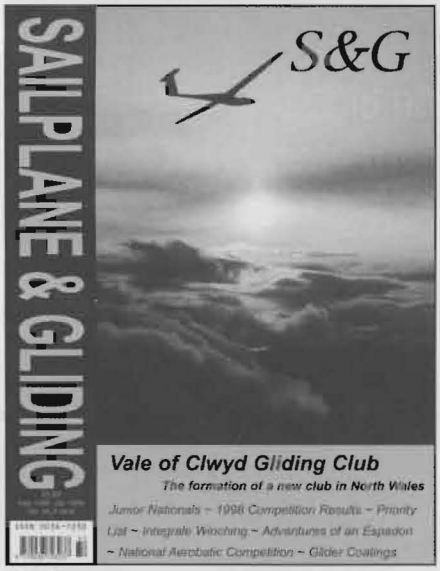
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John Ellis's photograph shows Adiran Hatton, of Yorkshire Gliding Club, flying a Vega in wave over Sutton Bank.

Sailplane & Gliding

340 ***Vale of Clwyd GC***



Gill Pennant describes the new Vale of Clwyd GC's search for a home. After many months of being a wandering club they might at last have found a field.

348 **Junior Nationals**



Mike Fox, who flew an LS8 in the competition, reports not only on the trials of blue days, but on the tremendous fun had by those who took part.

359 **Integrale Winching**



Although the H125 INTEGRALE winch has been around for almost two years, not a great deal is known about the combined drive system it uses.

360 **National Aerobatic Competition**



Jamie Allen, who competed in the Unlimited class at Saltby this autumn, explains something of the mystery behind aerobatic competitions.

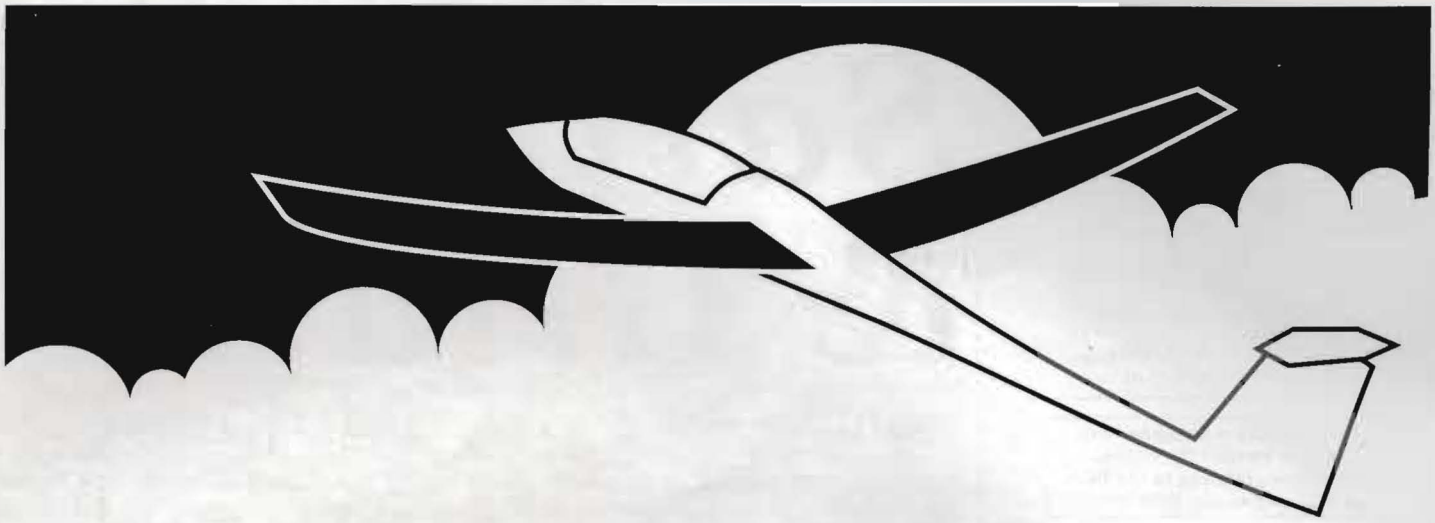
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Tony Edlin writes about the refinishing of gliders, explaining the difference between the products on offer, and displays two recently repainted ASWs.

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BGA and General News

A Word from the Chairman

In his letter "Where *Were* We?" in the Oct/Nov1998 issue (p.264), Alan Forbes describes his visit to the PFA rally at Cranfield in July, and suggests that the BGA were missing out by not being there; I visited Cranfield myself and I quite agree with him. The BGA has come to the conclusion that such events offer first-class opportunities to promote our sport, and has taken the first steps to develop a "show/exhibition" capability.

When associations affiliated to the Royal Aero Club were invited to exhibit at the annual Shepway Festival and Air Show, in Folkstone, we decided to have a go. My wife Mary and I arrived on the Friday evening, with the BGA's Duo Discus in tow. I can only describe the next two days as a revelation, and a truly precipitous learning curve!

Kent GC produced four members, who I can only describe as super-heroes, to help us defend the Duo against the determined onslaught of the public, and to answer the thousand and one questions which were generated. Many of the visitors had clearly never seen anything like our beautiful Duo before.

We provided additional entertainment when we were forced to de-rig during a torrential storm on the Saturday evening, and were greatly surprised (and relieved) when help materialized out of the crowd in the shape of four Tornado pilots in all their jet-jockey "gear", who turned out to be Derek Smith, CFI at Dishforth, and three of his fellow pilots who were taking part in the display. That must have been one of the quickest de-rigs ever!



Over the weekend we handed out hundreds of leaflets. There is no doubt that, as a PR exercise, our presence was a success. However we also learned a lot, and next time our preparation and presentation will be much improved.

– Dick Dixon

Certificates

ALL THREE DIAMONDS

No.	Pilot	Club	Date
550	Coffee, Michael	Soaring Centre	25/7
551	Coughlan, James	Cranwell	25/7
552	Foreman, Neil	Cambridge	25/7
553	Hull, John	Bannerdown	25/7
554	Chadwick, Barry	Welland	21/6

DIAMOND DISTANCE (500km)

No.	Pilot	Club	Date
1-787	Coffee, Michael	Bidford	25/7
1-788	Coughlan, James	Cranwell	25/7
1-789	Foreman, Neil	Cambridge	25/7
1-790	Hull, John	Bannerdown	25/7
1-791	Mills, James	Cranwell (in Spain)	17/7
1-792	Roch, Andrew	London	15/8
1-793	Chadwick, Barry	Welland (in USA)	21/6

DIAMOND GOAL (300km)

No.	Pilot	Club	Date
2-2601	Edmonds, Michael	Shalbourne	25/7
2-2602	Burton, Mark	London	25/7
2-2603	Neal, Michael	Welland	25/7
2-2604	Desmond, Peter	Bannerdown	25/7
2-2605	Robertson, Rupert	London	25/7
2-2606	Penrose, Philip	Highland	25/7
2-2607	Murdock, Joanna	Bicester	25/7
2-2608	Fox, Paul	Bicester	12/6
2-2609	Kroner, Simon	Aquila	25/7
2-2610	Shah, Sunay	Bicester	25/7
2-2611	Harrison, Alan	London	25/7
2-2612	Dixon-Clarke, P.	Bath & Wilts	14/7
2-2613	Bailey, Chris	Essex & Suffolk	25/7
2-2614	Drury, Sarah	Cambridge	25/7
2-2615	Edwards, Mike	Peterborough	25/7
2-2616	Bates, Stephen	Aquila	25/7
2-2617	Dowse, Peter	Soaring Centre	15/8
2-2618	Postlethwaite, D.	Halton	15/8
2-2619	Minary, Mark	Bicester	25/7
2-2620	Godfrey, Ian	Lasham	25/7
2-2621	Hodgkinson, Juliet	London	25/7
2-2622	King, David	Rattlesden	25/7
2-2623	Pitman, Dan	Bicester	15/8
2-2624	Cooke, Andy	Heron	15/8
2-2625	Wilkinson, Stephen	Trent Valley	15/8
2-2626	Dawson, Michelle	Bannerdown	15/8
2-2627	Hussell, Colin	Bidford	15/8
2-2628	Sage, Jamie	Wyvern	15/8
2-2629	Fogden, David	Booker	25/7
2-2630	Ford, Keith	Booker	15/8
2-2631	Sinden, Robert	Booker	15/8
2-2632	Curley, John	Soaring Centre	15/8
2-2633	Sturley, Philip	Chilterns	15/8
2-2634	Weston, Mike	Enstone	18/8
2-2635	Nunn, Christopher	Essex & Suffolk	25/7
2-2636	Stevens, Andrew	Bicester	15/8
2-2637	Mayle, Paul	Bath & Wilts	15/8
2-2638	Tucker, Graham	Portsmouth Naval	27/8
2-2639	Cooke, Trevor	Kinloss	15/8
2-2640	Hathaway, Wendy	Cambridge	15/8
2-2641	Crocker, Mark	Cranwell	15/8
2-2642	Etherington, Paul	Dukeries	15/8
2-2643	Clegg, Martin	Phoenix	15/8
2-2644	Hudson, Ralph	Yorkshire	18/8
2-2645	Wheeler, Tim	Aquila	15/8
2-2646	Warbrick, Andrew	Cambridge	18/8
2-2647	Tanner, David	Booker	5/8
2-2648	Eckton, Alan	Lasham	19/8
2-2649	Vowles, Mark	London	25/7
2-2650	Bryson, Richard	Wyvern	15/8
2-2651	Davis, Gordon	Bristol & Glos	18/8
2-2652	Urpeth, Daivd	Dukeries	15/8

DIAMOND HEIGHT (5,000m height gain)

No.	Pilot	Club	Date
3-1449	Sutton, Julian	Yorkshire	19/8
3-1450	Conran, Paul	Oxford (in USA)	16/5
3-1451	Ambler, Richard	Lasham (in USA)	25/6
3-1452	Chadwick, Barry	Welland (in USA)	25/6

GOLD BADGE

No.	Pilot	Club	Date
2038	Neal, Michael	Welland	25/7
2039	Penrose, Philip	Highland	25/7
2040	Peters, Dave	Burn	5/7
2041	Bates, Stephen	Aquila	25/7
2042	Minary, Mark	Bicester	25/7
2043	Godfrey, Ian	Lasham	25/7
2044	Cooke, Andy	Heron	15/8
2045	Fogden, David	Booker	25/7
2046	Ford, Keith	Booker	15/8
2047	Sinden, Robert	Booker	15/8
2048	Sturley, Philip	Chilterns	15/8
2049	Tucker, Graham	Portsmouth Naval	27/8
2050	Crocker, Mark	Cranwell	15/8
2051	Clegg, Martin	Phoenix	15/5
2052	Wheeler, Tim	Aquila	15/8
2053	Tanner, David	Booker	5/8
2054	Uroeth, David	Dukeries	15/8

GOLD DISTANCE (300km)

Pilot	Club	Date
Edmonds, Michael	Shalbourne	25/7
Burton, Mark	London	25/7
Neal, Michael	Welland	25/7
Desmond, Peter	Bannerdown	25/7
Robertson, Rupert	London	25/7
Penrose, Philip	Highland	25/7
Murdock, Joanna	Bicester	25/7
Fox, Paul	Bicester	12/6
Kroner, Simon	Aquila	25/7
Shah, Sunay	Bicester	25/7
Harrison, Alan	London	25/7
Dixon-Clarke, P.	Bath & Wilts	14/7
Draper, David	Shalbourne	25/7
Bailey, Chris	Essex & Suffolk	25/7
Drury, Sarah	Cambridge	25/7
Edwards, Mike	P'boro & Spalding	25/7
Bates, Stephen	Aquila	25/7
Dowse, Peter	Soaring Centre	15/8
Postlethwaite, D.	Halton	15/8
Minary, Mark	Bicester	25/7
Godfrey, Ian	Lasham	25/7
Hodgkinson, Juliet	London	25/7
King, David	Rattlesden	25/7
Pitman, Dan	Bicester	15/8
Cooke, Andy	Heron	15/8
Wilkinson, Stephen	Trent Valley	15/8
Dawson, Michelle	Bannerdown	15/8
Hussell, Colin	Bidford	15/8
Sage, Jamie	Wyvern	15/8
Fogden, David	Booker	25/7
Ford, Keith	Booker	15/8
Sinden, Robert	Booker	15/8
Curley, John	Soaring Centre	15/8
Sturley, Philip	Chilterns	15/8
Weston, Mike	Enstone	18/8
Nunn, Christopher	Essex & Suffolk	25/7
Stevens, Andrew	Bicester	15/8
Mayle, Paul	Bath & Wilts	15/8
Tucker, Graham	Portsmouth	27/8
Cooke, Trevor	Kinloss	15/8
Hathaway, Wendy	Cambridge	15/8
Crocker, Mark	Cranwell	15/8

BGA Lottery

Winners of the September draw were:

E. A. Hull (first prize)	**£58.50**
Runners up	
A. Page	£11.70
A. Dukelow	£11.70
D. Eastell	£11.70
F. Thomas	£11.70
D. C. Perkins	£11.70

Winners of the October draw were:

J. E. Bowman (first prize)	**£64.50**
Runners up	
W. D. Gordon	£12.90
N. Lott	£12.90
A. F. Yardley	£12.90
S. Hord	£12.90
D. Campbell	£12.90

New Records

Many UK gliding records currently have no holders. There are minimum speeds to be flown for each record, but the first holder of such a record has the easiest job. A full list of UK records is listed on the BGA website.

National Ladders

As another season fades into the distance it is gratifying to note that there are always those who refuse to let the weather get in the way of some excellent flying. Once again, good performances were extracted from many pilots to give the Ladders an almost respectable look. The final tables will have been confirmed by the time you read this.

Did you know that there is an international version of our National Ladder? It lives somewhere in cyberspace at http://acro.harvard.edu /LEAGUE and runs along similar lines to the ladder you know and love, except that an additional handicap is applied for each country, so it should not be necessary to emigrate to Autralia to win it.

Please pay the site a visit for further information and to enter your own scores. Its season runs from May to April and the highest placed pilots will be up for real prizes.

Ladder Stewards: please supply your first sets of National Ladder scores for the new season by the end of March '99.

Open Ladder

	Pilot	*Club*	*Score*	*Flights*
1	Peter Baker	Cam	9970	4
2	John Bridge	Cam	8888	4
3	Bill Craig	Lon	6824	4
4	Fred Sheppard	Boo	6475	4
5	Mike Young	Cam	6130	4

Weekend Ladder

	Pilot	*Club*	*Score*	*Flights*
1	John Bridge	Cam	8652	4
2	Bill Craig	Lon	6824	4
3	Rob Brimfield	Lon	5724	4
4	Adrian Hatton	FCo	5498	4
5	M. Newland-Smith	Lon	5480	4

Junior Ladder

	Pilot	*Club*	*Score*	*Flights*
1	Richard Hood	FCo	4537	4
2	Dave Allison	Boo	3236	3
3	Sunay Shah	Ox U	3084	4
4	Neil Foreman	Cam	2928	2

– John Bridge

GOLD DISTANCE (300km) - continued

Pilot	*Club*	*Date*
Etherington, Paul	Dukeries	15/8
Clegg, Martin	Phoenix	15/8
Hudson, Ralph	Yorkshire	18/8
Wheeler, Tim	Aquila	15/8
Warbrick, Andrew	Cambridge	18/8
Tanner, David	Booker	5/8
Eckton, Alan	Lasham	19/8
Vowles, Mark	London	25/7
Bryson, Richard	Wyvern	15/8
Davis, Gordon	Bristol & Glos	18/8
Urpeth, David	Dukeries	15/8

GOLD HEIGHT (3,000m height gain)

Pilot	*Club*	*Date*
Nutley, Stephen	SGC	5/7
Peters, Dave	Burn	5/7
Ross, George	SGC	22/8

SILVER BADGE

No.	*Pilot*	*Club*	*Date*
10418	Fenn, David	Lincolnshire	25/7
10419	Heaton, Derek	Staffordshire	25/7
10420	Partridge, Charles	Lasham	24/7
10421	McCurdy, Stephen	Oxford	25/7
10422	Lee, Robert	Devon & Som	25/7
10423	Reekie, Ian	London	25/7
10424	Henderson, A.	Wyvern	25/7
10425	Hunt, Colin	Lasham	24/7
10426	Fear, Sheena	Peterborough	25/7
10427	Warbrick, Andrew	Wolds	24/7
10428	Claiden, Nicola	London	25/7
10429	Hutchinson, Steven	Soaring Centre	21/6
10430	Ozimkowski, Jan	Bidford	24/7
10431	Beney, Trevor	Cranwell	25/7
10432	Smith, Nicholas	Cranwell	25/7
10433	Cantwell, John	Wolds	5/6
10434	Davis, Andrew	Marchington	24/7
10435	Pcikersgill, Mark	Fenland	17/5
10436	Dowse, Peter	Soaring Centre	24/7
10437	Crosby, Dean	Yorkshire	21/7
10438	Potts, Norman	Clevelands	2/8
10439	Beattie, Neil	Chilterns	25/7
10440	Moss, Allison	Bristol & Glos	25/7
10441	Meakin, Gillian	North Hill	25/7
10442	Holmes, Andy	Midland	17/7
10443	Lowden, Patrick	Newark & Notts	8/8
10444	Wiles, Colin	Wolds	2/8
10445	Leacroft, Robert	Welland	7/8
10446	Burridge, Michael	Peterborough	8/8
10447	Thompson, Robert	South Wales	4/8
10448	Dixon-Clarke, P.	Bath & Wilts	14/7
10449	Draper, David	Shalbourne	25/7
10450	Donnelly, Allan	South Wales	5/8
10451	Goodge, Timothy	Cambridge	9/8
10452	Brook, Guy	Nene Valley	8/8
10453	Charlton, Ross	Surrey Hills	5/8
10455	Crowther, Hugh	Heron	25/7
10456	Harrison, Neville	Norfolk	13/8
10457	Acott, Sean	Wyvern	7/7
10458	Turner, Steven	Nene Valley	24/7
10459	Burton, Daryl	Shenington	5/8
10460	Garland, John	Bath & Wilts	15/8
10461	White, John	London	12/8
10462	Duthie, Kevin	Oxford	13/8
10463	Panter, Francis	Peterborough	15/8
10464	Steenson, Mark	Booker	18/8
10465	Dunster, Philip	Bristol & Glos	25/7
10466	Strachan, A.	Welland	12/8
10467	Moss, Robert	Bristol & Glos	15/8
10468	Beveridge, Clifford	V.White Horse	25/7
10469	McPhee, Keith	Bannerdown	15/8
10470	Rayson, Jacky	Cambridge	18/5
10471	Hamblin, Rosalind	Lasham	21/8
10472	Farr, Andrew	Heron	19/8
10473	Carter, Ronald	Yorkshire	2/8
10474	Rushton, Derek	Welland	19/8
10475	Wrightson, Paul	Burn	18/8
10476	Green, Peter	Enstone	22/8
10477	Witty, Robert	Wolds	15/8
10478	Jenkins, Ray	Cambridge	19/8
10479	Crawshaw, Stuart	Cambridge	15/8
10480	Tribe, Doug	Southdown	27/8
10481	Winder, Paul	Lasham	27/8
10482	Lodge, Richard	London	27/8
10483	Blanchard, A.	Wyvern	29/8
10484	Bradsahw, Duncan	Wolds	27/8
10485	Clarke, David	Essex	19/8
10486	Hutchinson, Robin	Yorkshire	19/8
10487	Knowles, Frances	Four Counties	27/8
10488	Long, Victor	Norfolk	13/8
10489	Broom, Francis	Shenington	27/8
10490	Gascoyne, Hugh	Enstone	22/8
10491	Salmon, Roderick	Burn	15/8
10492	Fitch, Richard	Surrey Hills	29/8
10493	Brown, Croft	Bowland Forest	15/8
10494	Barnard, Howard	Welland	25/7
10495	Snall, Paul	Bicester	27/8
10496	Caldwell, Robert	Yorkshire	15/8
10497	Jenkins, Alan	Enstone	15/8
10498	Willock, Peter	Welland	18/8
10499	Hughes, Geoffrey	Lasham	16/8
10500	Robinson, Clifford	Burn	18/8
10501	Wright, C.	Bowland Forest	21/6
10502	Pack, Jeremy	Shalbourne	13/8
10503	Lester, Hedley	Lasham	29/8
10504	Ross, George	SGC	14/9
10505	Roberts, Michael	Aquila	25/7
10506	Lane, Gordon	London	18/8
10507	Madle, Stephen	Cambridge	7/9
10508	Jenks, Michael	Bath & Wilts	15/8

UK CROSS-COUNTRY DIPLOMA (Part 1)

Name	*Club*	*Date*
Reekie, Ian	London	15/8
Murrary, William	Cambridge	13/8
Kitchen, Jeanette	Trent Valley	15/8
Jenkins, Ray	Cambridge	19/8
Donnelly, Allan	South Wales	15/8
Lodge, Richard	London	27/8
Simpson, Colin	Lasham	24/6
Turner, Sally	Bidford	27/8
Beckwith, Thomas	London	15/8
Thompson, S.	Southdown	29/8
Suter, Christopher	Lasham	27/8

UK CROSS-COUNTRY DIPLOMA (Part 2)

Name	*Club*	*Date*
Reekie, Ian	London	15/8
Sanderson, G.	Cambridge	15/8
Simpson, Colin	Lasham	27/7
Thompson, S.	Southdown	29/8

AEROBATICS (BGA Standard Known Badge)

Name	*Club*	*Date*
Hamilton, Roger	Buckminster	9/5
Gill, David	Staffordshire	4/5
Kirkland, Andrew	Staffordshire	4/5
Mills, Nikki	Booker	30/5
Yates, Glyn	Staffordshire	4/5
Yarwood, Andrew	Buckminster	9/5

Removing the Anger from Airfield Planning

At Duxford, on Battle of Britain Day, a conferencewas held, attended by some 50 delegates (principally local authority planning officers); the planning problems peculiar to General Aviation (GA) including those of gliding, were discussed.

A major objective was to inform delegates about the background to aviation-related planning applications. The latest figures show that 63% of aviation-related applications refused first time, compared with 14% for all other applications. On appeal, however, a far higher proportion of aviation-related appeals is allowed: 80% compared with 35% for other categories.

GAAC Chairman, David Ogilvy, explained the rôle of GA and described some of the bizarre planning appeals with which he had been involved. Robin Mackay, manager of Fairoaks Airfield, focussed on the special needs of business aviation. Peter Moore gave a specialist paper on the problems of measuring aircraft noise and determining acceptable levels. Philip Isbell, who wrote the BGA's Airfield Safeguarding Policy, spoke on the need for all airfield operators to protect their activities by adopting plans agreed with their local planning authorities. Anna Bloomfield, GAAC's planning co-ordinator, reviewed planning policies as they relate to GA. She emphasised the need to make clear representations when the policies of county structure plans and district local plans are decided.

The planning officer's viewpoint was ably presented by Trevor Gasson of Maidstone Borough Council who spoke of the need for dialogue between airfield operators and local authorities, whose duties lie in protecting the amenity of local residents. Tackled in the right way, it was usually possible to reach a compromise and to avoid the need for costly public inquiries.

The BGA is represented at GAAC. We support consultation of this nature. Supporting planning appeals at public inquiry is expensive and only to be considered as a last resort.

The lessons for all of us in gliding are to seek early consultation with the Planners and to avoid confrontation. There is always another way.

National Students' Gliding Club

NSGC was formed six years ago to promote the sport of gliding within the university and college community. It is a non profit-making organisation currently catering for the needs of students living or studying in the northwest of England and the Midlands. However, all that is needed to join is a valid student union card from any University or college in the UK.

The club has changed its address to: NSGC, 44 Cypress Road, Winton, ECCLES, Manchester M30 8JY.

Paul Shorrocks, the treasurer of NSGC, will be pleased to answer questions regarding student gliding. He can be contacted by telephone on: 0161-288 2275, and by email at: paul.shorrocks @which.net.

Project 2000

New members:

finding them and keeping them

By Christmas, the results of the BGA's annual returns for 1997-98 will be known and we shall have a better idea of whether or not the UK gliding movement is still losing members. Paradoxically, the results of the Project 2000 "Club Questionnaire" (returned by only 38 member clubs) indicate that during the last year, more full flying members have joined than have left. How representative was that sample? Do we still have a problem?

Some clubs, quite clearly, have a different problem. From the telephone calls I have received, some clubs have had a very successful season for recruiting new members, even if it was not exactly memorable for soaring.

At Southdown G.C. we have run a successful publicity campaign, as a result of which we have recruited fifty (+25%) new members. So, all our troubles should be over? They are not. We just have a different set of problems.

There are lots of new faces, not all of whom we can put names to. There are lots of very keen, very nice people on the airfield. None of them knows how to undertake basic airfield duties, or what is expected of him. Many are suffering from that awful inadequate and unwanted feeling of being a total stranger in a strange world. Some might even be at risk of getting shouted at by impatient instructors.

Something had to be done – and quickly. Otherwise, by Christmas some, if not all of them would never come gliding again and simply add to our dreary membership turnover or "churn-rate" statistics.

What "best practice" guide is available for this peculiar set of circumstances? CFI Brian Bateson and a group of instructors organised a plan. Ground briefings were arranged on Sunday mornings when new members were shown how to DI and fuel all the vehicles and set up the field, ready for flying. Special two-day mini courses were arranged for *ab-initio* training (5 pupils, 3 instructors, 2 two-seaters and a volunteer ground crew) and a series of special mid-week evening lectures was arranged to keep the impetus going into the darker evenings.

Finally, a special New Members' evening was held at the clubhouse. All fifty new members were invited to briefings from the Chairman and the CFI, followed by supper at the Club's expense and a discussion on how things might be improved for the benefit of new members. It was a worthwhile exercise and much still needs to be done.

The proof of the pudding will be the number of 1998 members on our books this time next year. That could mean a "bulge" or "baby boom" effect with fifty new solo pilots by next autumn. Might that create a problem?

The message is that an influx of new members requires a lot of effort from the whole Club. If you don't make that effort, then you'll surely lose them, thereby wasting the results of a successful publicity campaign!

If my interpretation of the 1998 Club Questionnaire is correct, Southdown is not the only gliding club currently facing that problem. The agricultural analogy is running out of crop storage space, following a bumper harvest. It is one of those problems that are always a pleasure to solve.

– Roger Coote

The New UK Squad

The UK squad is, in order of priority:

1. A. Davis	9. M. Young
2. J. Wills	10. S. Jones
3. A Kay	11. P. Jones
4. B. Spreckley	12. D. Allison
5. R. Cheetham	13. R. May
6. T. Scott	14. P. Sheard
7. D. Watt	15. B. Marsh
8. M.Wells	16. D. Innes

Glider Pilot's Licence

The BGA expects to be able to issue a Gliding Licence to applicants with suitable qualifications from the beginning of January 1999. The basic requirement will be for the applicant to have met the standard for the Bronze badge plus the Cross-country Endorsement. The licence will not replace the existing Gliding Certificate. There will be dispensations for pilots with power experience. It is hoped that the licence will be of benefit to pilots wishing to fly overseas as it will state that the holder has met all of the ICAO requirements for a gliding licence.

The licence will last for the lifetime of the holder. Renewal of the privileges will be achieved by logbook entries. Clubs will be sent further details of the procedures, together with application forms, during the next few weeks.

European Gliding Union News

At a recent meeting of the EGU Executive in Antwerp, the German delegate, Jurgen Sagemuhle, presented a map of Germany showing areas which had been designated as 'Mandatory Transponder' zones. The zones are 16nm radius around certain regional airfields and extend from ground level up to 5,000'. This has caused consternation among German and Benelux pilots who had little or no warning of the implementation of these areas. Some of the areas have gliding sites within them and it is not clear how the clubs will operate in these circumstances.

The problems that British pilots have had when visiting France have also been experienced by Dutch and Belgian pilots. The EGU is trying to resolve the problems by getting the National authorities to recognise all licences which comply with ICAO requirements. In addition it is hoped to persuade ICAO to set standards for issue of instructor ratings so that these will be recognised in every country.

– Lemmy Tanner

Vintage Gliding Club News

We had bad weather for our two rallies, except for the one at Haddenham during the May Bank Holiday weekend. The "Willow Wren", which was thought to be the oldest airworthy glider in the world has been bought as a static exhibit for the Brooklands Museum, along with the replica Scud 1 and the original Gull 3.

The Hols der Teufel replica and a 1943-built Swedish Weihe have been sold to Germany. The first is destined for the German Gliding Museum on the Wasserkuppe. The Weihe will be flown at Achmer (joining a Kranich 3, a Condor 4, a Meise, a Grunau Baby 2 and 3), and we hope that by next year it will have an airworthy Kranich 2. Other projects in Germany include a new Reiher 3 and a Musterle. The restoration of the Horten 4a LA-AD, which was once in RAF hands, is about finished. It will be a static exhibit in the Flugwerft Oberschleissheim, the Munich-based aviation collection of the German Museum.

Being restored in Britain are at least 4 Grunau Baby 2s, 2 Olympias, 1 SKY ; a Weihe and a Dagling. Praiseworthy performances in Britain include Barry Smith's climb to 3,985m in wave over Dishforth in his Nord N.2000 (Meise) and Ian McCleod's triangle of 150km in his Zugvogel III on the only thermal day of our National Rally at Hus. Bos. For his flight, he won the Rodi Morgan Plate.

Our 2 International Rallies, at Zbraslavice in the Czech Republic, and Nitra in Slovakia, were great successes. The thermals over Nitra were strong and the temperature was sometimes 40°C. Because of the great distance, only 4 gliders were entered from Britain.

Seventeen of the thirty nine entries were from Germany and this augurs well for our International Rallies next year in Germany. Our Rendez Vous Rally is to take place at Achmer and our 27th International Rally is to take place at Aventoft in Schleswig Holstein on the German Danish frontier from the 30th July - 8th August.

The 3rd International Rally in commemoration of the Italian Glider designer Luigi Teichfusstwas was also a great success. The greatest height was achieved by Hans Disma and C. Wills in a Mg 19a This was 5,000m asl in wave lift.

The VGC offers relatively cheap, but good, flying, a demonstration of one's flying skills on cross-countries, etc., (exhibited by the performance differences between your vintage glider and a modern one) and a glimpse into gliding history.

To join the VGC, with or without a glider, you should send a cheque for £22.00 to our Treasurer, 6 Buckwood Close, Hazel Grove, Stockport, SK7 4NG. Tel: 0161-4874522.

Letters to the Editor

Letters to the Editor should be marked *"for publication"* and sent to:
email *(preferred)*: le@blot.co.uk **fax:** 01798 874831 **post:** PO Box 2039, PULBOROUGH, West Sussex, RH20 2FN

Advertising Gliding

Dear Editor,

I would just like to add my thoughts to the matter of declining membership of gliding clubs. Surely one of the problems of attracting new members is a lack of advertising and promotion of the sport outside the associated media, i.e. *S&G*.

I cannot recall seeing adverts for gliding clubs, etc., in publications other than those related to aviation, and as we know you don't need to be air-minded to go gliding. Some of the members at my club don't know a Tornado from a Spitfire, but they certainly know about gliding. Cannot the BGA subsidise advertising for clubs in their local papers etc?

Over the last few months the only mention of gliding on the local news channels, and local papers, has referred to a couple of gliding fatalities. Hardly the advertising we need.

Jonathan M. Butt
THETFORD, Norfolk.

Extolling Viagra

Ian Davison replies to his son's article Span Is FOr Wimps (*S&G* Aug/Sept 98, p.222)

Dear Chris,

I read your article with interest. I agree that Mr Kenilworth makes exceedingly small gliders, but his use of modern materials and refined profiles gives it an advantage over your K6. If I read you correctly, your idea of fun is to make life difficult for yourself. Perhaps we can persuade Mr Edgley to make a half-scale model of his Optimist, screw on a load of lift-dumping measures, and call it a "Pessimist". Boy, wouldn't you have fun! In fact I flew the Optimist, stayed up and enjoyed it, so we'll have to rule that one out for you, Chris.

You've always had an interest in minimal aviation; hang-gliders, paragliders, etc. I dabbled once in my youth. At the age of eight or nine I used to jump off a haystack with a homemade parachute made out of hessian and binder twine. It wasn't a great success – something to do with the insufficient drop, and I couldn't find a bigger haystack.

Over thirty years later I started gliding; I capitalised on my experience, went for greater performance and bought an SF26. I flew it for over fifteen years, until your brother decided to blend it into the Mynd countryside. We replaced it with an Astir. That's the way to go, son: performance and plastic.

On a separate point, I noticed that you were very selective in your use of acronyms. You missed PIFFLE: Plastic l [one] Flies Further with Lengthy Extensions; and PLASTIC: Pilots Love Advanced Sailplanes – Travel In Comfort. Finally son, it's size and staying, up that counts. Which reminds me its time for my VIAGRA. Veterans In Ash Gliders Remain Airborne.

Ian Davison
NEWTON ABBOT, Devon.

Talking Cockpit (part 2)

Dear Editor,

Normally, I am just an avid reader of S&G, leaving it to others to lead the debates, whether it be on safety, winch launching, the latest hot ship or competition scoring scheme. However, having read Rod Witter's "The Talking Cockpit" (*S&G*, Aug/Sep 1998, Letters , p.200) I can remain silent no more.

This issue strikes deep at the very heart of our sport; the reason people become devoted to gliding in the first place; the safety of every flight outside controlled airspace; the success of the National team; perhaps even the continued existence of life on Earth as we know it.

For, despite his considerable experience as a pilot, instructor, engineer and regular *S&G* contributor, Rod has got it totally wrong on this occasion – it was the Maestro that had the nagging dashboard, not the Allegro.

Jerry Niman
STOCKPORT, Cheshire.

A Revolution of Sailplanes

Dear Editor,

The article "A Revolution of Sailplanes" in the last issue (*S&G* Oct/Nov 1998, p.276) described a hangar which allows eight gliders to be housed, and each one to be removed without moving any one of the others.

We at Bristol and Glos. have been fortunate to have had a hangar housing thirteen 15-18m gliders, fully rigged, and allowing any one to be removed individually, for the past 30 years. This hangar, designed and largely built by one club member, is much simpler in construction, having no moving parts apart from the doors. The gliders are placed in two rows, back to back with their tails alternating and wings overlapping. The whole of both sides of the hangar consist of drop-down doors, strengthened in line with the wheels, to allow the gliders to be pulled over them.

On 1968 it cost £2,350 to build. Although less compact that the square arrangement in Albuquerque hangar, it only uses 700 square feet of floor per glider as against 900 for the revolving system.

K. R. Brown Bristol & Glos GC.



Photograph: Dursley Gazette

Nympsfield's hangar on completion in 1968.

The Late Comer

Dear Editor,

Not to be branded as suffering the "old age syndrome", I would like to turn the clock back to the Feb/Mar 1996 issue of S&G (p.25), Subtitled

Calendar

24th - 27th February 1999
Annual Hang-glider Convention
Knoxville Convention Center, Knoxville TN, USA. Hosted by the Air Sports Council, an organisation of the Soaring Society of America, the US Hang Glider Assn, and the US Ultralight Assn. Internet:
http://www.inscorp.com/~smsa or
ushga.org@ushga or
www.usua.com

Contributions for the next *Calendar* (to cover Mar-Apr 1999) can be sent to the Editor by 10th December 1998.

"The Late Comer" I penned this article at the invitation of our retired Editor, Gillian Bryce-Smith, bless her cotton socks. It was the very first time in my life that I had written to a publication of any kind, let alone have an article published. From the response I received from lots of Burn members it appears I did well.

To continue, and to get down to the nitty-gritty, I would like to warn all those 16-year-olds out there, about whose great achievements we keep reading, that the wrinklies are fighting back. On 5th August 1996 I flew my first Silver leg; my Silver height. 28th May 1998 saw me successfully flying down to Gamston for my 50km flight, and on Tuesday 18th August this year I completed my Silver with the 5-hour duration flight. Could this be some sort of special record for a chap who reached his 72nd birthday on November 21st? I would certainly like to hear.

Finally, through your pages, I would like to say 'Thanks!' to all the instructors at Burn, for their tremendous help and encouragement.

Cliff Robinson
WAKEFIELD, West Yorkshire.

Letters to the Editor

Enough Gizmos?

Dear Editor,

In the climate of the recent spate of tragic mid-air collisions, can we now look at the number of distractions that adorn the cockpit of any modern glider. By this I am thinking of the proliferation of small LCD screens which have many features and multiple pages to choose from. All these tend to lure the eyes inside the cockpit and keep them there as long as required. Why did we invent the audio vario?

This matter was well covered by Platypus in his inimitable style last issue. I know this letter will bring howls of derision from the technocrats among us, but let's junk the screens and get back to looking out, at least until the boffins come up with a head-up display.

Dick Skerry
LOUTH, Lincolnshire.

Electric Winch

Dear Editor,

I was amused to read the claim by the Unterwössen Flying School to have developed the first successful electric winch (S&G Oct/Nov, p.300)

I had my first launch by electric winch in July 1952 at Sameden, near to St Moritz in Switzerland where the World Gliding Championships had been held in 1948. Brennig James and I had driven from RAF Sylt in North Germany, where we were doing our National Service, to join the Swiss Akademische Fluggruppe from Zurich. They kindly let us fly their Spahlinger S-18, and the delightful Moswey IV which had first been seen in the UK at the British Nationals at Bramcote in 1947. The winch was placed near the hangar and, depending on the wind direction, the cable was taken through pulleys so that it pulled from the upwind end of the runway.

Because of the shape of the valley the wind can only come from two directions, and in both of these the Muattas Muraigl mountain gives hill lift. So it only requires a launch to a modest height and a downwind dash to the mountain to find oneself in smoothly rising air. A few turns along the "ridge", often passing hikers trudging up a mountain path who would give a friendly wave, and one was at the summit, free to find the first thermal.

The winch was driven by the airport manager and he charged the enormous sum of ten shillings (50p). This was four times the current cost of a launch at Dunstable, and seemed very expensive. But since one only took a launch when the wind was blowing, it was the equivalent of an aero-tow. The winch appeared to be a well-established fixture, and as far as I know



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may well have launched some of the competitors four years previously.

My subsequent visit to Samedan was by motor glider, when (I am pleased to say) the use of a winch was not required. It is probably still there.

Peter Ross
FALMOUTH, Cornwall.
tricehpv@globalnet.co.uk

Competition Starting Systems

Dear Editor,

In the light of the current heightened interest in competition safety, I would like to tell readers about the system of allocated start points which has been developed in Australia. We were on the way to a competition. We read the rules. What's this? Nine start points? Each pilot gets three to choose from? Oh dear, not another new starting system... The Australians had had a fatal mid-air collision, so when they sat around the table to think up a new startline procedure they had safety as their main concern, but the new idea has also proved very popular with pilots, as it prevents startpoint gaggles and makes it almost impossible to know when, or where, other gliders in your class are starting. When we tried it, we liked it straight away, and we found nobody at the Australian Nationals had anything other than praise for it. There were nine start points, all within 15km of the airfield. At briefing, each pilot received, in secret, a list of three start points he could use, chosen at random. The first obvious effect is that the whole class is spread out over the whole starting area. This eliminates gaggles and makes you feel much safer. We had cloudbases of 2,500-3,000' (1000m or less) and sometimes poor visibility in the start area (very European conditions) as there was influence from coastal air. Secondly, it makes it almost impossible for people to follow you. If you find a 'backpacker' at the start point, you can avoid him by going to another start point. He may not have one in common with you anyway. If you want to team fly with someone, you may find you have a start point in common, otherwise you have to plan to meet after starting. Thirdly, and the most important thing to the pilots, is that you have control over the time you start and the place you start from. You can judge the best time to start, looking at cloudstreets and the development of the weather, and not have to wait for a gaggle to start. You are not forced to wait in a gaggle whilst the best weather passes by, with nobody wanting to be the first to leave, because it is often the case that the first pilot to start will lose the day. Once on track, some gaggles form, but they are much smaller. For scoring, the programme has to allow for different distances to the first TP, and speeds are calculated accordingly. You can make a startline as long as you like, straight or curved, but there will be a gaggle somewhere along it. You can have a startline closing time, but the gaggle can wait in the start zone until it closes and then leave together. This new system stops the gaggles, secret lying in the secrecy of the start-point allocation. We found many good, and no bad, aspects of this new system. From the safety point of view, it must surely be the best way to reduce the risk of collisions and fatalities both in the start area and out on track. I have two further thoughts on this:

- To have as many as 20 start points, giving five pilots per point in a competition of 100 pilots.
- To ensure that the three start points each pilot was allocated each day were spread out over the whole start area so as to eliminate any unfairness that might be caused by weather conditions varying through the start area.

Pam Hawkins
NEERPELT, Belgium.
gkurstjens@csi.com

Would You Learn to Glide in a Motorglider?

Dear Editor,

I saw the article entitled, "*Would You Learn to Glide in a Motorglider?*", from the Oct/Nov issue of *Sailplane & Gliding* (p.289). I would like to endorse what the author was saying. In my teens (ca.30 years ago) I learned to glide with the ATC. This spring the opportunity arose to attend a week's gliding course, at a reasonable cost, and I took it up. Frankly, I was disappointed. As Les Blows points out, the amount of time one has to spend 'being there' in order to spend a short time in the air is totally disproportionate – and this was on a course run for six people! There is no way I could spare whole days or weekends for so little reward.

I also agree with the point that gliding as a means of flying training is flawed. When I first learned to glide I found the experience exciting and exhilarating. In my last attempt, I found it stressful. I would have welcomed the opportunity to be able to practise flying without having to worry about exactly where I was and how to take off and land. At my age I need time to assimilate what I have learned before trying something else. If I ever return to gliding it will be to a site which can (almost) guarantee soaring conditions or which can offer motorgliding.

Brian Wood
WIGAN, Lancashire.

Dear Editor,

I read with interest Les Blows' article in Oct/Nov issue of *S&G* (p.289) where he asks for debate. I certainly intend to debate. Firstly, where does he get his statistics from? e.g. 90% of *ab initio's* giving up before solo, 50-120 aerotows before solo, 20 winch launches and 40 aerotows to solo over one or two years, etc. After enquiring at several clubs I come up with the following averages to solo: aerotow only = 45 A/Ts @ £20 including flight time = £900 and 15 hours @ 20 minutes a flight; winch only = 75 @ £6 including flight time = £410 and 8½ hrs @ seven minutes a flight. winch and aerotow = 40 winch launches @ £6 = approximately £240 and five hours, 20 aerotows @ £20 = approximately £400 and seven hours.

Secondly, he states spinning takes eight flights and costs £176. In those flights, would not the aerotow be taught as well as consolidating lookout, HASSLL checks, circuit planning, approach control, landing, etc.? Can he compare spinning a K13 or a Puchacz with that of a Motor Falke? Thirdly, he states that an SLMG can tow as well! How many SLMGs are there that can tow a glass two-seater two-up with two in the SLMG? Most clubs ask for a morning or afternoon to help run the field and isn't this part of the camaraderie that exists in gliding and gliding clubs?

I disagree that an SLMG is a much better introduction as in my experience most Air Experience pilots turned down the SLMG because it was just a funny looking aeroplane. Les's conclusions are only his own and the article does in no way show that an SLMG "offers many advantages for both pupils and Instructors and some exciting opportunities for club operation" I think it leans toward a power flying club and the detriment of Gliding. I believe an SLMG has some very good qualities: circuit planning

practice, aerotow rope-break practice and cross-country endorsements.

I leave it up to Terry Slater and the Instructors' Committee to take up the mantle about our "50 year old" training method.

Pete Freeman
BIDFORD, Warkwickshire.

Dear Editor,

What a joy to read in *S&G* (Oct/Nov 1998 p.298) Les Blows asking "*Would You Learn to Glide in a Motorglider?*" The answer is a resounding YES PLEASE! He describes exactly the current desperate situation of many wannabe pilots.

What I want most of all now is to be able to fly – the rest will follow. To do that, first I need to go solo. Three hours of motorgliding and a dozen aerotows in Colorado, as described by Les, would do nicely but the same in the UK would be even better.

Like many new to gliding (although not to aviation), recently retired from full-time work and with the time, money and inclination to learn, I was eager and impatient. I even had ideas of becoming an instructor in due course. Teaching and helping others would be good. However, at 58, having experienced only one season as an *ab initio* learner, my ambition has been drastically downgraded to attempting to achieve solo before I am too old to climb in and out of a glider!

My pilot's logbook records the pitifully small flying time accumulated to date – under 7 hours. The statistics are 35 flights, of which only one exceeds an hour and only two exceed half an hour. Of those the second was in a motorglider but only because I specifically asked for it in order to get a minimum of worthwhile time practising the very basics of handling such as stick-and-rudder co-ordinated turns and rolling-out correctly on a desired heading. Through my own limited experience I learned that motorgliding is a far better way to get started.

Now the aim of Les's article is 'to encourage wide debate'. Is this some sort of joke? It is so obvious that I cannot believe that any sane person would think otherwise. If there is a majority in gliding that really does believe that only an engine-less 'pure' glider will do then the sport is doomed. If gaining one's gliding wings means trading in one's sanity at the same time then the price is too high and I want out.

Bob Ashby, AshbyRM@aol.com

Letters to the Editor

And Finally...

Dear Editor,

Oh how I agree with Jon Hall's letter in the Oct/Nov issue. As one interested in design, although not a professional designer, I was appalled when I opened the last issue. The design is weak and dreary, the layout amateurish and the typography awful.

Please, please, PLEASE go back to the original crisp, clean and attractive design which was a pleasure to look at.

Neville Clarke, Nevcharlie@AOL.com

Dear Editor,

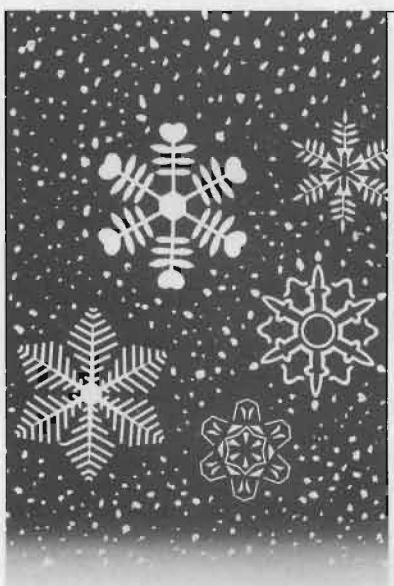
I write to protest in the strongest terms at both the tone and content of the letter from Jon Hall about the new design of *Sailplane & Gliding*. I have had a long career in the publishing industry, mostly involved with desk top publishing technology.

The cover is not dreary – it looked fresh and exciting – frankly, full colour glossy pics of yet another glider doing nothing very much with some pretty clouds/scenery in the background start looking fairly dull after a while. If it also means that more colour gets to be used inside the magazine, especially the Gliding Gallery, so much the better.

Yes, the typefaces used are much lighter and fresher (I too might argue about leading and kerning, particularly the heads in bold italic, and minor stylistic details like the bold small caps introductions to pieces) but the overall effect is a great improvement – instead of great wodges of boring Helvetica, the overall look and content is much more accessible and inviting – there were times when the old *S&G* started to resemble an academic journal rather than a good read for gliding enthusiasts.

I think the first two issues of your editorship are a refreshing change, and although improvement is always possible, I think you're heading in the right direction.

David Simpson, COLCHESTER, Essex.
David_Simpson@compuserve.com



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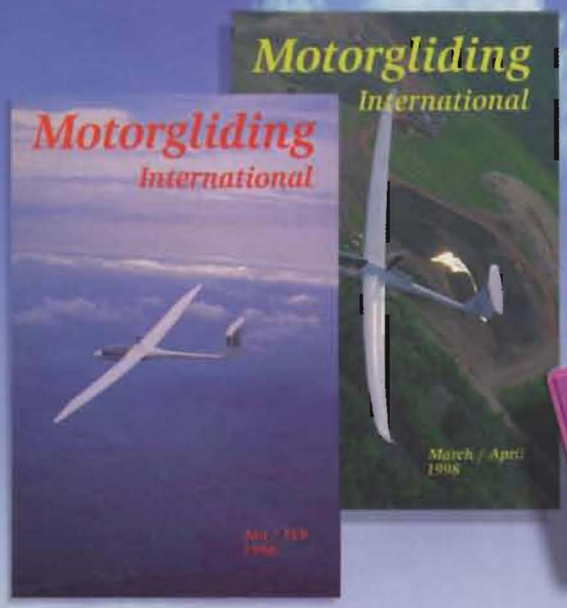
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Your Club Safety Officer (ever loyal to the Safety Committee) will insist that there are no old, bold pilots. But he will be wrong; there is certainly one, and he is the author of *"A Glider Pilot Bold"*. Wally Kahn has loved gliding for fifty four years and this book is a charming, entertaining and affectionate account of the relationship between him and his sport. To us ordinary folk Wally is a gliding giant: his contribution to the sport has been enormous and the span of his experience hard to comprehend. Today he flies a Stemme S 10; but he achieved his Silver Height in (or on) an SG 38, the predecessor to the Dagling. His Silver Certificate is number 85. His Gold is number 10. (The book lets the reader know the effort that was necessary to win the race for number 10).

In a chatty, warm and informal style the book conveys an enormous love of gliding and gliding people which should be an inspiration to all of us. But it does much more than this; it provides a sense of context, of belonging, for today's glider pilot. It presents an inspiring image of gliding as a way of life offering huge fun and reward. Perhaps there are several hints that the halcyon days have gone and that Wally knows he was lucky to have enjoyed them ("as life teaches you so often, it was too good to last") but this could just be Wally's challenge for tomorrow's pilot.

Much of the material stems from the early days of the Surrey Gliding Club, its move from Redhill to Lasham and the subsequent development of Lasham Gliding Society. This might feel a trifle parochial to some, but the boundless energy and appetite for fun that the youthful Surrey Club had in its Redhill days makes for very entertaining reading and ought to remind us that our sport is supposed to be fun. (One facility that the Surrey Club had at Redhill was alternative entertainment, in the form of a squash court: perhaps current gliding-club managements should take careful note).

Many anecdotes, incidents and adventures made me chuckle, not least the story of the Lasham Elephant (and I don't mean the Brown Elephant).

The book is, of course, educational: I have often suffered from the expectation of much beer and food by retrieve crews; I now appreciate that this expectation arose from the days of long down-wind dash competition tasks. I can now accept that the glider-pilot is - by his very nature - intensely competitive.

And the Fight for Lasham brings tears to the eyes.Gliding is obviously an enormously important way of life for Wally Kahn; it has been intensely frustrating, richly varied, rewarding, great fun, full of adventures, peppered with pranks and seasoned with interesting people. The book shares all this with the reader in songs, anecdotes and even a short play. It is, of course, an entertaining book to read. It is also informative, containing a comprehensive gliding bibliography, with some lessons for all of us, and I was sorry when I found that I had reached the end.

– Les Blows

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A Sunday in the High Street

On an unpromising day last September, Rod Witter flew 300km out of Sleap. On one of the legs an extraordinary cloud street gave him a straight run of 140km!

Sunday the 13th of September 1998 did not look promising from my home at Chester: a drizzly overcast suggested a day best spent in the garden catching up on a few chores. By 11am however the sky was beginning to look more interesting, and a cold Northwesterly was starting to blow. Having enjoyed so little cross-country flying, like everyone else in this year of "El Niño", I decided to drive down to Sleap to see if anyone was flying, and see if there was any chance of a launch. Arriving at the club just before lpm, I found a small group in the clubhouse going through the usual "shall we/shan't we" get the kit out and go flying. By this time the sky was looking distinctly promising, so we decided to rig and get out our Chipmunk tug. I opted for the 18m wingtips on my Ventus 2 and delayed myself further by putting a full load of water on board- clearly progress to windward today was going to be a bit of a struggle.

We were operating off runway 01 which rather restricts our manoeuvring on the ground. An unfortunate misunderstanding when moving the glider into position resulted in the aerotow rope becoming entangled around the wheel, causing further delay whilst we cleared the problem and lined up. Consequently it was getting towards 3pm by the time we got airborne.

I had it in mind to fly as much as time permitted of the first part of a 750km I have prepared out of Sleap. This involves first Hereford racecourse, then Lasham. Setting off on track soon showed that it would be easy downwind! A good 27kt soon had me to Hereford and I turned southeast. A low save near Ross-on-Wye made me glad that I had a Turbo engine parked in the fuselage should it become necessary. Organising a long retrieve on what was going to be a cold dark autumn evening was not a prospect to relish, although the motor would not have enabled me to reach home in that headwind, at least it would have provided an airborne save onto the welcoming runways of Nympsfield or Shobdon.

The view of the Severn estuary was superb, with the two motorway bridges standing in all their dramatic splendour in the sunlight as I passed to the north and crossed the escarpment onto the Cotswolds. By 4pm I had reached Badminton, and now thinking it was time to turn for home into this powerful wind. By this time the sky on the direct route back did not look too promising – but stretching away to the Northwest, over the Severn estuary and into Wales, was an interesting looking cloud street. Setting my course under this I soon found the conditions very strong, allowing 100kt cruising speed at times. Crossing the Severn I passed a couple of Nympsfield gliders enjoying themselves, with the cloudbase up to 6,000' in the strongest lift.

Still the street went on and I pushed forward. Slowly the miles rolled by as I passed Hereford again and came abeam Shobdon where a Blanik was romping in the strong conditions. Calling Sleap gliders, I hoped to hear that the wave was working further North, but the radio was silent. That possibility of reaching home seemed unlikely. I was now moving well West of my route and the problem remained of getting across the dying conditions back to base.

The street gradually weakened and eventually I was down to 2,000', and only 12km south of Lake Vrnwy. The time had come to leave this dramatic line of energy and push east towards Sleap. A couple of weak thermals then obliged with gentle lift and I was able to sneak in at 6pm.

The day had given me the ride of a lifetime – 140kms into wind without turning. One thing was absolutely certain: it sure beat the heck out of gardening!

– Rod Witter

Great Balloon Race for the Millennium

This winter will see another series of attempts by top balloonists to be the first to circumnavigate the globe; but, once that feat has been achieved, pilots will be seeking a new challenge for their sport. Therefore the Ballooning Commission of the Fédération Aéronautique Internationale (FAI), the world governing body for air sports, is to study the feasibility of a regular round the world balloon race to be known as "The Great Balloon Race".

Consultations will take place between the FAI's ballooning commission and pilots, manufacturers, sponsors and broadcasters", says Max Bishop, Secretary General of the FAI. "We have teamed up with the international PR consultancy Fleishman-Hillard to assess the potential for the event and are all very motivated by the idea. It would probably take place every four years and we would anticipate a magnificent trophy and a substantial cash prize for the winner.

Bertrand Piccard, pilot of the Breitling Orbiter and grandson of Auguste Piccard (famed for his inventions, including the stratospheric balloon and pressurised cabin) says "Naturally I want to make the first circumnavigation, but a race round the world, once we see that it is feasible, fills me with tremendous excitement, and I would be the first to sign up."

– FAI News

Tail Feathers

Playpus considers the reply

"If this is decline let's have more of it"

I am not quoting the Emperor Nero's next-to-last words (you all know his last words) but venting my thoughts on the supposed decadence, and imminent demise, of the British gliding movement.

Having completed a massive survey for my home club, involving several thousand items of mailshots and questionnaires, I found myself volunteered into doing three surveys for the BGA. Truly they say "No good deed goes unpunished." It explains why some people prefer to do good by stealth and keep their lights under bushels. They have much quieter lives.



No good deed goes unpunished.

I suspect that the frenetic urge to all these surveys (not shared by me, who actually has to do them) is based on an important pair of errors, or at least misconceptions:

1. The first is that the movement is in decline. I don't think it is.
2. Secondly that the future health of the forest will be improved by putting each fallen leaf under a microscope. I don't think it will be.

I would prefer to stand back and just think a while. The excellent piece in the June/July 1998 *S&G* by Charles Baker is a model of the right analytical approach:

- He treats all data with suspicion, especially any interesting ratios. ("If it's interesting it's probably wrong" has been my motto for years)
- He takes very long periods to establish significant trends, i.e. 20 years not 12 months, and examines data in three-year blocks (1977-79 with 1980-82 and so on). That way some oddities and statistical quirks get ironed out.
- He rightly lops off small units because their signal-to-noise ratio is too low.
- He finds that the number of private owners has more than doubled and the cross-country miles flown have boomed, and concludes that our movement is not dying on its feet. In short he supports in an analytical way what I said (in the previous issue of *S&G*) without any evidence other than the editor's problem of incorporating all the comps reports. Why does the editor have this problem? Because contest flying is oversubscribed; more and more people are doing it.

What is in decline, then? What is declining is that nice round number (10,000) which we usually say, when talking to politicians, bureaucrats, journalists and other lay people, is the number of glider pilots in the country. That global number is sort of important because the scale of that number might affect funding from outside sources, It also affects the BGA's income from per capita fees sent in by clubs.

I am not going to bore you by discussing how to remedy those fiscal headaches. Instead I shall insist that we are damaging ourselves by talking about decline which is not real.

The indefatigable Roger Coote and I recently did a few sums. If you apply the classic 80:20 rule (which states that 80% of results in any field of activity are usually produced by 20% of the people) then vast numbers of so-called active glider pilots are about as active as the hamster which my neighbours buried with full military honours last year, when all the poor thing was doing was having a rather long zizz, known in the pet trade as hibernating. Some glider pilots hibernate all year round. What some people unkindly call nagging is men's wives trying to make sure their spouses are still awake, or at least still alive, in case they bury their husbands by mistake. This applies to the entire human race and not just gliding club members.

It must be the case that most gliding club members do less than ten hours a year, and maybe five or seven hours is the median for the bottom 80%. The bottom 20% to 30% must be doing nothing. They are ready to drop off the tree like little leaves in winter whose time has come.

This has, I suggest, always been the case. In the 1930s the membership of the London Gliding Club was about 300-400, similar to today's. Most of them, by sheer numerical logic when one looks at the amount of flying that was done in total, with the same few names cropping up again and again,



one of the dedicated 20%...

must have done nothing but turn up to enjoy the bar and the superb new Kit Nicholson building, and to observe the aviating like well-bred cricket spectators. A polite ripple of applause and murmurs of "Ai say, well done, young fella!" would come from the 80%, as one of the dedicated 20% stepped out of yet another pile of matchwood, immaculate in starched collar, bow tie, waistcoat, plus-four trousers and spats. For most of the 80% in the 1930s the gliding club was somewhere novel, scenic and exciting to go – I mean to go to watch – at weekends.

Nothing wrong with that. These people, the silent majority – whose logbooks do not bulge with hours and who never feature in *S&G's* mind-numbing contest reports – have for decades supported the clubs with their subscriptions; they deserve something commensurate in return. Like fun.

However the sea-change that has gradually crept over the movement is, I suggest, this: some of those 80% whose hours always were tiny and whose motivation was always marginal, have



try wasting it some other way...

thought "Am I wasting my time and money? Might I not try wasting it some other way just for a change?" There are vastly more attractions and more options, especially for those who are chiefly looking for somewhere to take the family on a Sunday afternoon. So they vote with their feet, or in this more prosperous age, with their wheels. They leave the dust of the Bogshire Soaring Society hanging in the air as they drive out through the gates, never to return.

But the fanatical 20% are flying more and more, and enjoying it more and more. They are not an élite: it has little to do with money, but with the type of person we are. The 20% are probably what psychologists call "A-types" – competitive, pot-hunting, obnoxious, more likely to have heart attacks, strokes, divorces and bust-ups with the boss resulting in being summarily fired. But they pack in a lot of living before Death's scythe catches up with them. And they are gleefully packing in more and more while they can. Good for them!

Let's hear from the fallen leaves all the same; but despite my strenuous avowal of the above views, I was still asked by the BGA to survey people who hadn't renewed and did not intend to renew their club subscriptions. Something might be learnt from them. So I set about organising yet another postal poll.

Of the Quitters (I call this group "Quitters" though not in any derogatory sense) 67% are certainly or probably giving up gliding for good: the rest might resume at some later time.

Why did they quit? Frustration has got them down. ('Surprise, surprise' I hear you say.) The three chief reasons are "Not getting as much flying as I would have liked" and "Not making quick enough progress" coupled with "Less available leisure time". That makes sense: if leisure time is scarce, you want it to be as fruitful as possible and you get fed up when you feel you are stagnating. Moreover, multifarious new interests nowadays seem to be eating into the available leisure time.

Believe it or not, money is not a big issue: the costs of gliding in general were NOT a major reason for giving up, nor were changes in their personal financial circumstances.

"Politics & personalities" scored quite highly as a reason for giving up. Club committees & senior members could do a lot more to make newer members feel welcome and to take an interest in their progress. We are too cliquish.

Heck, they're talking about people like me! C'mon, Plat, get out your new Economist diary for 1999, and start writing down those New Year resolutions: "Stop driving big BMW at speed through puddles next to Bronze C pilots who have been standing for hours in biting wind waiting for a launch. Try getting laughs some other way..."



We are too cliquish.

The perfect competition

I achieved a life-long ambition this last summer: I soared my ship to a UK national championships, never derigged during a seven-day contest, then soared it home when it was all over. (I'm sure people do this constantly in the USA and Australia, and even manage without trailer or crew. But I'm talking about soggy old England, where that would be a high-risk policy.) I was feeling pretty smug about this, until my partner rang me at home and asked what the Hell I'd done with the wing dolly. Blast! I had quite forgotten this wretched item, and had to make a 200-mile round trip by car to retrieve it. Which rather spoilt the symmetry and eco-friendly efficiency of my achievement.

Years ago at Waikerie I met two Germans who were touring Australia with an ASH-25, which had been built to take a motor but did not in fact carry one. The empty engine compartment was used instead to hold the tail dolly – which you know you absolutely need on an ASH-25 if you've tried to lift the rear end – and other essential bits. I thought at the time 'What a great idea!' But if you asked a glider manufacturer to install luggage compartments in his aircraft, you'd get a very funny look.



Luggage compartments...

Back to this summer in the UK – I must confess, before people who were there write in and denounce me – I cheated slightly since I'd had an aerotow retrieve on a mass-landout day. I did once have seven out of seven completed tasks in a competition, but it fell short of perfection because I derigged and trailed home at the end.

True perfection is when you soar there, finish all tasks, every day being a task day, and soar home, with a cosy compartment behind you carrying all your dollies – *and* the winner's trophy. Well, one can dream.

Pilots With Attitude!

A French study of Human Factors in Aviation identified a number of pilot attitudes which, when exposed to stressful or dangerous situations, tended to result in unhappy consequences.

In an analysis of accidents and incidents these attitudes appeared to occur in gliding with the following order of frequency (frequencies of occurrence in light aviation are presented in parentheses):

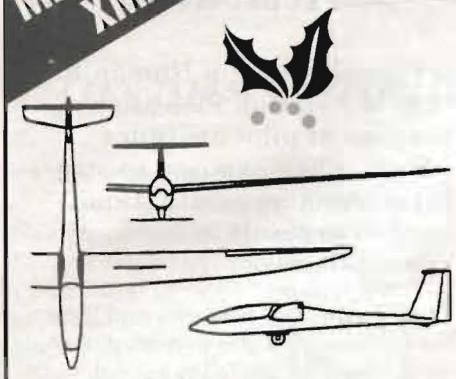
1. Invulnerability: *That wouldn't happen to me!* (3 in GA)
2. Impulsiveness: *Do something. Quickly!* (1 in GA)
3. Over-confidence: *I can handle it!* (2 in GA)
4. Anti-authority: *Leave me alone!* (4 in GA)
5. Resignation: *What's the point, I can't do anything about it.* (5 in GA)

A very large majority of instructors who were questioned during this study felt that pilots should be trained in judgment and decision-making processes, and a conclusion of the study was that instructors should be taught basic cognitive psychology during their training courses.

From *Vol a Voile*, p.27, Janvier 1997.

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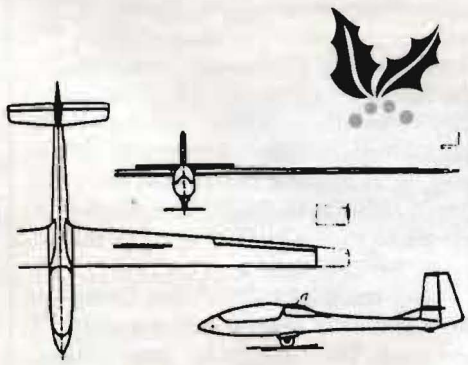
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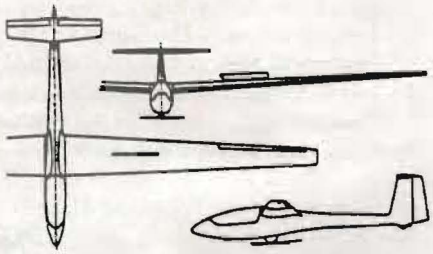
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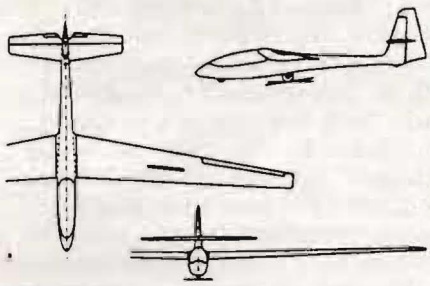


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Salutary Soaring



An anonymous column dedicated to those of us who got away with it

August 28th: I'm in a gentle left turn near Sutton Bank at about 1,000' AGL. I've just returned from a cross-country flight and I'm waiting for some gliders to clear the landing area. It is "Slingsby Week" and I'm enjoying the sight of some of the regal old girls soaring in the vicinity.

Suddenly, I am rudely awakened from my reverie by a BANG, and a shudder runs through my glider. My first thought is straight from a line in the film Top Gun – *"Shit! I'm hit!"* and I realise that successful bale-out from this height is highly unlikely; I'd just be another statistic in this season so full of sad statistics.

My second thought is a little more rational: let's do a control check. I feel relief – all the controls seem to work. I put the glider back into a left turn and, heart in mouth, scan the sky beneath, half expecting to see another glider spinning away, but there is nothing. More relief. I rationalise – it must have been a bird, a big one; but just in case, I think I'd better land, a.s.a.p. Gently, trying not to exacerbate any possible damage, I join the circuit and land.

I get out and inspect the damage. I can't believe my eyes! The left side of the fin is scarred by blue paint and, on closer inspection, I see that the gel is cracked. What on Earth hit me? No Sutton Bank glider reported such an incident and none shows any sign of damage. The only aircraft showing any mark is the Super Cub which has evidence of recent, slight damage to the top of its blue fin; but the geometry makes such a collision virtually impossible. It couldn't have been a bird, although some wag suggested it might have been a Blue Tit!

Perhaps it was a model aircraft, but none has been seen all day and they tend to fly when the ridge is working, which it wasn't. A microlight? A light Aircraft? All I know is that something hit me and I also know that, today, I am a very lucky boy indeed.

Despite priding myself on my lookout it wasn't good enough. The other half of this unplanned liaison is out there somewhere and the pilot might even read this article. I'd be interested to know what happened. There must be a lesson to be learned.

John Morgan is happy for his name to be attached to this piece. He wants to point out that although he has thirty five years flying-experience and 15,000 hours, it still happened to him.

I won't tell you what the CFI actually said to me at the end of that day, but he gave me some very good advice.

It was a day in mid-summer, about three weeks into June; a good soaring day perhaps, but with more than a hint of thunder in the air. Cloud streets were forming across the airfield from the west and out over the hills to the east.

To the north was the end of our western ridge. On the other side the eastern ridge stretched for some five miles along the side of the river valley. The main gliding area was usually the west bowl. Our strip was aligned NW and our club-built winch could give us a 1,200' launch to send us on to the ridge.

I had a check flight in a K13 and found good lift on the hill. I was given the Swallow, which we flew without parachutes, and told to watch out for any signs of cumulo-nimbus activity.

I had a good pole-bending launch to 1,300' and made for the hill. The Swallow flies like a brick, but I climbed well and was soon level with the top of the hill. I could see other gliders ahead: a couple of K13s, a K8 and a privately-owned v-tail belonging to an instructor.

I was almost up to cloud-base and found lift under a cloud street leading out into the valley. The street ran upwind and at 2,800' I pushed forward. The Swallow started to complain a bit as I put on speed, but I was still climbing. I could see the airfield off the port wing within gliding distance. The cloud, stretching ahead, looked a little black. Below I could see the v-tail glider, some distance away and heading back towards the airfield. He was waggling his wings, left, right, left, right. That's odd, I thought, why is he doing that? Looks as if he's having fun.

I was now at cloudbase, pushing the Swallow nose down to keep out of the cloud, the vario was showing 4-5kt up and I was suddenly in cloud. Oh Hell! Brakes out. More brake. *Full Brake!* The ground came back into view and I turned and climbed up the face of the cloud. At 3,500' I had blue sky above, plenty of fields out to my right but a large black cloud street between me and the airfield. What to do?

I could not see beyond the cloud or below it, nor could I see the ridge. A black mass of cloud stretched into the distance, underneath which were sheets of rain; the airfield was on the other side of it all. Blue sky and fields on my right, but I didn't want to land out: I hadn't been checked out for that. *Big Black Mark!*

Still climbing at 2kts, I turned back along the cloud face. I put the brakes out to maintain 2,500'. Whilst I have lift, I thought, stay where you are, keep away from the ridge and wait.

It was half an hour before the cloud began to thin and I could see the south end of the west bowl again. I flew back out over the valley, but with cloud still blocking my route back to the field. One of the K13s was soaring the ridge; 'If he can stay there', I thought 'so can I'.

The cloud cleared, the rain stopped and I could see the airfield again. The surface wind was strong and I landed at speed across the corner of the airfield, directly into wind by the clubhouse. The ground was very wet.

The v-tail glider was parked by the hangar; its owner marched over to me, his arms waving. "Why didn't you come back when I signalled?" he asked, "...heard it on Volmet: storm was heading this way". The duty instructor was waiting too: "The CFI was watching you fly under that cu-nim", he fumed, "You hadn't got a parachute either". I looked up at the sky; the sun was shining behind the black cloud giving it a silver edge. Well, I thought, perhaps he wasn't the only one watching me.

Vale of Clwyd Gliding Club

This is an account of a new gliding club's quest to find a suitable field from which to fly. Towards the end of 1997 it became clear that members of the Glyndwr Soaring Club, based at Lleweni Parc in the Vale of Clwyd, would have to initiate a new agreement with the owners if they were to continue flying there after April 1998. Instead a new club was formed called, initially, Club Alpha with about 60 members.

Negotiations took place over a period of months to lease the field and buildings from the owners but unfortunately this was not to be. Thus started the search for a suitable field!

The obvious and favourite area to begin looking was in the Vale of Clwyd between Denbigh and Ruthin and within a mile or so of the Clwydian Range in North Wales – a ridge running some 22 miles from near the coast at Prestatyn down past Llandegla in the south. Most of the members had learned to soar this ridge and fly in the wave from Lleweni Parc and wished to stay in this area – renowned for its excellent wave produced from the mountains of Snowdonia.



NE. The Tower on Moel Fammau is top right.

After a lot of walking, we contacted three landowners who had suitable fields. These negotiations failed and it was decided to find a cost-effective way of contacting all farmers in the Vale who farmed in excess of 100 acres in the designated area. We had an exploratory meeting with A.D.A.S. (the former Government Land Agency). Their representative believed that a number of farmers in the Vale would be interested in a change of use of their land – thus giving them a guaranteed income for the length of a lease. A.D.A.S. was engaged to explore the possibilities. They estimated that, with the current problems facing farmers country-wide, we could expect eight to ten interested parties. Over the next few weeks A.D.A.S contacted the relevant farmers and we awaited their replies.

By that time we had spent a few months flying elsewhere, and special thanks must go to the North Wales (Bryn Gwyn Bach), Seighford and Cosford gliding clubs for welcoming our homeless pilots!

At one of our regular club meetings, held at the Holiday Inn, near Mold (we were given the room free as long as we bought plenty of beer!) it was decided to change the name to the Vale of Clwyd Gliding Club and to become a limited company.



Photographs: Jo Pox

The field runs north-east to south-west.

Throughout the summer months we were contacted, through A.D.A.S., by farmers who were interested; but not all of them had suitable fields. We also found good fields, but the owners were not interested. By the end of the summer we had three potential sites, all with interested owners – at last! Two were hilltop sites at the southern end of the valley, towards the Llantisilio Mountains, and the other a field just below Moel Fammau in the Vale itself. We decided to pursue the valley site – although we have not totally rejected the other two.

Visiting pilots who have soared the

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★ South Africa – where will you spend December 1999?

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ridge might remember that Moel Fammau has a stone tower at its highest point of 1,880'. The ridge is a mile from the potential field and would be reached easily from a winch launch. The field is aligned NE/SW, 930 yards long, and is plenty wide enough for landing, parking trailers, etc.

The farmer is very keen to agree a lease of at least ten years, and has agreed to re-seed the area and provide a new access from the road at his own expense.

In October, we appreciated having Bill Scull acting for us in our application to the CAA. for permission to winch-launch from the site. Thanks must go to Bill and also to Roger Coote and Dave Bullock for their help and advice throughout the autumn months. The committee has a meeting with the local planning authority soon, should permission from the CAA be granted. If all goes well we could be flying from the new field by June 1999!

We have had some members of other clubs joining us as members or country members and lots of enquiries from clubs wanting to come and fly in the wave as soon as we start operating. We would like to thank them for their encouragement and support – it's not easy being a club without a field!

To keep members flying we spent a week at Talgarth at the end of November and we're planning a visit to Bicester in March. We have arranged an inaugural dinner at the Holiday Inn (on the A55 expressway) at Northop Hall, Mold, Flintshire on Saturday January 9th. We would welcome ex G.S.C. members and also visitors who have flown in the vale over the past few years – it promises to be a good evening. The cost will be approximately £15 per head, and we can also arrange accommodation at a reasonable rate. Please contact Gill Pennant on 01745 710663 or 07801 227663 for details.

If anyone would like to join The Vale of Clwyd Gliding Club, as a full- or country-member, please get in touch with Chris Bolton (01352 755052) or Ian Skinner (01978 852556). We will keep you informed of our progress through Club News in subsequent issues of *S&G*.

– Gill Pennant



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John Edgley's *Green Machine*

Les Blows visited Edgley Aviation in Devon.

The Edgley EA9 (Optimist) was conceived when John Edgley (of Edgley Aviation fame) declared "We're going to build an airframe in Fibrelam". At that early stage this was the only pre-conceived idea, there were no other clear targets and no constraints.

However, as the proposal took form the decision that the Optimist would be a glider was taken, to avoid the structural complexity and cost associated with the presence of an engine; a meeting with Derek Piggott concluded that the Optimist would be a modern version of the Schleicher Ka18 (although the Optimist has a newer, Wortmann, wing section). Looking at the predominance of high-performance and expensive gliders on the market, Edgley considered that there was a niche for a less expensive glider which would appeal to the less ambitious pilot who flies "just for fun and relaxation".

The Optimist's basic qualities had become fixed: it would be a glider, with low wing-loading, easy to fly and good in weak conditions. It would be the modern equivalent of the wooden and the steel-tube-and-fabric aircraft; but the expense of these now old-fashioned manufacturing techniques would be overcome by the use of Fibrelam. This new material would facilitate modular construction, bringing two further advantages for the Optimist: it would be supplied to the customer in kit form, ensuring low purchase price, and repair would be uncomplicated, cheap and rapid.

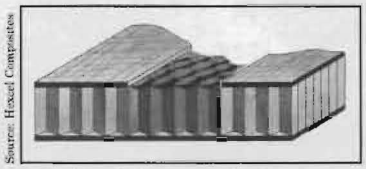


Photograph: Le Forbes

The cockpit mould with the seatpan.

What is Fibrelam?

Fibrelam is a composite sandwich developed by CIBA during the 1970s, the intended application being the manufacture of interior panels and floors in commercial aircraft. It comprises two glass fibre/resin skins separated by an aramid (Nomex) honeycomb core. The skins contain much less resin than is achievable by the common wet lay-up process, and in consequence the material is much lighter than 'normal' glass-fibre. The result is a material which is light, stiff in bending and strong in tension. It is highly resistant to fatigue and corrosion. It does, however, have some negative features: it is expensive, and it is best suited to the manufacture of parts which are either flat or which are simple, two-dimensional curves. Complex shapes can be formed but they are difficult and expensive. At first sight this would appear to preclude the use of Fibrelam for a glider since its airframe is formed almost entirely of complex shapes, with virtually no flat surfaces and few simple curves.



Source: Hexcel Composites

Fibrelam's honeycomb structure.

Composite sandwiches are now available in a wide variety of skin and core materials and they offer a huge range of material properties. Commercial aircraft make great use of them, initially for cabin panels and fairings but increasingly for stressed parts such as rudders and ailerons. They are used for panels of high-speed trains and for helicopter fuselage panels. They are increasingly used in public buildings and the automotive industry is experimenting with them.

Detailed design of the Optimist (to JAR 22) and construction of the prototype aircraft was started in 1989 and, following proof-stress testing on test rigs, the aircraft first flew in 1995. It has since completed over 300 hours of testing and evaluation in the air. It has been flown by many pilots at over a dozen clubs and it has achieved some success in competition (although the wingspan of 15.7m is somewhat idiosyncratic).

Lessons have been learned on the way and some modifications have been made, notably to the rudder area and to the moulds used in wing manufacture. In the light of current interest in crash-resistant cockpits and in aircraft-recovery parachutes it is perhaps a missed opportunity that these features have not been included in the design. It also seems an unnecessary pity that the aileron and air-brake controls are not self-connecting.

The Present

The first five production aircraft kits are now being built, incorporating the improvements made to the prototype. One interesting material change is the use of pultruded carbon fibre for wing-spar cappings. The kits will be available at three levels of completion according to the amount of finishing work the customer is prepared to do.

As a general guide, about 500 hours of work would be necessary to finish the Optimist, plus formal inspection at an undefined number of stages. The highest level kit costs £17,500. There is one small privilege awaiting the owner of the completed glider: he can choose his own colour scheme!

The claimed performance:

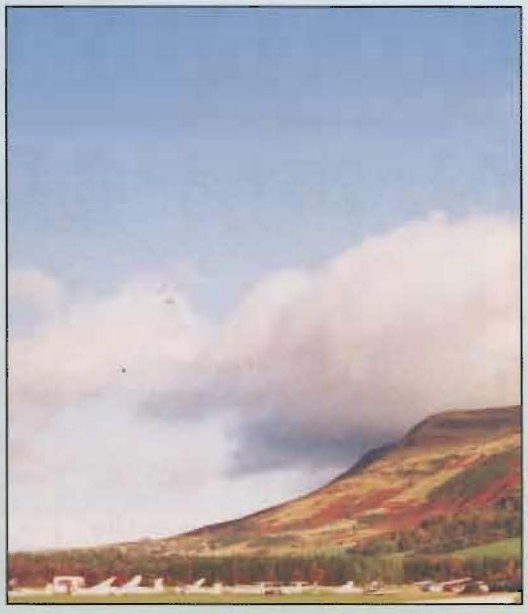
Best Glide:	34:1 at 41kt
Min. sink:	1.2kt at 35kt
Vne:	125kt
Empty mass:	216kg
Maximum mass:	335kg

The Future

Edgley is already thinking about his next project: a two-seater version, along the lines of the K13. He anticipates that its low price, kit-form availability and its cheap and rapid repair will strongly appeal to some clubs. He says that he would welcome the assistance of an experienced low-speed aerodynamicist when this project gets under way, in the autumn of 1998.



Simon Kellenberger: A view from a Grob Twin Astir over the Swiss Alps (Berner Oberland).



Margaret McKay: orographic cloud forming on the Bishop, photographed from Portmoak.



Stanley Stekiminski (above): Flying at Sunset over Lock Leven, by Portmoak.

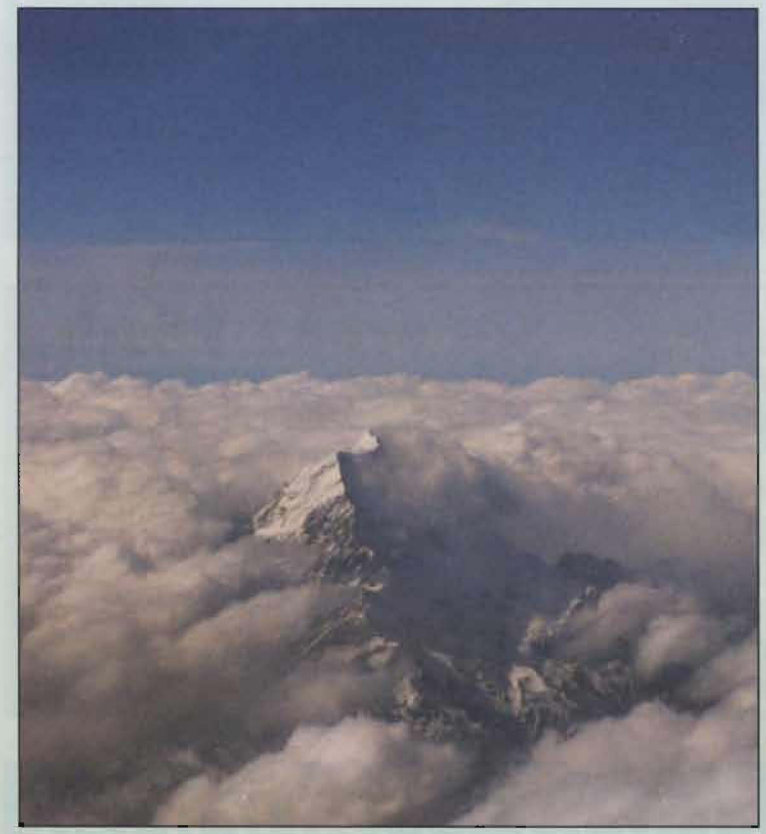
Ian Dunkley (below): Camphill on a ridge, thermal and wave day.



Neil Stuart Lawson: The approach at Lasham during the Open class Nationals, August 1998.



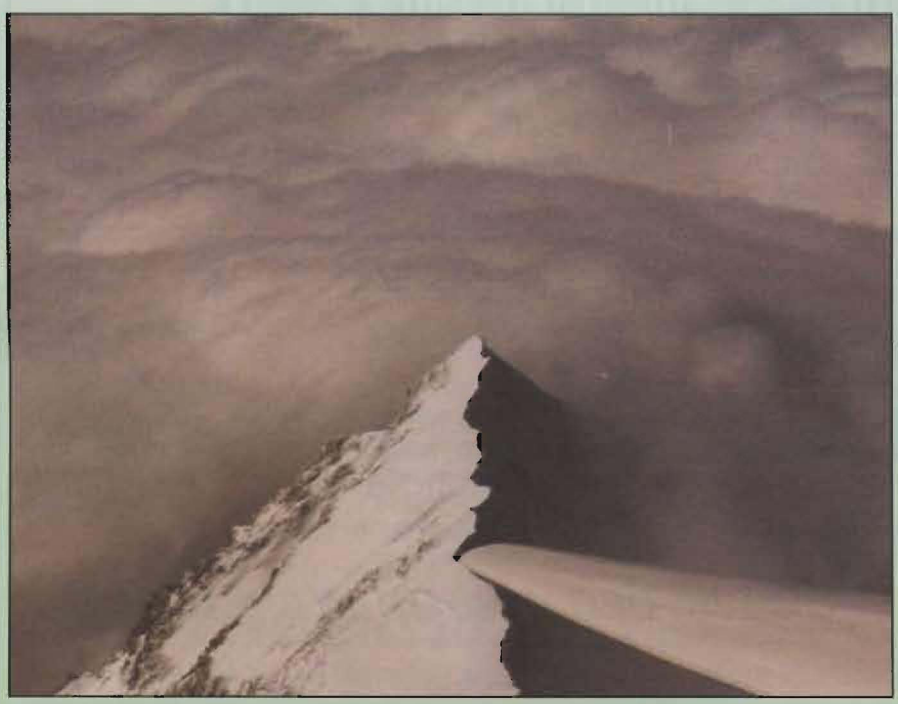
Gliding Gallery



Above and Below: Mount Cook photographed byNigel Stevenson while flying a Twin Astir from Omarama, New Zealand, with Richard Halstead, in December 1997.



Above: Margaret McKay's photograph of high cirrus over Deeside Gliding Club.





Les Blows captured the shadow of his glider in the centre of a glory while flying over Scotland.

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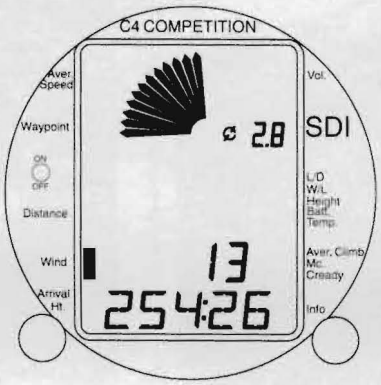
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22-30 August 1998
Junior Nationals

by Mike Fox

The Junior Championships, held this year at Lasham were (as usual) a great success. The weather held for much of the week, and gave what was for me the best flying I had experienced all year. It has to be one of the friendliest, most fun comps on the annual competition calendar.

For the un-initiated, the Junior Championships differs from other rated comps in many ways. The competition has the widest range of pilot experience of all the competitions held in the UK – ranging from members of the senior British squad to one person who had gained his silver badge the day before the comp! In this way, everyone learns from the top lads (and lasses – nine women in this comp), especially at the debriefing which is held after every competition day. This is extremely useful and Tim Newport-Peace did his usual excellent job this year of projecting interesting maggot races onto a screen so that pilots can talk about their decision-making during their 'race' with others. [The 'maggot-race' is a computer representation of gliders flying a task. Each glider is shown as a small bubble (its ID attached) and its height is shown by a vertical tail. As the gliders move along, going up and down, the screen is full of little racing 'maggots'.]



Richard Hood on track in his LS4, 352.

For those without silver badges, but showing enthusiasm towards cross country flying, flights in two-seaters ranging from K21s to ASH 25s are provided. These gliders are flown Hors Concours by experienced pilots around the tasks each day.

We were once again graced by the appearance of members of the British Gliding Team in the form of Martyn Wells, Justin Wills and Andy Davis, as well as the BGA soaring coach, G Dale and many other top gliding names. Justin Wills did his usual sterling job of flying around the tasks at lightning speeds, then telling us how he did it at the de-brief. He also has an amazing memory of who he saw where, and what they were doing; it was very embarrassing at times!



Photographs: Mike Fox

Steve Rickett: exhausted, but home.

This year brought the largest ever number of competitors to the junior nats – forty seven pilots. Combine that number with around ten hors concours gliders, and the fact that Malcolm Hook (launch marshall) was able to launch all these gliders in under an hour is a tribute to the good organisation at Lasham.

The Juniors was not sponsored this year by a large oil company as enjoyed in past years, but we were fortunate to have support from the following organisations and individuals: *Terry Slater, Jardine Aviation, RD Aviation and The McFadyens.*

In the Junior championships the odd scrubbed day is occasionally welcomed by some, as pilots and crews go off to their Go-Karting, Paintballing and generally messing around the airfield. The number of kites, games of football, Aerobie throwing, volleyball and games of catch being played by around sixty pilots and crew was watched incredulously by Lasham members on bad days!

A little about the comp this year

The first competition day (22nd August) got the adrenalin flowing - especially as it was a chancy one! (Look at the results!) Only nine people got around the 190km task, many people landing 30km down the road at the end of the first cloud street. Well done to Owain Walters, flying the juniors for the first time, who came 5th. This was the day that decided many people's contest. At the de-brief the pilots who did well said that they simply flew to stay in the air. The correct strategy for a first day.

Day 2 – 25th August

After two scrubbed days, Day 2 dawned with cloud looming to the north. After a quick rig and grid, we were sent south along the ridge. This was one of those horrible scratchy blue days. Despite this we still managed to get eighteen finishers – mostly in gaggles! A good effort was made by the Hood brothers for 1st and 2nd places.

Day 3 – 27th August

Another day was scrubbed before Day 3, which dawned with a promising air. The water ballast taps saw plenty of service, and this was the day when it became possible to keep the water in, all the way around! A 303km task was set, which thirty two pilots completed. Unfortunately, weather constrained the task area, so there were too many turning points for a diamond distance task. Nobody seemed to care – we all had a great time on a good day. Surely that is

what gliding is all about. Discussion in the de-brief was constrained to classic 'going fast' techniques, and when to slow down to avoid the landouts. Well done to John Tanner on his second place, showing his legendary consistency strategy!

Day 4 – 28th August

Day 4 was a day that cycled, with most of the field landing back for a relight after the first launch. This was a day that involved luck, and getting in cycle with the lift. All our hearts went out to Henry Rebbeck, who was seen relighting at tea time – he had a problem with his logger, and set off to fly this 167km task a second time. Unfortunately, the weather was not kind, and the lift failed before he had time to make it round.

Day 5 – 29th August

The final day was probably the most interesting, and involved changes of weather all the way around the task. Obviously those of you who were on the ground in the south of England that day did not charge enough glider batteries or drink enough coffee, because Didcot was not working. Despite that, we struggled around in the blue, and made it back to the clouds that were working well. A good day overall around 236km, which Jay Rebbeck won at 91kph.

Prize-giving saw Dave Allison lifting the cup – and a magnum of Champagne with 3,850 points; closely followed by Pete Masson and Owain Walters in 2nd and 3rd. We then adjourned to the bar and the end-of-comp. party. The organisation held an enquiry, the next morning, into who made most of the night's mess. A large Champagne bottle lay at the centre of the carnage.....



Pete Thelwall: "I got back!"

So, if you are under 25 and have, or are likely to get your Silver badge before next year's Juniors, and you want to learn how to fly fast, safely and spend a week with friendly, like-minded pilots why not give it a go? It's great fun and an amazing learning experience. There must be more young hopefuls out there. A chance to fly in the Junior Europeans is on the cards if you are good enough.

It would be really great if clubs and individuals could lend their gliders to deserving young pilots wishing to fly this competition. It is NOT a free-for-all where youngsters thrash expensive gliders around the sky. It is an exceptionally well supervised and well run event where young pilots learn a lot and have a good time into the bargain. If you crew for them, you might learn something too!

Why not put in a bid to host the Juniors at your club? Contrary to popular belief, you do not lose money and the bar makes lots! Your members would benefit by learning a lot during the week, the club's prestige would increase into the bargain, and it would be an investment forthe future of *your* sport.

p.s. Thanks Terry for lending me the LS8. Cheers Vince for crewing for me.

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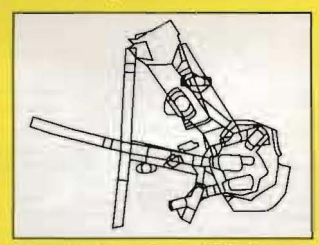
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Sample of southern UK airspace data

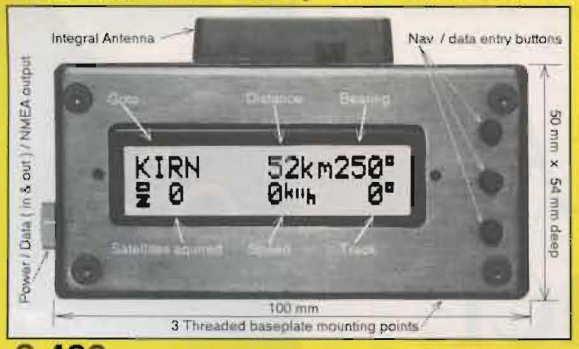
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GLIDING EVENT OF THE YEAR

THE DATE . . .

Saturday 20th February 1999

THE VENUE . . .

Hanover International Hotel, Hinckley

Near Coventry, 300 yards south of M69 Junction on the A5.
The hotel offers excellent facilities, including free leisure centre for residents (swimming pool, jacuzzi, sauna, spa, steam room, gymnasium)

THE TIME . . .

10am to 5:30pm

Guest speaker is yet to be confirmed, but will be an Internationally known figure in gliding.

THE COST

It's FREE !

If you wish to have a hot and cold buffet lunch however, this must be booked in advance, at a cost of £10.95 per person.

PLUS . . .

Dinner Dance

Following on from the conference will be the evenings entertainment in the form of a Dinner Dance, including line Band. Tickets cost £20 per person.

BOOK NOW

Book your tickets now by contacting: Claire Thorne, 16 Brasenose Drive, Brackley, Northants NN13 6NT; Tel: (01280) 705741; email: Claire@vectorfields.co.uk
web site: www.vectorfields.co.uk/ogc/bgaagm.htm

All accomodation bookings should be made directly with:
Hanover International Hotel & Club, A5 Hinckley, Leics LE10 3JA
Tel (01455) 634536; Fax (01455) 634536 (quote "BGA Conference and Dinner").

1999 BGA AGM, Dinner & Conference

Competitions 1998: (pull-out section)

15m Nationals

Gransden Lodge 4-12 July

				Day 1 (7/7)			Day 2 (9/7)			Day 3 (10/7)		
pts	Pilot	a/c	no	sp(dis)	pos	pts	sp(dis)	pos	pts	sp(dis)	pos	pts
1549	Brian Spreckley	LS8	321	(358.8)	3	622	(66.3)	6	23	97.8	1	904
1530	Ed Downham	ASW27	N5	(358.8)	3	622	(78.5)	1	28	95.9	3	880
1523	Martyn Wells	LS8	LS	(358.8)	3	622	(70.1)	3	24	95.6	5	877
1497	Henry Rebbeck	LS8	232	(362.7)	2	627	(46.9)	32	14	93.9	13	856
1456	Peter Coward	LS8	LS8	(354.3)	6	615	(57.9)	15	19	91.0	19	822
1429	Gary Stingmore	LS8	X1	(320.4)	8	563	(65.0)	13	22	92.9	16	844
1419	Peter Harvey	LS8	LS8	(307.6)	9	544	(51.0)	23	16	94.1	10	859
1414	Jed Edyvean	L8	LS6	(304.1)	10	539	(51.0)	23	16	94.1	10	859
1258	Peter Stafford Allen	Ventus B	333	(262.9)	11	476	(0.0)	43	0	87.8	31	782
1236	Wayne Aspland	LS8	325	(329.4)	7	577	(66.3)	6	23	75.6	38	636
1212	James Hallam	LS8	KM	(193.0)	14	328	(66.3)	6	23	94.3	9	861
1210	Derek Westwood	LS8	D4	(200.3)	12	343	(44.6)	37	13	93.7	14	854
1203	Graham McAndrew	LS8	P2	(193.0)	14	328	(40.2)	40	11	94.6	8	864
1157	Graham Morris	ASW20L	172	(193.0)	14	328	(53.5)	17	17	90.2	21	812
1156	Mel Dawson	Ventus A	840	(149.4)	29	248	(70.1)	3	24	96.2	2	884
1152	Gill Spreckley	LS8	S8	(183.3)	24	307	(31.8)	42	7	92.4	17	838
1144	Ian Freestone	LS8	S6	(193.0)	14	328	(66.9)	6	23	88.6	26	793
1139	Jeremy Hood	LS4a	352	(196.0)	13	334	(67.3)	6	23	87.8	31	782
1136	Pete Stratten	LS8	R5	(144.3)	30	240	(73.1)	2	26	95.0	6	870
1117	Nigel Howes	ASW 20	76	(188.6)	22	318	(54.2)	17	17	87.7	31	782
1107	Ed Johnston	LS6A	721	(134.8)	35	226	(66.2)	6	23	94.1	12	858
1107	Simon Redman	LS8	56	(182.5)	25	305	(44.7)	37	13	88.3	27	789
1105	Phil Jones	Ventus 2B	210	(126.5)	38	213	(45.5)	33	14	95.7	4	878
1084	Rocky Stone	Ventus 2A	K4	(119.7)	39	203	(49.4)	27	15	94.7	7	866
1073	Martin Durham	LS7	952	(143.0)	32	238	(51.0)	23	16	90.8	20	819
1072	John Wilton	ASW 20C	634	(115.6)	40	196	(68.7)	3	24	93.5	15	852
1070	Helen Cheetham	LS6	676	(193.0)	14	328	(65.0)	13	22	82.6	37	720
1064	Frank Davies	LS6	25	(153.1)	27	254	(46.9)	32	14	88.9	25	796
1060	John Dobson	LS6	126	(143.9)	30	240	(48.0)	27	15	89.6	23	805
1057	Bob Bromwich	LS6C	855	(153.1)	27	254	(58.1)	15	19	87.9	29	784
1049	John Gorringe	LS6	HL	(115.6)	40	196	(53.8)	17	17	92.2	18	836
1028	Paul Shelton	Discus	D1	(134.8)	35	226	(53.4)	17	17	88.0	28	785
980	Trevor Murphy	LS7 WL	34	(115.6)	40	196	(0.0)	43	0	87.9	29	784
960	Al Clark	LS8	R4	(193.0)	14	328	(67.3)	2	23	73.4	39	609
908	Mike Throssell	Ventus	R30	(58.3)	45	91	(46.9)	33	14	89.5	24	803
895	Peter Hurd	LS6	218	(193.0)	14	328	(48.0)	27	15	68.7	41	552
892	Robert Welford	LS7 WL	795	(185.6)	23	312	(46.3)	33	14	69.9	40	566
867	Rosemary Johnson	LS8	EZ	(61.7)	44	98	(54.2)	17	17	85.2	35	752
826	Richard Smith	Ventus	188	(0.0)	49	0	(53.4)	17	17	90.0	22	809
821	Afandi Darlington	Discus	T5	(47.1)	47	66	(14.7)	43	0	85.5	34	755
769	Andrew Hall	LS6c	241	(39.3)	48	5	(51.0)	23	16	84.9	36	748
757	Mike Young	Ventus 2	V57	(78.4)	1	707	(49.5)	27	15	(48.7)	44	35
531	Trevor Stuart	LS6C	621	(139.3)	34	233	(35.0)	41	9	(206.9)	42	289
485	Jerry Langrick	Discus	781	(142.5)	32	238	(0.0)	43	0	(181.7)	43	247
328	David Watt	Ventus 2A	DW	(193.0)	14	328	(0.0)	43	0	(0.0)	46	0
296	Richard Browne	LS8	L58	(171.9)	26	283	(45.2)	37	13	(0.0)	46	0
273	Ted Lysakowski	Ventus 2C	58	(133.0)	37	223	(49.5)	27	15	(48.7)	44	35
196	Peter Sheard	ASW27	432	(115.6)	40	196	(0.0)	43	0	(0.0)	46	0
83	Chris Lyttelton	LS6	941	(54.8)	46	83	(0.0)	43	0	(0.0)	46	0

15m 7th July 1998 (Day 1): 49 Gliders Launched. 26 Gliders Passed Y. 707 Point Day Tasklength=422.2km (5 legs). X=20km. Y=180km. Wind 11kt at 300°. TP 0 GRANSDEN LODGE - Clubhouse. 10nm W of Cambridge TP 1 LEICESTER NORTH - Rail Fork, 4nm N of Leicester TP 2 MURSLEY - White Water Tower, 11nm NW of Dunstable TP3 TEWKESBURY NORTH - M5 J8/M50. 10nm N of Cheltenham TP 4 GRAFTHAM WATER - SE Tower. 10nm of Bedford GOAL GRANSDEN LODGE - Clubhouse. 10nm W of Cambridge. **15m 9th July 1998 (Day 2):** 46 Gliders Launched. 1 Glider Passed Y. 28 Point Day Tasklength=161km (4 legs). X=20km. Y=90km. Wind 10kt at 297°. TP 0 GRANSDEN LODGE - Clubhouse. 10nm W of Cambridge TP 1 BOZEAT - Road Br, over A 509. 7nm E 0f Northampton TP 2 BRACKLEY - A43 R'bout North. 7nm E of Banbury TP 3 GRAFHAM WATER - SE Tower. 10nm NNE of Bedford GOAL GRANSDEN LODGE - Clubhouse. 10nm W of Cambridge. **15m 10th July 1998 (Day 3):** 47 Gliders Launched. 43 Gliders Passed Y. 904 Point Day Tasklength=211.7km (3 legs). X=20km. Y=105km. Wind 11kt at 275°. TP 0 GRANSDEN LOADGE - Clubhouse. 10nm W of Cambridge TP 1 REEDHAM - Rail Junction Bridge. 11nm ESE of Norwich TP2 CLAYDON - A45/B1113 R'bout. 4nm of Ipswich GOAL TIBENHAM - Clubhouse. 12nm SSW of Norwich.

Motorglider/Turbo Contest

Bidford (6-14 June)

								Day 1 (10/6)			Day 2 (11/6)			Day 3 (12/6)		
pos	pts	Pilot		a/c	h/c	no	sp(dis)	Pos.	Pts	sp(dis)	Pos.	Pts	sp(dis)	Pos.	Pts
1	1667	Jones	R	Nimbus 3DM	125	60	43.7	1	296	69.3	4	433	88.3	3	938
2	1445	Cook	I. R.	Ventus 2CT	116	V11	(94.9)	4	46	53.9	6	399	88.4	1	1000
3	1437	Witter	R	Ventus 2CT	116	W54	(19.8)	9	0	82.3	1	507	80.9	4	930
4	1364	Findon	D. E.	Nimbus 4DT	126	48	(21.4)	9	0	55.1	7	382	94.2	2	982
5	1310	Young	J. R.	Nimbus 3DT	125	954	(0.0)	9	0	78.4	2	464	77.8	6	846
6	1291	Ellis	J	Nimbus 3T	129	112	(93.2)	3	122	78.1	3	453	83.9	10	716
7	1210	Broadbridge	A	Nimbus 3DT	125	A26	(0.0)	9	0	67.3	5	426	79.9	8	784
8	924	Galloway	J	Discus	105	977	(39.2)	6	23	(6.0)	15	0	70.1	5	901
9	922	Jeynes	F. B.	ASH 26E	116	BY	(98.3)	2	156	(14.4)	14	1	65.6	9	765
10	848	Roberts	P	Ventus BT	112	510	(27.3)	9	0	(19.6)	13	37	69.9	7	811
11	396	Costin	J	DG400	110	421	(51.4)	5	43	(11.7)	15	0	(325.1)	11	353
12	312	Jarvis	R	Pik 20E	103	AR	(0.0)	9	0	(33.2)	9	149	(123.2)	14	163
13	294	Sesemann	M. J.	Ventus CT	114	228				(27.1)	11	77			
		Moulang	A				(25.4)	9	0				(189.3)	12	217
14	290	Denne	J. A.	Discus	105	326	(38.7)	7	22	(36.5)	8	163	(86.6)	16	105
15	211	Osborn	M. P.	Nimbus 3DT	125	754	(25.2)	9	0	(32.9)	10	84	(239.8)	15	127
16	208	Aldous	R. F.	Discus BT	105	502	(0.0)	9	0	(8.5)	15	0	(333.9)	13	208
17	151	Lynchehaun	J	Discus	105	200	(0.0)	9	0	(19.2)	12	48	(85.0)	17	103
18	83	Hall	R	Janus CM	106	JS	(28.3)	8	2	(0.0)	15	0	(126.5)	18	81

Standard Class Nationals

Dunstable (6-14 June)

					Day 1			Day 2		
pos.	pts	Glider	no	Pilot	sp(dis)	Pos	pts	sp(dis)	Pos	pts
1	449	Discus 2	D2	Andy Davis	(46.6)	14	10	(153.4)	1	439
2	390	LS8	S6	Iain Freestone	(51.8)	4	12	(134.0)	2	378
2	390	LS8	321	Martyn Wells	(51.8)	4	12	(134.0)	2	378
2	390	ASW 24	S1	Sarah Harland	(51.4)	4	12	(134.0)	2	378
5	382	Discus	144	Peter Baker	(34.1)	33	7	(132.6)	6	375
6	380	ASW 24	104	George Metcalfe	(17.9)	46	2	(134.0)	2	378
7	377	Discus	P5	Pete Sheard	(34.1)	33	7	(130.1)	7	370
8	371	LS8	X7	Nicholas Hackett	(46.6)	14	10	(126.2)	8	361
8	371	Discus	D1	Paul Shelton	(46.6)	14	10	(126.2)	8	361
10	368	LS7	34	Trevor Murphy	(44.0)	14	10	(125.2)	10	358
11	364	LS8	57	Mike Young	(46.6)	14	10	(123.1)	11	354
12	363	LS8	L88	Peter Coward	(49.7)	9	11	(122.4)	12	352
13	356	LS4	352	Richard Hood	(46.6)	14	10	(124.2)	13	346
14	354	LS8	64	Phil Jeffery	(42.8)	32	9	(119.4)	14	345
14	354	LS8	E1	Russell Cheetham	(51.8)	4	12	(117.7)	16	342
16	352	ASW24	96	Afandi Darlington	(34.1)	33	7	(119.1)	14	345
16	352	LS8	Z8	Tim Scott	(46.6)	14	10	(117.7)	16	342
16	352	LS7	952	Martin Durham	(49.7)	9	11	(117.4)	18	341
19	350	LS8	LS8	Peter Harvey	(59.5)	2	14	(129.2)	20	336
20	347	LS8	X1	Gary Stingemore	(46.6)	14	10	(115.5)	19	337
20	347	Discus	A61	James Hallam	(49.7)	9	11	(115.1)	20	336
22	346	LS8	D7	Brian Marsh	(46.6)	14	10	(115.1)	20	336
22	346	LS8	42	Graham Smith	(46.6)	14	10	(115.3)	20	336
22	346	LS8	KM	Ken Barker	(46.6)	14	10	(115.1)	20	336
22	346	Discus	71	Ted Lysakowski	(46.6)	14	10	(115.3)	20	336
26	343	Discus	781	Jerry Langrick	(34.1)	33	7	(115.3)	20	336
27	341	LS8	232	Henry Rebbeck	(36.5)	33	7	(114.1)	27	334
28	338	LS4	ETG	Luke Rebbeck	(34.1)	33	7	(112.9)	28	331
29	334	Discus	V8	Lucy Withall	(49.7)	9	11	(109.5)	29	323
30	333	Discus	803	Nick Tillett	(46.6)	14	10	(109.4)	29	323
31	329	LS8	EZ	Rose Johnson	(34.1)	33	7	(109.0)	31	322
32	320	LS7	12	Mark Wilson	(27.6)	45	5	(106.1)	32	315
33	306	LS8	56	Simon Redman	(59.1)	3	13	(96.0)	33	293
34	295	LS8	370	Denis Campbell	(147.6)	1	28	(84.7)	41	267
35	291	LS8	S8	Gill Spreckley	(34.1)	33	7	(92.0)	34	284
36	289	LS8	C64	Paul Crabb	(46.6)	14	10	(89.8)	35	279
36	289	LS8	C65	Stephen Crabb	(46.6)	14	10	(89.8)	35	279
38	284	LS8	325	Paul Brice	(46.6)	14	10	(87.6)	38	274
39	283	ASW24	247	Jay Rebbeck	(33.1)	44	6	(89.1)	37	277
40	281	DG300	790	David Booth	(35.1)	33	7	(87.6)	38	274
40	281	LS8	75	Ed Johnston	(34.1)	33	7	(87.6)	38	274
42	277	Discus	291	John Glossop	(46.6)	14	10	(84.6)	41	267
43	241	Discus	397	David Masson	(0.0)	47	0	(73.0)	43	241
44	31	Discus	399	Peter Masson	(34.1)	33	7	(19.6)	44	24
45	11	LS7	371	Nigel Howes	(49.7)	9	11	(11.4)	45	0
46	10	LS8	D4	Derek Westwood	(46.6)	14	10	(10.3)	45	0
47	0	ASW 24	801	Jed Edyvean	(51.8)	4	12	(0.0)	45	0
47	0	Discus	364	Siobhan Hindley	(0.0)	47	0	(0.0)	45	0
Hors Concours										
>47	7	Discus	135	Helen Cheetham	(34.1)	33	7	(0.0)	45	7
>47	7	ASW24	W2	Mel Dawson	(34.1)	33	7	(0.0)	45	7

Standards 7th June (Day 1): 48 gliders launched. 1 glider passed Y. 28 Point Day. Tasklength=236.3km (4 legs). X=20km, Y=118km. Wind 25kt at 270°. TP 0 DUNSTABLE ROUNDABOUT - A5/505 'bout. 2.5nm N of town. TP 1 BANBURY - M40 J11/A422. 1.5nm NE of Banbury. TP 2 DIDCOT - Power Stn Chimney. 8nm S of Oxford. TP 3 STONY STRATFORD - A5/A508 R'bout. 10nm S Northampton. GOAL DUNSTABLE CLUBHOUSE - Centre of Clubhouse. **Standards 10th June (Day 2):** 48 gliders launched. 42 gliders passed Y. 439 Point Day. Tasklength=216.7km (3 legs). X=20km. Y=108km. Wind 18kt at 240°. TP 0 DUNSTABLE ROUNDABOUT - A5/505 r'bout. 2.5nm N of town. TP 1 CHIPPING NORTON - A3400/A361 R'bout. 10nm SW of Banbury. TP 2 RUSHDEN - A6/River Bridge. 12nm ENE of Northampton. GOAL DUNSTABLE CLUBHOUSE - Centre of Clubhouse.

Aerobatic Competition

Saltby (10-13 September)

Sportsman's Class

	Pilot	Glider	Known 1	Known 2			Total	%
1	Happs	Pilatus B4	1523.2	1270.4			2793.6	72.56
2	Denyer	Puchacz	1303.8	1111.3			2415.1	62.73
3	Cunningham	Puchacz	1166.0	1191.5			2357.4	61.23
4	Yates	Puchacz	1241.5	869.0			2110.5	54.82

Intermediate Class

	Pilot	Glider	Known 1	Known 2	Unkwn 1		Total	%
1	Cain	Fox	1536.7	1544.1	1456.8		4537.6	73.07
2	Gilbert	Pilatus B4	1603.3	1445.9	1459.8		4509.0	72.61
3	Saw	Luniac	1564.0	1357.9	1517.9		4439.8	71.49
4	Davies	Lo-100	1603.5	1395.4	1111.2		4110.1	66.19
5	Woolard	Pilatus B4	1271.8	1030.5	1462.7		3764.9	60.63
6	Bilham	Pilatus B4	1515.9	1309.0	-		2824.9	45.49
7	Garnham	Pilatus B4	1061.9	746.3	200.6		2008.8	32.35

Unlimited Class

	Pilot	Glider	Known 1	Free 2a	Free 2b	Unkwn 1	Total	%
1	Poll	Swift S-1	1678.1	1952.5	2020.8	1658.6	7309.9	81.04
2	Westgate	Fox	1290.2	1888.3	1928.9	1554.7	6662.1	73.86
3	Allen	Fox	1424.6	1390.1	1730.9	1340.0	5885.6	65.25
4	Tunstall	Lo-100	795.7	1873.8	1938.5	1224.1	5832.2	64.66
5	Houtman	Fox	-	1663.5	1778.4	-	3441.9	38.16

Open Class Nationals
Lasham (8-16 August)

						Day 1 (08/8)			Day 2 (11/8)			Day 3 (12/8)			Day 4 (13/8)			Day 5 (14/8)			Day 6 (15/8)			Day 7 (16/8)		
pos	pts	Pilot		a/c	no	sp(dis)	Pos	Pts	sp(dis)	Pos	Pts	sp(dis)	Pos	Pts	sp(dis)	Pos	Pts	sp(dis)	Pos	Pts	sp(dis)	Pos	Pts	sp(dis)	Pos	Pts
1	5807	Cheetham	R	ASW25B	156	77.2	1	1000	88.7	2	926	104.6	12	719	(413.1)	4	687	91.4	7	526	118.7	2	984	78.9	5	965
2	5674	Sheard	P	Nimbus 4T	V1	68.6	12	867	79.9	12	811	115.9	1	840	(430.0)	1	725	89.2	9	511	113.4	8	920	82.1	1	1000
3	5608	Young	M	Nimbus 3DT	954	69.0	11	873	80.5	11	819	102.8	16	700	(415.5)	3	692	98.1	3	570	116.9	4	962	81.4	2	992
4	5546	Harvey	P	ASH 25	108	72.0	5	919	85.8	5	888	106.8	7	743	(337.2)	25	517	98.1	3	570	115.1	6	940	79.3	4	969
5	5367	Findon	D	Nimbus 4DT	48	67.3	15	847	86.4	4	896	105.1	10	725	(397.2)	7	651	89.4	8	513	105.0	21	797	76.4	15	938
		Other	An																							
6	5306	Gorringe	J	ASH 25	BB	69.2	10	876	78.9	13	798	102.1	20	693	(397.20	7	651	73.1	28	404	113.0	9	914	79.3	3	970
7	5258	Hawkins	P	Nimbus 4	PM	65.7	20	821	84.2	7	868	102.2	18	694	(361.5)	20	571	87.6	11	501	106.9	12	840	78.7	8	963
8	5205	Jones	P	Nimbus 3T	110	72.2	4	922	71.3	32	699	113.4	2	813	(103.5)	34	181	107.7	1	634	120.0	1	1000	78.0	10	956
9	5181	Bird	M	ASW22	527	65.7	20	821	76.9	19	772	102.2	18	694	(397.2)	7	651	84.1	18	477	103.7	18	801	78.8	5	965
10	5181	Jones	S	Nimbus 4T	111	72.7	3	931	74.3	24	739	112.1	4	799	(125.2)	26	210	100.2	2	584	118.2	3	978	76.6	14	940
11	5067	Taylor	D	ASW22	W22	64.8	22	807	78.0	15	786	99.0	27	660	(397.2)	7	651	80.0	23	450	100.7	26	764	77.4	12	949
12	5050	Jones	R	Nimbus 4	82	72.9	2	934	70.7	33	692	112.7	3	806	(103.5)	34	181	97.5	5	566	115.2	5	941	75.7	17	930
13	5009	Barker	K	LS8-18	KM	68.6	12	867	62.1	37	579	107.4	6	749	(413.0)	4	687	63.9	33	344	105.7	15	825	78.2	9	958
14	4975	Moulang	T	ASH 25	666	66.2	18	829	75.9	20	759	95.0	33	618	(397.2)	7	651	85.0	17	483	103.6	19	800	66.8	20	835
15	4857	Taylor	J	LS6-C	607	65.8	19	823	75.7	23	756	95.3	32	621	(397.2)	7	651	65.9	32	357	98.4	28	736	74.1	18	913
16	4851	Bromwich	B	LS6C	855	61.0	33	748	78.8	14	797	101.9	21	691	(361.5)	20	571	79.3	24	446	103.8	17	802	63.2	25	769
17	4796	Hatton	A		599	63.7	26	790	72.9	29	720	98.4	29	653	(406.4)	6	672	83.0	19	470	94.4	32	687	64.0	22	804
18	4790	Giddins	J	ASW22	S22	66.7	16	836	84.0	8	865	100.8	42	479	(361.5)	20	571	87.1	12	498	95.7	30	703	67.1	19	838
19	4750	Innes	D	Nimbus 4T	176	70.9	6	903	88.1	3	918	105.3	9	727	(397.2)	7	651	51.3	34	277	103.6	19	800	(206.8)	31	747
20	4506	Ell	S	Nimbus 2C	E11	63.7	25	791	77.7	17	783	99.6	24	667	(108.4)	30	187	87.1	12	498	102.8	24	790	62.6	26	790
21	4409	Hartley	K	ASW20BL	196	59.2	35	721	75.8	22	757	93.9	36	605	(397.2)	7	651	81.0	21	457	93.0	33	670	(303.8)	27	548
22	4377	Bell	J	ASH25E	907	62.3	28	769	(205.2)	40	343	102.8	15	701	(361.5)	20	571	(167.9)	37	272	102.2	25	783	76.4	15	938
		Cruttenton	J																							
23	4330	McAndrews	G	Nimbus 4D	ROAN	(123.6)	39	236	82.8	9	849	107.6	5	751	(64.2)	43	100	92.3	6	532	111.6	11	897	78.8	5	965
24	4279	Foreman	M	LS8-18	F3	66.4	17	833	73.4	27	727	99.1	26	662	(416.5)	2	694	(107.9)	42	150	92.7	34	667	(302.1)	28	546
25	4268	Withall	C	ASH25L	8	64.7	23	806	69.1	34	671	94.4	34	612	(125.2)	26	210	(140.6)	39	22	103.3	22	796	77.6	11	951
		Withall	L																							
26	4227	Downham	E	ASW27	N5	62.1	31	766	(186.4)	42	310	102.5	17	697	(397.2)	7	651	86.6	14	494	113.8	7	925	(208.5)	35	384
27	4202	Parker	T	ASW24BL	461	(123.6)	39	236	84.4	6	870	100.9	22	681	(103.5)	34	181	81.0	21	457	106.4	13	733	77.0	13	944
28	4157	Brice	P	Nimbus 3DM	929	70.7	8	900	81.1	10	827	100.4	23	675	(91.5)	40	156	83.0	19	470	87.6	40	604	(209.5)	29	525
		Lever	P																							
29	4049	Jefferyes	M	DG600-18	656	62.2	30	767	73.0	28	722	87.4	40	536	(0.0)	46	0	76.1	27	425	103.2	23	795	64.0	22	804
30	4042	Glossop	J	Nimbus 3DT	29	(123.8)	39	236	73.5	25	728	96.2	30	631	(397.2)	7	651	87.9	10	503	106.2	14	832	(253.7)	33	461
		West	B																							
31	3968	Palmer	R	Nimbus 3DT	A26	(123.6)	39	236	75.9	20	759	99.6	25	666	(397.2)	7	651	77.5	25	434	95.4	31	699	(289.2)	30	523
		Wright	N																							
32	3913	Lyttelton	C	ASH 25	942	67.8	14	854	(169.7)	44	278	103.4	14	707	(104.5)	32	182	86.1	16	491	93.9	41	601	63.6	24	800
33	3835	Cook	I	Ventus 2CT	V11	69.8	9	885	77.9	16	785	104.8	11	722	(64.2)	43	100	(168.8)	36	274	104.4	16	809	(154.3)	38	260
34	3768	Pickering	K	LAK12	783	60.6	34	742	72.1	31	709	75.5	45	310	(361.5)	20	571	67.6	31	368	88.7	38	618	(247.3)	34	450
35	3690	Thick	M	ASH25	171	DNF	46	0	73.5	25	728	98.7	28	359	(397.2)	7	651	86.2	15	492	111.9	10	902	(154.3)	38	260
36	3643	Pentecost	R	Duo Discus	570	61.6	32	757	(128.6)	45	195	92.1	38	586	(397.2)	7	651	71.5	29	394	97.9	29	730	(184.8)	37	330
		Kindell	H																							
37	3606	Tanner	L	LS8	LT	62.4	28	769	65.5	35	624	81.0	43	469	(117.3)	28	199	(99.2)	44	131	87.6	39	605	64.4	21	809
38	3581	Carruthers	M	ASH25	925	64.4	24	802	62.4	36	583	94.4	35	611	(111.5)	29	192	45.5	34	277	91.1	35	647	(258.1)	32	469
39	3326	Kirschner	M	ASH25	FWW	62.8	27	776	77.2	18	777	103.8	13	711	(64.2)	43	100	(109.1)	41	153	83.0	42	549	(154.3)	38	260
		Other	AN																							
40	3994	Cole	R	Ventus	24	53.3	36	629	(201.3)	41	336	88.8	39	552	(91.6)	40	156	77.5	25	434	89.5	37	627	(154.3)	38	260
41	2767	Allison	D	ASW 22	89	71.0	6	903	909	1	954	105.4	8	728	(104.0)	32	182	DNF	45	0	DNF	45	0	DNF	45	0
42	2631	Davis	P	Discus B	540	(59.8)	45	97	(211.0)	39	353	92.4	37	591	(103.5)	34	181	71.0	30	391	100.2	27	758	(154.3)	38	260
43	2487	Ward	0	Discus B	183	(132.5)	44	205	55.5	38	493	95.7	31	626	(108.3)	30	187	(153.9)	43	146	74.6	43	446	(208.5)	35	384
44	2176	Pozerskis	P	ASH25	260	(123.6)	39	236	(95.1)	46	131	85.5	41	517	(103.5)	34	181	(140.6)	39	222	93.7	36	629	(154.3)	38	260
45	1620	Gardiner	D	Kestrel 19	363	(167.3)	37	329	(186.6)	42	310	(142.4)	46	139	(67.1)	42	106	(155.7)	38	249	(421.0)	44	227	(154.3)	38	260
46	1579	Teagle	C	Nimbus 2B	827	(130.8)	38	251	72.5	30	715	78.9	44	447	(96.2)	39	166	DNF	45	0	DNF	45	0	DNF	45	0

Open Class - 8th August: 45 gliders launched. 44 gliders passed Y. 1000 Point Day. Tasklength=203.2km (4 legs). X=20km. Y=101km. Wind 5 kt at 330°. TP 0 LASHAM CLUBHOUSE - Centre of Clubhouse. TP 1 SWINDON EAST - A419/Rail Bridge. 1nm ENE of Swindon. TP 2 THAME AIRFIELD - A418/Rail Bridge. 10nm E of Oxford. TP 3 CHIEVELEY - A34/M4 J13. 5nm N of Newbury. GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Open Class - 11th August:** 46 gliders launched. 45 gliders passed Y. 954 Point Day. Tasklength=220.9km (4 legs). X=20km. Y=110km. Wind 10kt at 255°. TP 0 LASHAM CLUBHOUSE - Centre of Clubhouse. TP 1 DIDCOT - Power Stn Chimney. 8nm S of Oxford. TP 2 STONY STRATFORD - A5/A508 R'bout. 10nm S Northampton. TP 3 CHIEVELEY - A34/M4 J13. 5nm N Newbury. GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Open Class - 12th August:** 46 gliders launched. 46 gliders passed Y. 840 Point Day. Tasklength=265.6km (4 legs). X=20km. Y=132km. Wind 20kt at 285°. TP 0 LASHAM CLUBHOUSE - Centre of Clubhouse. TP 1 CIRENCESTER CHURCH - Church Tower. 12nm NW of Swindon. TP 2 MORETON-IN-MARSH - Rail/A44 Bridge. 15nm WSW of Banbury. TP 3 BICESTER CONTROL TOWER - Control Tower. 11nm NNE Oxf. GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Open Class - 14th August:** 44 gliders launched. 44 gliders passed Y. 634 Point Day. Tasklength=184.1km (4 legs). X=20km. Y=100km. 44 gliders participated. Wind 20kt at 270°. TP 0 LASHAM CLUBHOUSE - Centre of Clubhouse. TP 1 ANDOVER - A303/A343. 17nm W of Lasham. TP 2 OXFORD EAST - A40/A4142 R'bout. 2nm E of Oxford. TP 3 NEWBURY - W side Grandstands. 0.5nm E of Newbury. GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Open Class - 15th August:** 44 gliders launched. 44 gliders passed Y. 1000 Point Day. Tasklength=511.4km (5 legs). Distance X=20km. Y=200km. Wind 10kt at 309°. TP 0 LASHAM CLUBHOUSE - Centre of Clubhouse. TP 1 BANBURY - M40 J11/A422. 1.5nm NE of Banbury . TP 2 WINCHCOMBE - Rail/A4 Br. 5nm NE of Cheltenham. TP 3 NEWMARKET - A14/A142. 9nm E of Cambridge. TP 4 BICESTER CONTROL TOWER - Control Tower. 11nm NNE Oxf. GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Open Class - 16th August:** 43 gliders launched. 43 gliders passed Y. 1000 Point Day. Tasklength=321.2km (6 legs). X=20km. Y=160km. Wind 14kt at 260°. TP 0 LASHAM CLUBHOUSE - Centre of Clubhouse. TP 1 PEWSEY - Rail br over Road. 16nm W of Newbury. TP 2 FARINGDON - A420/A417. 8nm NE of Swindon. TP 3 LASHAM CLUBHOUSE - Centre of Clubhouse. TP 4 PEWSEY - Rail br over Road. 16nm W of Newbury. TP 5 FARINGDON - A420/A417. 8nm NE of Swindon. GOAL LASHAM CLUBHOUSE - Centre of Clubhouse.

Bavaria-glide: pre-Worlds
Bayreuth, Germany
(8-22 August)

Place	Nation	Pilots	Points
1	POL	2	756
2	NZL	2	711
3	GBR	6	684
4	SUI	9	678
5	SWE	7	665
6	USA	2	655
7	JPN	3	652
8	DEN	2	649
9	AUT	1	647
10	GER	29	642
11	CZE	3	640
12	NED	7	633
13	ITA	5	631
14	NOR	4	599
15	AUS	7	596
16	BEL	1	585
17	SVK	2	564
18	CAN	1	563
19	FRA	5	538
20	SLO	3	529
21	BRA	2	505
22	ARG	1	504
23	RUS	4	353

9th European Gliding Championships
Leszno, Poland
(18 July - 2 Aug)

No	Country	Points
1	Germany	8420
2	France	8160
3	Poland	8154
4	Great Britain	7692
5	Netherlands	7589
6	Ireland	7586
7	Austria	7489
8	Denmark	7460
9	Sweden	7387
10	Czech Rep.	7289
11	Hungary	7155
12	Italy	7118
13	Switzerland	7100
14	Finland	6798
15	Slovakia	6298
16	Lithuania	6193
17	Belgium	5875

Midland Gliding Club

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Junior Nationals
Lasham (22-30 August)

Pos	Pts	Pilot	Glider	h/c	No	Day 1 sp(dis)	pos	Day 2 pts	sp(dis)	pos	Day 3 pts	sp(dis)	pos	Day 4 pts	sp(dis)	pos	Dat 5 pts	sp(dis)	pos	pts
1	3850	Allison, David	LS8a	106	LS8	72.3	1	482	53.0	12	527	98.6	1	1000	71.5	10	868	91.3	3	973
2	3780	Masson, Pete	Discus	105	399	66.6	3	473	?	14	514	89.5	7	915	72.9	7	897	91.1	2	981
3	3681	Walters, Owain	LS8	106	F3	61.7	5	462	57.5	3	551	88.8	8	899	82.5	3	976	77.8	14	793
4	3645	Rebbeck, Jay	LS4	104	ETG	66.7	2	474	51.6	4	542	84.8	10	875	59.0	22	754	91.5	1	1000
5	3503	Wells, Leigh	LS8	106	LS	(34.7)	21	59	53.1	9	528	96.3	3	976	84.1	1	991	89.5	5	949
6	3414	Rebbeck, Luke	LS4	104	FVE	(33.3	22	57	54.0	6	538	93.2	4	964	80.6	4	971	93.0	8	884
7	3335	Chappell, David	Discus	105	R12	(107.1)	12	244	54.8	5	539	81.4	18	759	78.0	6	943	81.3	10	850
8	3333	Perkins, Andrew	Open Cirrus	102	917	60.6	9	400	51.8	8	532	76.7	14	807	66.7	13	859	70.7	19	735
9	3271	Hood, Richard	LS4	104	352	62.6	4	466	58.8	1	565	91.1	5	941	(127.2)	29	437	81.4	9	862
9	3271	Fox, Mike	LS8	106	T2	(30.8)	29	47	51.7	13	520	87.2	9	882	83.1	2	982	81.3	11	840
11	3122	Clarke, Russ	Ventus C	108	109	(74.2)	16	156	48.0	18	468	87.9	11	872	68.9	14	842	78.6	17	784
12	3106	Hood, Jeremy	Std Cirrus	100	152	(30.9)	23	55	56.0	2	562	76.9	13	814	75.0	5	951	75.6	22	724
13	3004	Rebbeck, Henry	LS8	106	232	62.5	6	459	54.7	7	536	92.9	5	941	(47.2)	42	114	89.8	4	954
15	2949	Wells, Anna	LS8	106	321	(110.9)	11	248	42.8	17	472	76.6	17	774	65.0	18	818	66.0	26	637
14	2954	Ward, Oliver	Discus	105	183	57.2	7	454	(87.0)	30	265	(301.6)	34	461	71.6	8	884	84.2	7	890
16	2881	Goudie, Gavin	Discus	105	381	(110.8)	10	252	47.0	15	497	73.5	20	750	60.9	19	787	62.3	31	595
17	2849	Pennant, Jessica	Astir CS	99	FEF	(29.2)	26	51	(97.8)	22	333	74.9	22	743	67.3	8	884	75.8	12	838
18	2710	Birlison, Brian	Discus C8	105	531	59.4	8	446	52.7	9	528	77.6	15	792	64.6	17	820	(110.3)	45	124
19	2538	Goudie, Neil	Discus W	105	HXH	(22.4)	35	23	(91.6)	25	284	73.9	19	755	60.6	20	784	69.6	23	692
21	2456	Roberts, Jennifer	LS4	104	379	(27.5)	32	39	(107.0)	22	298	72.2	21	744	59.1	24	726	65.7	25	649
22	2316	Bradley, Claire	LS4a	107	S4	(25.4)	33	33	(90.0)	26	281	66.7	26	686	55.5	23	742	60.2	32	574
20	2468	Ricket, Steven	ASW 20	107	FFK	(0.0)	37	0	(70.3)	37	157	72.5	23	713	60.7	21	774	80.9	13	824
23	2269	Dawson, Shelly	ASW 24	105	W2	(15.0)	37	0	(90.1)	28	278	(292.2)	35	449	69.3	11	864	68.5	24	678
24	2206	Garner, Richard	Discus B	105	316	(28.9)	30	42	44.5	16	483	81.4	12	831	(35.5)	44	78	75.5	18	772
25	2205	Tanner, John	LS8	106	LT	(33.6)	23	55	(32.5)	42	106	97.6	2	990	(44.6)	43	106	89.4	6	948
26	2100	Branton, Tom	Sport Vega	98	EKY	(28.9)	25	52	?	33	209	(137.1)	44	246	64.0	12	859	67.8	20	734
27	2084	Moulang, Alan	ASW 15	100	105	(57.1)	17	132	50.0	9	528	(269.8)	36	443	(132.9)	25	485	52.4	37	496
28	1982	Wardrop, David	LS4	104	S5	(98.0)	13	226	(0.0)	44	0	66.9	24	689	(127.2)	29	437	64.4	27	630
29	1947	Bainbridge, Mark	Discus B	105	871	(82.8)	14	185	(109.8)	19	354	61.7	28	579	(124.7)	34	423	52.0	38	406
30	1887	Irving, Alan	Discus W	105	T3	(44.9)	19	90	(90.1)	28	278	59.8	30	546	(127.4)	32	432	58.4	34	541
31	1842	Roberts, Luke	Pegase 101	103	FWG	(0.0)	37	0	(97.8)	24	288	61.5	29	568	(127.2)	35	422	58.9	33	564
32	1818	Wilford, Paul	Discus CS	105	R53	(28.2)	31	40	(0.0)	44	0	(137.1)	45	224	65.4	15	828	72.1	21	726
33	1723	Thelwall, Pete	Open Cirrus	102	BZ	(0.0)	37	0	(60.3)	38	151	74.4	16	783	(0.0)	45	0	74.5	15	789
34	1712	Smith, Gordon	Discus CS	105	805	(0.0)	37	0	(0.0)	44	0	73.7	25	688	(82.7)	40	239	76.4	16	785
35	1650	Morecraft, Sam	LS7	105	425	(0.0)	37	0	(100.5)	21	318	(172.6)	43	276	(127.2)	33	431	64.6	29	625
36	1629	Garner, Edward	Pegasus	103	987	(22.9)	34	26	(60.3)	39	149	(0.0)	46	0	63.9	16	826	63.6	28	628
37	1594	Gilbert, John	Skylark 3	85	BBT	(29.8)	20	75	?	34	196	(238.6)	32	480	(82.7)	37	319	46.2	35	524
37	1594	Murdock, Joanna	Mosquito B	107	DWP	(0.0)	37	0	?	35	164	63.0	31	490	(132.2)	29	437	56.5	36	503
39	1492	Gill, David	Sport Vega	98	EMJ	(28.4)	27	50	(60.3)	36	160	(238.7)	37	405	(82.7)	39	263	59.5	30	614
41	1255	Cook, Matthew	Ka18	86	DPA	(34.7)	21	59	(60.3)	40	143	(238.6)	33	473	(82.7)	38	294	(184.9)	40	286
40	1390	Gillson, Alistair	ASW 20 L	111	408	(110.8)	15	181	(85.5)	32	263	66.8	27	642	(59.0)	41	141	(145.4)	42	163
42	1155	Hart, Charlotte	Ka6 CR	84	BZX	(0.0)	37	0	(85.5)	22	298	(189.7)	38	398	(127.2)	25	459	(0.0)	46	0
43	1043	Hamblin, Rosalind	Astir	99	798	(28.9)	27	50	?	31	253	(169.5)	42	293	(122.6)	28	447	(0.0)	46	0
44	995	Parker, Mark	Astir CS	99	FDF	(0.0)	37	0	(24.2)	43	30	?	40	346	(119.6)	25	485	(110.3)	44	134
45	913	Holmes, Andy	Club Astir	94	296	(13.6)	26	3	?	41	133	(261.7)	39	384	(0.0)	45	0	45.5	39	393
46	845	Armitage, Simon	Astir CS	99	SA1	(0.0)	37	0	(85.3)	27	279	(172.3)	41	297	(0.0)	45	0	(201.8)	41	269
47	474	Kirkland, Andy	Ka6 CR	84	GAW	(0.0)	37	0	(0.0)	44	0	(0.0)	46	0	(82.7)	36	324	(102.6)	43	150

Juniors 22nd August (Day 1): 47 Gliders Launched. 17 Gliders Passed Y. 482 Point Day. Tasklength=190km (4 legs). X=20km. Y=75km. Wind 16 kt at 320°. TP 0 LASHAM START EAST - Concrete Plinth. 0.5nm NE of Lasha TP 1 HUNGERFORD - Station/A338 Bridge. 10nm W of Newbury TP 2 WESTCOTT - A41/Dis Rly. 12nm ENE of Oxford TP 3 CHIEVELEY - A34/M4 J13. 5nm N of Newbury GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Juniors 25th August (Day 2):** 47 Gliders Launched. 38 Gliders Passed Y. 565 Point Day. Tasklength=116.2km (4 legs). X=20km. Y=60km. Wind 10 kt at 240°. TP 0 LASHAM START EAST - Concrete Plinth. 0.5nm NE of Lasham TP 1 BUTSER HILL - 150' Mast. 13nm S of Lasham TP 2 PARHAM - Clubhouse. 10nm NW of Brighton TP 3 HARTING - Church Spire. 14nm SSE of Lasham GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Juniors 27th August (Day 3):** 46 Gliders Launched. 45 Gliders Passed Y. 1000 Point Day. Tasklength=303km (5 legs). X=20km. Y=120km. Wind 10 kt at 320°. TP 0 LASHAM START EAST. - Concrete Plinth. 0.5nm NE of Lasha TP 1 BICESTER CONTROL TOWER - Control Tower. 11nm NNE Oxf. TP 2 WINCHCOMBE - Rail/A4 Br. 5nm NE of Cheltenham TP 3 BUCKINGHAM - Church Spire. 13nm E of Banbury TP 4 CHIEVELEY - A34/M4 J13. 5nm N of Newbury GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Juniors 28th August (Day 4):** 47 Gliders Launched. 40 Gliders Passed Y. 991 Point Day. Tasklength=166.7km (4 legs). X=20km. Y=66km. Wind 8 kt at 330°. TP 0 LASHAM START EAST - Concrete Plinth. 0.5nm NE of Lasha TP 1 CHIEVELEY - A34/M4 J13. 5nm N of Newbury TP 2 ALTON - Station Bridge W. 4nm SE of Lasham TP 3 HUNGERFORD - Station/A338 Bridge. 10nm W of Newbury GOAL LASHAM CLUBHOUSE - Centre of Clubhouse. **Juniors 29th August (Day 5):** 47 Gliders Launched. 45 Gliders Passed Y. 1000 Point Day. Tasklength=236.4km (4 legs). X=20km. Y=94km. 0 kt at 180°. TP 0 LASHAM START EAST - Concrete Plinth. 0.5nm NE of Lasha TP 1 ILSLEY - Church Tower. 8nm N of Newbury TP 2 WESTBURY - Rail Triangle/Bridge. 10nm SE of Bath TP 3 DIDCOT - Power Stn Chimney. 8nm S of Oxford GOAL LASHAM CLUBHOUSE - Centre of Clubhouse.

Club Class Championships
Sutton Bank (4-12 July)

pos	pts	Pilot		Glider	h/c	No	Day 1 sp(dis)	pos	Day 2 pts	sp(dis)	pos	Day 3 pts	sp(dis)	pos	Day 4 pts	sp(dis)	pos	Day 5 pts	sp(dis)	pos	pts
1	2699	Dale	G	DG100	100	274	51.3	1	537	(163.5)	1	568	59.2	3	661	(11.1)	25	-4	45.5	3	937
2	2620	Masson	P	DG101	100	EKP	(29.0)	22	58	(152.0)	6	511	68.1	1	756	(116.6)	2	384	42.7	7	911
3	2526	Fox	R	Std Cirrus	100	JHH	(139.5)	2	501	(153.7)	5	520	49.7	12	559	(16.9)	17	1	46.4	2	945
4	2234	Le Roux	D	Std Cirrus	100	569	(65.8)	7	236	(158.2)	7	492	60.3	2	672	(110.0)	4	359	(140.0)	11	475
5	2222	Alldis	C	LS4	104	646	(58.7)	11	189	(117.3)	19	335	61.1	6	651	(58.6)	7	112	47.9	4	935
6	2066	Hood	L	Std Cirrus	100	152	(30.5)	20	64	(143.9)	8	472	(72.7)	19	203	(114.7)	3	377	42.4	1	950
7	2045	Williams	J	Libelle Std	99	937	(95.8)	4	349	(125.3)	15	385	50.9	10	578	50.1	1	409	(105.9)	14	324
8	1988	Whitehead	P	ASW 19	102	580	(43.1)	14	122	(110.9)	21	321	55.1	9	605	(20.4)	12	15	45.5	5	925
9	1834	Brook	M	SHK-1	100	222	(64.7)	9	231	(164.0)	2	550	(54.5)	22	136	(11.1)	18	0	43.4	6	917
10	1722	Nunn	A	SZD 59	101	HWX	(52.8)	12	171	(124.1)	17	371	57.4	8	635	(48.1)	10	37	(148.9)	9	508
11	1547	Stephen	J	DG100	100	DHL	(35.4)	18	89	(121.9)	18	367	60.6	5	652	(79.7)	6	244	(78.5)	18	195
12	1462	Tipple	K	PW5	90	PW5	(38.6)	13	130	(146.2)	4	545	51.3	7	640	(12.4)	18	0	(62.9)	21	147
13	1454	Head	A	Pegase	103	HDW	(35.3)	19	81	(153.7)	10	452	(29.0)	24	7	(20.3)	13	14	43.2	8	900
14	1445	Emson	C	LS4	104	224	(82.1)	6	277	(148.3)	9	471	61.5	4	659	(26.0)	9	38	(16.7)	25	0
15	1379	Hodgson	K	Libelle 201B	99	948	(35.2)	17	91	(158.2)	3	548	47.4	14	540	(20.7)	16	2	(78.5)	17	198
16	1349	Hall	A	Skylark 4	86	255	(17.4)	26	20	(113.1)	13	399	(47.5)	21	145	(99.2)	5	311	(117.9)	12	474
17	1333	De Tourtoulon	A	Phoebus C	102	833	(122.9)	3	427	(110.9)	21	321	51.6	11	569	(18.6)	15	7	(32.6)	24	9
18	1303	Macdonald	G	DG101	100	177	(84.6)	5	304	(135.3)	11	429	(38.5)	23	83	(14.1)	18	0	(142.7)	10	487
19	1215	White	M	Cirrus 75B	102	JEV	(71.1)	8	234	(94.3)	23	264	47.4	15	524	(12.0)	18	0	(79.4)	19	193
20	1191	Sutherland	G	ASW19	102	971	(24.4)	25	34	(130.6)	14	398	50.4	13	556	(20.7)	13	14	(78.5)	20	189
21	1054	Brown	V	Std Cirrus	100	167	(38.6)	16	105	(110.9)	20	329	(72.7)	19	203	(14.4)	18	0	(127.3)	13	417
22	997	Beardsley]	G	LS4a	104	143	(64.8)	10	217	(94.3)	24	257	47.2	16	513	(20.2)	26	-44	(46.6)	23	54
23	895	Piggott	D	EA9	86	HPJ	(23.3)	23	54	(118.8)	12	422	(65.9)	18	214	(8.2)	18	0	(71.1)	16	205
24	850	Render	T	G81 Cirrus	100	G81	(35.3)	21	61	(124.1)	16	375	(0.0)	25	0	(58.8)	8	94	(105.9)	15	320
25	652	Davidson	R	SB5B	90	HCBUI	(36.5)	15	113	(94.3)	25	189	(79.7)	17	257	(20.4)	11	30	(55.5)	22	63
26	48	Parish	A	Dart 17R	92		(24.3)	24	48	DNF	26	0	DNF	25	0	DNF	18	0	DNF	25	0

Inter-services Competition
Hullavington (8-16 August)

Alpha class

pos.	Total	Pilot	a/c	Day 1	Day 2	Day 3	Day 4
1	805	Heames, C.	R1	128	872	592	940
2	656	Ayres, S. J.	840	71	1000	630	956
3	752	Francis, D.	26	120	866	583	846
4	784	Harland, S.	S1	87	636	674	980
5	883	Elliott, A.	R69	80	862	560	758
6	652	McLean, P.	758	75	938	587	884
7	741	Tribe, A. D.	97	85	889	589	786
8	590	Elliott, B.	R30	82	866	61	902
9	761	Stingemore, G.	X1	139	470	627	997
10	744	Watson, A.	F1	42	667	621	912
11	691	May, J.	197	14	863	622	740
12	762	Browne, R.	L58	0	699	627	790
13	715	Hood, J.	352	84	481	634	871
14	657	Throssell, M.	974	84	425	750	753
15	754	Dalling, R.	975	2	296	691	810
16	676	Coughlan, J.	R4	85	375	599	774
17	356	White, D.	990	107	503	646	853
18	575	Postlethwaite, D.	501	14	411	660	781
19	589	Hull, J.	R12	87	393	553	742
20	721	Marwaha, T.	12	2	361	553	655
21	345	Hornsey, L.	574	91	485	610	740
22	0	McNamara, A.	R6	75	791	611	756
23	502	Smith, I.	R10	3	877	28	786
24	667	Evans, R.	R55	0	711	0	795
25	105	Dickson, M.	R17	3	644	591	821
26	728	Critchlow, M.	R2	91	481	0	789
27	549	Garrett, J.	87	0	869	0	636
28	674	Duncan, J.	R5	38	145	483	683
29	165	Miller, A.	16	0	472	543	836
30	734	Tanner, J.	HXH	79	411	0	780
31	724	Birlison, B.	561	29	527	14	664
32	646	Moules, K.	924	82	442	8	747
33	657	Stevens, M.	KE	13	500	13	630
34	717	World, T.	933	0	414	12	643
35	374	Gazzard, M.	R23	110	560	0	690
36	374	Crawshaw, N.	526	94	425	0	807
37	584	Arnold, J.	JA	31	425	618	0
38	527	Barnes, T.	27	49	425	515	112
39	357	Pitman, D.	OWP	0	460	0	750
40	333	Sturley, P.	R53	11	410	51	393
41	0	Harkins, A.	265	0	482	0	714
42	154	Heselwood, M.	R39	0	287	0	707
43	726	Bryson, R.	A61	32	0	-500	813
44	252	Stephenson, E.	805	75	513	0	72
45	0	Conway, D.	969	0	395	0	469
46	0	Dawson, S.	W2	0	317	0	427
47	119	Clegg, M.	547	0	197	0	333
48	158	Berry, K.	388	38	365	0	0

Bravo class

	Total	Pilot	a/c	Day 1	Day 2	Day 3	day 4
1	2568	Pike, M.	R8	21	985	800	762
2	2550	Whitehead, P.	580	35	929	876	710
3	2502	Matson, D.	A8	52	997	840	613
4	2479	Smith, R.	R25	0	1000	744	735
5	2415	Whitin, L.	C34	36	842	1000	537
6	2279	Staley, J.	379	53	895	804	527
7	2030	Gaunt, R.	EKG	87	579	771	593
8	2112	Cook, T.	R9	0	874	551	687
9	2109	Webb, T.	658	52	954	614	489
10	2058	Ley, D.	R71	53	912	753	340
11	2049	Sage, J.	412	52	839	535	623
12	1886	Micklewright, S.	N19	21	856	451	558
13	1809	O'Donald, P.	FQK	21	995	793	0
14	1786	Wilson, M.	A16	5	344	800	637
15	1778	Meagher, M.	987	0	808	536	434
16	1739	Clark, A.	450	111	987	641	0
17	1683	Wright, J.	742	53	437	659	534
18	1615	Armstrong, P.	692	0	16	976	623
19	1607	Atkinson, P.	R20	62	870	675	0
20	1602	Croker, R.	N51	56	880	661	5
21	1368	Cooke, A.	480	49	455	434	430
22	1349	Peters, C.	R77	0	454	640	255
23	1337	Stevens, A.	FEF	47	129	643	518
24	1204	Walton, K.	351	1	139	505	559
25	1177	Padgett, I.	R63	0	443	53	681
26	925	Clark, G.	509	75	53	646	151
27	867	Acott, S.	A6	106	267	494	0
28	832	Welsh, J.	A14	0	525	144	163
29	813	Barnfather, C.	SA1	1	324	488	0
30	690	Bradbury, J.	N16	0	89	298	303
31	653	Crocker, M.	R60	0	439	214	0
32	579	Norman, J.	JAX	0	0	446	133
33	548	Sherlock, C.	A7	62	486	0	0
34	164	Bugbee, J.	M5	0	49	52	63
35	55	Langton, M.	DTE	55	0	0	0
36	0	Smith, E.	452	0	0	0	0

Please could contest directors who have yet to do so send their results to the BGA. Once everything has been received the remaining results (mostly regionals) will be published.

Two-Seater Competition

Pcokington (22-30 August)

Pos	Final	No	Type	Day 1	Day 2	Day 3	Day 4	Gliding Club
1	1840	895	Duo Discus	233	52	727	828	Soaring Centre
2	1798	D31	Janus	45	0	847	906	Soaring Centre
3	1646	108	ASH25	410	77	591	568	Soaring Centre
4	1543	271	Ka7	56	0	565	922	Zandvoort (NZ)
5	1538	HPE	K13	113	0	481	964	Nottingham Uni
6	1323	563	Janus	122	221	395	585	Sleap
7	1273	45	Twin Acro	69	152	458	594	Lasham
8	1152	JAX	K21	40	0	369	743	Wolds
9	1141	HNA	DG500	83	0	345	733	Derby & Lancs
10	1018	DWN	Ka7	28	140	276	574	Buckminster
11	996	JGW	Ka7	51	0	363	582	Newark & Notts
12	946	HTA	Marianne	0	68	386	492	Trent Valley
13	901	JAV	K21	139	118	319	325	Wolds
14	895	EVC	M200	52	30	313	500	Wolds
15	882	D70	K21	43	12	630	297	Lakes
16	847	ETA	K21	53	85	357	352	Aquila
17	845	EHW	IS28 B	44	74	340	387	Borders
18	838	EPO	K21	66	88	284	400	Bowland Forest
19	831	TRA	Blanik	0	41	428	362	Soaring Centre
20	818	A34	Alliance	65	78	372	303	Soaring Centre
21	798	HVQ	K13	18	27	268	485	Shenington
22	796	BUC	T49	26	0	454	316	Lakes
23	771	EBE	Silene	62	47	315	347	Soaring Centre
24	735	QX	M200	0	0	398	337	Bowland Forest
25	724	HAS	Puchacz	0	0	351	373	Soaring Centre
26	705	DTC	Janus B	71	0	315	320	Dukeries
27	666	CKN	Bocian	0	36	332	298	Lincolnshire
28	666	HFH	Puchacz	0	0	462	204	Trent Valley
29	645	ERH	K21	48	0	243	354	Burn
30	592	B1	Blanik	0	76	362	154	Burn
31	557	CCX	K13	48	28	294	187	Trent Valley
32	554	JAA	Janus C	33	25	255	241	Lasham
33	488	522	DG500	51	156	281	0	Wolds
34	460	CXV	T53	0	35	425	0	Bowland Forest
35	449	BPV	T49	63	0	190	196	Borders
36	404	DHY	Ka7	0	47	357	0	Bowland Forest
37	359	485	1S28B		13	307	39	Norfolk
38	316	CUD	T53	0	66	250	0	Buckminster
39	316	ETU	Ka7	17	0	56	243	Lincolnshire

18m Nationals

Tibenham (22-30 August)

							Day 1 (27/8)			Day 2 (28/8)		
pos.	pts	Pilot		a/c	h/c	no	sp(dis)	Pos.	Pts	sp(dis)	Pos.	Pts
1	1765	Jones	S	Ventus 2C	116	584	106.9	1	1000	84.9	1	765
2	1661	Barker	K	LS8	112	KM	99.3	5	899	84.1	2	762
		Cheetham	R									
3	1636	Browne	R	LS8	112	L58	99.2	5	899	76.0	3	737
4	1578	Nicolson	K	LS8	112	SK1	94.9	11	841	76.0	3	737
5	1566	Pike	M	LS8	112	R4	94.7	12	839	73.0	8	727
6	1561	Stingemore	G	LS8	112	X1	93.9	14	828	74.8	7	733
7	1556	Masson	D	Ventus C	114	391	93.2	17	819	76.2	3	737
8	1521	Luxton	J	LS8	112	685	90.7	24	786	75.5	6	735
9	1472	Jones	R	Ventus 2C	116	31	97.8	9	880	(215.8)	13	592
10	1467	Westwood	D	LS8	112	D4	98.6	7	891	(211.1)	18	576
11	1452	Jeffrey	P	LS8	112	64	97.4	10	874	(211.7)	17	578
12	1448	Jordy	M	LS6C	116	676	94.3	13	834	(222.3)	10	614
13	1425	Dobson	J	LS6C	115	126	98.3	8	887	(200.0)	21	538
14	1409	Davies	F	LS6C	115	25	91.9	20	802	(220.1)	11	607
15	1390	Cottingham	I	Ventus CT	114	24	91.4	22	796	(216.2)	12	594
16	1372	Francis	D	LS6CW	116	R69	91.5	21	797	(210.9)	19	575
17	1370	Heames	C	LS6	116	R5	93.7	15	825	(202.0)	20	545
18	1363	Sharman	R	ASW20BL	113	196	90.1	26	778	(213.7)	15	585
19	1345	Freestone	I	LS8	110	S6	85.8	29	722	(224.9)	9	623
20	1309	Emck	A	LS8	112	36	86.3	28	728	(212.3)	16	584
21	1307	Bromwich	R	LS6C	115	855	91.9	19	803	(189.9)	22	504
22	1284	Lyttleton	C	LS6	116	941	90.2	25	780	(189.9)	22	504
23	1255	Burry	J	LS6C	116	301	103.6	2	956	(120.9)	28	299
24	1237	Payne	G	ASW20L	111	268	80.4	31	650	(214.1)	14	587
25	1233	Cheetam	H	LS8	112	E1	101.4	3	928	(122.9)	27	305
26	1221	Jones	H	Ventus 2C	116	410	101.0	4	923	(120.5)	29	298
27	1215	McLean	P	Ventus C	114	758	85.0	30	711	(189.9)	22	504
28	1134	Witter	R	Ventus 2CT	116	W54	93.5	16	822	(125.2)	26	312
29	1109	Hurd	P	LS6	115	218	93.1	18	817	(118.6)	31	292
30	1081	Jelden	A	LS6B	109	KW	90.8	23	787	(119.1)	30	294
31	832	Bastin	J	Ventus B	112	443	97.6	27	744	(51.8)	34	88
32	733	Arnold	J	Ventus C	114	R30	(351.5)	33	287	(170.3)	25	446
33	701	Hatwell	R	LS6C	115	203	72.0	32	539	(77.4)	33	162
34	475	Cumner	G	ASW20	107	750	(340.5)	34	276	(88.9)	32	199

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1999 Competition Calendar

May 17th	–	May 28th	Overseas Nationals	ESC Ocaña Spain
May 22nd	–	May 30th	Regionals	Norfolk (Tibenham)
June 12th	–	June 20th	Regionals	Bidford
June 19th	–	June 27th	Regionals	Cotswold (Aston Down)
July 3rd	–	July 11th	15m Class Nationals	London (Dunstable)
July 3rd	–	July 11th	Regionals	The Soaring Centre (Hus Bos)
July 3rd	–	July 11th	Regionals	Booker (Wycombe Air Park)
July 11th	–	July 24th	1st World Junior Champs	Terlet, Netherlands
July 17th	–	July 25th	Club Class Champs	Bristol & Glos (Nympsfield)
July 17th	–	July 25th	18m Class Nationals	Booker (Wycombe Air Park)
July 31st	–	Aug 8th	Standard Class Nationals	The Soaring Centre (Hus Bos)
July 31st	–	Aug 8th	Regionals	Yorkshire (Sutton Bank)
July 31st	–	Aug 15th	World Gliding Champs	Bayreuth, Germany
Aug10th	–	Aug 19th	Regionals	Interservices *(to be arranged)*
Aug 14th	–	Aug 22nd	Open Class Nationals	Lasham
Aug 14th	–	Aug 22nd	Regionals	Lasham
Aug 21st	–	Aug 29th	Junior Nationals	Bidford
Aug 21st	–	Aug 29th	Regionals	London (Dunstable)
Aug 21st	–	Aug 29th	Regionals	Cambridge (Gransden Lodge)
Aug 21st	–	Aug 30th	Regionals	Enstone Eagles

The European Womens' Championships and the World Class Championship will both bein Leszno, Poland but I do not have dates at present. **– Alex Evans**

Caption Competition



The person who submits the best caption (on a post card to the Editor, by 10th December) for the photograph printed above will win a Platypus mug.



The winner of last issue's competition (to identify the glider on p.284 in the Gliding Gallery) was Mr R. C. Brett of Woodbridge, Suffolk. The glider was an ASK14. Mr Brett also wins a Platypus mug.

Pilot Priority & Promotion Lists for 1999

These lists are used for assigning places to pilots for the 1999 Nationals. They were compiled using the method described in the 1998 Competition Handbook. Any queries regarding the compilation of the lists should be addressed to Henry Rebbeck on (0115) 9149691 or eaxhar@nottingham.ac.uk . The closing date for entries for all Nationals is January 31, 1999.

Key
S = Standard class
15 = 15m class
18 = 18m class
O = Open Class
OSO or OS15 = Oversens
BT = British Team (Worlds)
QL = Qualifying list
ECC = European Club Class
CC = Club Class Championships
M = Midland
ISA or ISB = Inter services
J = Junior Championships
LA or LB=Lasham,
DB or DR = Dunstable
BO = Booker
E = Eastern,
W = Westerns,
AD = Aston Down
BD = Bidford

Priority List

1	T. J.	Scott	BT
2	D. S.	Watt	BT
3	R. A.	Cheetham	BT
4	A. E.	Kay	BT
5	B. C.	Marsh	BT
6	S. G.	Jones	BT
7	D. S.	Innes	BT
8	P. G.	Sheard	BT
9	B. T.	Spreckley	15
10	A. J.	Davis	S
11	T. J.	Wills	OS15
12	E.	Downham	15
13	J. P.	Gorringe	OS15
14	K. D.	Barker	18
15	M. D.	Wells	15
16	P. J.	Coward	S
17	M. J.	Young	O
18	A. J.	Clarke	OS15
19	H. A.	Rebbeck	15
20	P. J.	Harvey	O
21	R. A.	Browne	18
22	M. F.	Cuming	ECC
23	G.	Kurstjens	OSO
24	P. G.	Crabb	OS15
25	D. E.	Findon	O
26	K.	Nicolson	18
27	G. P.	Stingemore	15
28	G. C.	Metcalfe	S
29	S. J.	Crabb	OS15
30	M. I.	Pike	18
31	P. S.	Hawkins	O
32	P. R.	Jones	QL
33	J. R.	Edyvean	15
34	R. C.	May	QL
35	S. J.	Harland	S
36	P. R.	Stafford Allen	15
37	T. J.	Murphy	S
38	M. J.	Jordy	ECC
39	G. M.	Spreckley	OS15
40	M.	Bird	O
41	W.	Aspland	15
42	D.	Masson	18
43	J. A.	Hallam	15
44	I. P.	Freestone	S
45	P. D.	Barker	QL
46	J.	Luxton	18
47	R.	Jones	QL
48	D. P.	Taylor	O
49	C. P.	Jeffery	QL
50	D.	Westwood	15
51	D. W.	Allison	QL
52	G. N.	Smith	S
53	G. E.	McAndrew	QL
54	P. F.	Brice	QL
55	P. A.	King	OS15
56	J. D. J.	Glossop	QL
57	D	Fidler	QL
58	G. D.	Morris	15
59	M. G.	Thick	OSO
60	A. P.	Moulang	O
61	M. R.	Dawson	QL
62	D. R.	Campbell	S
63	S.	Fujimoto	OS15
64	J. R.	Taylor	O
65	A. A.	Darlington	QL
66	R. C.	Bromwich	O
67	S. A.	Hindley	QL
68	L. E.	Tanner	OS15
69	M. G.	Throssell	QL
70	J. M.	Hood	15
71	A. P.	Hatton	O
72	M. W.	Rebbeck	OS15
73	L. M.	Wells	OS15
74	J. B.	Dobson	18
75	J. R.	Burry	QL
76	P. J.	Stratten	15
77	R. J.	Smith	QL
78	J. B.	Giddins	O
79	S. L.	Withall	OS15
80	J. A.	McCoshim	QL
81	N. J.	Howes	15
82	F. J.	Davies	18
83	P. J.	Masson	QL
84	E. W.	Johnston	15
85	S. J.	Redman	15
86	C. C.	Rollings	QL
87	S. R.	Ell	O
88	J. B.	Nicholson	QL
89	I. M.	Cottingham	18
90	P. M.	Shelton	QL
91	K. J.	Hartley	O
92	G. G.	Dale	QL
93	M.	Strathern	OS15
94	N.	Jennings	QL
95	D. P.	Francis	18
96	J	Bell	O
97	J. N.	Wilton	QL
98	R.	Hood	S
99	T. I.	Gardiner	QL
100	R. C.	Ellis	QL
101	J	Weston	OS15
102	A. J.	Stone	15
103	D.	Bradley	OSO
104	C. V. J.	Heames	18
105	M. W.	Durham	15
106	M. C.	Foreman	O
107	G.	Thomas	QL
108	R. C.	Sharman	18
109	C. C.	Lyttelton	QL
110	R.	Kalin	QL
111	J. C.	Kingerlee	OS15
112	C.	Withall	O
113	D. J.	Hill	QL
114	H. E.	Cheetham	15
115	J. N.	Rebbeck	S
116	C.	Garton	QL
117	I. M.	Evans	OS15
118	O. M.	Ward	QL
119	A. R.	Parker	O

Promotions List

1	N.	Hackett	M
2	D. W.	Allison	J
3	C. V	Heames	ISA
4	D. H.	Gardner	AD
5	P. F.	Brice	BO
6	D.	Westwood	M
7	G. G.	Dale	CC
8	N. D.	Tillett	DR
9	Z.	Marczynski	LB
10	P. J.	Masson	J
11	M. J.	Miller-smith	LA
12	S.	Ayres	ISA
13	M.	Strathern	W
14	R.	Johnson	M
15	R	Masonpierre	E
16	P. F.	Whitehead	ISB
17	J. D.	Spencer	DB
18	J.	Ashcroft	AD
19	R. C.	Sharman	BD
20	O. J.	Walters	J
21	S. P.	Robertshaw	M
22	S. J.	Harland	ISA
23	W. T.	Craig	DR
24	D. A.	Booth	QL
25	A.	Baker	LB
26	M. J.	Jordy	QL
27	A.V.	Nunn	M
28	T.	Mason	QL
29	D.	Matson	ISB
30	P. J.	Stratten	QL
31	J. N.	Rebbeck	J
32	W.	Aspland	QL
33	E. W.	Johnston	BO
34	T.	Stuart	AD
35	S. J.	Redman	QL
36	D. P.	Francis	ISA
37	J. R.	Taylor	QL
38	R.	Thirkell	LA
39	J.	Luxton	W
40	A.	Pozerskis	M
41	R. L.	Fox	CC
42	S.	Armstrong	E
43	D.	LeRoux	QL
44	M.	Newland-Smith	DR
45	J. M.	Hood	QL
46	L. M.	Wells	J
47	A.	Elliott	ISA
48	H. E.	Cheetham	QL
49	I. P.	Hicks	DB
50	A. J.	Stone	QL
51	J. R.	Lewis	M
52	R. J.	Toon	QL
53	N.	Wedi	BO
54	I. P.	Freestone	QL
55	F.	Jeynes	BD
56	R. C.	Bromwich	QL
57	L. M.	Rebbeck	J
58	A.	Hall	QL
59	S. R.	Ell	QL
60	M	Dalton	QL
61	D. J.	Langrick	M
62	P.	Mclean	ISA
63	A. D.	Piggott	QL
64	P	Naegeli	LA
65	K.	Stuart	QL
66	J. N.	Wilton	DR
67	N. J.	Howes	QL
68	J.	Whiting	ISB
69	P. E.	Baker	QL
70	C	Marsh	AD
71	P. C.	Fritche	QL
72	G. D.	Morris	W
73	P. R.	Stafford Allen	QL
74	R. J.	Maisonpierre	QL
75	A. J.	Emck	M
76	J. B.	Dobson	QL
77	F. G.	Bradney	LB
78	D. C.	Chappell	J
79	C. J.	McInnes	E
80	A. D.	Tribe	ISA
81	G. K.	Payne	QL
82	B. A.	Fairston	M
83	G. W.	Craig	QL
84	C. J.	Alldis	CC
85	P. M.	Wells	QL
86	J.	Staley	ISB
87	A.	Jelden	QL
88	G. D.	Sutherland	DB
89	H.	Jones	QL
90	A.	Perkins	J
91	I. M.	Evans	AD
92	M. G.	Throssell	QL
93	J. R.	Reed	DR
94	J. A.	White	QL
95	B.	Elliott	ISA
96	A. S.	Green	QL
97	P. M.	Shelton	QL
98	G	MacDonald	LB
99	K.	Hook	BD
100	M. P.	Mee	W
101	R.	Dalling	QL
102	R.	Hood	J
103	M. R.	Fox	J
104	O. M.	Ward	QL
105	L. S.	Hood	CC
106	R.	Gaunt	ISB
107	B. L.	Cooper	QL
108	J. A.	McCoshim	QL
109	R. D.	Tillett	QL
110	J. A.	Tanner	AD
111	S. L.	Withall	DR
112	L. E.	Tanner	QL
113	P. M.	Kirschner	QL
114	A. F.	Watson	ISA
115	R.	Kalin	QL
116	M.	Carnet	LB
117	A.	MacGregor	QL
118	A. J.	French	DB
119	D.	Masson	QL

Adventures Of An Espadon

Steve Turner started gliding in May 1997 with Nene Valley Gliding Club.

Having soloed in late 1997 I decided to direct my pent-up desire for soaring towards preparing myself for 1998.

My brother-in-law told me of a glider (a Wassmer WA 28 Espadon – Espadon means *Swordfish*) advertised at a microlight show. With the price being just within my budget I decided to investigate. On paper the aircraft sounded exactly what I wanted, being all glass and around 38:1 with good Schempp-Hirth airbrakes. The only thing I wasn't sure about was the all-moving tailplane. Having spoken with the BGA they put me in touch with some owners of a WA 26, which is a wooden version of this aircraft as no WA 28s are registered in the UK. They informed me of the flying characteristics of the aircraft saying that, although now sold, they had experienced no problems and had fond memories of flying this aircraft.



Steve Turner's Wassmer WA 28 Espadon at RAF Upwood.

I decided to go and view the WA 28 and when the fuselage was wheeled out of the trailer I thought WOW! I could not believe how beautiful it was (It still continues to gain such comments). Although it needed a bit of tender loving care (having been a French club glider) it clearly had the potential to be a very nice aircraft. The only drawback was that it had no winch hook. This was a blow because Nene Valley Gliding Club only uses a winch. After a lot of phone calls and some excellent advice from club member Gary Johnson, the BGA Technical Officer Dick Stratton and WA 26 Owners Mike Gaggs and Peter Teagues, the drawings and technical information were gathered to fit the winch hook.

I took the bull by the horns and bought the Swordfish. The hook was fitted over the winter with Gary's help, and the big day duly arrived in March. With every thing checked and rechecked, and with experienced 'Test Pilot' John Young hijacked, the time had come for the big test. The launch and climb characteristics were all correct except for premature back release 3/4 up the cable. Fortunately this proved to be due to cable release adjustment and the full launch is now achieved.

The CFI had a check flight and then at last I was allowed to try it. With more than a little trepidation I strapped myself in and, after checks, gave the signal. The pre-flight brief was spot on, but what really hit me was the speed and co-ordination and how precisely it would fly. The all-moving tail plane had lots of feel due to the powerful aerodynamic trimmer. The controls, compared to a K8 which is what I have previously flown, were quick and precise and with the short stick just a flick of the wrist gave a fast roll.

Bronze and Silver

With my own aircraft at my disposal I quickly clocked up launches and air time, completing my Bronze on 25th May. With a week off work I set off with the other club members for a week's holiday at Husbands Bosworth. We arrived on the Monday morning and I managed to get a site check in and was cleared to fly after lunch. With the good weather I declared my 50km Silver distance and was advised the best placé to go was back to Nene Valley Gliding Club.

This glider must have homing instinct: after 3¼ hours and Silver height I opted for a field landing close to my house instead of the empty airfield. I decided to experience a field landing for real and I actually found this quite a big wind up. Due to my excellent training (thanks to Al Raffein) this went without a hitch; I landed exactly in the middle of the field and strolled over the field to my house and surprised my wife.

After a couple of failed five-hour attempts I was now getting very well acquainted with WA28 and found that I could handle it with a little bit of finesse. On the 24th July I found myself again at Husbands Bosworth trying for that elusive five-hour flight and just to add a little interest I set a 150km triangle. Hus Bos, Upwood, Gransden, Hus Bos. This, I decided, would be a leisurely trip as I had to stay up five hours anyway. With the weather being what it is I didn't know when I would get another chance.

The flight started in reasonably good conditions until I reached Corby, when the dark base of a cloud confirmed, on arrival, a thermal of ballistic qualities; cloud base was duly reached. The handling qualities of WA28 are slightly heavy and I think this helped prevent over-controlling and appeared to give a very stable climb in rough air.

The turn points at Upwood and Gransden were reached without incident and the return leg was started at cloudbase, 5,200'. At St Ives a large blue hole blocked my progress. However, I was in no hurry and I waited about twenty minutes until the hole started to fill. I was half-way across and it all went blue again. After a long glide to Wellingborough I finally arrived under a promising cloud which collapsed. I carried on towards Hus Bos and got very gentle climbs. Decision time: I couldn't get to Hus Bos due to over development, but I was managing to just stay in the air. After a weak 40 minute climb I found

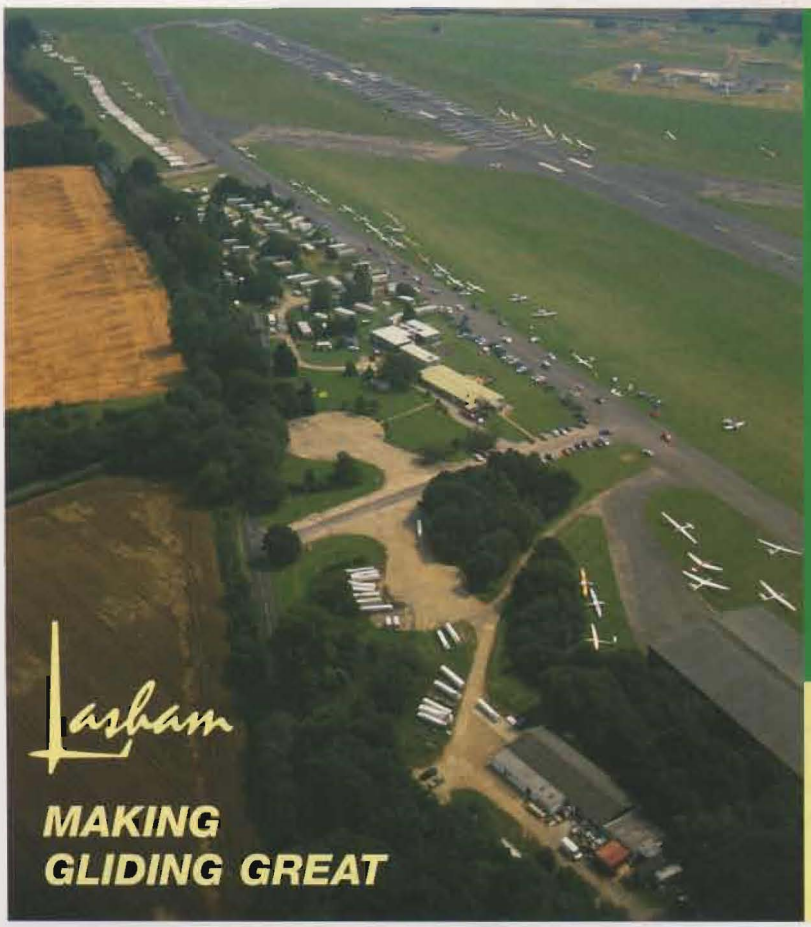
myself (due to alight westerly wind) half-way back to Upwood again! With another 40 minutes I would have my 5 hours, so after endless circling in weak lift I drifted all the way back to Upwood. With my five-hour Silver duration in the bag I landed next to the CFI, who was setting up the Friday night experience flights. The forecast for the next day excellent so, instead of deriggin, and a lengthy retrieve, I decided to try and fly back to my car and trailer at Hus Bos. Saturday dawned and the forecast was still good. My dilemma was how to make the most of the day and still end up next to my car and trailer. I decided on a triangle Upwood: Edge Hill, Hus Bos, Upwood then if all went well carry on and return to Hus Bos to land next to the car and trailer. (I think this is called hedging your bets).

The first leg was a breeze until Northampton, then the dreaded blue hole. With careful observation I could see small wispy cumuli forming occasionally so I decided to give it a go. What was frustrating was that in every other direction was a classic sky full of cumuli except where I wanted to go! After a long glide the cu's I headed for dissipated but fortunately something else formed, and although difficult and weak, allowed progress. Despite being slow I reached Edge Hill, took my photograph and crawled away. After heading north-east I got half-way to Hus Bos and found my first proper cumulus with another ballistic thermal. From then on things got better and better and I celebrated with a drink and a muesli bar. I reached Hus Bos at 5,000', but had to say goodbye to my car and trailer and continue to Upwood!

With growing confidence and classic conditions I soon reached the A1. Now, I have started to notice that whenever I cross the A1 conditions change. Sometimes for the good and sometimes not. I reached it at 5,000' and continued and, yes, I was right! The cloudbase went up! I dolphined all the way to 6,000' over Upwood and took my photograph. I then shot up to 6,500', the highest cloudbase I have ever reached in the UK. Well, that decided it despite being a bit numb in the nether regions, my car and trailer were next. From that height you can glide a long way and I did. I took my next climb at Corby, basically because I was getting low and it was getting late in the day. After struggling I eventually started to climb from 1,500' and managed to get to a safe height and glide in smooth clear conditions to Hus Bos and take my photograph. I landed there amongst a Nationals Competition, with pilots racing in at amazing speeds and spraying water.

Well, having achieved 11h 10m in two days and two flights I felt as though WA28 and I had moulded together in more ways than one. We certainly knew each other intimately and the relationship is pure gold. The car, trailer, me and my WA28 are now all reunited. I thought I should measure this distance;. I was stunned to find it was 273km! Despite the unpredictable weather this year our relationship has gone from strength to strength and I have managed 75 hours in it and many many superb memories, such as contacting a sea breeze and being at cloud base 5,500' at 7pm.

WA28 has proved to be an excellent reliable friend despite only having a Hang Gliding vario! I look forward to the Autumn to discover what I can do with the wave soaring season.



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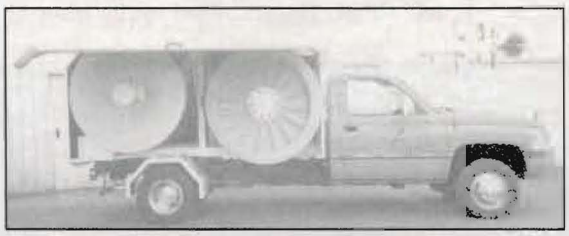
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Integrale Winching

Source: Karl Höck

Integrale's previous model, the H 125 D winch, has already proved itself during fifteen years of service. This double-drum winch, featuring cable drums with a core diameter of 1260mm and a width of 100mm of high-strength aluminium castings, has been widely built under licence.

It meets all requirements for glass fibre two-seaters with a take-off weight of up to 900kg. Having large diameter drums and no complex paying-on gear, cable handling during launch and retrieve is highly satisfactory.



The favoured vehicle for the H125 INTEGRALE: an 8l, 306bhp, American Dodge RAM V10.

The aim of developing the new H 125 INTEGRALE model was to find a simpler, more cost-effective and maintenance-friendly machine whilst keeping the best parts of the original. At the same time, a modern, completely modular launching system was to be developed at a comparatively attractive price. Bearing these considerations in mind, the idea of using the prime mover's engine to drive the winch matured. In the course of development it became obvious that a winch built according to this principle would leave enough space for a further two drums to be fitted. A four-drum winch has at least the same launching capacity as two double-drum winches operating in parallel, and only one winch-driver is needed.

Construction of the Winch

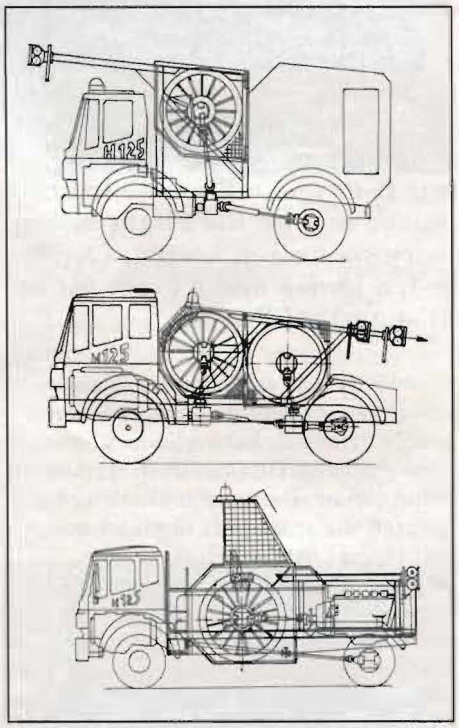
The basis of the winch is a pick-up truck with the power range of 260-360hp. A supporting frame for the assembly of the drum axles and enclosure doors is mounted on the vehicle chassis. The long square cable-guide tubes are part of the supporting frame. The complete roller guide/cable cutting assemblies are flanged on these tubes at their ends opposite to the drums. The cable guide rollers, which can be rotated around two axes, are supported in anti-friction bearings and are made of case-hardened steel.

The driver's cab, which has a glass roof, offers a comfortable, air-conditioned environment with an electro-mechanical control console. The glass roof and the front of the vehicle are protected from the cable.

Power/Drive Train

The engine/gearbox unit of the truck is responsible for providing power for locomotion and for winching. To achieve the most efficient winching operation an automatic gearbox with a torque converter is used.

To drive the drum axle, a special bevel gear is incorporated into the drive train This gear features a device to disconnect power to the vehicle's rear axle and to connect the drum axle drive shaft via a universal joint. The alternative drive for the second drum is served by another bevel gear or by strap and pulley. Two disengaging devices are installed in each drum axle so that each drum can be connected individually.



Some examples of winch installation.

The designers of the new H 125 INTEGRALE are proud of its versatility. Chief Engineer, Karl Höck, says that, although the favoured vehicle for mounting the winch is an American Dodge RAM V10, clubs can fit the H 125 INTEGRALE to a trucks of their own choosing.

The two-drum prototype was sold to the Wasserkuppe, and much interest in both versions has been shown from around the world. Now that the tests of the H 125 INTEGRALE have been completed, and a German licence has been issued, Karl Höck is ready to go into manufacture.

The two-drum H125 INTEGRALE costs 170,000DM and the four-drum version costs 200,000DM.

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10th-13th September 1998

British National Aerobatic Gliding Competition

Jamie Allen flies from Bicester and competed in the Unlimited Class

An interesting line-up of top-of-the-range aerobatic gliders were at Saltby for the 1998 Championship. The usual Pilatus B-4's and a Puchacz being mixed in with the Flight Insurance sponsored Lo-100, a Swift S-1, a Lunàk and a brace (or is it skulk?) of Foxes.

The Swift S-1, with its vast flight envelope, making it the world's most competitive aerobatic glider, was brought in by Dietmar Poll, its Austrian owner. Dietmar again demonstrated the standards in glider aerobatics that can be achieved – he repeated last year's unbeatable performance in the 1998 contest.

Chris Cain, from Lasham, brought his Fox (a two-seater with almost the same capability as the S-1). Guy Westgate borrowed another Fox from the agent in Germany and made it available for some other pilots to use during the contest.

The Buckminster Gliding Club at Saltby Airfield were, as usual, first class hosts; they provided everything that was required to allow Jim Duthie, our contest director for the sixth time, to run a good competition.

As is usual, competitors flying in the Sports (Beginners) class needed only to turn up for the weekend, whilst the Intermediate and Unlimited pilots needed to be on hand throughout the four competition days.

The weather proved unsettled. breezy conditions [for breezy, read gale-force] and the low cloudbase meant that many programmes had to be flown in two parts. (Whenever possible pilots launched to 4,000' and flew the whole programme in one flight.)



Photographs: Guy Westgate

The german Fox demonstrator, flown by Jamie Allen.

On **Thursday 10th** the competition opened with the Unlimited class flying the Known Programme, (known meaning that the aerobatic figures had been published months ahead to allow time for practice). Dietmar Poll's exceptionally high standard of sickeningly good figures put him well in the lead, where he stayed for the rest of the contest. Ian Tunstall had a poor run, scoring several zeros through technical errors. Guy Westgate's zero put Jamie Allen's consistent flight into second place for the day. The wind was so strong that it was necessary to re-hangar the Lo-100 between flights! All competitors had to fly tactically to remain inside the 1000m cube performance zone, or 'box'.

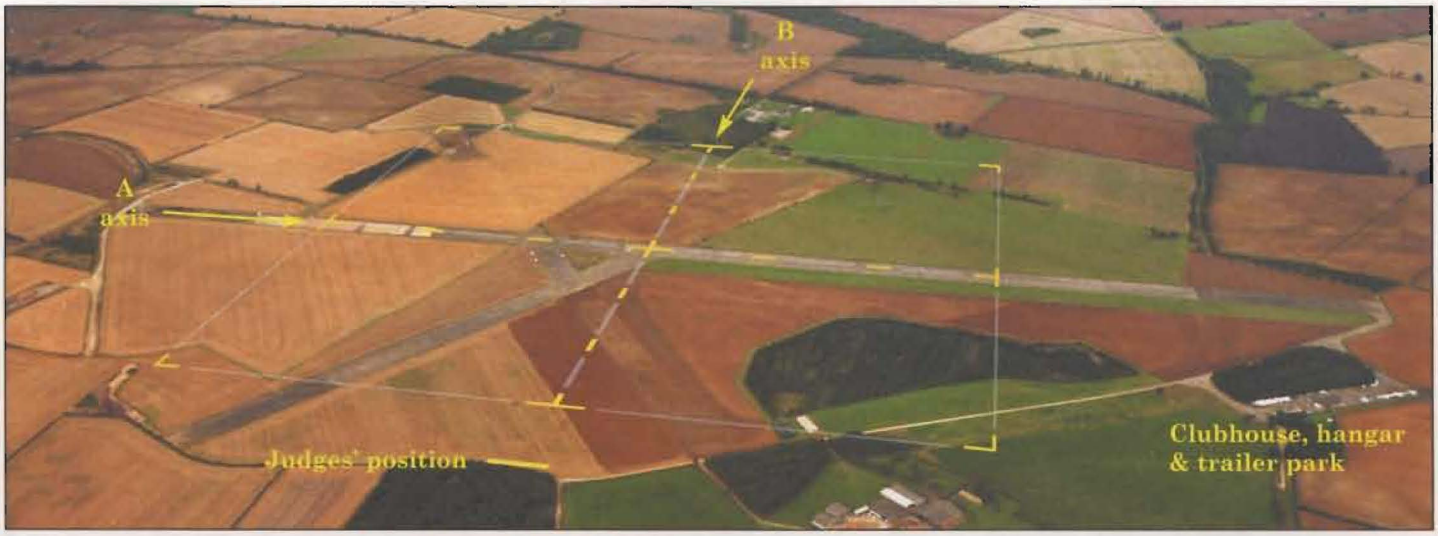
On **Friday 11th** the Unlimited class again flew a split programme with start heights around 3,000'. Intermediate pilots also split their first programme but later managed an exhausting 14-figure sequence once the cloud had lifted. The standard in the Intermediate class was good, with few omissions or mistakes, though the wind did blow some competitors out of the box, and over the judges' heads, thus losing them points. Mark Davies, in the Lo-100, took the lead after the first Known Programme. Chris Cain proved the master of the second sequence, putting him ahead of his aerobatics instructor, John Gilbert. Mark Davies was in third place.

Pilots in the Unlimited class then flew their free (individually chosen) sequences. First up was our Dutch guest – flying Hors Concours – ace pilot Erek Hautman from the National Centre near Arnhem. Erek's experience at world contest level was immediately apparent; all other pilots flew well apart from Jamie who scattered points away with silly technical errors.

Saturday 12th saw split programmes for the Sports class pilots. Karen Denyer, an RAF navigator, flew smoothly in her contest debut by not scoring zero for any figure. Graham



The standard observing position for watching aerobatics. *See also p.355.*



A digital overlay showing the aerobatic 'box' over which the pilots must fly during their programme. The box is one kilometer cubed. Pilots must enter and exit any particular manoeuvre along either the A or B axes. The judges position is always on the B-axis, outside the box.

Saw flew his Lunak beautifully, and won the day's programme in the Intermediate class. Mike Woollard was second.

Lionel Sole took on the rôle of Chief Judge for the weekend, having been working with Ben Ellis of the British Aerobatic Association (BAeA). Many newcomers helped out as Judges' assistants; quick handwriting and intense concentration being the key skills. Saturday evening was busy with the contest dinner – again organised by Jim Duthie – with entertainment being provided by Lionel Sole.

Only the Sports class flew on **Sunday 13th** due to poor weather; again the programmes were split. The wind direction required the axes of the box to be rotated 90°, making competitors think hard to stay correctly aligned during their routines. Many pilots scored zero for at least one figure: the favourite mistake was to finish a stall turn 40° off axis. The contest was wound-up mid-afternoon for final score processing and prize giving.

With a second Fox now in the UK and a Glider Aerobatic Handbook soon to be published, everyone has the opportunity to improve his handling skills in 1999. Alternatively, you might prefer to be a Judge or Judge's assistant. The aerobatic scene is hugely enjoyable, and everyone is welcome to take part in these competitions. The next Aerobatic Nationals will be in early Sept. 1999. Formal training weekends, throughout the year, give pilots the chance to learn and practise,as well as to keep in touch with aerobatics news.



Holding trophies l-r: Dick Happs, Sports; Guy Westgate,Unlimited; Chris Cain, Intermediate.

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Two-Seater 'Optimist'

Edgley Sailplanes announce that Evington Limited, an offshore venture capital company, has invested £250,000 for the design and development of a two-seat variant to the EA9 'Optimist' sailplane.

The prototype single seat 'Optimist', which was on display at the Farnborough Airshow, has had a hugely warm welcome from gliding clubs throughout the UK during a tour of over fifteen clubs since June of this year. An order has already been announced. However, clubs have made it clear that it is the two-seat version that they are really interested in to fulfil the ever-growing need for training gliders.

The EA9 'Optimist' employs a unique method in terms of sailplane manufacture, using Fibrelam, made by Hexcel Composites, for the main panel structure. The wing spar structure includes a carbon pultrusion . This gives a structure that is very light, and it is therefore possible to have a low wing loading, which will be ideal in the training rôle for the two-seater.

Edgley Sailplanes will be recruiting more design staff with a view to having a prototype two-seater available very early in the year 2000.

See: p.343 for an article about the Optimist and Fibrelam.

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Product Review:
Filser LX21 Secure Flight Recorder

There are now several IGC-approved secure flight-recorders which are accepted for flight verification at any level including World Championships and World Records. The Filser LX21 received full approval in February 1998 and I was fortunate enough to be lent one by RD Aviation as a back-up during a competition.

This compact 90x135x35mm package contains a GPS receiver, a flight recorder, a pressure transducer and an engine noise detector. At one end there is an aerial connector, an LED and a button to initiate fast sampling or downloading, while at the other is a 9-pin plug which enables you to connect the LX21 to your computer to download flight data and enter your task. The unit is powered from your external battery via the plug – there is no main internal battery, only a small cell to power the memory. An optional navigation display screen is available.

Using the Filser couldn't be easier. D.I. the glider, enter the task (if you really want to), connect the LX21 to the aerial and power, switch on your battery and walk away. At some later point, launch. The LX21 has been recording data and when it spots that you are moving at more than 40kph it uses only the last ten minutes worth to provide the baseline. So you don't have to worry about filling its memory with useless data or remembering to switch it on ten minutes before take off! It can store up to twenty five hours of flight data, so you don't need to worry about immediately downloading flights – we only flew four days so I downloaded the entire comp. after it was all over! (A secure binary file and an IGC file are both downloaded.) The oldest file gets over-written when the LX21's memory is full.

If a task is entered via your PC, the unit samples once every twelve seconds but automatically switches to two second sampling when close to the tp and emits an audible beep. If you haven't entered a task, then pressing the button switches on two second sampling for the next thirty fixes. The indicator light and the button can both be remotely mounted for easier use.

Obviously the LX21 can connect to Filser varios, but the NMEA output can be configured in several different ways to suit other manufacturers' varios as well. This flight recorder is clearly aimed at users who already have a navigation gps.

The only weak point is the software currently supplied with it. It is DOS based, has an old-fashioned feel to it and is derived from the Filser vario software. It can display a barograph trace showing gps and pressure transducer height, the flight and task, the turning points and sectors, or produce a secure file and an IGC; but you can't interrogate the data in any way. For that you will need a copy of the excellent TaskFinder or Specialist Systems software.

The LX21 costs a mere £476+VAT and is pretty good value for money.

– John Wright



Coatings for Gliders

Tony Edlin, a member of Stratford-on-Avon Gliding Club, has been a glider pilot for about twenty years. He is a syndicate member of the ASW 20F.

A new finish on two elderly glass gliders recently created favourable comment and some questions from a number of club members.

An ASW15 and an ASW20F were showing signs of their age before being refinished by Mark Parsons. The paint, supplied by Indestructible Paint Limited of Birmingham, was a brilliant white two-pack urethane-acrylic.

No specifications exist to pre-determine the performance of the coating, or the preparation required before re-finishing gliders. You can use any paint you like as long as it doesn't affect the airworthiness of the aircraft in some way. However, it is wise to know the available materials before jumping in at the deep end.

Performance of surface coatings is measured, typically, in terms of corrosion resistance, chemical resistance, gloss, gloss retention, hardness, adhesion and flexibility. The first two of these are not particularly relevant for our purposes, but the others are, and they all contribute to the paint's overall durability.

All organic surface coatings, whatever their type or purpose, rely on fundamentally similar technologies. Their dry films, with few exceptions, consist principally of a synthetic resin or resins plus a pigment or pigments.

The resins, or polymers, serve as a 'binder' and film former for the coating; they also determine its adhesion, chemical resistance, corrosion resistance, flexibility and hardness. Pigments contribute colour and opacity, and sometimes provide further anti-corrosive properties, while others serve as matting agents to control gloss level.

Most coatings are thinned with an organic solvent or solvents and further thinners are needed for spraying. Over 100 different organic solvents, of at least eleven chemical types, used individually or in any suitable combination, can be used as paint thinners.

Surface coatings are split into two basic types. Lacquers are defined as non-convertible coatings – paints that simply dry, solely by evaporation of the thinners. No chemical changes take place after application, and the paint films will re-dissolve in the original thinners. Cellulose paint is a good example of a lacquer.



The two ASWs at Stratford-on-Avon GC after refinishing by Mark Parsons.

All other paints are convertible coatings. The chemical nature of the paint film changes after application and will not re-dissolve in the original thinners. Some paints in this category are, however, sensitive to strong solvents and may be 'lifted' by them. Convertible coatings generally provide much better performance than lacquers.

For many years, gliders and other light aircraft have been finished and re-finished with a variety of coating materials. They include cellulose, alkyds and, more recently, two-pack coatings. The following list describes the typical characteristics of the most predominant materials, when formulated as aircraft finishes.

Cellulose

Cellulose, also known as nitro-cellulose (N/C), has been around since 1855 when brushing lacquers were produced by dissolving guncotton (cellulose nitrate), with a plasticiser, in suitable solvents. Widely used by the automotive and aircraft industries between world war one and the end of world war two, its popularity then gradually diminished with the advent of more modern materials. Its use by the automotive industry had virtually ceased by the early 1970s.

Specialised cellulose coatings are still produced for certain industries and are, of course, still sometimes used for re-finishing wood and fabric gliders and older light aircraft. Shrinking and non shrinking dopes, fabric adhesives, various undercoats and finishes can all be formulated on cellulose.

Cellulose finishes offer moderately hard, slightly friable, films that polish readily with abrasive compounds such as cutting paste or T-Cut. Cellulose films (for aircraft finishes) are not particularly flexible and are usually quite thin, typically 10-20µm (microns) per coat when sprayed. (For those who haven't converted, 25µm ≈ 0.001".)

Alkyds

Most current aircraft paints are based on synthetic resins, either alkyd or single-pack polyurethane. Alkyds form a large family of resins with very diverse properties, providing the basis of a variety of air-drying and stoving paints for both industrial and domestic purposes. Like cellulose, they are no longer widely used on aircraft, having been largely replaced by two-pack materials. However, they are still available and are cheaper than two-pack products.

Alkyd based finishes are, initially, slightly softer than cellulose, but

become much harder with time and are generally tougher and less brittle. They are more durable than cellulose and produce thicker films, typically from 20-30µm per coat. They usually provide a higher gloss than cellulose, without cutting and polishing, and do not dull as quickly with age. In fact, alkyds generally do not cut and polish very readily, although they will clean-up quite well with T-Cut or similar.

Single-pack polyurethanes, sometimes described as urethane enamels, are essentially alkyds, modified by the incorporation of chemical groups called urethane linkages into the resin molecule. These materials have similar characteristics to the equivalent alkyds but with slightly better performance. The performance of single-pack polyurethanes, however, is nowhere near that of the two-pack polyurethanes described later and the two types of product should not be confused.

The properties of any particular type of surface coating can vary tremendously depending on the particular formulation – and all formulations are compromises. Extra flexibility, for example, is sometimes achieved with some sacrifice in hardness. However, multi-pack formulations permit the type of curing reaction, or provide the 'cure density', that is only otherwise available with high-temperature stoving paints. As a result, they provide a much higher level of performance than any single-pack product. Multi-pack materials of particular interest to us are two-pack acrylics, two-pack polyurethanes, polyester gel coats and epoxy-based materials.

Epoxies

Epoxy coatings are unsuitable for finishes that are subject to long term outside exposure, because of their poor 'chalking' characteristics. (Chalking is a breakdown of the surface caused by exposure to UV, resulting in a loss of gloss and a dull powdery surface that rubs off on your hands or clothes in extreme cases.) Epoxies, however, make very suitable primers for other two-pack products and excellent protective coatings where exposure to UV is not intensive. They are extremely hard, tough and flexible with excellent chemical and corrosion resistance.

Epoxy resins, supplied in liquid form, are also used with glass or other fibres to produce composite structures were maximum strength is required. I believe that the resin component of all or nearly all glass gliders is epoxy. Many fibre laminates, for other purposes, use liquid polyester resins which are cheaper but not as strong as epoxy.

Gel coats

Also made from liquid polyester resins are the white gel coats used to line the moulds for glass, or other fibre, laminates. They are allowed to gel, (hence the name), prior to laying up the glass fibre 'rovings' and applying the resin. The cured gel coat provides the final finish.



Looking like new: the smart paintwork so much admired by club members.

To eliminate solvent trapping and shrinkage during the moulding process, gel coats contain no volatile solvents. They do, however, contain a solvent-like material called styrene monomer. This is necessary for the curing reaction but does not evaporate, and eventually becomes part of the resin. Additions of this can be made to some gel coat products, if required, to facilitate spraying.

Although normally applied to moulds, gel coats can also be sprayed onto fibre-glass surfaces after construction or repair if required, in the same way as other coatings.

Most, but not all, composite gliders have gel coat as the original finishes. They provide hard finishes with good long term durability, but are not particularly flexible and are subject to long-term stress cracking. Micro cracking will also occur after long exposure to sunlight. Long term durability is, however, better than the single pack coatings described previously.

Polyurethanes

Everyone has heard of polyurethane. The term covers a multitude of coatings and plastics, most of which are beyond the scope of this article. Products of interest to us utilise a particular type of either acrylic or polyester resin to cross-link with another very reactive resinous material called polyisocyanate (poly-iso-cyanate).

The coatings are, therefore, supplied in two parts – paint, either acrylic or polyester, and reactant (often, incorrectly, described as catalyst). The reaction between the two materials creates a polymer called polyurethane.

Acrylic versions are usually described simply as two-pack acrylics or urethane-acrylics while polyester types are known as two-pack polyurethanes. Widely used on military and civil aircraft, acrylics are more common in this application than polyester types.

Polyurethanes can provide hard, flexible coatings with excellent long term durability and most formulations will give a film thickness of 50µm or more per coat if required.

However – there is always a 'however' with paint – there are other types of two-pack acrylic paints that are not cured with polyisocyanate. These materials are not polyurethanes and do not, therefore, have the same level of performance. Nevertheless, they still provide good durability.

To summarise briefly, two-pack acrylics are suitable for use on any type of glider whether it is of wood and fabric, metal or composite construction. Polyurethane types will provide the most durable finish and usually produce a slightly higher gloss level than most other coatings. Alkyds and single pack polyurethanes are not really suitable for glass gliders but are cheaper than two-packs and easier to handle. They can be used on wood and fabric or metal gliders. Re-finishing with gel coat is expensive and may not provide the best results long term. If used, it is only suitable for composite (glass, carbon, etc.) gliders.

Many older wood and fabric gliders still have cellulose finishing systems, and this material is still available for those who wish to retain the original type of finish.

When are you most at Risk? – Part III

Low Altitude Turns

Tom Knauff is an instructor at Keystone Gliderport in Pennsylvania, USA

"Obviously, a man's judgment cannot be better than the information on which he has based it"
Arthur Hays Sulzberger

Part one of this series (*S&G*, Aug/Sept 1998, p.231) identified the three most common phases of flight where fatal glider accidents occur. Launch emergencies, low altitude thermalling, and landing accidents account for the majority of all fatal stall/spin glider accidents.

The second part (*S&G*, Oct/Nov 1998, p.313) investigated early launch emergencies and concluded with the importance of having plans of action for each phase of the launch.

The following are important factors when reviewing glider operations and accidents: the pilot; the aircraft; the environment. This article considers these factors, particularly in connection with low-altitude turns.

The pilot

If we were to take a pilot to a high altitude and ask for a stall demonstration, the manoeuvre would probably be performed satisfactorily. The same would be true for flying at a constant airspeed and keeping the yaw-string straight during straight and turning flight. Those same manoeuvres at low altitude cause problems for most pilots.

Most pilots, when very low, fly more slowly than desired. Most pilots, when low, will fly a turn with the yaw string crooked because they are pressing on the rudder in the direction of the turn. Many pilots make these same errors at high altitudes while trying to climb quickly in a thermal, or when attempting a quick turn. Common reasons for these errors in flying skills are due to intuition, knowledge and habits. Astute instructors will spot these errors during check flights and debriefs.

Before learning to fly, most people believe the elevator of an aircraft makes it go up and down, and the rudder turns the aircraft. Also, there is a subconscious belief that the glider will follow its nose, so raising the nose of the glider when low gives the illusion of a flatter glide. This is the incorrect mechanical reasoning (intuitive or learned) we all bring as mental baggage when we begin to learn to fly.

A pilot may be 30 years old and have a hundred flying hours. The score card for this pilot looks like this:
(Incorrect) Believing the elevator is the up and down control and the rudder turns an aircraft - 30 years.
(Correct) Understanding the elevator controls angle of attack and the rudder counteracts aileron drag - 100 hours.

Under stress, there is a part of our brains that causes us to fly incorrectly. Professor Thorndyke's 'Law of Primacy' states that when under stress, we are likely to revert to first-learned knowledge. (See: FAA publication AC 60-14, Aviation Instructor's Handbook) Reverting to first-learned responses, especially in the case of flying, can be entirely and dangerously wrong. Every pilot is susceptible to this problem.

Pay close attention and evaluate yourself when you fly. If you happen to enter the circuit a little low, is the airspeed just a little slow? If you are in a thermal trying to climb quickly, are you flying a little more slowly than minimum sink speed for this angle of bank? In each case, a part of your brain is erroneously trying to prevent the glider going down by pulling back on the control stick.

If you are on approach and are a little high, is the airspeed a little fast? It is the same part of your brain incorrectly trying to make the glider go down with the elevator.

During the circuit, is the yaw string a little off because you are pressing on the rudder in the direction of the turn? This might be the most common error in all glider flying. Almost every pilot will make this error when under stress.

There is a natural fear of steep turns when at low altitudes. Pilots will resist making a steep bank. A shallow bank angle will not turn the glider quickly enough, so most pilots will press on the rudder in a futile, subconscious attempt to make the glider turn more quickly. It is a natural response that can only be overcome with thorough training, understanding of how an aircraft works, practice, and attention to correct habit formation.

Most pilots will fly with precision at altitude, but when under the stress of low altitude, or some other stressful situation, it is common for the yaw string to be crooked and the airspeed low. If there are severe stresses because of some emergency or other distraction, the tendency for the pilot to fly incorrectly is even more common. (Some call this being 'Ground Shy'.)

The Environment

Making a turn at low altitude is different from high altitude because of possible turbulence, wind shear, and wind gradient. Severe conditions might cause one wing to be affected by a gust, which might cause the glider to suddenly bank more steeply or even stall. The pilot might be flying very slowly (high angle of attack) when a relatively small gust causes a stall.

During steep turns at high altitude, the ground beyond the wing tip appears to move forward, with the wing tip appearing to move backwards over the ground. At very low altitudes, the ground appears to move backwards, with the wing tip moving forwards over the ground. (You might look for this effect the next time you fly.) A pilot making a low altitude turn probably will notice the ground moving rapidly beyond the wing tip. This gives an illusion of extra speed, which reinforces the instinctive and incorrect reaction of pulling back on the control stick to maintain altitude.

The Aircraft

Have you ever wondered why the elevator is the size it is? Could it be made bigger? Smaller?

Aircraft design parameters differ from one type of aircraft to another. An aircraft designed to do aerobatics, for example, will have a more effective ele-

vator so the pilot can intentionally perform high-performance manoeuvres such as vertical snap rolls.

An aircraft licensed in the normal category has an elevator designed to be limited in power because it is desirable to make the aircraft stall-resistant. The elevator's up limit is usually based upon the need to perform a normal, tail low, low speed landing. No other normal manoeuvre requires more up elevator authority than during landing. This important design limitation makes the normally certificated aircraft less likely to stall as long as it is within weight and balance limits.

A stall, by definition, occurs when an airfoil reaches or exceeds its critical angle of attack. The angle of attack of the wing is controlled by the elevator.

Think about a steep turn. Roll into a turn and keep increasing the angle of bank until you are turning as steeply as possible. This requires the control stick to be held fully back. We are now in a steep turn. The bank angle is nearly 60°. The airspeed is steady, perhaps 60kt. The yaw string is straight. The control stick is in the full aft position.

Now, stall the glider; it isn't possible. The stick is against its stops. There is not enough elevator authority to increase the angle of attack to the stalling angle. (Moving the rudder only causes a side slip.)

Now, let's try a stall with a less steep angle of bank. Roll into a 30° bank angle. Bring the nose of the glider well above the horizon. Bring the control stick fully aft. Keep it fully aft and think about what happens.

If both wings stall, there will be a pitching motion at the stall. If only one wing stalls, there will be a rolling motion, or there could be a combination of rolling and pitching.

But neither will happen. In this demonstration, you will notice the nose of the glider yawing through the horizon. There is no pitching. There is no rolling. The wing does not stall.

What happened? As the nose was raised above the horizon, the airspeed began to dissipate. As the speed decreased, less and less lift was produced by the wing. (Lift is a function of angle of attack and the speed of the relative airflow.)

Before the stalling angle of attack was reached, the airspeed decreased and the wing produced less and less lift until the glider was no longer supported, and it fell. As the glider fell sideways through the air, the yaw string went way off to one side, and the designed stability on the vertical axis (airflow against the side of the glider fuselage and vertical stabilizer) caused the yawing motion.

Every pilot is taught that the stall speed increases as the bank angle increases. Few pilots are taught that the aircraft becomes more stall resistant as the bank angle increases. In fact, it can be stated that in a bank angle of 30° or more – without a violent control input, or unusually turbulent conditions – it is nearly impossible to stall a standard type-certificated aircraft within weight and balance limitations. (All bets are off on homebuilts or experimental aircraft.)

Even violent control inputs may not be a problem. Try the same 30° bank angle and bring the nose of the glider well above the horizon. Keep the control stick fully back as before. At the worst possible moment, just as the nose of the glider begins to yaw and the airspeed at its minimum, give full, abrupt, opposite aileron. Watch what happens.

The glider's nose will fall sideways through the horizon, and at the same time, the wings will roll level. The ailerons still work normally because the wing is not stalled. (If you continue to keep the stick held fully back, the nose of the glider will first fall below the horizon, then rise above the horizon as the bank angle decreases, and a stall can then occur. The wings will be nearly level at the moment of the stall.) As every pilot knows, if this same manoeuvre is attempted from a very shallow bank angle, most gliders will enter a spin when the opposite aileron is applied.

From the standpoint of stalls and spins, shallow turns are more dangerous than steep turns because the elevator has maximum effectiveness to cause the wing to reach the stalling angle of attack. The difference between an aircraft that is falling because it is flying too slowly in a steep turn, and an aircraft that is falling because it is stalling in a shallow turn is pilot reactions. When falling from a steep turn, the pilot's natural, instinctive reaction of opposite aileron to reduce the bank angle will be OK. Since the aircraft has not stalled, the ailerons will work normally and the glider will roll out.

In the case of a stall entered from a shallow turn, the pilot's instinctive reaction to level the wings can cause the wing to be aggravated by the applied opposite aileron, causing a spin.

Combining pilot considerations with aircraft considerations reveals that pilots must overcome their fears of the steep turn in order to fly more safely. There are occasions when a steep bank angle is necessary, especially when close to the ground.

Pilots who have unwarranted fears will resist the bank angle necessary to turn the aircraft, especially in stressful situations, and will subject themselves to deep-seated, incorrect reactions that will have them pulling back on the control stick to hold the aircraft up while pressing on the rudder to make a quicker turn. The instinctive reaction will be to hold the controls in the position necessary to perform a spin.

Combining aircraft considerations with environmental considerations dictates a need to avoid any turn (regardless of bank angle) at low altitude if conditions are turbulent, or if there is the possibility of wind shear or wind gradient. Combining pilot, aircraft, and environmental conditions will result in taking each into consideration and flying in a manner that will preclude the possibility of the stall.

The educated pilot will understand how the mind would naturally have the pilot fly incorrectly, by fearing the steeper bank angle, resisting altitude loss with excessive back stick pressure, and attempting to make the aircraft turn more quickly with inappropriate rudder pressure.

It is not suggested that steep turns should be used when at low altitudes, or when under stress. It is suggested that the pilot must understand how the aircraft works, how humans work, and what effects the environment might have. With this knowledge the pilot can use judgment to avoid the need for low altitude turns (at any bank angle) in turbulent conditions. If a low-altitude turn is necessary, (e.g. rope break, low altitude thermalling, landing) the pilot will use a bank angle steep enough to accomplish the desired turn. During this turn, the pilot will fly in a manner that will make the aircraft most stall resistant, by maintaining a proper pitch attitude/airspeed and keeping the yaw string straight. He will maintain an appropriate airspeed, being acutely aware of the implication of turbulence and wind-gradient.

From Terry Slater, Chairman of the BGA Instructors' committee: I appreciate that the contents of this article may be considered controversial and I look forward to a healthy debate on the matter.

Heard in the Bar...

"I knew the final glide wasn't going well when I found myself lifting my bottom off the seat to lighten the load."

Missing Parachutes

Two parachutes have gone missing from the Long Mynd. The first disappeared between 28th March and 18th April; it was a blue and yellow Airtop clearly marked with the syndicate number 292. The second disappearance is more worrying. Between 1st Sept and 12th Oct a recently repacked Irving (marked 782) in good condition was taken from its bag, and replaced by an unmarked similar model which, on inspection, was found to be potentially lethal.

Hopefully these incidents were the result of mistakes rather than dishonesty. If you can shed any light on this problem the club would be grateful to hear from you. Please contact the Midland Gliding Club, tel: 01588 650 206.

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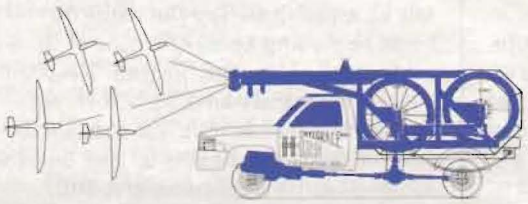


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Club News

Material for the next *Club News* can be sent to the editor before the **10th December**. Email: le@blot.co.uk (preferred) Post: PO Box 2039, PULBOROUGH, West Sussex RH20 2FN (disk or *crystal-clear* hardcopy). **Please do not fax *Club News***

Andreas (Andreas Airfield, IoM)

Despite 'summer' 1998 our launch-rate is up on last year. Several former members of Islanders Gliding Club have joined us and most have now re-soloed at Andreas. An immaculate syndicate Ka8b has joined the L13 and L33 Blaniks. Another group is planning to restore the ex-Islanders Ka2b, and a T53 is already being restored by its new owner. Hopefully the Manx skies will be filled with gliders next year. We fly on Sundays and occasional Saturdays. Visitors are welcome: ring Brian Goodspeed on 01624-814064. The article written by Brian in the last S&G (Oct/Nov 1998, p.311) was a tale about his previous club, not Andreas.

Brian Goodspeed

Black Mountains (Talgarth)

Two good months with lots of flying have helped the club progress since the purchase of the airfield in April. Plans are underway for improving the facilities further and visitors/ expeditions are always welcome. A task-week was run at the end of August with tasks being set and completed on four days. Robbie Robertson ensured all went to plan (including the weather) and is now taking bookings for next year!

Simon Tomlinson has flown solo 'in the mountains' and September has already seen NW wave flights to over 16,000' on two occasions.

Mike Tomlinson

Booker (Wycombe Air Park)

We warmly welcome "G" Dale as our new CFI. Julie Angell resigned at the beginning of September in order to devote herself to her CPL studies.

Plans for the future are being made to reinforce the Watt-Kay cross-country initiative of '98, strengthen our instructing organisation and improve the club fleet. Another Discus is soon to join 316, currently in South Africa, and our Duo. Soaring is free in single seaters at Booker until the Spring.

Two not-quite-so-new aircraft: CFA (201) a K13, and G-AWMF a 180 Super Cub, are both 30 this year. CFA has been at Booker for all its life and MF has towed us for 29 years. The event is meriting its own nostalgic celebration.

Next summer we host the 18m Nationals under director Paul Brice, who has already put together a very strong team. This year we managed seven out of nine contest days, so we know we can rely on the weather too!

On a very sad note we have to announce the loss after a sudden illness of another long-standing member and instructor, Syd Davies, coming so soon after the death of Mike Birch.

Roger Neal



Emily Young, of Booker, flew solo at sixteen; she is eighteen months younger than her mother was when she first flew solo.

Obituary – Sydney Davies

Syd died after a heart attack on 17th September, aged 65 after a life of professional flying, gliding, ornithology, and, of course, his family and service in the Salvation Army; he was a committed S.A. member and brass bandsman, playing the cornet and tenor horn.

During his National Service he served as a Flying Officer, piloting both Provosts and Vampires, and receiving the Aerobatics Trophy with his commission. After this he joined BEA, becoming a First Officer on Comets and progressing to Senior Training Captain, acceptance testing Boeing 757s. He retired from BA in 1989.

He owned part or all of numerous gliders, including a K6CR, a Kestrel, a Dimona and, more recently, a vintage fully aerobatic single-seater: the bright yellow Lunak.

He was a founder member of the Silver Wing Gliding Club, the first civilian gliding club at Booker, and an instructor at the site for 35 years.

He is survived by his wife Eileen, daughters Lorraine and Nicola, and grandchildren Adam and Charlotte. His eulogy read "Syd was a man of high principle, rather shy and reserved, quiet and modest, always ready to offer a helping hand; a loyal husband, a loving and proud father and grandad. He will be greatly missed."

Roger Neal

Obituary – Mike Birch

Mike Birch died from a heart attack on August 7th. He was 60 years old. He was well respected and loved. For many people Mike with his condor and camper van, and Pat making cups of tea, was synonymous with the Vintage Gliding Club.

He was born into a fairground family in 1938 and at an early age showed interest in aero-modelling. Because of Mike's great appetite for mechanics and life, he left the showman's world and eventually started his own company. By this time Mike had become involved in radio-controlled model aircraft and by developing his own designs, managed to win the British Aerobatic Championship for Model Aircraft six times.

As Mike had flown in gliders with an instructor friend of his at Booker in 1974, during this period of modelling activity, he inevitably switched to gliding, becoming an instructor and then a gliding inspector.

In the 1980s he was involved with the light aircraft group at Brooklands Museum, working on various projects, as well as starting his rebuild of a Krajánek. This restoration was a major undertaking as the glider had been abused, badly stored and poorly repaired for many years. Mike's work won the VGC restoration award in 1983.

In 1989 he bought a Condor 4, which was the second prototype, built

personally by Heini Dittmar, its designer, for the World Championships in 1952. Often he would rig the Condor and Krajanek and let other people fly them for the day.

Mike heard about a Slingsby Tutor and bought it for £10 from a farmer who'd found it in a barn and the Vintage Booker Group was formed.

In recognition of the care the Group took of the club's T21 and Prefect, the club gave the Prefect to them. As the Group expanded, more projects were undertaken. Mike joined the Vintage Gliding Club in 1985 and was soon on the committee as Technical Officer.

The Gliding world, especially the vintage gliding world, has lost a very colourful character. He was great to be with, a great raconteur with a fund of stories, jokes and songs, and an underlying wicked sense of humour. As William Shakespeare once said, "that will be a hard act to follow."

Graham Saw

Borders (Milfield Wooler)

We are expecting the return of our Motor Falke at the beginning of October, just in time to help with site checks for visiting pilots on our wave weeks. Once we had settled in to our new site, we had an open meeting to discuss the future of the club. There was a good attendance, with lots of good ideas. Our gravel heaps are slowly disappearing, as excavations continue and we should soon be able to extend our runways once the operation is complete.

Bob Cassidy

Burn (Burn Airfield)

We are now the proud owners of a brand new PW5 "Smyk" complete with a beautiful Polish-made"Avionics" trailer, which a small team of members collected from PZL at Swidnik.

If any other Club is planning such an adventure we would be pleased to help in any way we can.

Stan Kochanowski

Cairngorm (Feshiebridge)

Work on our new clubhouse continues; we are hoping for the grand official opening during Competition Enterprise next July. A hangar-christening soirée was held during early October, attended by about 60 club members and visitors. Alan Mossman again won the club ladder trophy, on the strength of his 500km flight in May, the first flown from Feshie. Andy Carter, as team captain, accepted the Scottish Inter-Club League Trophy on behalf of the club, which we have won for the second year running. The Preston Regardless Trophy went to one of my syndicate partners, the second time this has happened! The Jan Heidrich Trophy for exceptional services to the club was presented to Roger Greig and John Whyte.

Our Octoberfest was its usual success. On one day of easterly winds, with our neighbouring clubs grounded by clag, three gold and three diamond heights were flown.

Tug G-TV is staying in our new hangar and will be available for use throughout the winter whilst the winch is being refurbished.

Have a look at our developing web site at www.gliding.org

Ray Lambert

Clevelands (RAF Dishforth)

In defiance of the "summer" weather, Jen Stuart-Smith has flown solo, Norman Potts has Silver distance and Alex Wilson a five-hour duration.

Our new Skylaunch winch is dwarfed by the old Beavers but gives launches quite out of proportion to its size – it is proving very popular.

Wave camp will run as usual for the Christmas – New Year fortnight: all welcome (Service and civilian), but please ring now to book in your glider (01423 324053, weekends).

If any club is offered a second-hand cleating machine for repairing winch cables we should be interested to know – ours has disappeared.

Jill Povall

Cornish (Perranporth)

Congratulations to Chris Willey for completing his Silver badge with a height gain on a visit to the Long Mynd! Our summer season complete, the club is back to flying three days a week until May 1999 – Wednesdays, Saturdays and Sundays; visitors are still welcome.

Our resident cartoonist, Bill Mycock, who is wonderfully quick on the draw on all those little incidents that happen in any club was caught getting into a glider recently.

Shaunne Shaw

Cotswold (Aston Down)

A number of first-solo flights include David Hillier on his 16th birthday, and David, Jo and Ruth Gibson (a father with his two daughters), during a two-week course. Several new members have joined to take advantage of our new fixed-price-to-solo membership rate of £475.

The new workshop is now fully completed and is doubling as a briefing room for competitions – it was used for the first Cotswold Regionals which were well supported. We have already received entries for next year's event, (19th to 27th June 1999).

Several clubs and individual visitors have enjoyed soaring at Aston Down during the summer, including groups from Farnborough, Southdown and Blackpool.

Following his unfortunate accident at Bidford, David Williams is now well on the mend and we all wish him a speedy and full recovery. The entire club was greatly saddened by the spin-in accident that claimed the life of member, Tony Moore, in the club Ka6CR. Tony was a retired doctor and a regular supporter of the Wednesday flying group. His family were both moved and pleased, on the day of his funeral, to see many gliders thermalling above their house. They felt it most appropriate that the Open Class Nationals should organise a turning point directly overhead on that day.

Mike Shailes

Cranwell (RAF Cranwell)

We blinked and missed the soaring season, but Richard Browne made the best of poor weather coming third in the 18m Nationals at Tibenham.

Other achievements include Mick Baker qualifying for his SLMGPPL and Fleur Hayter-Jose flying solo. She must now look for a single seater to fly, not a difficult task as there are already three in the family!

Congratulations to Mike Derwent for keeping his head on a recent unplanned reverse trip in the Oly. He did however, lose his tail and has now joined the RAF Gliding and Sawing Association.

Pete Clarke

Dartmoor (Brentor)

The weather has been the worst for years, but we've flown on a few possible days. Kevin Jones has flown solo in a glider after flying airliners for many

thousands of hours. Mark Arnold has gained his Bronze Badge within his first year of flying. The wave worked on one day and one instructor topped 10,000' with another at nearly 9,000'. Our oldest Ka7 has been re-conditioned and is almost ready to fly again.
Peter Williams

Deeside (Aboyne)

The UK Mountain Soaring Championship, held at Aboyne in early September, was won by Al Greensmith.

After eight years as Staff Instructor, Mike Law is moving on. During his time at Aboyne, Mike has run all midweek flying as well as our Spring and Autumn wave seasons. To the hundreds of visitors we have had over the years, Mike has been the known face of Deeside Gliding Club.
Ed Colver

Devon & Somerset (North Hill)

Plans for our new hangar are now on display. Gordon Peters continues to improve our new computerised flight-logging software which is still undergoing trials at the launch point.

The weather has not offered much to talk about. There have been a number of successful expeditions to Talgarth and Portmoak. Congratulations to Phil Morrison who has qualified as an AEI, and Stuart Proctor and Martin Woolner who have completed their Assistant Cat. Courses at Bicester.
Simon Leeson

Dukeries (Gamston)

It's the end of an era at the Dukeries: our trusted T21 BGA1000 is up for sale as newer models have come in to take its place.

Our Gliding evenings have proved to be very popular and on the increase thanks to the effort of Graham Bacon who managed to get some additional publicity by taking a stand at a couple of local shows.

David Broxholme and James Gibson have flown solo. Roy Lunn has a Silver. Trevor Pond and Gary Wardle made their Silver height and duration flights. David Urpeth has his Gold Badge and Full Cat. rating and Paul Etherington his Gold Distance.

London (Dunstable)

We're back in club news after an absence of some months. Despite poor weather, we've had a good season with several highlights. Chief amongst these has been the arrival, in late April, of our Duo Discus (appropriately registered LGC). We have hosted two competitions: the standard class nationals in June, in indifferent weather and our regionals, which flew on six days out of nine in August.

We were saddened by the accident in June involving our K13, after which one visiting pilot died and another was injured.

We have enjoyed the company of Claire Bradbury and Jamie Halstead this season (tug pilot and course instructor respectively).

Our CFI, Jed Edyvean moved on in September and Bill Craig is acting CFI until a replacement can be found. We hosted a highly successful vintage weekend in September, with visitors and their gliders from far and near and 91 sitting down to dine in the evening.

This autumn we have our usual expeditions to Aboyne, Talgarth and the Long Mynd.
Phil Warner

Essex & Suffolk (Wormingford)

Chris Borley, Sheila Graham, Ben Jones and Paul Stocker have flown solo. Paul Foulger, Penny Foulger, Steve Jones and Chris Smith have completed their Bronze badges. Rob Lockett has his Silver. Mike Benson has flown 300km. Chris Bailey, Tom Brenton and Chris Nunn have flown their Diamond Goals.

John Hassell, who was involved with the building of a Slingsby T21b (Min) at Leighton Park School in the late 1950s, first flew solo in 1960 and achieved Silver Height and Duration in 1962, has now completed his Silver Badge having taken up gliding again after a 30-year gap.

We won the eastern region of the Inter-Club League for the third year running.
Andy Sanderson

Fenland (RAF Marham)

We have just taken delivery of our new Skylaunch winch; with its heated cab there should be no shortage of volunteers in the winter months. Andy Smith soloed just after his 16th birthday, John Doubleday flew his five-hour duration closely followed by John Fisher who flew 50kms and for five hours. Pete Stafford-Allen claimed an unusual height gain of 19,341' by walking up Killimanjaro. As I write a small expedition has ventured up to Portmoak with the hope that some dreams will come true.

We say goodbye to Paul & Anne Mclean who are both posted to Germany. We owe Anne many thanks for her efficient skills as both Secretary & Treasurer also to Paul for the various jobs he has held and done in the club.
AJ Padgett

Four Counties (Syerston)

Graham Benniston has now taken over from Paul Armstrong as CFI. We had the Fox demonstrator here during September and many members took the opportunity to see how the aircraft performed (and the local area at unusual angles!) courtesy of Guy Westgate and Ian Tunstall. Ian has joined a Fox syndicate. Fran Knowles has won her Silver badge. Dave Bromley and Richard Pink have their Bronze badges and Dave Parker has his Bronze and a five-hour flight.
Chris Sheppard

Imperial College (Lasham Airfield)

Despite the bad weather, we've had a great summer. This started with a 9-day course in early July during which two of our members, Sumit Hazra and Nouri Samsatli, went solo. Andy Holmes has now completed his Silver badge and entered the Junior Nationals in our Grob 102. A 350km O/R to Shobdon was flown in our Grob 103 during the Lasham regionals. Our ex-student members have also entered various competitions in our ASW24, most notably Jane Lewis who performed well in both the Midland and Lasham regionals.

The new academic year has just started, and the ASW24 once again pulled a huge crowd at the Freshers' Fair. Flying starts as soon as possible and it looks like we're going to be busy.
Andy Holmes

Kent (Challock)

In spite of the soaring conditions prevailing this season (which I'm sure we all will choose to forget) our Annual Task Week produced several days flying with John Hoye being the overall winner.

Ray Reese, one of the mainstays of our midweek tugging, is to be congratu-

lated for achieving his Silver Distance to Ringmer in his K6 on a difficult day.

Don Irving our regional examiner visited us for the second weekend in September and, in spite of the efforts of a number of Cu-nims, successful Completion Courses were done by Jim Sullivan, Martin Bradley, Martin Cooper, Tudor Williams, Tim Barr-Smith and Peter Whitehouse. Don is planning another visit during October.

The club was very pleased to help BGA Chairman Dick Dixon man a static display of the Duo Discus at the Shepway Airshow where an encouraging level of genuine interest was shown by members of the public.

Caroline Whitbread



'Team UCL' at the Inter-universities Comp. at Sutton Bank in August. l-r: Ian Pettman, Nicole Neoh, Rick David, Kat Hodge John Young.

Lakes (Walney)

Despite a weather-induced shaky start, the annual club trip to Portmoak ultimately proved successful with some terrific flying. Neil Braithwaite completed a 300km for Gold distance/Diamond goal, Graham Welch gained Diamond height and Linda Dawson is well on the way to Bronze with the first duration flight in the bag.

The club also attended the two-seater comp at Pocklington where our K21 came 15th and the Capstan 21st - very pleasing results. Whilst there Lyn Martindale took the opportunity of completing the first part of the 100km Diploma.

Meanwhile, back at Walney we've been having some better flying now that the Autumn winds have arrived: ridge-flying in the Lake District saw some of our gliders soaring as far away as Scafell and Buttermere.

Alan Dennis

Lasham (Lasham Airfield)

Frank Irving and Cedric Vernon gave the Soaring Society of America Barnaby Lecture at the National Soaring Museum, Harris Hill, Elmira, USA in September. The late USN Capt. Ralph Barnaby was a pioneer of gliding in the USA, and a founder member of the American Soaring Society (as the SSA was then called).

The Open-class Nationals and Regionals were flown on seven out of nine days. The Junior Nationals included a task of 300 km, the first such flight for many of the competitors. A total of 143 pilots took part in these competitions, together with a number of hors concours pilots.

At the National Aerobatic Championships at Saltby, Dick Happs was awarded gold in the Sports class, and in the Intermediate class Chris Cain gained gold and John Gilbert silver. We have had a Cadet training week, a competition training week and a Task week this year, and our annual expedition to Aboyne has taken place. We thank our staff tug pilot, Ian Atherton, for 400 hours of safe tugging in 1998.

Tony Segal

Lincolnshire (Strubby)

Margaret Childs completed her cross-country endorsement and claimed her silver height. Alan Childs completed the first part of his cross-country endorsement and silver height. Allan Elay achieved 295km and height of 7,100'. Phil Trevethick completed a 106km cross-country flight. Mick Collier achieved his silver height and cross-country. Dave Fenn achieved his five hours. On Saturday the 5th of September 1998 the club celebrated its 20th anniversary by holding a open-weekend where visitors were offered air-experience flights at a special rate. Although the weather was poor to start with, Sunday turned out to be good and was a success. On Saturday evening our Catering Officer Maureen Haddon organised a club barbeque. A good time was enjoyed by all members and now we look forward to next year.

G. B.

Marchington (Tatenhill)

The familiar tale of poor weather has made the usual impact on our club ladder, with the anticipated winner being the grass-cutting tractor. More significant is the forthcoming move to our new site at Cross Hayes which should be completed by the time of publication. The 1.1km site is approximately two miles west of Tatenhill airfield and we will be flying there on Wednesdays and weekends, winch only. The move will spark a name change, and the club will be known as the Needwood Forest Gliding Club. Visitors are welcome but please do not come in powered aircraft: our planning permission will not allow you to take off again. The new hangar is under construction and the anticipated arrival of a Skylaunch winch means that our 235hp Pawnee is for sale.

Our first cadet solo has taken place with the honours going to sixteen-year-old Richard Billany who is a member of the 1998 intake. Andy Davis completed his Silver badge with a rumoured club duration record.

Ian Robinson

Mendip (Halesland)

August 15th will go down in the club annals for two hard-won achievements: Bob Merritt picked up his final diamond with a 502km goal flight and, at the end of the day, Paul Carver, Mr Persistence himself, at last flew solo.

Nobody told us that wood was no good for the National Finals of the inter-club league but that was certainly the message which came across in the ridicule and derision accorded our Novice entry as he rigged his Skylark 3.

Keith Simmons

Midland (Long Mynd)

After five years our superbly bald CFI, Chris Harris, has handed over to Nick Heriz-Smith who celebrated his ascendancy by ascending to 22,500' in wave on September 16th. Chris has



Rick David, President of University College London GC, flew solo in May 1998.

ruled with insight, good humour and a particular emphasis on safety.

Unlike the Harris head our newly graded landing area has sprouted grass beyond the wildest dreams of Howard Bradley, the man who organized it all, so we'll soon be offering the smoothest of landings to the hottest of glass.

Icarus smiled down on our task week and gave us seven competition days out of nine. There were many cross-countries with Bill Brewis and the new CFI winning in their Ventus. Eddie Humphries flew Silver distance to Nympsfield and Richard 'Rough' Justice landed in the fertilizer. Earlier in the summer he'd flown a 'boring' 500km. Durations went to Andrew D'Arcy and visitor D. Thomas. Andy Holmes competed in the Junior Nationals.

Envious eyes have been cast towards the new syndicate Duo Discus and many claim to have out-soared it.

Course bookings are holding up generally and we have a full fleet in operation for winter flying and visiting clubs.

Roland Bailey

Nene Valley (Upwood)

The club hasn't appeared in *S&G* since Oct/Nov 1997, but this doesn't mean that we've not been active! Despite the trials and tribulations of moving from RAF Upwood to our new site (¼ mile to the west), our members have still been able to mark up a number of achievements. The new location provides us with a good site to operate from with good access from the main road and no more sharing the airfield with the sheep! Visitors are always welcome both by road and by air. Powered aircraft connected with gliding (e.g. motor gliders, SLMGs, tugs, etc.) are permitted but Microlights are not.

Club News

We operate at weekends and Bank Holidays throughout the year as well as flying on Wednesdays in the Summer.

Our members have achieved much over the past twelve months. *Solo flights:* Peter Blacker; Brian Cracknell; Peter Parmenter; Barry Meech; Adam Read, our Kittyhawk scholar; Spencer Bennett; Phil Alexander and Fay Keddie (re-solo). *Cross-country endorsements:* Peter Blacker; Richard Aylesbury; Peter Seymour. *Silver heights:* Peter Blacker; Peter Seymour; Tony Challis. *Silver distance:* Guy Brook; Steve Turner. *Silver duration:* Guy Brook; Peter Seymour; Phil Pickering; Tony Challis. *Silver Badge:* Les Walsh and Guy Brook. *Gold height:* Andrew Hatfield. *Gold badge:* John Young. *Diamond goal:* John Young.

Our annual Open Day was a success, blessed with excellent weather and a steady stream of members of the public. This was followed by a mini open day held for BT. These two events, combined with our Friday AEI evenings, have provided the club with a welcome addition to its income as well as a number of potential new members.

Our 1998 Task Week was held at the beginning of August. It offered the full range of flying conditions from strong, gusty cross winds interspersed with rain through to the hottest day of the year. Many of our members were fortunate enough to try out the Edgley Optimist which was at Upwood for most of the week. The BGA's DG500 was operating at Lyveden during the week and a number of our members went over to fly it. The week finished with over twenty-one gliders parked out on the airfield, partly thanks to the barbecue held on the Saturday night.

Gary Nuttall

Norfolk (Tibenham)

We are updating our tug fleet. The Rallye has been sold and we have bought a Robin. This will be joined by a second Robin before next season. The new Junior has arrived and is being enthusiastically flown.

Steve Jones (Ventus) won the 18m Championships, with Ken Barker (LS8) second but the weather was very disappointing; four days were flown of which only two were scoring days. Thanks to Roy Woodhouse and his team for running the event.

Andy Volp and Vic Long have completed their Silver badges and Andy also gained the 100km diploma.

Oxford (Weston-on-the-Green)

All you need is a couple of good weekends and everyone is out there achieving like mad. In no time at all, well five hours actually, Gary Cuthill, Lynne Jones and Alan Lapworth made their Silver duration flights and Nick Brooks, Tim Charlesworth, Emma Cuthill and Nick Hill achieved their Silver heights. Kevin Duthie found a destination for his 50km, and someone to bring him back, to complete his Silver badge. Nick Brooks and Tim Charlesworth managed to convince enough people that they were competent enough to fly the nest and got their Bronze badges and Mat Gage went solo.

And on the competition front the OGC team, under the stalwart leadership of Howard Stone, won the finals of the Midlands Inter-Club League against some very stiff opposition. Congratulations to all the club members who took part – not bad for a weekend-only gliding club!

S. M.

Scottish Gliding Centre (Portmoak)

Walking On Air, the facility allowing wheelchair bound people to glide, was successfully launched at our open day in June. The specially adapted K21 is proving popular and various improvements around the clubhouse are nearing completion.



Paul Hepworth from York Gliding Centre, having landed out in his T21 (18km from Rufforth) on a brave 100km attempt.

Club News

Despite the weather, membership has increased steadily and we are now ordering another two seater. Our courses have also been successful resulting in many first-solo flights.

A large number of members took part in various competitions throughout the summer and plans are under way to hold a competition in May 2000; watch this space for further information.

Gavin Goudie

Shalbourne (Rivar Hill)

The Puchacz has now returned from the workshops, with a wonderful, clean, clear canopy. We are going to try to keep it that way by making sure the canopy covers are used in the hangar, and that they are kept dry, and off the floor and out of the dust! Any members found using hands, shirt- or coat-sleeves for cleaning it will be in bad favour.

On a final note the AGM date has now been fixed for 8pm Wednesday 9th December in Newbury (at St Joseph's church hall, at the A4/A34 junction): Expect an AGM mailing in November!

Shenington (Edgehill)

John Donovan has gone solo, Jane Jervis finished her Bronze badge while Kevin Poyser & Paul Barnes completed the Cross-country endorsement. Peter Mann achieved his Silver duration and Frank Broom completed his silver with a duration flight. Mark Stevens flew a fast first 300km during the InterServices at Hullavington. Our eldest solo pilot, John 'Dodger' Hartley recently celebrated his 84th birthday with a Helicopter flight – it's about the only flying activity he hasn't already tried!

We've had a mass expedition from Bowland Forest GC, one of whose members flew a 500km on one of the few days of 'summer'. Next year we are planning a combined task week with Bowland. Despite the poor weather the airfield remains busy – courses are full and we had a record 1750 launches in August. We intend to employ three full-time instructors next season.

Visit our website on http://free-space.virgin. net/fisher.m/sgc for details about the club, or pop in to say hello!

T. G. W.

Staffordshire (Seighford)

Our recently-trained aerobatics pilots flew in the Aerobatics Nationals at Saltby with Glyn Yates achieving 4th place. No mean feat for a first attempt. Glyn has also achieved his Assistant Cat. Rating and proved that he can fly the right way up by making a 282km flight.

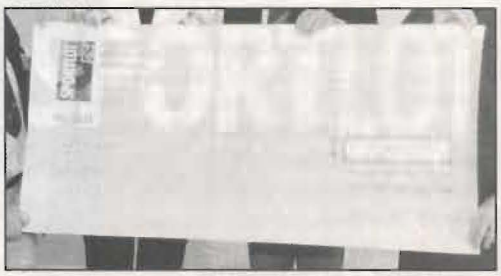
Paul Cooper kept us all guessing with a 5¼-hour flight in our trusty Vega. Jonathon Gill and Andy Kirkland have completed their cross-country endorsements at Lasham. John Maclaughlin also managed to find some wave and got to 22,000'.

A very interesting talk on Parachute operation was given by Martin Wilshaw from our local parachute club. The horror stories we were told reinforced the need for important regular parachute-maintenance.

We now operate a tug from Seighford and some members are making good use of the additional height. Our aerobatics pilots are flying wonderful displays during most weekends. As I write, some club members have decamped to Millfield for our regular annual sortie to this part of the country. If it is anything like last year's trip there should be plenty to report for the next edition.

Apologies to those readers expecting some *Lara News*. Normal service will be resumed as soon as possible.

Chris Jones



Sportlot's contribution to South Wales GC's new facilities. Hands belong to (l - r): Ken Counsell (Club Chairman), Mayor of Usk, Dick Dixon, and the Local Sportlot Rep.

South Wales (Usk)

Congratulations to Richard Moore, Clive Whitworth and Phil Forward on their first solo flights. Our new facilities, partly funded by Sportlot, were officially opened in August by Dick Dixon. Local dignitaries were present at the ceremony as was Roger Coote, whose help in bidding for the money was invaluable.

M. Weaver

Southdown (Parham)

Southdown welcomes around sixty new members this Autumn, the result of a local publicity campaign directed by Duncan Stewart.

Alan Irving did enough in the Junior Nationals at Lasham to suggest that we have a promising young competition pilot in the making.

Michel Carnet, flying in the Regionals, was his usual mixture of brilliance and Gallic intrepidity, but an early field landing on the final day robbed him of a high ranking in the Standard class. Our K21 flew for the full seven days of the competition and landed out on every one of them owing to a misunderstanding of the objectives.

In the Inter-club League we narrowly missed reaching the final by a couple of points.

The Fox aerobatic glider was flown at the Shoreham Air Display by the flamboyant Guy Westgate, where independent witnesses considered it one of the most impressive items in the whole event. Sue Hill has her Assistant cat. rating while Phil Kirk is in deadly rivalry with Bob Adam for the title of '*Outlanding Master par Excellence*'.

Our near neighbours East Sussex have decided to have their airfield levelled so that unsuspecting visitors will no longer kangaroo past the clubhouse, and the source of much merriment will sadly disappear.

Peter Holloway

Surrey & Hants (Lasham)

A number of members entered late-summer competitions or hired gliders for Lasham soaring courses. Pete Masson, although unable to defend his title, was second in the Junior Nationals flying a club Discus. Several members achieved bronze legs and Molly Hamlin and Colin Hunt completed their Silver badges.

Members Dick Happs and Chris Cain won the Sportsman and Intermediate classes respectively in the National Aerobatic Championships at Saltby.

Rick Bastin

Surrey Hills (Kenley)

We have made good use of what fine weather there has been. Fine summer evenings have provided flying for club members and visitors. Kenley is an ideal place to learn how to glide, but our airspace restrictions make cross-country flights, height and duration goals virtually impossible. So all

the more credit to Dominic Finch who managed 47km on a 50km attempt all under a 2,500' ceiling. Ross Charlton and Richard Fitch both completed their Silver badges.

We have had fruitful preliminary discussions with our landlords about a possible long lease which could permit a major development programme. We have some way to go before we see anything concrete, but the thinking stage is well advanced. The next few months could be very interesting.
P. E. B

University College London (RAF Halton)

Term started with a rush of keen freshers to boost club membership.

New president Rick Davis flew solo in May. UCL were joint winners with Durham university at the inter-university Gliding Championships at Sutton Bank in August. Kat Hodge and Rick Davis both flew their Silver duration flights during the comp. Back home, Kat was seen hugging the Didcot Chimney during her 50km attempt.
Kat Hodge

Ulster (Bellarena)

Despite a rotten summer weather-wise we've had a marked surge in recruitment recently, a successful open day on August 29th and some recovery in statistics during September.

The Sports Council came up with a grant, not as large as we had hoped, which enabled us to complete purchase of a second tug, Robin G-BVYG from London Gliding Club.

BGA chairman Dick Dixon supported our annual joint safari with the Dublin GC to fly off the Kerry beaches in September. The two-week expedition gave some good ridge soaring but little vintage Kerry wave.

Ben Smyth returned from an intensive if rather windy course at Hus Bos to make his maiden solo-flight on September 20th. Our club Ka6cr is now in even greater demand.
Bob Rodwell

Vale of White Horse (Sandhill Farm)

Kim Morgan is the latest 16th birthday soloist. Tony McNicholas has demonstrated that his experiences in taking part in the Cotswold Regionals as part of a team flying the BGA's DG500 have paid off, by flying a 300km triangle in the club's K18.
Graham Turner

Vectis (Bembridge)

Two of our instructors lost their ratings on medical grounds in June which put a large workload on CFI Neil Watts, but Dave Wadham, from Lee-on-Solent, came over to help out. In September the doctors admitted that they were wrong and reinstated the two, who were still alive at the time of writing.

Roger Coote came over to Bembridge and ran an AEI course for Malcolm Huddart (who is now also a tug pilot) and Martin Parsons, both of whom passed and as a result we are again well equipped with instructors.

The French expedition encountered the poorest weather for twelve years - best flights were Martin Parsons (SHK), 230km and Alasdair MacLean (K6E) 190km. The Husbands Bosworth expedition was similarly afflicted but John Leonard and Malcolm Huddart made good flights and Paul Bateman managed his 50km in the Club Libelle.

At home, Phil Kirby and Peter Ward have converted to the K8 and have made some good local flights.
John Kenny



Southdown Gliding Club at Shoreham Air Display.

Welland (Lyveden)

The dedication of the memorial to the crew of the crashed Lancaster was attended by some 300 people, and included a flypast by the Battle of Britain Memorial Flight.

Lisa Shepherd and Andy Lockwood have flown solo. Chris Hatton has been appointed DCFI. Our week at Aboyne was plagued by easterly winds.
Dick Short

Wolds (Pocklington)

Gedd McCann has completed a 50km flight. D. Bradshaw, R. Witty and A. Atherton all have their Silver badges, and Graham Wadforth has finished his Bronze.

The (inter)national Two-seater Competition was won by a Duo Discus from Hus. Bos. The Ken Blake Trophy, donated by Derby & Lancs (best wood), went to Kennermer Zwavflees Club (from Holland) flying a Ka7.

During the competition: 10,643km were flown in 282 task hours. 3,000 pints of beer were consumed. And 12km of loo roll were 'used'.

As usual, socially the comp. was a great success with a GPS Treasure-hunt, quiz night, model aeroplane competition, hangar dance, and much more to keep the competitors amused during the wet days.

The bar diving this year was a great success. The bar survived – the opposing wall didn't fare so well. Thanks to everyone who helped out. Book early for next year!

There have been expeditions to Borders GC and Aboyne, which have been very successful. The club is holding a bonfire night party, crew night (for all who helped on evening visits – free booze), and dinner dance.

There is still no starting date for the BP pipeline.
Duncan Bradshaw

York (Rufforth)

We hosted a very successful trial flying day for the British Disabled Pilots Association, when a large number of disabled pilots had the opportunity to fly both gliders and motor gliders. The event culminated in a superb aerobatic display given by John Askew in his Yak 52.

Despite a continued poor soaring season, there have been several cross-country flights around 300km starting from Rufforth. A few members took the easy way out by going on expedition to Spain!

One of the private K6 syndicates decided that it would be a very hot summer, so under the guidance of Russell Hardcastle built a new perspexless canopy frame, which was test flown by Malcolm Wood after donning 1920s flying goggles!
Mike Cohler

Safety Soaring & Human Factors

Bill Scull is Chairman of the BGA Safety Committee

I hope you will remember the *Safety Flash*, put out in May 1998, and you've made a mental note of the points made. This article is to amplify some of the more important subjects raised.

Getting away! Everyone wants to soar: the title 'gliding' is a misnomer. Following an aerotow to 2,000' on a reasonable soaring day, a pilot will usually be established in a thermal upwind of the airfield without getting much lower than his launch height. If a pilot is launched by winch the search and contact area for thermals is rather more limited, never far from the circuit.

In the winch launch case there might be limitations as to whether or not one can stay with the lift: obstructing the next glider to launch or drifting towards the winch are obvious examples. Less obvious are the potential circuit conflicts. Trying to use lift somewhere on the downwind leg presents potential conflicts. If you are in the way of inexperienced pilots flying a disciplined circuit pattern and a bit on the high side then you present them with a decision: which way to go round? Forcing them to either widen or cramp their circuits could cause problems. The same is true if you are trying to 'scrape away' from near the base leg. If you take pride in your airmanship, you really shouldn't be an inconvenience to other traffic.

There are, of course, other factors. The rate of climb in your thermal has to be enough to get you back to the circuit (preferably somewhere near a normal downwind starting position – it used to be known as 'high key') if you drift downwind. The potential for conflicts occurs if you make a long straight-in approach or join the circuit at the base leg corner. It's all commonsense stuff. It's all about *airmanship*.

Scraping away from low altitude has considerations other than the climb/drift-rate already mentioned. Your situation may become critical if, having turned into lift, you then run straight into sink. If you can't retrieve the situation then perhaps you shouldn't have turned in the first place. Other factors of soaring low down include wind and turbulence. A wind given as 15kt, gusting 28kt is serious, considering that the low-level turbulence from trees and buildings will increase the risk of stalling or spinning.

Consider, for a moment, the airspeed in the situation mentioned above. If the best circling speed is 47kt then you must ask yourself: "how well can I control this speed? ±2 kt? ±5 kt? or what? In terms of safety the tolerance should be -0 to +5; but a gust, or a turn into sink can reduce your airspeed to well below the critical value. A more circumspect pilot might choose to fly the circuit at approach speed and ignore any encountered lift.

The other (equally obvious) consideration is the risk of spinning. Is 500' sufficient to recover and pull out of the dive? A rhetorical question.

All of the above begs the question about a pilot's own mental attitude. Many pilots will tell you about their low scrapes: "I got away from 300'", but they omit to tell you that they were circling at 55kt. Similarly, a macho image is manifest in pilots determined to get away from a winch launch. Pilots getting away, in a thermal that has broken their cable, might set the tone for others who are less experienced.

Clearly, pilots who deliberately try to scrape away when all the odds are against them have a psychological problem and whether an image is being deliberately cultivated, or comes about as a result of peer pressure, is less important than recognising the problem at its incipient stage.

Beware of:

- circling low down in an attempt to scrape away.
- the effects of turbulence generated by wind, thermals or obstructions.
- justifying an *"I'll show them"* attitude as being competitive.

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Final Glide

by Peter Fuller

The frozen tableau of figures grouped round the nose of the glider was suddenly brought to life by the siren of the ambulance, as it raced up the leafy lane to the airfield.

Bob, the CFI, Doc, Tuggy and Sue stood in a semi-circle round Harry. Tuggy had his arm around Sue's shoulder; Sue was sobbing with her face in her hands. Bob was talking quietly to Doc. Harry wasn't doing anything. Harry was lying flat on his back; Harry was dead.

'I suppose there's no possible chance...?' asked Bob. 'Not a hope,' Doc replied, 'Dead as a doornail, poor blighter. I'll go and have a word with the medics, then round someone up from the clubhouse to help de-rig his glider.' Bob nodded in agreement then turned to Tuggy. 'Will you take Sue over to the clubhouse and organise a cup of tea, then we'll see about getting her home. Meanwhile, I guess I'd better try to contact his wife!'

Two hours later, Bob and Doc were sitting outside the club bar discussing the day's events over a couple of beers.

"It's odd," said Bob, "I mean, he always seemed so fit and healthy, he was only about fifty or so."

"I know, the original Medallion Man," agreed Doc running a hand through what remained of his grey hair. "Makes me feel I'm living on borrowed time."

"Me too," agreed Bob. "What a way to go though!" he mused. "I mean, just flown 750km on a perfect summer's afternoon, clipped nearly ten minutes off the best club time, and given a hero's welcome by the delectable Sue. What more could you ask?"

Doc scrutinised the amber glow of the evening sun glinting through his glass for a few moments then observed, "Well, to be sitting here drinking a cool beer for one thing!"

"What I could never work out was his success with women," said Bob. "I mean, he was hardly what you would call politically correct; some of his observations about a woman's place..."

"I know," agreed Doc. 'But you know a lot of women are attracted by the successful, wealthy, ruthless types. The Porsches and gold Rolex watches sort of take their minds off the chap's bad points."

"Well, he certainly bedazzled young Sue; she worshipped the ground he walked on," said Bob, "and his wife: a *very* nice woman; *really* attractive, ten years younger, an ex-model..."Doc nodded in agreement and added, "Don't forget his secretary. He was always taking her up to the monthly meetings in Manchester. Then of course there were all those others in between." Bob sighed,

"I know, makes you sick doesn't it. I just wish he'd passed on the secret of his success before he went."

Doc laughed, then raised his half-empty glass, "Here's to Harry, wherever he may be!"

Harry slowly opened his eyes. He couldn't think where he was, or what had happened. He was lying on the grass and above him was a beautiful blue sky full of plump, juicy, white cumulus clouds. He rolled his head to left and then right, 'Wall-to-bloody-wall lift!' he gasped as he sat up. It rapidly became apparent that the field around him was not the patchy, weed-ridden expanse that he knew and loved, criss crossed with ruts left by the tractor in last winter's mud. This was a lush, green, immaculate expanse of grass.

Harry surveyed the landscape. It was certainly a gliding club, no doubt about it. There, to his right, was the unmistakable outline of a large hangar. To the side, a long, low, white building, presumably the clubhouse. Between the two stood a smart, white painted pole with a bright red windsock bearing some sort of gold wings logo. He looked to his left and then emitted a low whistle of amazement. There, some ten miles away, was a magnificent range of hills, well practically mountains, and perched on top was an elegant, smooth plume of wave cloud. 'Perfect, bloody perfect!' exclaimed Harry. His observations were cut short as a shadow fell across him or, to be more precise, two shadows. Harry gazed up, shading his eyes from the sun. 'Strewth!' he gasped. There in front of him were two figures; and what figures – two of the most attractive young women Harry had ever seen! One with blue eyes and long blonde hair flowing round her face; the other, with flashing brown eyes and long black hair tied back in a ponytail. Both were wearing figure-hugging red flying-overalls with the same gold wing logo over the left breast pocket.

"Well *hello* girls," said Harry, hastily switching to 'charm' mode.

"Hello Harry," chorused the duo.

"You know my name?" said Harry, suddenly feeling at a distinct disadvantage.

"Of course we do Harry, we have been expecting you." Now he was really thrown. The blonde gave him a dazzling smile. "I'm Samantha and this is Selena. Let us show you around."

"Around where?" exclaimed Harry. "Where am I and what the bloody hell's happened?

"You don't know?" said Selena with apparent surprise.

"I remember getting out of the glider" said Harry, "then getting a big fat welcome-back kiss from Sue... oh yes, then that bloody terrible indigestion I've been having lately." Harry stopped short. Both girls were looking at him and shaking their heads. "What?" he exclaimed. It took a few moments to sink in, then, the awful realisation dawned. "You mean it wasn't indigestion?" They shook their heads again. "Strewth! You mean I've... dropped off the twig, popped my clogs, snuffed it?"

"Afraid so Harry," said Samantha, affecting a solicitous expression. "Never mind, let's show you round."With that, they turned and started to walk towards the buildings on the edge of the field. Selena glanced back at Harry. "Just follow us".

"My pleasure!" said Harry, beginning to warm to his new situation.

They passed close to the clubhouse on the way to the hangar. Harry glanced through the window and to his great surprise, there appeared to be an awful lot of people in there, all looking rather despondent, a number of them vacantly thumbing through some ancient copies of *S&G*. "Why aren't they out flying?" muttered Harry to himself. However, as he followed his two delightful guides round the side of the enormous hangar he was very soon distracted.

As they turned the corner, Harry stopped in his tracks, totally dumbstruck, mouth open and, for once, quite speechless. For there, lined up in three rows on the hard-standing was the largest collection of gliders that he'd ever seen. The first row consisted of

every modern, high-performance sailplane he had ever heard of, plus a lot more. The second row consisted of classics of the 1950's era. The last row was all vintage gliders from the 1920s and 30s. Every single one was in absolutely magnificent condition, just as the day it was built.
"Which one do you fancy?" asked Selena, running her hand through her hair, and smiling provocatively. For once Harry was too preoccupied to exploit the innuendo.
"You mean..." he said, waving a hand in the direction of the awesome line-up.
"That's right," said Samantha. "Bloody hell!" muttered Harry. He walked slowly and thoughtfully down the first row, glanced toward the distant hills at the tempting curve of wave cloud, then made his choice. "I've always wanted to get my paws on a Discus, so this will do to start with."
"OK." said Samantha tossing her long blonde hair and giving him a delightful smile. Harry took a deep breath. He really couldn't believe his luck; he'd decide later which of the two girls would be his first conquest!

Harry and the girls trundled the gleaming Discus out to the launch-point. Selena held the wing tip as the other two lined it up down the field. Samantha opened the cockpit for Harry, and he, from force of habit, lifted out the parachute and commenced to strap it on, quite overlooking the pointlessness of doing so in his now changed situation. He climbed into the cockpit, delighted by the pristine condition of the interior.
"I'm really looking forward to this," he enthused, settling into the seat, but looked up quickly as both girls giggled.
"So are we, Harry," said Selena, composing herself and giving him a sultry smile.
"Better do some checks I suppose." Harry gave them a hard stare. He couldn't help having a slightly uneasy feeling that they knew something he didn't. "Let's get this show on the road then," he said, just a little too abruptly. He looked both sides of the nose. "No cables?"
Samantha shook her head sadly. "No cables Harry," she agreed. He peered down the length of the field.
"No winch?"
"No winch" agreed Selena. Harry twisted round in his straps; he was becoming a little annoyed. He scanned the sky, looking and listening, but all was quiet.
"Where's the bloody tug then?" he demanded, his voice getting slightly louder. The girls were trying hard to keep straight faces.
"I'm afraid there is no tug Harry," said Selena with an apologetic little smile. Samantha had to turn away to hide her mirth.
Harry's face went through several shades of pink to magenta. He was getting really cross. In the normal course of events, when Harry became this cross, someone lost his job!
"Hundreds of bloody gliders, no bloody winch, no bloody tug, what sort of place is this?" he demanded. The one thing he couldn't tolerate was being made to look a fool. "It's bloody ridiculous – I'll tell you this," he fumed, wagging his finger at the hysterically giggling pair.
"This bloody-well is not my idea of Heaven!"
The girls exchanged glances. Samantha raised an eyebrow and Selena replied with an almost imperceptible nod. Turning towards Harry with a slightly pained look, Samantha leaned over the cockpit, her perfect face just inches from his.
"Oh Harry," she said, apologetically, "no one ever said this was Heaven..."

For a moment, Harry was completely stunned, quite unable to comprehend what he had just heard, and then his gaze dropped from that beautiful face to the gold badge on her breast pocket. For the first time he suddenly realised that the badge was not a pair of wings, as he had first supposed, but a pair of horns.

Aéro Club de France 100 Years Old

The Aero Club of France, founder member of FAI, celebrated its 100th birthday in October. The Champs Elysées in Paris was transformed into a giant outdoor aviation museum, with some 60 aircraft of all generations from the last 100 years lining the boulevard. The aircraft were floated on barges at night down the River Seine and off-loaded by crane!

Sadly, a centrepiece of the celebrations, the departure of the Gordon Bennett Gas Balloon race from the Tuileries Gardens had to be cancelled because of bad weather.

– FAI News

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Summary of Substantial Glider Accidents

Ref.	Date	Type	BGA No.	Damage	Age	Injury	P1-Hours	Location
3	02/10/97	Discus	4169	Substantial	46	None	102	Long Mynd

The pilot considered his final turn rather too high and so opened the brakes. He used too much brake and an undershoot developed. He tried to stretch the glide but apparently did not close the brakes and the glider stalled into the end of the strip, damaging the undercarriage.

4	02/10/97	Ka8	1638	Substantial	36	None	23	Long Mynd

On his first flight on type the pilot allowed the glider to drift about twenty degrees off the normal approach track. This took him across unlandable ground with tree stumps. After a good roundout and landing the right wing dropped and hit the last stump, spinning the glider around through ninety degrees

18	04/02/98	Ka8	4320	Substantial	56	None	6.1	Strubby

After a normal approach the pilot was seen to start his flare at about 20-25' with full airbrake and only 50kt. The pilot continued the round-out and made no attempt to lower the nose or reduce the airbrake setting. As a result the glider stalled onto the runway from about 6' and was substantially damaged.

20	14/02/98	ASK13	3163	Substantial	48	None	1836	Lasham
					16	None	0	

After a good winch launch the ab initio student carried out some basic flying exercises before being talked around the circuit by P1. A well judged approach was made until, as P1 prompted "look well ahead", P2 suddenly pushed the stick forward. P1's hand was "near the stick" but he was unable to take control in time to prevent a heavy landing.

25	01/03/98	Janus C	2737	Substantial	35	Minor	500	Halton
					19	Minor	300	

On a cross-country flight the crew decided to return to an enroute airfield to either land or soar the ridge. Although at only 600ft they decided to soar the ridge and initially found lift but could not climb so moved closer to the hill. Losing speed the glider drifted behind the hill and the pilot lost control. The glider stalled into the ground.

30	08/03/98	Pegasus	3737	Substantial	32	None	136	Dunstable

The pilot set up a quarter airbrake approach and rather too slow into an area of the airfield which is known to be in curl-over from the local ridge in the prevailing wind conditions. At about 10ft the curl-over hit the glider and the pilot was unable to arrest the high sink rate. The glider hit the ground damaging the undercarriage and wing.

32	14/04/98	SF27A	4057	Write off	42	None	27	Cerdanya-Spain

The pilot was part of a group visit to a Spanish site and was given a very thorough briefing and check flight. The next day, after briefing he flew in ridge lift but entered very strong sink, possibly "curl over" and could only minimise the impact into the tree canopy. The glider dropped vertically into the ground but the pilot escaped unhurt.

38	06/05/98	ASW24	3347	Write off	35	Serious	600	Booker

After being advised that conditions were too gusty for soaring low down the pilot was seen to be "scratching" at below circuit height in an area known for turbulence from trees. The glider was seen to enter a spin from about 300ft from which there was insufficient height to make a full recovery. The pilot was very seriously injured.

39	03/05/98	Ka7	2158	Substantial	65	None	900	Enstone
					48	None	7	

This was to be a check flight for a post solo pilot. As the winch launch commenced the wing tip holder, who was on the downwind wing, noticed that P2 was holding the stick towards that wing. As a result, as soon as the glider accelerated the wing dropped and hit the ground. Despite P1 releasing, the glider spun around and landed sideways.

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Ref.	Date	Typ	BGA No	Damage	Age	Injury	P1-Hours	Location
41	02/05/98	LS3a & ASK18		Write off	68 44	Fatal Fatal	90 10	Seighford

The gliders had been winch-launched by successive cables, the K18 first. This was circling in lift in the "downwind" position of the circuit when the LS3 flew towards it, as if the join the thermal. The fin of the LS3 hit the inboard end of the K18's right aileron. The gliders crashed, killing both pilots.

42	09/05/98	Motor Falke		Substantial	58 47	None None	7500 560	Bidford

During a SLMG instructors rating training flight P1 simulated an undershoot for P2 to take over control and recover. P2 applied power and pulled the spoilers open instead of raising the nose. The motorglider landed heavily in a crop field damaging the propeller and wing.

43	25/04/98	ASK21	GSA521	Substantial	51 40	None None	600 0	RAF Bruggen

P1 was demonstrating a winch take-off in a strong crosswind when, at about 650ft the cable broke. He decided to land back to the left of the normal landing run because of another glider in the circuit. After a normal approach the glider hit curlover from trees and undershot, hitting airfield signs that were "near invisible from the air".

46	23/05/98	Me7	4101	Write off	26	Serious	95	Tibenham

This was the pilot's first flight on type. The flight manual was not available so the pilot had a short briefing by a member who had only flown the demonstrator glider off the aerotow. It had not been winched before at this club. It climbed slowly, released at 350ft and started a violent pitch oscillation. After turning it hit wires and crashed.

47	19/04/98	Ka8/Junior/Pirat	1529	Substantial	62	None	1.75	Upwood

The early solo pilot was carefully briefed on the slight crosswind conditions and told to land well into the field to give a wider landing area. At about 800ft the cable broke and the pilot flew a normal circuit except that he did not land up the field. He touched down and applied the wrong rudder, turning the glider into two other parked gliders.

48	23/05/98	SZD Puchacz	3779	Substantial	29 40	None None	200 200	Crowland

The glider was being flown by two experienced pilots on a "mutual" flight. Approaching for a normal landing, it was indicated that they should return the glider to the hangar so P1 closed the airbrakes to float further down the runway. Too late he realised he could not stop before the end and the brake was ineffective. The glider ran into a ditch.

50	25/05/98	DG600	3400	Substantial	61	None	1400	Nr Sutton Bank

The very experienced pilot had been soaring some miles from the hill top site. When he returned he was below hill top height and flew along the slope, expecting to climb in some hill lift. However, he flew into sinking air and hit a tree top, causing the glider to crash in a wooded area.The glider was substantially damaged but the pilot uninjured.

54	15/05/98	ASW20FL	2650	Write off	68	Minor	874	Northill

After a 4 hour flight the pilot returned to land short on the airfield to avoid rough ground. The glider was seen to be low on base leg and land flap was selected with the brakes unlocked but not deployed. Too late the pilot realised an undershoot was developing, but did not retract flap, and hit a tree that spun the glider into the ground.

56	18/05/98	SZD Junior	3950	Substantial	74	Minor	317	Camphill

The pilot had a short soaring flight in conditions of strong lift and sink then returned to the airfield. After a normal circuit he set up his approach but held the brakes fully open, believing he had them fully shut and was passing through a patch of sink. The glider descended rapidly into a rough undershoot field causing substantial damage.

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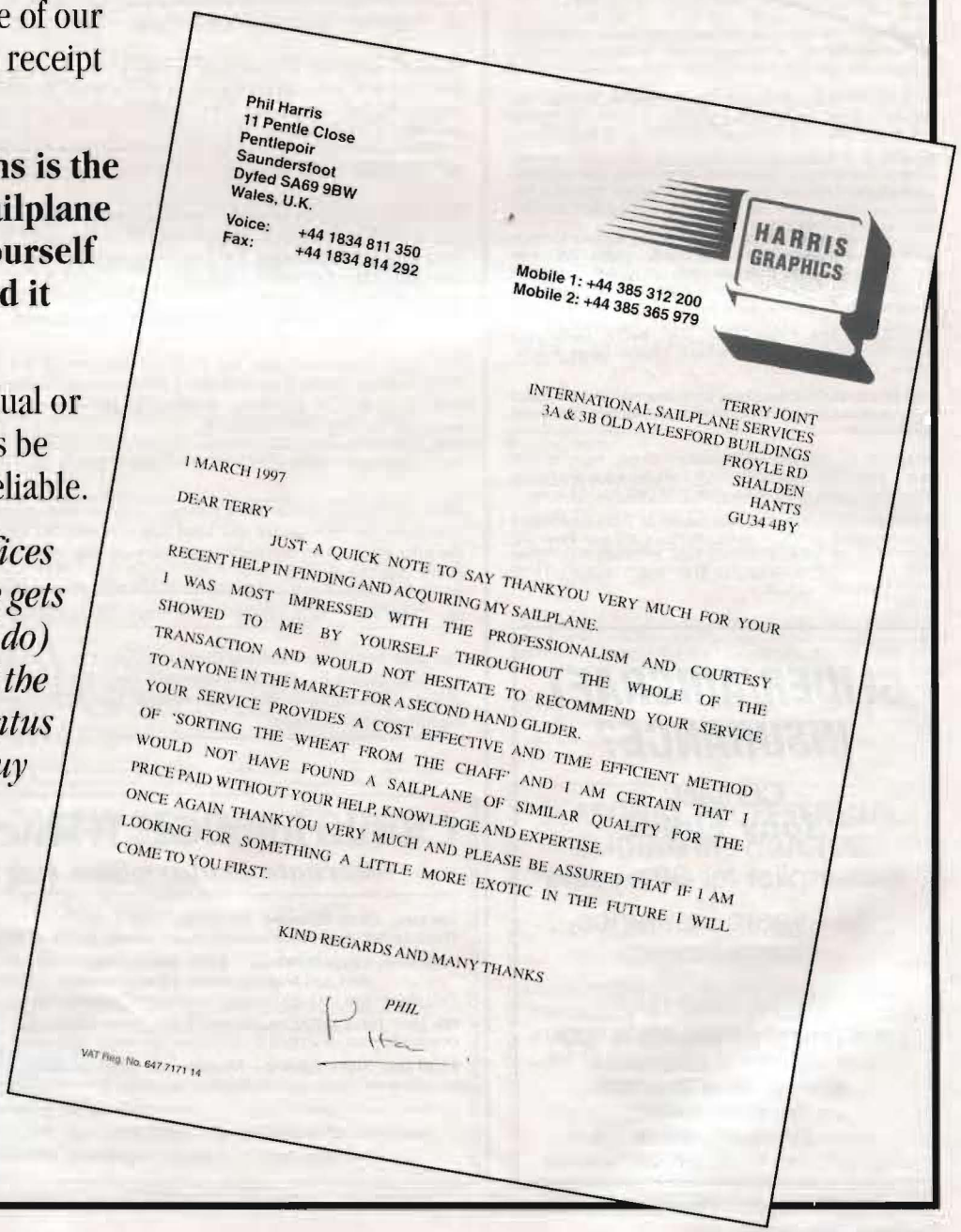
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