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EDITOR
Gillian Bryce-Smith
281 Queen Edith's Way
Cambridge, CB1 4NH
Tel 0223 247725
Fax 0223 413793

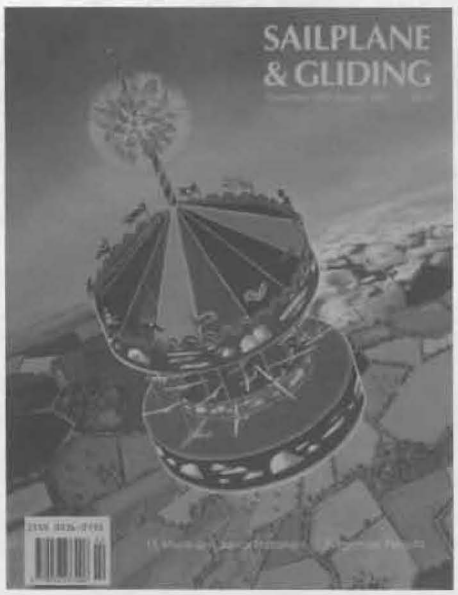
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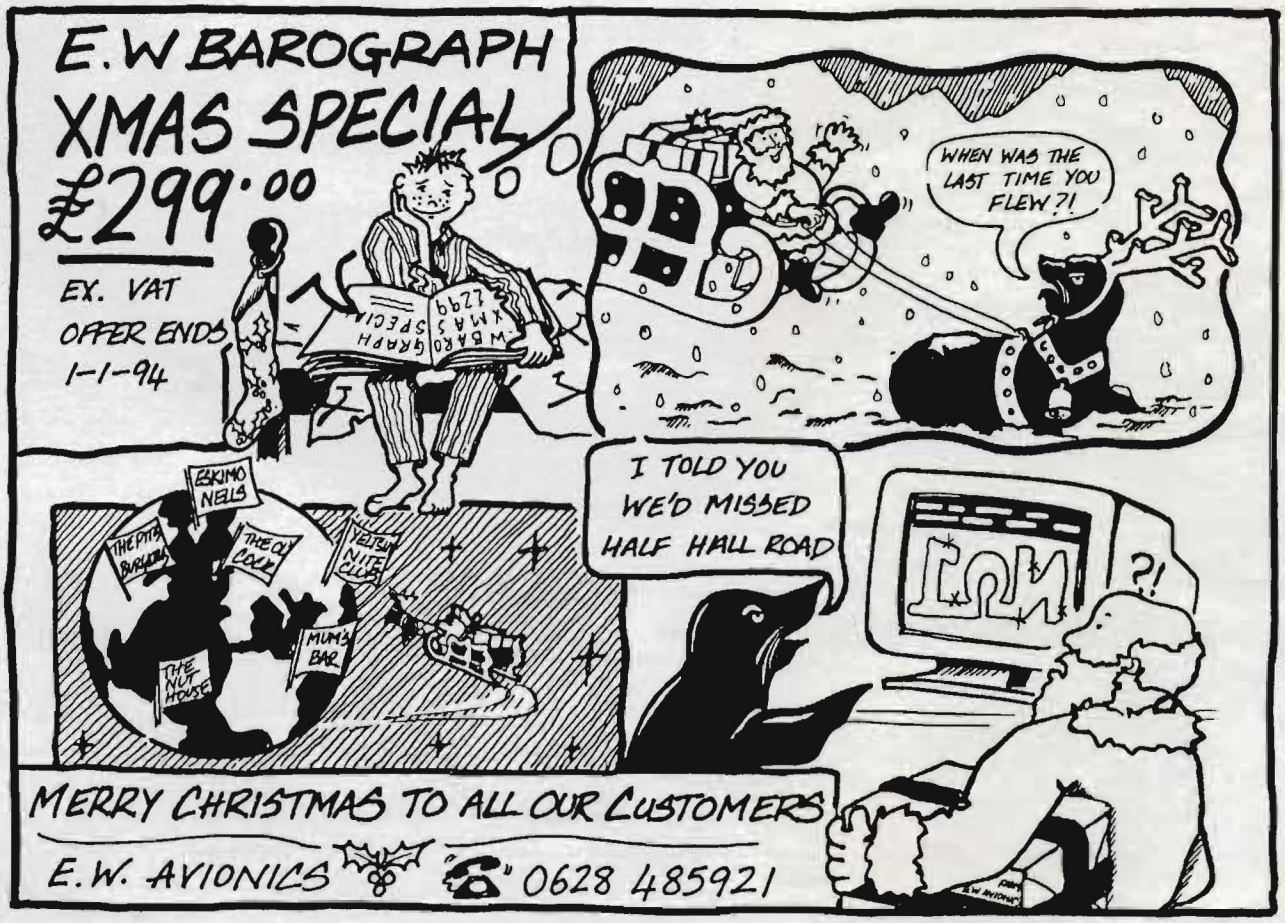
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YOUR LETTERS

THEY DON'T BELONG TOGETHER

Dear Editor,

We have competed in a Nationals run concurrently with a Regionals on the same site and the arrangement was totally unsatisfactory as the organisers treated the event as one competition with three Classes - A,B and Standard. There are no rules in the Competition Handbook to prevent this but it is patently ridiculous for the following reasons:-

1. There was no priority in the grid order, resulting in the Nationals being second on the grid on two occasions - one of which probably denied them the contest day achieved by the A Class which was launched before.
2. When the Nationals were second on the grid, relights from the previously launched Class were phased in every fifth launch amongst the Nationals launches, delaying the opening of the Nationals startline. Another time the Nationals launch was held up by A Class relights and the B Class launch (at the back of the grid) was postponed beyond the optimum time to clear Nationals relights.
3. Apart from these disadvantages, there is enormous potential for unfairness to all competitors. If the Nationals are given priority the Regionals pilots are prevented from launching at the optimum time by as much as an hour. If the Nationals aren't given priority, the integrity of a major annual competition, which influences our choice of a World team, is jeopardised.

We feel the guidelines given to clubs wishing to run these competitions should be incorporated into the Competition Handbook, and suggest the following form:-

1. When a Nationals and Regionals are held concurrently they should be treated as two separate competitions.
2. The Nationals must have priority in grid order and tasking.
3. Clubs must ensure they have the launching capability to satisfy the requirement for relights in each individual competition without disadvantaging competitors in either competition. For example, a single relight line with its own dedicated tug/s should be established for each competition, available immediately following the launch of each grid, concurrently, if necessary, with the launch of a subsequent grid.

We have attempted in this letter to introduce a little constructive criticism. The implication is that it is not practical to hold concurrent Nationals and Regionals, and the BGA Competition Committee needs to address this matter urgently.

The letter was signed by Jeremy Berringer, Dave Booth, Martin Durham, Steve Jones, Jerry Langrick, Terry Mitchell, Steve Parker, Ray Payne and Tim Scott.

Eric Smith, BGA Competitions and Awards Committee chairman, replies:

The Competitions Committee always welcomes correspondence from pilots on any aspect of competition gliding - although it doesn't normally come *via S&G*, it is especially pleasant to have one from a small group that has clearly considered the subject and tried to provide a practical answer. The topic the above have raised was already on the agenda for discussion during this winter's round of monthly committee meetings. It would not be right for me to forecast the outcome of these discussions. I would, however, be interested to hear the views of any of the Regionals' pilots who flew at Lasham. A quicker way to reach the Competitions Committee is a letter *via* the BGA office.

NEEDLE, BALL AND AIRSPEED

Dear Editor,

Having read John Dobson's articles on cloud flying and subsequent letters on using (and misusing!) the T&S to maintain control in cloud, I would like to add my two pennyworth.

I was a QFI and instrument rating examiner on 12 types from Chipmunks to Lightnings and during our training the basic formula of needle, ball and airspeed was drummed into us.

The major hazard in cloud flying on the T&S is an out of control spiral dive with the airspeed and angle of bank increasing. In a spiral dive the speed can quickly pass the maximum rough airspeed and even exceed VNE. Thrashing the controls about in a rough cloud while spiralling down with increasing speed and *g* forces seems a quick way to break any aircraft. Harsh control inputs will certainly upset the signals from your semi-circular canals and the inputs from the seat of your pants - and may even ruin your whole year.

If the airspeed begins to increase in a turn then the nose must be low. The **safe** recovery is to first reduce the angle of bank (needle), then ensure you are not yawing (ball) and correct the pitch attitude (airspeed). Yes, I do know that the turn needle is not a direct indication of angle of bank, but we are trying to regain control of the glider. The initial action of flying the turn needle gently back towards the centre of the T&S **with aileron** will reduce the angle of bank, thus automatically raising the nose and beginning to control the increasing airspeed without any immediate elevator input.

Remember to imagine that the turn needle is connected to the stick by a piece of soggy elastic, and don't chase the needle all over the instrument panel. Having regained control you can concentrate on making everything pretty once more - needle, ball and airspeed.

The secondary hazard is reducing airspeed in a cloud turn while yawing, thus setting yourself up for a spin. Relaxing the back pressure on the stick as you continue to scan the instruments and chanting "needle, ball and airspeed" will soon have the ASI creeping back in the right direction.

If you do spin in cloud, you can recover with normal control inputs of rudder to oppose the yaw (ball), elevator to unstall the wings (airspeed) and ailerons to level the wings (needle).

JOHN STEWART-SMITH, *Crantock, Cornwall*

John Dobson replies -I think John Stewart-Smith's letter was a useful and lucid reminder about the T&S cloud flying techniques. I thought I had covered almost everything but I liked his emphasis on not thrashing the stick, "flying" the needle and chanting to yourself. I try to do the same on final glides!

Seriously though, in the last paragraph he mentions spinning in cloud, something which I consider is difficult to do unless you intend to, and I would hope nobody would. If this happens the airbrakes must be used if the airspeed is going to increase rapidly, as in a spin recovery in cloud. To quote but one example, a Discus with no airbrakes deployed will reach a terminal velocity of about 320kt, with the inevitable conclusion, but with airbrakes out it achieves 165kt; heart stopping, but hopefully not terminally so.

The answer is simple - buy a good artificial horizon, power it with a large capacity dedicated battery and chant "attitude, attitude, attitude."

DESIGNED BY MEN FOR MEN

Dear Editor,

In the article "Designed by Men for Men" in the February issue, p18, Bill Scull extols the virtues of energy absorbing cushions. I read it with great interest and being fairly small bought myself some suitable cushions.

A couple of weeks ago I had the misfortune (pilot error) to have an accident in a field just south of Brackley. I realised there was no chance of getting back to Bicester and as I was rather tired I decided to go into a field. I picked what appeared to be a level grass field of suitable proportions and started my descent.

At about 50ft I saw to my horror that the far side of my field was occupied by a very large cream coloured Charolais bull and that on my current landing pattern he and I were going to have a nose to nose confrontation! Now I am no "towny" but I have a healthy respect for any animal that size and weight and I didn't think he would take kindly to my hurtling uninvited into his field.

I turned slightly and in so doing just grazed the hedge with my starboard wing. What happened next is mere conjecture, but I ended up about 10ft from the hedge with the my K-6E fuselage pretty much wrecked and the wings almost unscratched. I had obviously descended in the horizontal plane some 10 to 15ft and landed fairly squarely on my bottom. Our beautiful glider is a write off but I walked away from the wreckage with hardly a scratch.

I was sitting on 1in of energy absorbing foam (over the top of 20lbs of lead) and had a further 2in of the same foam behind me. Without the padding I would, at the very least, have a very sore back for a few weeks and at worst be facing a future in a wheelchair.

Thank you for your timely advice - I owe a lot to that article. I will be reading my copy of *S&G* even more fervently in future.

PRUE HARDIE, Swindon, Wilts

MORE ON ENGINE OUT LANDINGS

Dear Editor,

In reply to Robin Cole's letter (August issue, p189) as an owner of a Discus BT perhaps I can give a few tips to avoid a field landing with a turbo glider. To combat the human error, often caused because the pilot is so busy planning the landing and starting the engine he can forget to put the ignition on or open the fuel cock, I have put a check list to start the engine on the instrument panel.

Test battery.
Fuel open.
Green light.
Ignition on.
Pull decompression handle.
75mph and release.

➡

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I always use the check list and do an engine run immediately after releasing from aerotow to ensure it is ready to start at any time.
CARLOS GOMEZ-MIRA, *Madrid, Spain*

Dear Editor,

Robin wonders whether a stationary or a windmilling propeller creates more drag. Many years ago Cessna tested their 150 and 172 models to compare the glide performance with windmilling and stationary propellers and found the glide ratio of both aircraft increased by about 20% when the propeller was allowed to stop, *eg* in the case of the 150 model it went from a mere 8.5 to a respectable 10.2 at 60kt.

Like Robin, I am also afraid of theorists. Those advocating the "windmilling is less drag" theory should try dropping a cardboard strip, bent in a slight V shape, and then one with a twist to each "wing" (to make it rotate) and note the difference in the rates of descent.

Personally, I would leave that decompression valve closed if no comforting puff-puff is forthcoming from the engine and I am too low or too busy to pack it away.
JOE KOVACS, Muir of Fowlis, Scotland

TRAILER TOWING

Dear Editor,

I would recommend that Brennig James and other recent correspondents read the OSTIV paper , "The influence of design parameters on glider trailer towing behaviour", given at Benalla in 1987 by N.E.Funston.

During the oil crisis the US Army wished to reduce the weight (mass) of prime movers and Funston had the task of examining the problem. Being a glider pilot he of course then applied his knowledge to glider trailers. He recommended that we should establish the critical speed for our trailer.

This can be done quite easily on a airfield and noting when an induced oscillation wants to keep going. If this is done during launching there will be a sufficient number of expert witnesses to help interpret the results!

This paper was printed in **Technical Soaring** Vol 13, No. 3, July 1989, and is available from PO Box E, Hobbs NM 88241 USA, or better still why not become a member of OSTIV by sending 60DM to OSTIV, c/o DLR W8031, Wessling, Germany, and secure all future issues of this gliding textbook.
ALAN PATCHING, Melbourne, Australia

Dear Editor,

One of the first things they teach you at medical school when you begin your clinical studies is always to listen carefully to what the patient tells you because nearly always he's giving you the diagnosis. In fact if you haven't much idea of the diagnosis by the time you have taken the history you are unlikely to be much better off after completing the examination and investigations.

If we return to Phil Lever's original account (December 1992, p309) he states quite clearly that the symptoms got better as the day wore on. I know from other patients' histories that the jackknife syndrome struck them on the first day of their holiday when they would be afflicted also with adiposus arsolitis as we call it in the profession. When weekend flying there would not be a lot of luggage in the boot so the car wouldn't oversteer. Similarly, if we return to the Lever case history, as he used up petrol the C of G moved forward and the oversteer was relieved.

Sorry chaps, James, alpha ++, the rest of you delta --. The trouble with British engineers is that they didn't go to a decent medical school, but I had better warn you, you have to be pretty bright to get in.
BRENNIG JAMES, Marlow Common, Bucks

HORTON FLYING WING

Dear Editor,

I have spent a lot of time and effort researching the history and design of flying wings and I am helping the National Air and Space Museum in Washington DC with a project.

The NASM's Paul Gerber Facility at Silver Hill, Maryland, houses the world's largest collection of Horton flying wings but they are in poor condition. The NASM are lending four to the Museum für Verkehrs und Technik in Berlin for restoration and preservation and need documentary evidence to help the Germans. If any reader has photographs, drawings or anecdotal evidence this would be of immense value to the restorers.

Please would they either contact me at 69 Percival Road, Bush Hill Park, Enfield, Middx EN1 1QS or Russell E. Lee, Curator, Aeronautics Dept, Room 3312/MRC 312, National Air and Space Museum, Smithsonian Institute, Washington DC 20560, Tel 0101 202 357 2515 Fax 0101 202 786 2447.
CHRIS BRYANT

WE DON'T HAVE SEASONS

Dear Editor,

The latest BGA newsletter has finally driven me to the keyboard. One word has got to me - **season.** In this and the previous newsletter the first paragraphs have commented on the **season.** Take comfort Merri, my criticism isn't personal. Humfrey Chamberlain complains in the *Yearbook* that many club aircraft Cs of A fall during the soaring season.

In both these official BGA publications there is an implication that part of the year isn't soarable. Of course we all know what is meant - the hidden words are "thermal cross-country." This implies that the BGA see thermal cross-country soaring as being all there is to gliding.

Maybe I have a chip on my shoulder. My club (Borders) doesn't enjoy very good thermal conditions but our soaring season is from January 1 to December 31 (where do we fit in our Cs of A?). Soaring is very satisfying and what gliding is all about for the majority of pilots. When Merri asks if we enjoyed all ten days of the season she loses credibility with many soaring pilots and, worse, perhaps puts off potential pilots.

I know the competition structure is based on thermal cross-country flying (with the exception of Competition Enterprise) but if the BGA is to promote and develop gliding, care should be taken not to just represent one limited facet of the sport. If Merri feels there have only been ten worthwhile days in 1993 she should join one of our autumn soaring weeks. She might appreciate there is more to our sport than her season.

Please think most carefully before using the word **season** and if it has to be used don't have the word soaring in front.
ANDREW BARDGETT, *Newcastle upon Tyne*

PARACHUTE WARNING

Dear Editor,

Since joining IRVIN GB last year I have learnt some disturbing facts about the regulation of emergency parachutes in the UK which I would like to bring to the attention of my fellow glider pilots. For instance, there is no independent body overseeing the technical standard, the packing and the use of emergency parachutes. The British Parachuting Association (BPA) specifically excludes itself from such involvement with the rather serious implication that their authorised packers and riggers aren't insured for non BPA emergency parachute packing - a fact of which many BPA packers packing glider pilot rigs seem to be unaware or choose to ignore.

The situation is borne out by the recent reply I have had from the CAA from which I quote:

"It is a fact that there is no CAA requirement for pilots or crew members to be equipped with an emergency escape parachute. Should an individual choose to wear such equipment, this would be a personal decision and the type of parachute together with maintenance and servicing would be the responsibility of the owner. In these circumstances this authority cannot impose any standards for emergency parachute equipment."

Some of my colleagues are concerned about the standard of emergency parachutes for sale and in current use by the UK gliding fraternity. Whilst their views are not necessarily impartial they are the best considered opinion available to me in the absence of an independent authority. It would appear sensible for readers to consider the following key factors before committing themselves to a particular design.

1. Does the parachute assembly contain all new fittings and a new canopy - many do not. Check for manufacturing dates and specifically ask the question of the supplier.
2. Has it been designed, developed and manufactured to an internationally recognised civilian or military standard (*eg* BS 5750, ISO 9001, AQAP 1 etc) with tests performed to demonstrate that the entire assembly meets the design requirement?
3. Does the parachute meet the standards required by the BPA for its sport parachutes, *eg* the use of metal rip cord handles etc?
4. Is the manufacturer or supplier willing and able to declare and undertake a maintenance and packing service for the parachute during its normal operational life?
5. What guarantee do you have that it is able to perform its life saving function for the duration of the claimed life?
6. Is the manufacturer insured for product liability?
7. Are you buying it from the original manufacturer or from an organisation which assembles parachute assemblies from other manufacturers products, perhaps without their knowledge or approval?

In reviewing the apparent answers to these ➡



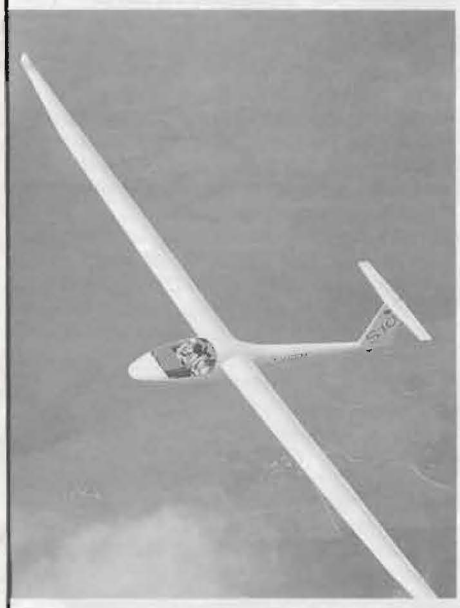
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questions I became increasingly disturbed that such an important piece of life saving equipment should be subject to so little regulation and be so open to the potential for possible unscrupulous exploitation of the unwary.
MICHAEL WOOLLARD, *Engineering director IRVIN GB Ltd*

LAUNCHING RINGS

Dear Editor,

I was extremely concerned to read Bill Dean's letter in the June issue, p131, regarding launching rings.

As a relative newcomer to the sport I try to make myself as aware of safety issues as possible. Because of this I was rather surprised to read a wholesale condemnation of a piece of equipment that would appear to be in general use at a number of sites and which receives no adverse comment in the BGA paper on winch launching.

I accept that Mr Dean's offering of anecdotal evidence and unsupported assertion is made in good faith with the best interest of gliding at heart. However, as a professional engineer I would suggest that such assertions should be backed up by hard evidence. A study of accidents where a mismatch of hook and ring may have been a factor would be a good starting point. A design analysis of the possible permutations of rings and hooks would also be helpful. At the very least a statement of Mr Dean's qualifications to make such a judgment is necessary to allow a reader to place his point of view in proper perspective.

If there is an apparent problem with compatibility of launching rings and towing hooks from different manufacturers then the proper forum for discussion is surely the BGA Technical Committee. If there is an immediate safety problem then we should look for an appropriate directive from the BGA.

On the basis of the evidence offered by Mr Dean I can't accept his conclusion that only rings from one manufacturer should be used. I would suggest that until this situation has been resolved it would be prudent for every pilot to ensure that the launching rings they use are manufactured to the correct standard for the towing hook fitted to their gliders.

I look forward to reading the comments of the BGA Technical Committee regarding this matter.
IAN MARTIN, *Stafford*

Dick Stratton (BGA chief technical officer) replies: The BGA Technical Committee have no substantial evidence from any source that there is incompatability between Otfur and Tost equipment, provided the rings are correctly manufactured and remain in a serviceable (undistorted) condition.

THE FUTURE FOR GPS

Dear Editor,

Having watched a growing number of gliders being fitted with GPS, and can see its uses, I feel a certain pressure to buy one. However, as a newcomer to gliding coming from sailing I have a certain reluctance since it takes away one of the challenges, *ie* navigating.

I am curious to know the BGA's thoughts on

the matter since with the use of dataloggers they seem to be encouraging them in competitions. Will the GPS become so common that pilots use them on Silver distance attempts and maps showing airspace restrictions become an afterthought? I feel the spirit of the Inter-Club League is already under threat without the burden of let's say a Novice Class pilot with a GPS taking away some of the fun of home field advantage. Many pilots compete on a budget and I wonder if a GPS could be the last nail in the coffin for some.
MIKE LANGTON, *Cambridge*

Eric Smith, BGA Competitions and Awards Committee chairman, replies: I can feel some sympathy for Mike's view having just given in as I found myself at a disadvantage as a non-GPS equipped Nationals pilot. However, it would be very hard for the BGA to prohibit their use during general flying or badge claims; and I don't think it should even try.

Some years ago it was decided to allow navigational instruments. This was not in response to GPS but the small hand-held 720 radios that incorporate a VOR capability as it was impossible for competition organisers to police their use. Later small and inexpensive GPS units became available and were readily taken up by pilots looking for the freedom it gave them from map reading.

GPS dataloggers provide the need for recording the accurate position and height (not so accurate at present) of the glider. This allows a 3D POST flight analysis to be carried out. At the end of 1992 dataloggers had reached such a degree of development the Competitions Committee decided to give them a trial in the 1993 Nationals. This has been a success, despite a few problems, and the system was liked by both organisers and pilots. It is intended for 1994 to refine the equipment and analysis software and continue with the trial.

It is the Committee's policy to encourage the development of a GPS and datalogger system that gives the necessary integrity from fraud at the minimum cost to the pilot. This isn't the approach taken by some other countries. Does GPS mark the end of map reading? I don't think so. It is just another skill to learn. Will the cost frighten away the pilot on a budget from competitions? I hope not. Take away the home advantage - I'm all for level playing fields.(Sorry Mike.)

THE GLIDING CENTRE

Dear Editor,

I've just read Mike Cuming's advertisement for The Gliding Centre in the last issue, p302. The first line reads "We are now doing about one third of all the UK's first solos..." Even allowing for the fact that Mike's organisation specialises in "finishing off" on intensive courses training already partially completed at other clubs, this still seems an extravagant claim.

I checked the figures for A certificates with the BGA office and those claimed by members of The Gliding Centre, or more accurately flown at one of the Centre's two sites, were 65 - a respectable total but not "about" one third of the 909 total - and only 8.9% of the 725 left after discounting the Air Cadets.

I'm well aware A certificates claimed isn't exactly the same as first solos, but given Mike's enthusiasm I suspect that the percentage of non claimants from his outfit is lower than the national average - not higher.

Enthusiasm is a great asset Mike but when it leads you into telling whoppers like that it leaves me doubting the other figures quoted in the advertisement as well.
CHRIS ROLLINGS, *BGA senior national coach*

Mike Cuming replies: You can always tell a pioneer by the number of arrows in his back! I am grateful to Chris for the welcome surprise that so many A certificates have been gained this year - perhaps because of the increasing number of clubs copying our training methods.

BADGE FLIGHT REQUIREMENTS

Dear Editor,

Letters in the last two issues from Gordon Kerr, Bill Nicholson and John Ellis in South Africa, have given adverse comment about the **Sporting Code's** requirements for badge flights and been equally dismissive of Eric Smith's reasoned and clear explanation of the areas of the code which they seem to have difficulty in accepting. (See June, p127.)

Perhaps Gordon and John were not aware that the requirement for a random line to be drawn on the canopy when using a fixed camera has been part of the **Sporting Code** for many, many years.

It is correct that the chinagraph line will not show **in focus** on the subsequent photographs of declaration,TPs etc as required. But a shadow of the line, a unique lessening of the negative density in the shape of the chinagraph line, **will** show on each frame of the film. Printing the negative is seldom required to show the mark. The line on the canopy should be a good 1/8th inch or so wide, to ensure that the shadow, while out of focus, is easily seen.

The image of the TP will not be obscured, in fact, often the detail will be improved because the most common fault of TP photos is overexposure. Admittedly when brightly lit cloud is in the frame the ground detail can be very much underexposed, but as the mark shades only a small area the remainder of the frame may be used to verify the TP, assuming that any detail at all can be seen below the cloud. Having checked many such films I can assure them the system works.

The occasions the International Gliding Commission (IGC) has seen of proven cheating in photographic evidence of reaching a TP have all been when using a handheld camera. It is more difficult to cheat with a fixed camera and the use of a unique random line on the canopy is, in many ways, the equivalent to sealing the camera but considerably simpler to apply.

A cheated badge flight does have the effect of devaluing the badge for others, although it is only the pilot who has to live with the knowledge that the measure of achievement which the badge indicates was not attained. Where is the integrity which we should expect?

As for the question of distance calculation, the FAI, (not the IGC) laid down the rule that assumed that the earth was to be considered as a spere of 6371km radius. If John Ellis wishes that to be altered, he should make submission to the "National Aerosport Control" of South Africa. This is the Aero Club of South Africa. They have a vote in the meeting of the FAI General Committee.

As pointed out to Bill Nicholson in Eric Smith's reply to his letter, the BGA can also make representations to the FAI, but it is not a purely gliding matter. Bill Nicholson claims that the formulas used will give an underestimation of distant measurement of about 0.2% in British latitudes. Perhaps he could advise where in the world is the best place to go for an advantage!

When one considers the errors involved in finding the latitude and longitude of a TP from a map, even a large scale map, this error is really insignificant for the distances gliders fly. While we should endeavour to be as accurate as possible, the use of relatively simple formulae from spherical geometry to determine distance seems to be in line with the aims of a **Sporting Code**. At least it is universal in application.
ROSS MACINTYRE, *Bishops Stortford, Herts*

CHARGES IN GENERAL

Dear Editor,

Following on from recent debate on reciprocal fees imposed by some clubs on visiting members of other affiliated GCs, I would like some clarification/guidelines from the BGA on day membership charges in general.

Some years ago we sought advice on temporary membership terms and conditions for specifically air experience punters. We were informed that the minimum period of membership acceptable to the insurance companies (who are surely the instigators of the requirement) was 30 days.

Given this non negotiable option we as a club have turned it to our advantage as a selling feature. Everyone who has a trial lesson at our site is actively encouraged to make use of the facilities and reduced flying costs whilst their membership is in force. This policy has resulted in a gratifyingly high conversion rate from trial lesson to full membership.

However, visiting other clubs a wide variation is evident with most offering day membership to air experience clients and members of other clubs alike, thus discouraging visitors and denying potential *ab-initios* the opportunity to capitalise on their first experience.Surely as a movement it is important to make people feel they too can belong?

I would also be interested to hear other club's experience of operating a booking system for air experience clients that doesn't conflict with the needs of the existing members.

Finally, what is the official attitude to those commercial agencies marketing gliding experience vouchers as a special gift - "the experience of a life time"?

We have with a great deal of PR persuaded a few of these to join our growing ranks, but experience this season shows that most had vouchers thrust upon them by enthusiastic relatives and others rather than making a conscious decision to try gliding, and are not therefore seeking a trial lesson.
TRISH PEARSON, *Surrey Hills GC*

BOOK REVIEWS

Stories By Great Pilots All Over The World by Erik Berg. Published by Airborne Publishers and from Aerospace International Centre at £25 including p&p.

This splendid Christmas stocking filler has been compiled by Danish architect and soaring enthusiast Erik Berg. The book consists of 25 first person accounts of remarkable flights from Max Kegel's 1926 thunderstorm cross-country to the present day.

Scandinavian pilots predominate with 14 out of the 25 stories, but future collections of international Howldunits will be more evenly balanced between the nations. In the case of non English speaking pilots, the original version is printed in Swedish, Italian, German etc with a complete English translation alongside it. The translations into English are occasionally awkward, but not so much as to interfere with either the understanding or the enjoyment of the book. *(Platypus has been volunteered as an assistant to the translators for the next book in what should become a popular series. Ed.)*

It is difficult to pick a favourite story. Ray Lynskey's 2000km New Zealand epic, like a science fantasy from another world, leaves one gasping. Just imagine trying to explain a 15hr motorless flight at 135km/h at 25 000ft to a non-gliding citizen. Can ordinary earthbound bipeds achieve such wonders? Perhaps you will prefer something less awe-inspiring like Peter Riedel's charming account of his 1936 flight from Sweden to Denmark, which was carried out in a Willsian spirit of joyful curiosity, and which conveys a nostalgic flavour of pre-war innocence.

Photos and maps add to the pleasure of the book - and its usefulness. In August this year I aspired to emulate Jan Andersen's 1000km flight in 6hrs 45min from Minden in Nevada. I failed, but that was my fault, not the book's. Jan's story provided the inspiration, and I should have provided the skill.

I have never regarded day-dreaming as a waste of time. Rather it is a mental rehearsal for great deeds. "Next year we're going to get organised: we'll be at the launch point with the right forecast and the right glider and we'll *do* it!" This book is the perfect stimulus to heroic day-dreams on winter evenings as one sips a malt whisky - or a Danish schnapps - while the snow gently drifts down on the sleeping trailer rack.
MICHAEL BIRD

Handbook of Meteorological Forecasting For Soaring Flight World Meteorological Organisation, Technical Note No. 158 2nd edition, 1993.

This version updates the orginal Handbook which was published in 1978. The new version has been prepared by the OSTIV-Secretariat, c/o Institut fur Physic der Atmosphare, DLR, 8031 Oberpfaffenhofen, Germany. Dr Manfred Reinhardt and Professor C.E.Wallington were the joint editors. They are well known both for their meteorological work and the organisation of International Gliding Contests.

Do not be put off by the title. Although the handbook was designed for meteorologists with scant knowledge of gliding there is much information which will be just as useful to pilots. Anyone dealing with Met for competitions should find it helpful. Most of the material was written by people with practical experience of various kinds of soaring flight and includes the results of recent research.

Chapter 1 lists the various classes of aircraft which need these specialised forecasts. They range from Open Class sailplanes through hang gliders, microlights and paragliders down to hot air balloons. Any aircraft which has zero or very low power is included. Examples of typical polars from a 1:60 high performance glider down to a 1:6 paraglider show the range of performance.

Subsequent chapters describe the important Met factors such as thermals, streets, waves, slope soaring and how to forecast them. There are diagrams showing how variable is the lift in a thermal and how to predict the rise of temperature and depth of convection. Waves are described in considerable detail and the effect of low level convection on waves higher up is illustrated by a Lidar cross-section.

OSTIV are keen on uniformity of presentation, especially for international contests, and chapter 7 gives detailed recommendations on the forecast forms, charts and diagrams needed for gliding forecasts.

Chapter 8 gives details of several record breaking flights together with the Met conditions which made them possible. This is a particularly interesting section because the information is not available in any other single publication.

I do not know of any other publication which combines so much useful and interesting information on gliding meteorology in one book.
TOM BRADBURY

Die deutscher Luftfahrt: Die Evolution der Segelflugzeuge by Gunter Brinkmann and Hans Zacher. Published by Bernard & Graefe Verlag, Heilsbachstrasse 26, D-5300 Bonn 1, Germany, with 286 pages and priced at DM78 – plus p&p.

Let it be said at once that this is a magnificent book. I regret that I do not know the first of the authors, but I have known and respected Hans Zacher for some decades *via* the OSTIV Sailplane Development Panel. If anyone is qualified to write about the evolution of the sailplane, it is Hans Zacher, for he has played a significant role himself, from flight testing the D-30 to offering much active support to the Akafliegs, Idafliegs and OSTIV. The Janus operated by DLR for sailplane research bears his name.

The treatment of the subject could scarcely be more comprehensive. It starts by paying tribute to the earliest pioneers, including our own Sir George Cayley (complete with a photo of the *"englischen Segelflieger* Derek Piggott *im Autoschlepp"* in the Cayley replica) and, of course, Otto Lilienthal. The designs of the early 1920s, some of them displaying very significant technical advances, are followed by descriptions of all the significant pre-war designs. There is a splendid photograph of the rigging of the Austria, which seems to be causing some bother, due to the tail boom being about 7ft off the ground. The more significant designs such as the Windspiel are described in detail and the various designers are given their individual sections.

The Second World War is dismissed in three pages, but includes an alarming picture of a DFS 230 being towed by a Jü 52, using a rigid towbar of negligible length. Then follows the post-war revival of the German sailplane industry and a comprehensive account of all that has happened since, right up to the Nimbus 4 and the Stemme S10. Again, individual designers have their separate sections as do the deceased pioneers: Gus Raspet, Xaver Wortmann and Rudi Kaiser. There are also chapters on motor gliders, hang gliders and "muscle-powered" aircraft. It is profusely illustrated with photographs and diagrams, together with 16 pages of excellent colour pictures.

As if this wasn't enough, there is an Annexe of 77 pages covering the chronology of gliding, technical features, aerobatic gliders, instruments, aeroelasticity, polars, flight testing, performance, numbers of sailplanes built, technical data on every German sailplane that ever was, addresses, bibliography and a good index.

As the title suggests, this book is pretty exclusively concerned with German developments and designs. It is, of course, written in German but the captions, diagrams and technical details are fairly easily deciphered. It is beautifully produced, worth every pfennig of its price, and should adorn the shelves (and coffee tables) of everyone interested in the lore of sailplanes.
FRANK IRVING

The Book That Flies by Bob Bass and Martin Dilly. Published by Ebury Press at £12.99.

This is a bit of fun for glider pilots frustrated by the lack of flying over Christmas. Not only is it a good read for anyone interested in model making - and this is a complete introduction to the art and sport - the book includes two delta dart kits to make and fly.The only trouble is you've got to keep the children out of the way!

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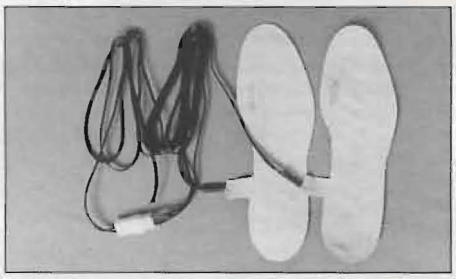
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JUNIOR NATIONALS

Bidford GC - August 21-29

The Junior Nationals returned to Bidford Gliding Centre after a year away. The first two days were dull and overcast but with just enough signs of clearing to keep us on the grid until late afternoon. Monday morning looked promising and as the first cumulus appeared we launched into seven days of flying, socialising and organised madness.

Day 1, Monday, August 23.
Task: 169.2km, Yate/Colerne, Bourton on the Water/Moreton in the Marsh.

Due to the forecast of heavy showers in the afternoon, an alternative TP task was set. We flew off into an optimistic looking sky but the cloud quickly spread out leaving just a few weak thermals to hang on to. With long glides between climbs, all but the most patient were quickly deposited on the ground. Just when it seemed the day had ended, holes appeared in the grey sheet of cloud and the few still airborne managed to get round at quite reasonable speeds. Simon Housden (ASW-19) won with 71.3km/h.

Day 2,Tuesday, August 24.
Task: 310.1km quadrilateral, South Cerney, Chilbolton, Newport Pagnell.

With the prospect of a first 300km, several set off as soon as the line was open while the old sweats waited as long as they dared. With a brisk northerly breeze, it took a few pilots less than an hour to round South Cerney and arrive at Chilbolton. As we turned into wind for the third leg the sky became crowded with gliders from several competitions heading towards Oxford. As it became more difficult to find space in a thermal, the clouds sympathetically grew larger. Unfortunately they also spread out and it became very gloomy ahead. But unlike the day before, the thermals persisted and only a few weak climbs were needed to get home. Steve Jones (Discus) won at 106km/h, having waited 15min later than anyone else to start.

Day 3, Wednesday, August 25.
Task: 142.5km polygon, South Cerney, Tewksbury North, Moreton in the Marsh.

After yesterday's soaring extravaganza the day seemed a bit of a let down. Some weak convection was forecast so Chris Rollings and Graham McAndrew set a small polygon, mainly over the Cotswolds. Despite their considerable task setting ability, it wasn't short enough. The light north-westerly breeze ensured that most got to the first turn (not me, I barely made the Cotswolds, walked miles for a 'phone and discovered I was trespassing on Lord somebody-or-other's estate - all for 7pts). However, few made it to the 2nd TP and no one to the 3rd. The star was Iain Evans. Although two gliders flew further, the handicap of his Club Libelle pushed him into the lead with 111.8km.

Day 4, Thursday, August 26.
Task: 308.2km triangle, Telford, Bath racecourse.

Earlier in the week there had been a lot of talk about Thursday being "The big one!" Even the Met from Dunstable gave 7kt thermals and a 5000ft cloudbase. It was therefore a little surprising when shortly after the startline was open the cumulus grew sideways and joined together. This left most of us with about 270km still to fly and not a single cloud to go for.

I watched several go down in the Kidderminster area before joining them. Confident no one would get much further it came as a shock to hear Derran Francis (Discus) giving a blow by blow account of his struggle down the 2nd leg before fading into the distance. Henry Rebbeck (LS-4) did well to get back to the Gloucester area with 274.7km. Graham defended his task setting by flying the 300km on a day when most wouldn't bother launching.

Day 4, Friday, August 27.
Task: 109.6km triangle, Andoversford, Ledbury.

This day will be remembered for confusion about the 2nd TP. It was briefed as a crossroad between Ledbury and Hereford and not the usual BGA TP on the edge of Ledbury. Unfortunately, the GPS data given was for the BGA turn and at least one pilot took a photo of the wrong one. This led to several lodging a complaint but the results were upheld after a stewards' meeting.

The task was fairly short due to a late clearance but the lift was strong in places and most made it back. The Malverns were an interesting obstacle for the hedge-hoppers amongst us! Steve Jones won the day with 92km/h.

Day 6, Saturday, August 28.
Task: 179.3km, Oxford East, Goring, Oxford East.

The day started much the same as yesterday but with the spread out forecast to disperse more readily, a longer task was set. Before the startline had opened it was a real struggle to stay airborne with a lot of relights. Heading south it didn't look much better and just as it seemed as though this was going to be another distance day, the grey sky cleared, the cloudbase shot up and so did the thermals.

With the return track being the reciprocal of the outgoing one, great care had to be taken with gliders closing at speeds of up to 200kt. On our return to Bidford it appeared the weather hadn't cleared, but due to the high cloudbase most were able to push home through the gloom.

(This was our reporter's day. Richie flew his ASW-20 at 88.6km/h to win. Ed.)

FINAL RESULTS
Junior Nationals

			Day 1.23.8 169.2km alternative TPs Yate/Colerne, Bourton on the Water/Moreton in Marsh			Day 2.24.8 310.1km ■ South Cerney, Chilbolton, Newport Pagnell			Day 3.25.8 142.5km polygon South Cerney, Tewkesbury, Moreton in Marsh			Day 4.26.8 308.2km ▲ Telford, Bath			Day 5.27.8 109.6km ▲ Andoversford, Ledbury			Day 6.28.8 179.3km Oxford, Goring, Oxford			Day 7.29.8 204.7km ▲ Gaydon, Yate			
Pos	Pilot	Glider	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Dist	Pos	Pts	Dist	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Total Pts
1	Hodgson, K.	Discus	60.9	=4	827	96.3	5	902	98	=6	312	216.1	3	440	71.3	11	512	75.7	3	787	72	4	943	4723
2	Jones, S. G.	Discus	(129.9)	20	440	106	1	1000	109	=2	356	114.1	17	211	92.0	1	711	80.7	2	849	74.8	3	953	4520
3	Rebbeck, H. A.	LS-4	56.9	7	804	87.6	8	815	85.3	10	261	274.7	1	571	81.5	4	610	66	11	667	(213.5)	8	768	4496
4	Shelton, P. M.	Discus	70.5	2	883	85.8	10	796	98.1	=6	312	52.1	=21	72	81.3	5	609	59.6	22	586	68.9	5	931	4191
5	Housden, S. R.	ASW-19	71.3	1	888	94.8	6	887	85.5	9	262	53.9	=19	76	72.7	9	525	62.9	14	629	(200.5)	13	717	3984
6	Adlard, S. A.	LS-4	(129)	21	436	86.6	9	804	98.4	5	313	41.3	=25	48	80.2	6	598	75.5	4	785	78.2	2	965	3949
7	Wardle, S. C.	Discus B	58.8	6	815	77.6	14	713	74.3	=11	217	73.7	18	120	63.5	21	437	64.2	13	645	66.1	6	921	3868
8	Passmore, N. J.	DG-300 Club	56	=8	798	69.2	21	628	17	=26	0	229.8	2	470	69	13	490	60.5	19	600	(203.1)	12	727	3713
9	Toon, R. J.	ASW-20	(56.5)	32	146	98.6	2	926	21.8	25	7	37.4	=29	39		3	637	88.6	1	946	87.9	1	1000	3701
10	Harland, S. J.	ASW-19	60.9	=4	827	79.4	12	732	70.4	15	201	202.2	6	408	84.3	30	208	59.9	21	592	(194.6)	15	693	3661
11	Ward, O. M.	Discus B	(154.6)	14	539	83.8	11	775	74.3	=11	217	41.5	=25	48	(123.4)	17	460	72.3	7	745	(205.7)	=9	737	3521
12	Duerden, A.	LS-4	53.1	11	782	66	24	596	58.3	20	153	42	24	49	65.9	18	453	64.9	12	654	(205.5)	=9	737	3424
13	Cheetham, H. E.	DG-300	(131.2)	28	356	76.5	16	702	41.2	22	85	201.7	7	407	65.2	19	448	72.7	6	750	(177.8)	19	627	3375
14	Francis, D.	Discus	(133.6)	19	455	97.1	4	910	70.7	14	203	199.8	8	403	64.7	32	149	74.2	5	769	(104.7)	27	336	3225
15	Hopkins, P. A.	PIK 20b	55.4	10	795	76.8	15	705	98.9	4	315	123.9	15	233	(93.7)	20	438	57.3	24	560	(56.4)	31	145	3191
16	Withall, S. L.	ASW-15	(158)	13	552	69.5	20	631	68.4	16	193	54.1	=19	76	63.6	23	382	62.2	15	621	(198.8)	14	710	3165
17	Miller-Smith, M. J.	Discus	(126.5)	24	426	97.2	3	911	109	=2	356	42.4	23	50	57.8	7	575	68.4	9	697	(43.6)	32	94	3109
18	Ashburn, C. J.	Mini Nimbus	(76.5)	30	182	76.4	17	700	96	8	304	46.7	28	40	77.9	2	653	52	26	494	(179.6)	18	634	3007
19	Evans, I. M.	Club Libelle	(154.5)	15	538	(334.2)	27	375	111.8	1	367	213.5	4	434	86	34	10	60.4	20	598	(215.8)	17	677	2999
20	France, S.	Nimbus 2	55.9	=8	798	70.5	19	641	0	=26	0	28.6	34	19	(25.2)	10	517	(52.8)	32	76	60.4	7	900	2951
21	Allison, D. W. J.	Std Cirrus	62.7	3	838	90.3	7	841	27.5	23	30	209.7	5	425	71.8	16	470	(89.6)	31	161	(35.1)	33	60	2825
22	Smith, J.	Junior	(128.6)	22	435	67.8	23	614	64.1	17	176	37.3	=29	39	66.9	22	398	58.2	23	571	(149)	21	512	2745
23	Westgate, G. C.	Astir CS	(139)	18	476	79.1	13	728	17.2	=26	0	52.1	=21	72	59.5	27	342	61.5	17	611	(142.8)	22	488	2717
24	Wright, T.	SHK	(139.5)	17	478	(347.5)	26	391	59.5	19	158	132.6	13	252	53.6	15	471	(166.7)	29	339	(177.5)	20	625	2714
25	Evans, D. A.	DG-200	(111.2)	27	365	55.3	25	487	16.4	=26	0	153.8	10	300	67.1	25	349	48.9	27	456	(191.4)	16	681	2638
26	Holland, M. J.	Astir CS	(23.9)	33	16	75.6	18	693	72.7	13	211	169	9	334	54.4	24	368	61.1	18	606	(114)	25	373	2601
27	Delaney, M.	Grob 103	(58.2)	31	153	(232.6)	29	254	63.3	18	173	137.4	14	243	56.3	26	346	70.6	8	725	(141.9)	23	484	2358
28	Tait, R. G. J.	Astir CS	(166.8)	12	588	(302.7)	28	338	12.9	=26	0	41	27	47	65.2	12	510	66.2	10	670	(65.1)	30	179	2332
29	Foreman, N. R.	ASW-19	(14.9)	=34	0	68.3	22	619	7.7	=26	0	14.3	35	0	71.1	29	289	54.4	25	524	(205.4)	11	736	2168
30	Fraser, G. N.	DG-300	(128)	23	432	(155.6)	33	162	0	=26	0	115.3	16	214	48	8	532	62.1	16	619	DNF	=34	0	1959
31	Hindley, S. A.	Junior	(117.1)	25	399	(156.8)	32	163	57.6	21	150	137	12	262	73.4	31	165	(189)	28	390	(106.2)	26	342	1861
32	Spreckley, N. L.	ASW-19	(143.9)	16	496	(34.9)	35	18	DNF	=26	0	153.3	11	299	(101.7)	14	485	(127.2)	30	248	(98)	28	310	1856
33	Thompson, P. B. J.	Pegasus	(115)	26	380	(308.7)	30	245	30.4	24	22	35.7	31	35	68.4	28	328	(11.3)	=33	0	(127.4)	24	426	1436
34	Henderson, I. J.	ASW-19	(80)	29	240	(137.7)	34	140	12.4	=26	0	33.7	32	31	52.2	33	86	(0)	=33	0	DNF	=34	0	497
35	Cooper, D. S.	Pegasus	(8.1)	=34	0	(223.9)	31	244	0	=26	0	29.5	33	21	(62.5)	35	0	(12.6)	=33	0	(75.9)	29	222	487

DNF=did not fly. BGA Competition Scoring Program by Specialists Systems Ltd.



Karina, the Junior Champion with the trophy. Photo: Chris Hodgson.



The grid photographed by Mark Hadland whose pictures of the Open Class Nationals have been much admired.

Day 7, Sunday, August 29.
Task: 204.7km triangle, Gaydon,Yate.

The forecasted front wasn't far away but with a cut off not expected until 3pm we launched. As we turned for Yate the clouds were streeting well, though not pointing in the right direction, so a quick hop to the next street was occasionally required. Towards the turn it became apparent that all was not well. The front was painfully close and the track home was being wiped out.

Some pushed into it, directly on track, but the quicker option was to head east and only cut through the overcast sky when on final glide. Either way only the first few made it back, much to the surprise of Chris Rollings who had packed up and was ready to run before he was lynched by 35 angry pilots *(Another win for Richie, this time at 87.9km/h. to put him into 9th place.)*

As the dust settled and the last of the retrieves arrived home, we settled down for the closing ceremony. After seven hard days, Karina Hodgson was declared the Champion. Although her highest day position was 3rd. she only dropped out of the top ten once, proving again that consistency is the way to win. She was 200pts clear of Steve Jones with the 3rd place going to Henry Rebbeck flying in his first competition. Another notable performance was by Neil Passmore (DG-300) in 8th place. Also in his first competition, he was overheard saying to Chris Rollings that he now has enough hours to do an AEI rating!

Bidford did a marvellous job of organising the competition. The size of the field caused few problems and we were launched without a hitch every day, There were 144 field landings with no more damage than the odd undercarriage door, which is an excellent statistic.

There is just one more thing to report - the Dick of the Day trophy. I don't want to mention individual pilots, however recipients committed such crimes as taking off in possession of their car keys, leaving bits in fields or forgetting to go on retrieves.

One managed to final glide in the wrong direction and land five miles from Bidford - in an ASH-25 with GPS and locater! The final DOTD was Dennis Wright, the director, His *faux pas* involved a cup of tea. I won't go into details. Enjoy your trophy Dennis!

GLIDING REALLY IS A FAMILY SPORT



Our splendid photograph of David, Pauline and Mike Leach of the Vale of White Horse GC by Malcolm Rouse of the *Wiltshire Newspapers* to celebrate David's solo proves yet again that more families are taking up gliding. The caption reads "All now solo."

SOLO AT 14



Christopher Bee went solo in Germany last year at the age of 14 and now has 49hrs, some 200 launches and both Bronze legs, one of 3hrs 5min. His first flight was as a four year-old with his father at the Avro GC.

INTER-UNIVERSITY TASK WEEK



The Inter-University task week was held at Buckminster GC for the second year with students bringing eleven gliders from K-8s, a Discus to a Blanik. Despite difficult weather we had five scoring days, including a spot landing, a race around ten TPs, two downwind dashes and a triangle. We incorporated all the aircraft into one Class with most of the two-seater crews consisting of an experienced pilot in the back. It was a great success and we hope more clubs will enter next year. The organisers will be Nottingham University GC and for more information contact me at Nottingham University Gliding Club, Athletic Union, Portland Building, University Park, Nottingham NG7 2BW, Tel 0602 788326

SAM HEYS

Our photo is of the contestants. The winners, Nottingham, are at the front with their trophies.

K-8 GOLD

Derrick says these two flights are something of an embarrassment with various members of the Wolds GC speculating on why anyone should want to experience such masochism in these days of glass-fibre

Friday, March 19 started, as did many others, driving into York at 7.30am and noting the A19 wave bar. No use to me, of course, some of us have to work for a living and anyway it didn't usually stay for long. But by 12.30, with an early finish, I walked out of my workshop to discover the spectacle of wall to wall wave bars.

Now on any other Friday the decision would have been easy, but today there was a string of commitments. By 3pm I was seething. The sky still looked superb and I had only just arrived home. It was obvious that actually flying was out of the question but I just had to experience the atmosphere of the gliding club on a special day.

Tim Milner, sitting in the K-10, reported 8kt lift over the site, going to at least 8000ft. To cut a long story short, at 4.10pm I was on tow in the K-8 with a barograph ticking, signed and sealed by Alan Hunter who had climbed to 18 300ft. Releasing at 3600ft, I was still in sink but 20sec spent pointing into wind made the vario start to climb and within 2min I was going up steadily at 7 to 8kt. At 8000ft the lift had died to about 2kt but I bravely stuck with it to 9200ft. It was obvious that even a K-8 could make the transition to the next bar and so we set off.

Do you know that feeling that things aren't quite going to plan? That's how I felt during my rapid, controlled descent through the lenticular I was supposed to have flown over. Back down to 2800ft at only 4kt, it was obvious the conditions were deteriorating. However, I soon found myself at 10 200ft and it was time to try again.

This time the transition was successful and I was soon climbing steadily over the middle of York with the thought "If only I can get to 13 000ft!" The 12 000ft was easy but then the lift died quickly and at 5.40pm I was 500ft short of Gold height with no lift and 40min of daylight remaining. At this point I set a target - 6pm or 13 000ft, whichever came first.

The next 20min was spent in a climb I can only describe as tortuous; 200ft up, 150ft down and so it continued until at 5.58 the magic height was reached and I began the descent. There was no feeling of elation, just cold.

So Gold height in a K-8, and from Pocklington as well. I think I had moderately impressed myself. The problem was that I immediately thought "What next?" The answer, of course, was easy. Honour could now only be satisfied with Gold distance in the same aircraft.

My May Bank Holiday weekend was spent doing anything but gliding and I didn't see the forecast until the Monday morning by which time it was too late to change my plans. But what of the next day? According to the BBC and Tom Bradbury in the *S&G Yearbook* it would be just as good, if not better. So the plan began to formulate (notice there's a plan this time).

Tuesday, May 4 at 8am saw a clear blue sky, smokey barograph and I was ready for anything. I even had a plan of action. The task, courtesy of Alan Grinter, was A19/A170 at Thirsk and Bottesford Church. The map was marked to show my intended schedule based on an ambitious 50km/h. All good professional stuff.

Roy Kirk agreed to crew for me (remember when all cross-country pilots used to have a crew?) and set about draught proofing the racing machine and furnishing it with a radio.

Shortly before 11am the club K-10 began to soar. Nothing fantastic but just enough to convince me that now may be the time to take a winch launch just to test the draught proofing!



Derrick started gliding in 1980 and has been an instructor for eight years. He has 700hrs and was the inspiration behind the Wold GC's Two-seater Comp.

Twenty-five minutes later the K-8 was at 4500ft with conditions looking reasonable on the first leg. So the first decision had to be made - did I take a start or accept time from take-off? The answer was easy. I was in a K-8 setting off on a 300km triangle with little chance of success, so why confuse things with a timed start. And off we set.

The first leg was into what little wind was forecast and within 50min I was passing Sutton Bank (44km). It was good progress this far with the first TP only 8km away, but the sky had turned decidedly grotty. Down to 1600ft at the TP, speed was the last thing on my mind as the next half hour was spent trying to regain a reasonable 3000ft. There would be no way that I could reach Selby by 1.25pm to maintain schedule.

At 1.27pm Selby Abbey slipped under the starboard wing as this K-8 with a Discus complex raced towards Drax power station which was obviously working. Poor climbs between Thirsk and York had forced racing tactics as I couldn't afford to stop for a mere 2kt.

I actually got an 8kt climb before reaching Drax power station and then conditions really began to improve with a steady 4 to 6kt under most clouds. I passed Retford bang on schedule. Was this a dream?

At 3.10pm and 15min ahead of plan, we rounded the second TP. It was a great feeling but something had happened. In a space of 2min the sky changed and the well defined cumulus deteriorated into soggy lumps. At first I convinced myself it was just the change in track from south to north which made things look different, but looking south it was obvious that conditions had altered for the worse.

Down to 1800ft with Syerston within gliding range, I picked up a weak, broken thermal. The climb was slow and laborious. But looking round my confidence was boosted slightly by seeing a few Grob 103s making no better progress. If this was the best I could manage, all I could do was to try and reduce the length of the retrieve.

At 3000ft just west of Syerston and 10min behind plan I forgot the schedule and just headed for a milky looking cloud over Newark. It was strange there wasn't much cloud to the east. No... that only happens in *S&G* - sea breeze fronts never really appear when you need them.

A decent climb over Newark had us back at 5000ft and at 4.25pm after a very long (for a K-8) dolphin glide I passed 250km (bang on time again). The sea breeze front, although never strong, was reasonably well defined but we weren't racing. With only 60km to go I was playing safe.

Two very slow climbs brought me within distance of Drax again and possible salvation. Crossing the chimney at 2300ft produced some minor cobblestones and then a near total loss of control as the vario wound up to 10 up. The exact detail, as always over a working power station, is blurred but in little over 5min I was at 5600ft and calling "ESX, final glide, 20min." It isn't often that you get to say that in a K-8 but believe me it feels nice.

On reflection

The immediate feeling was of absolute elation. Thirteen years of ambition had been realised within the space of just six weeks and it felt good. Not just Gold but a K-8 Gold and a K-8 Diamond goal!

Elation though soon gave way to reflection. Steve Longland wrote a very soul searching description of his post Skylark 500km feeling (see the December 1992 issue, *S&G* Classic, p322) and I found myself asking similar questions. Why had I done it? What had I achieved? Why didn't I feel better for having done it? And the inevitable, how can I beat that?

I'm not as eloquent as Steve so most of these questions must remain unanswered. However I can have a stab at the last one. With some experience in flying low performance gliders cross-country, I don't think it is beyond the realms of possibility to fly a 500km downwind dash in a K-8 from Pocklington.

It may not be next year but if you happen to be at Perranporth late one spring afternoon and hear a very distinct call of "ESX, final glide", think of me!

LOOKING FOR LIFT Part 2

In the second part of Tom's article he discusses the spread out of cumulus. Part 1 was in the last issue, p256

In the last two years so many apparently good soaring days were spoilt by unpredicted spreading out of cumulus that it seems worth illustrating the phenomenon again. The exasperating feature of most spread out days is that they share many of the indicators of fair weather so it can be hard to distinguish between good and bad days.

Causes of spread out

Spread out is due mainly to excessive moisture in the atmosphere but it is strongly influenced by the development of an inversion. The problem is caused by very slow evaporation of older masses of cloud.

1. In a dry atmosphere thermals carry moisture up from low level to form clouds. When the thermal ends evaporation into the surrounding dry air disperses the cloud and cooling makes the sink stronger. Thus scattered cu are often separated by areas of strong sink in clear air.

2. If the air aloft is already moist it takes much longer for evaporation to dissolve the decaying patches of cloud. The sky begins to fill up with bits of cloud at many levels. Sink is weaker under an overcast of spread out stratocu but this is offset by a lack of sunshine to set off fresh thermals.

An early warning: photo A shows an early morning view of vigorously rising cu turrets with decaying scraps of cloud in between. It is often a bad sign if cu start to form soon after the sun has risen. It means that the air is so moist that little heat is needed to form cloud which almost always has a low base. Tall cu with a low cloudbase often precedes spread out.

Examples from temperature soundings

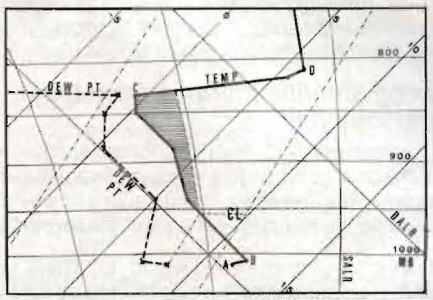


Fig 1.

Fig 1 shows a temperature sounding on a day of extensive spread out. The tephigram shows some factors which nearly always produce a spread out layer soon after convection starts:

1. A marked inversion (in this example at 832mb, nearly 5300amsl). Above this level the temperature rose some 6.5° in just over 700ft.

2. The separation between dew point and air temperature was less than 2°C nearly all the way from 2000 to 5300ft and was only 0.7° at the base of the inversion.

3. The condensation level (marked CL) was low, near 955mb or about 1500ft. This suggests a cloud depth of some 3800ft. Anything more than 2000ft depth of cloud favours persistant spread out. An inversion at 7000-8000ft with a big depth of cloud under it tends to give so much spread out that cross-country flying is nearly impossible.

On this occasion very little surface heating was needed to start convection. The extra energy from release of latent heat is shown by the shaded area. The larger this shaded area the more energy is available for forming cloud. If the shaded area grows wider with height the early morning cu tend to shoot up like rockets until they hit the inversion. The first clouds may not have the energy to go so far; these tend to slow down and become tilted over if there is a stronger wind aloft.

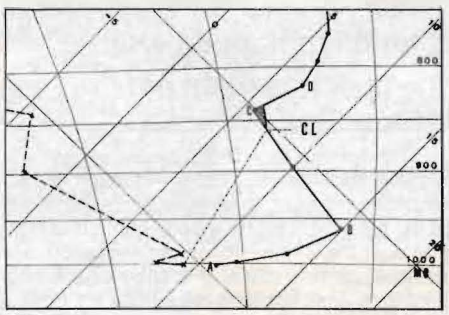


Fig 2.

Fig 2 shows a sounding made at the same time to illustrate the difference which often occurs over a distance of 300 or 400 miles.

1. The air was much drier, the separation between air temperature and dew point was at least 10°C between 1000 and 5000ft.

2. The inversion (which was just below 5000ft asl) was much less marked; the temperature only rose 1° in the next 900ft. Much more heat was needed to start convection and the condensation level was much higher than in Fig 1.

Since the air was drier at the surface the condensation level was much higher, being nearly 4000ft asl. Much heat was needed before any thermals reached this level so cumulus formed much later. The depth of cloud was much smaller too. The small shaded area above CL on Fig 2 shows very little extra energy was released by condensation.

Critical factors

These two soundings show up the difference between widely scattered cu and a total spread out. Scattered cu exist in a dry atmosphere with more than 5°C separation between air temperature and dew point under a weak inversion. Spread out is likely with a very marked inversion, 2° or less separation between dew point and air temperature with a cloud depth of at least 2000ft. The inversion is important because it concentrates all the lifted moisture at much the same level just under the inversion. If the inversion is destroyed the moisture is spread out over greater depth and a complete layer of cloud takes longer to form.

The development of spread out

Fig 3 Illustrates a typical sequence of events from early morning to midday. Time runs from left to right. Letters mark stages of development.

A shows lots of scruffy bits of cu which form soon after sunrise. This early appearance shows little heat is needed to start convection and suggests the air is too moist, thus giving a low cloudbase.

B shows columns of cu rocketing up in the moist unstable air. These have not yet enough energy to reach the inversion so they slow down and become tilted over by the wind.

C. At this stage the cu have become stronger and their ascent pushes up some of the moist

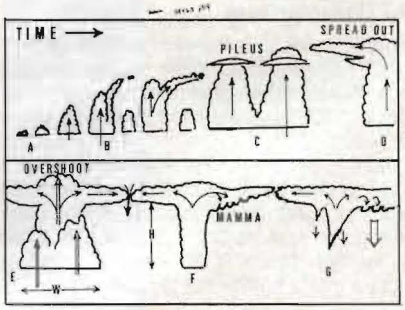


Fig 3.

air aloft. This results in lenticular cloud caps called pileus. They are smooth because they are not part of a bubbly cumulus; they are rather like bow waves ahead of a blunt nosed barge. The pileus tend to stay in the moist zone and the cumulus may build through them. Pileus are a reliable sign of spread out later on but they do not appear on every occasion.

D shows the cu big enough to carry moisture up to the inversion where it spreads out horizontally.

E shows a cu top overshooting the inversion and pushing a dome into the warmer and usually very dry air aloft. At this stage there is usually lots of lift under the cloud and climbs can be made which bring you out into clear air above the inversion. The life of such a cu which has its width "W" equal or greater than it height "H" is ➡



Photo A. Before spread out cu, which is very unstable but too moist, rocketing up with several dead clouds left behind by earlier thermals.

usually at least 15min and may be longer if there is a steady feed of new thermals into the cloudbase.

F shows the column of cumulus narrowing. The chimney carrying moisture upwards is no longer supported by buttresses of younger cells as at E. At this stage the overshooting top probably starts to collapse. The descending air sinks down and appears on the underside of the cloud sheet like a set of upside-down cumuli. These are termed "Mamma", or mammatus clouds.

MAMMATUS CLOUD is defined as having "hanging protuberances like udders on the under surface of a cloud". It is an indication of the collapse of powerful cu which have overshot the inversion and are now falling back. Mamma usually have a short life; they change their shape and size rapidly. Thunderstorms often produce an area of mamma on the inactive side. It is often a good idea to avoid the region underneath mammatus cloud as the sink can come down a long way beneath them.

G shows the final stage when the cumulus chimney has thinned out and begun to decay rapidly. There is often an anxious period when flying to a narrowing chimney like F, wondering if it will last long enough to get you further or if this vital stepping stone is suffering from terminal starvation and is about to dwindle into a useless inverted cone of dead air.

More illustrations

Photo B shows how the sky can change 3hrs after A. There are a dwindling number of quite big cumuli acting like chimneys feeding moisture up to the well established stratocu layer at about 7000ft.

Photo C is a more comfortable cloud. It has a high cloudbase (around 4000ft) and is much wider than it is tall. It probably has a good quarter of an hour or more before it loses lift. Then what usually happens is that the wide chimney breaks up into a number of tendrils (Photo D). D is a good example of one of Murphy's Laws: The next useful lift always lies behind the region of sink from a decaying cloud.

Photo E shows what happens just after all the cu chimneys have gone leaving a layer of stratocu distorted by numerous mammatus bulges hanging down underneath.

Spread out and fronts

Official charts such as those available on a phone line like METFAX, usually drop a front when it has become too weak to produce rain and the associated cloud band becomes narrow. These systems are said to be "frontolysed" (frontolysis is the process of frontal decay). They may be inactive as regards most kinds of weather but they still have the capacity to produce a band of spread out.

One can sometimes estimate where they may be by drawing a line extending the official front out towards the ridge or high covering the task area. These old fronts are often too narrow to be picked up by early morning soundings which are 300km apart. Lulled into a false sense of security by the two or three soundings which show dry air, one can easily agree to a route which crosses the old (and temporarily invisible) frontal zone.

It tends to happen after the task has been set

Although the day dawns clear the development of cumulus soon results in a belt of stratocu forming along the previously invisible line of the old front. This development tends to happen after the task has been set and before any satellite picture is available to show what is happening. It does not always need an old front; a weak trough may trigger off a wide band of spread out.

Photo F shows what the edge of this band may look like. It marks the boundary of an almost 8/8 stratocu sheet which was moving slowly south from the Midlands. The edge had active cu with strong thermals extending along the boundary for many miles but further on there was no sun on the ground and little sign of thermal activity.

Going round or pushing through?

An active edge like that in F offers the chance of a fairly fast diversion round the spread out; unfortunately it does not often go far enough though it may take you to a rift heading in the direction you want to go. The active edge is often a good place to take a cloud climb in one of the stronger cu. Some cu push well above the inversion and bring you out into clear sunshine. Photo G shows the view after a cloud climb through a layer of spread out.

Lift under the gloom

The soundings on spread out days are almost always very unstable beneath the inversion and need little extra heat to set off more thermals. These are apt to be much weaker than those formed under a sunny sky. The weakness is sometimes compensated for by the thermals having a larger diameter and being much smoother. Sink does not entirely vanish but is often much less than between scattered cu. As a result one can go quite long distances under an unwelcoming sky. On such days it can be extremely encouraging to hear another pilot ahead announcing good lift. (It is almost the only reason to leave the radio on at weekends when nine out of ten calls are just idle chatter.)

Even feeble scraps of tired looking cu seem to offer lift under the cloud sheet. Under a sunny sky such scraps nearly always mean the thermal has expired but under a strato cu sheet any feature is worth exploring; sometimes they mark an essential bit of lift. Darker patches in the overcast may also reveal where weak lift has gone up into the cloud sheet to form a deeper cu with a top penetrating the inversion.

If you have a choice in the matter it is seldom worth pushing out under a solid grey sheet of cloud unless you can see some brighter patches ahead. Hazy days make life even more difficult since the bright and dark patches cannot be distinguished soon enough to pick a good track.

Using satellite pictures from the previous day

On many days the satellite pictures shown on TV the previous day give warning of spread out to come. North-westerly winds give us most of our good cross-country days but these winds

Photo B. Big cu feeding the upper layer. The inversion is about 700ft with moist air and a low cloudbase.



Photo C. Long lived active cu feeding the stratocu layer. There is drier air, a high cloudbase and a lowering inversion so the top cover is well broken.



have often had a long sea track round the perimeter of an Atlantic high. The sea is often warm enough to produce lots of cu which spread out under the anticyclonic inversion. The afternoon pictures may show if the cover is well broken or almost continuous.

A continuous sheet of cloud off Ireland or the west coast of Scotland often indicates cumulus spread out over England next day when the wind is north-westerly. The cloud sheet may disperse over the cold land during the night but it will usually form again a few hours after cu have developed.

On days when the air is moving slowly from the west an area of spread out over Ireland during the afternoon gives warning that the same may occur over England next day. (Since moisture is a major reason for spread out Ireland seems to suffer from it even more than England.)

For Europeans the arrival of spread out over England is a warning of problems for them next day. However, a long land track often dries up the air enough to break up a stratocu sheet. The North Sea coasts from the Low Countries round to Denmark suffer from stratocu at least as much as the UK but the cloud sheet usually breaks up over Eastern Europe.

Shelter effect

The stratocu sheet often breaks up on crossing high ground if the cloud top is not more than 2000ft above the hills. Once it breaks the sun warms the air enough to maintain good breaks on the lee side. Thus areas downwind of the Highlands of Scotland, the Pennines and the Welsh mountains can have good soaring when places near the Cheshire Gap and windward coastal areas remain almost overcast all day. The wind direction can be critical; if the wind veers bringing the flow down the North Sea the east coast areas and especially East Anglia lose almost all their sunshine. 500km routes are best kept clear of windward coastal regions.

Diurnal changes

When there is strong convection maintaining the cloud sheet overland there is often a region of descending air just off shore. As a result the Irish Sea and adjacent coasts become almost cloud free during the afternoon; so does much of the English Channel. I have never discovered how to predict this, nor been able to exploit it.



Photo D. The decay of the nearest cu leaving ragged tendrils. The cu is active further on.



Photo E. All the cumulus have gone leaving a mammatus cloud layer.

The four o'clock slot

Even though the stratocu sheet cuts out much of the sun's energy the cloudbase does seem to rise through the day. A stage is reached when the base of cu goes up to the main stratocu layer and then good breaks develop. The process is aided by an approaching ridge bringing the base of the inversion down and making the cloud thinner. This often seems to happen about four o'clock. The latter part of the day then becomes good enough for short cross-countries. However, for this to happen it is usually necessary for the contest director to have scrubbed that day's task.

As usual the photographs were taken by Tom. These articles are so popular they are regularly being reprinted in aviation, meterological and nature magazines

Photo F. The leading edge of a spead out zone advancing from the north. This marked a change from good cu to a general overcast.



Photo G. Top of spread out stratocu showing a distant cu top which could take one up into the clear.



A POLISH DIAMOND

Dick, an RAF pilot, wrote this during a winter in the Falkland Islands. He recalls the day of the longest distance task ever set and completed in a BGA rated competition during last summer's Overseas Handicapped Nationals at Leszno, Poland, also the site for the 1994 Overseas Nationals in May

Last May 3 I failed to achieve that elusive third Diamond because of a photo error. A prophetic Steve Olender forecast that we would all get at least one more go in Poland; Ken Sparkes and Angela Sheard would be proved right. The Leszno Comp was a great success (see the August issue, p196) and Ken suggested an account of his record task from a cockpit viewpoint would make a good article,

The two practice days were exceptional. I will always remember my first ever Polish boomer and that uneasy feeling of not knowing what to do with 8kt on the averager as the Ventus passed 7000ft with 3000ft still to go to cloudbase. The technique for flying in these conditions evolved slowly with much encouragement from the crew whose exhortations to "stop mincing about and get on with it", and their refusal to disclose how much water was on board, finally boosted 24's speed through the 100km/h barrier.

Ken's task setting baffled the Poles from Day 1, but he was honest enough to admit that he was out to beat the longest UK record while we were in Poland and here it was, the big day, May 21. (See the August issue for the map and TPs of the 613.4km polygon.)

To be honest, cu-nims and a forecast 20kt wind didn't fill me with much confidence. The feeling got worse on the grid for some reason and once on tow my fears were confirmed. There were some big wings scratching hard over Leszno town centre and after 5min of worried searching a slow climb was established.

The thermals were not as good as they should have been, the clouds didn't look right and after an age I got to start height at 4000ft. A trial glide ten miles down the first track to the north-east did nothing for morale and there was someone very low out there so I went back to Leszno. Out of desperation I took a start photo at about 3000ft, and set off towards a promising looking cloud five miles down track.

Hanging around at the start of a big task going nowhere goes against the grain and makes me impatient. Most of the Comp started in the 10min after me and then proceeded to overtake me. Impatience turned to frustration when 2000ft reappeared on the altimeter but the lift was becoming more predictable. A burst of 4kt hoisted the Ventus back to 3500ft and passing Srem the first really nice looking clouds started to form 15 miles ahead.

The lessons of the previous four tasks now took form - I began to glide for a bit and finding a gaggle ahead, dolphined right through their 6kt and pressed on. The visibility was improving and the sky had opened right up to a real racer.

The Met man's cu-nims were visible away to the north and north-east and, with the benefit of hindsight, the majority of the task had been set through a relatively dry airmass surrounded by a more humid and hazy one. This was confirmed 5hrs later and provided the real excitements.

Navigation in Poland on a nice day is straightforward and the towns, lakes and forests which dominate the countryside unfold 30 miles in front as you cruise and dolphin along. There is almost too much to see and the temptation to keep picking up the map to confirm yet another feature is difficult to resist. All the time you are looking at the map you aren't looking out and not flying as accurately as possible - this must be where GPS



Dick, who started gliding in 1964, has 1250hrs and is CFI of Clevelands GC.

in competitions is most advantageous. I have yet to use it in a glider, but it must contribute significantly to the overall safety of flight, as well as being the way ahead in competition scoring.

The race to the first TP went to plan with an average of 6-7kt at 130km/h. The next leg to Blaski started badly with a long glide under several clouds which failed to live up to expectations. The SE wind and scrappy lift were taking their toll with my speed dropping to a depressing 75km/h average. Rounding Tuczno I had deliberately set course well to the east of track so that the wind would drift me back on to track and not away from it. But I think this put me out of phase with the thermal streets and in phase with the sink and poor lift between the streets. By altering course about 15° right and gliding for ten miles towards a likely looking cloud, the air took on a completely different feel and a huge climb at 8-9kt back to the 7500ft cloudbase set the scene for the next 2hrs 30min.

The flight from Konin, half way down the second leg, round the second TP at Blaski and the third turn at Skoki consisted of nine circling climbs in lift exceeding 7kt and long floating glides under cloud streets. The average speed over this section topped 120km/h. Morale crept to a new high for about 30sec but the euphoria was short lived as at about 1700hrs somebody on the radio mentioned cu-nims in the Leszno area. Turning on to a southerly heading I could see the anvil tops some 60 miles away. Usable clouds had become few and far between along track, but a diversion ten miles to the east produced a comfortable and incredibly smooth climb back to 7000ft.

Now was the time to go very carefully and in company with Mike Foreman and Chris Garton we tiptoed slowly past Sroda into dead looking air west of Jarocin. Talk of cu-nims at Leszno dominated the R/T but of more immediate concern was a wall of water pouring out of a big, developing cloud between us and the final TP at Krotoszyn. I went slightly to the west, away from the showers towards a pathetic scrap of cu which produced zero sink. We were now sinking towards 2500ft so I started to dump some water. An out landing was definitely on the cards.

Miracles do sometimes happen. The cloud unloading itself to the east beckoned with a short electrical display and the nearest cloud, way up there at over 7500ft, appeared to be sucking rather than blowing. The air was ominously smooth as we flew towards the rain. Then the miracle happened; another glider was circling about 2000ft above me and three miles in front. I positioned right underneath him, stopped dumping and started to turn. There was no perceptible surge of lift, just the vario needles gently moving up to 4kt all the way round the turn - no centring, no bumps, just lovely smooth lift with a downpour only half a mile away providing a dramatic backdrop.

The final climb took nearly 20min. I put some sensible numbers into the computer to establish that with 42 miles to go, including rounding the final TP, I would need 6500ft to get home. Huge rain drops started crackling on the canopy at 7000ft, but I continued to climb (just to make sure) to 7800ft when a thunderbolt scared me out of the lift and into the 40min final glide in beautiful smooth but hazy air.

The Leszno cu-nim had parked itself about one mile north of the airfield Ken told us on the radio and, yes, I was on the wrong heading! Putting the big cloud slightly right of the nose (not left) I pressed on into the murk. All the nice map features showed up in the correct sequence and Leszno finally appeared four miles in front. The rain had eroded most of the spare height, but there was plenty to ease the speed up and cross the finish line at a respectable 130km/h.

A big thank you to the whole Leszno team which gave us memorable flying and gliding opportunities. I aim to be back at your wonderful site some day soon, together with my Diamond badge No.398.

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MID-LIFE CRISIS

And its after glow

Derek went solo in 1947 at the Surrey GC, under the watchful eye of Lorne Welch, flew gliders in South Africa while in the Royal Navy and with his wife Elsie formed the Three Counties Aero Club at Blackbushe Airport in 1963

In April 1978 Robin Page-Blair, an ex student of mine living in Florida, invited Elsie and me to visit him and his wife Eve at their farm at Homestead. The weather that April in southern Florida was unreal - every morning on the dot of ten beautiful little cumulus started to form out of a clear blue sky. By mid-day there were cloud streets running to the horizon and beyond. I flew Robin's new PIK 20 and the lift was always 10kt or more.

Robin suggested we should start a gliding school there. "If you get some decent European gliders you couldn't got wrong," he said. When we got back to the UK it rained for three weeks. Frank Horridge said he would buy our shares in the Aero Club and the die was cast.

We sold our lovely house for what we thought was a fortune - but that fortune wouldn't buy back the front door knob now. We set off to Florida and Sebring Soaring Centre was born.

Sebring is one of the most consistently good winter soaring sites I've ever seen. From October through the winter until early June the days are mainly warm and soarable. It can get a little chilly for a short time in December, but not for long. The trouble is that it is a retirement area and there aren't too many potential glider pilots among the population.

We did get a good fleet of sailplanes - a K-7, K-13, three K-6s, an ASW-15 and a PIK 20D. Gliding in the States is run very differently from any other place I had been, but we didn't know that at the time.

We couldn't raise much local support and it was only by advertising in *S&G* that saved us, at least for a few years. Lots of European pilots came over and most had a good time. We did a lot of badge flights and operated like a UK club, but with good conditions.

In the end a lot of different things lined up to sink us. The dollar got strong making it less attractive for the Europeans. Freddy Laker went bust and that started to push up air fares. The Germans opened their site in Spain and the French their state subsidised sites to other common market countries.

It was time to pack the tent again. A job opened up in Atlanta and that was when I found out that gliding or soaring, as it is called in the US, differs so much to my previous experience. The first shock was being introduced to the professional CFI who was engaged in the most basic of janitorial tasks. We didn't shake hands.

To become an instructor here you must hold a commercial glider rating with a) 25hrs of pilot time in aircraft, including 20hrs in gliders, and a total of 100 glider flights as P1, including 25 flights during which 360° turns were made (could the other 75 be straight hops?) OR b) 200hrs pilot time in heavier than air aircraft including 20 flights as PI of a glider, during which 360° turns were made. Many of the Fixed Based Operator's instructors can get their ratings as a form of payment, which is fine, but their flight background is often limited to local flying in SGS-233s and most of these keen lads have never flown cross-country.

I think there are many other fundamental differences in the gliding world here and many reasons for these differences.

1. The country is very large and the net is spread very thin. Most glider pilots in the UK can easily fly at other sites and many gliding types know each other, but in the US this isn't so likely (except for competition pilots) as the sites are often many hundreds, or even thousands, of miles apart.
2. Most launching is by aerotow which doesn't need much member participation. Many European club members may think they have to do too much, but helping each other causes bonding. In my experience a lot of people flying at commercial clubs don't know more than two or three other customers. Winch launching often isn't possible as quite a lot of gliding operations share their bases with power traffic.
3. Modern training gliders aren't built in the States. US trainers are built from a line that started in 1945 and was slightly improved in 1967. The performance is low and the handling not in line with modern sailplanes. The glider is, however, very useful for the commercial operator as it is easy to fly and can be tied out in the open in all weathers. The aircraft doesn't lead pilots easily into high performance sailplanes.

I haven't spent much time at clubs in the States, but most commercial operators in the East anyway don't encourage cross-country flying in their gliders. The 1-26 Association is perhaps the most active single group and it is almost cult-like in nature. I hope the World Class develops along similar lines.

4. We can only look at this in general terms here, but in the US gliding isn't the religion it seems to be elsewhere. There are many other things that vie for people's time. There are, of course, a good few notable exceptions and some very dedicated and extremely capable pilots here.
5. I think the syndicate or group ownership has contributed to the growth of the movement in the UK, but there are nowhere nearly as many syndicates over here and when they do form, they don't seem to act as a team, tending to treat the aircraft as their own on a particular day rather than supporting each other.

Well that is the down side, but the piece of real estate is, in places, fantastic. From the winter soaring that can be had to the ridges of Pennsylvania, Virginia, West Virginia and Tennessee, the unbelievable thermals of the far west to the wave of the Rockies and the Sierras, this land has got to be one of the most soarable places on earth.

Our personal saga has been at least colourful since the end of 1991. After the recession had us unemployed in Atlanta, we tried to open Sebring again, but without the influx of European pilots it was doomed before we started. We tried unsuccessfully to get something going in Pennsylvania and are now having one more shot at doing our own thing. We have opened The Soaring Centre, PO Box 1926, Ridgeland, South Carolina 29936, tel (803) 726 5599.

Our site is 30 miles west of the famous Hilton Head Island and if you are in the south-east give us a call. We have two Krosno KR-03A (the KR-03A handles and performs like a K-13) and will be operating the first PW5 World Class sailplane in the country by the start of 1994. There are some great thermals here and the sea breeze fronts are sometimes awesome.



Derek at his new site.



The Krosno KR-03A being flown at Ridgeland by Derek.

S&G CLASSIC

ON BEING A WILLS

Mike Bird is asked to comment on his advice to writers of Howldunits after the lapse of 32 years

Those of you who are too young to have read Philip Wills's **On Being a Bird,** possibly the best book on gliding ever written, will have missed the wit of the title of that early piece of mine. Philip Wills set then – and sets now, too – the standard for good descriptive writing in our sport. At the time I was aghast at the low quality of everyone else's efforts, and resolved to put matters right. Since I was incapable of doing flights that were worth writing up I contented myself with sneers at the literary weaknesses of better pilots than myself. Now the editor dredges up this juvenile article for me to appraise.

The way time dates our work! For instance, anybody who soared to 4300ft over Luton today would have the opportunity to write a highly descriptive piece about near-misses with Britannia Airways and his subsequent detention at Her Majesty's pleasure for flagrant infringement of prohibited airspace.

My call for pilots to explain their decision making was a bit naive. It assumed that pilots make real decisions, and that their howldunits in the club magazine or *S&G* were somehow failing to describe these great strategic cogitations. After 32 years I am aware that very few pilots make any decision more profound than "This thermal is getting feeble, time I straightened up" and "Hm, that cloud to the right of track looks better than the one to the left." Such tactical adjustments, made a hundred times over in one flight and largely by intuition, are hardly the stuff of great reading. We are lucky that what we get is not a lot worse.

What about the Howldunit of 32 years from now? Technology has overtaken the typewriter. The GPS log from one of my contest flights last year has been used as the demonstrator for a piece of computer software. You see on the colour screen a map of England, across which a tiny glider is circling. A miniature instrument panel at the top of the screen shows the continuously changing rates of climb, groundspeed, altitude and heading. The frantic drifting in strong wind and weak lift is beautifully captured as the little sailplane battles to gain height, then crabs along the track towards the next climb.

Very soon we'll be able to play back simultaneous logs from several pilots in the same task. Our incompetence will be cruelly revealed when the recording shows us smugly sitting in 3kt while our rivals half a mile away are being whisked upwards in 6kt at the very same moment.

Since the satellites give us all the positional data, it is only appropriate that we should in the future superimpose on the screen weather-satellite pictures of clouds that were in the vicinity at the exact time. Or a wide angle video camera in the cockpit takes a picture of the cloudscape every 30sec, and we play that back on an adjacent screen. While every fumbled turn and missed opportunity is mercilessly exposed by the computer, the pilot's own words may be heard, full of self-justification and whingeing excuses – but most people will operate the blab-off button and settle for the truth instead.

Then there's Virtual Reality howldunits, with all the sensations of 50° banks, frozen feet, hunger, thirst, anoxia, bursting pee-tubes, not to mention fear, rage, panic, vertigo, and better still, yes, I can see it all...

(He's frothing at the mouth. Get the men in the white coats, quick! Ed)

This Classic was printed in the December 1961 issue, p342.

Good flights are easier done than said. Of all the howldunits that we hear or read, how many convey the excitement and beauty of the flight itself? And how many are dead as mutton?

A typical extract might run: ". . . Then I got a good thermal at 7fps over Luton to 4300ft and set off on track at 60kt, and then I got rather low near Hitchin and scratched around for 10min at 1100ft, and the I got away again at 3fps up to 4900ft over Letchworth, and then I set off again."

To reverse the Chinese proverb, ten thousand words do the work of a little picture – a barograph trace and a line on a map.

In fact one suspects this is how such howldunits get written. The editor of the Club Newsletter, or whatever it is, about a month after Fred Fumble got a Diamond, says he must, of course, have an article on it. Fred only dimly remembers the details of the flight, so he digs out his maps and barograph trace as a guide and conscientiously flogs himself to chronicle the whole business. People who have difficulty in starting an article have equal difficulty in stopping. So on it grinds, thermal by thermal. One club magazine a few years back devoted eight pages to two uneventful flights of 40-50 miles because the writers didn't know when to stop.

The top author/pilot avoids the deadening effects of time-lag by getting down to his typewriter immediately he is back on the ground. Perhaps even, as he hops from cloud to cloud, with a Dalton computer strapped to one knee and a **Roget's Thesaurus** strapped to the other, he is balancing "ivory-capped towers of altocumulus castellanus" against "sun-dappled meadow and tulgey woodlands, sprawling toy-like below . . . " However, no amount of golden prose excuses an unwillingness to part with factual information. Unless you are well known in the movement, the phrase "good old Skylark" will simply madden us if we do not know whether it is a 2 or a 3. Again, the distance covered and times of take-off and landing might as well be mentioned; knock out a few adjectives and you can fit them in.

To be fair, the editor must help the writer with a standard of production equal to the writing. The story may open promisingly – ". . . the first leg of the task was going to be fairly straightforward. Once one got away from the zero wind bungy launch into the rock strewn valley of Pradjwzk and soared SSW for 35 miles to the northern spur of the Krajcownje massif only a few *versts* west of the Ruritania – USSR frontier, then hill soared in cloud on a course of 185° for 40km to the Blwlj river, a quick dash ESE from here would bring one to the notorious rotor-clouds of the central Malwcyzk plateau. The next leg would be more tricky, unless the rain had stopped by then . . ."

Only there are no maps. Accordingly, the article is only more successful than Fred Fumble's by virtue of its vivid descriptions of prangery and an account of a sojourn with the Immigration Commissar in the Popovnograd People's Palace of Torture while awaiting the retrieve crew, which, like the reader, got completely lost after Pradjwzk.

Indignant protests from the "Howldunit" Writers' Union: "You are asking us to write only of record flights in exotic surroundings with lavish illustrations, described with the skill of Wills himself, who can make a high hop sound thrilling. Well, we can't do it, mate."

No, but what you can do is tell us about the most fascinating thing of all – the decisions which make the difference between success and failure. Instead of talking as though the flight was a series of things that happened to you, talk as though it was a series of things that you did. Top pilots are supposed to be the masters, not the victims, of fortune. They play bridge, not bingo. We want the master tacticians to spill their secrets.

Unfortunately they are often too modest: "Shucks, I was just very lucky," or, "Well, it was due to my crew/the Cookwell vario/my mother, etc." They are not only modest but, in many cases, are unaware of why they are better than the rest of us.

The solution may be to dispense with accounts of single flights and to go in for detailed de-briefing of pilots after task flights. The most interesting "howldunits" are to be heard in the bar from half-a-dozen chaps who tried the same task on the same day. You know the sort of discussion: ". . . big mistake was leaving so late . . . working all right on the sunny side . . . kept over hilly country . . . not worth going into cloud before 3 o'clock . . . paid to wind round at 45° early on . . . impatience did for me . . . was worth a gamble, I thought . . ."

A few free pints and a tape recorder, together with Met notes and barographs, would provide the basic material which could later be organised into a first-class howldunit.

From this we would all learn something, whatever our level of experience. And for readability – well, you would probably find that in his natural surroundings. Fred Fumble is a lot more entertaining than he is in cold print.

BORLÄNGE REFLECTIONS

World Championships are becoming more expensive, larger and more complex. The simplest way of reducing costs, writes Justin, would be to have smaller contests. He goes on to discuss many aspects of competition flying from safety to instruments

Most competitors at World Gliding Championships receive substantial support from their National Gliding Associations. This is given for three principal reasons:

- To help the pilot do well and bring credit both to himself and his country.
- To support the World Championships' system, which benefits the whole gliding movement through the improved aircraft, equipment and techniques which it inspires.
- To learn from their own participants of the current trends and likely future direction of competitive flying, thus promoting debate on how the sport should develop.

The most obvious trends at Borlänge were that World Championships continue to become more expensive, larger and more complex. It was also the first World Championships to permit external navigation aids and GPS instruments were widely used.

Costs

The entry fee (excluding aerotows) was £1250 per pilot, reduced from £1450 by a fortuitous late devaluation of the Swedish currency. When a country bids to hold a World Championships it issues a prospectus offering smooth organisation, excellent site and good soaring conditions, all at a reasonable cost. Once the IGC (International Gliding Commission) has approved the bid the costs escalate for the following reasons:

- The natural desire by the host country to outdo its predecessors in both quantitative and qualitative terms.
- The virtual impossibility of budgeting accurately four years ahead, together with the natural wish to avoid overstating the cost in the prospectus.
- Inexperience of the costs involved in running such a large contest, including the large number of helpers required. For airspace and task setting reasons the site is usually remote from large population centres, and the costs of communications and travelling are often underestimated.
- As indications of the entry fee escalate there is little the IGC can do except to satisfy itself no one is making an unseemly profit. The only alternative would be to cancel the event.

Whilst it is inevitable that World Championships will always be more expensive than a National contest, the factor of nearly ten times greater seems unwarranted. The disadvantages include:

- Preventing entrants from less well funded countries.
- Favouring the geographically closer countries, and those better funded.
- Reducing funding for other contests *eg* Juniors, Women's Championships, etc.

Late withdrawals at Borlänge resulted in the organisers issuing last minute invitations for additional entrants to make up the numbers and meet their budget. The closer and richer countries responded by sending up to seven entrants from each country.

One way of reducing costs would be to award future WGCs exclusively to low cost countries, or those enjoying substantial government support. However, the simplest way would be to reduce the number of entrants. A small contest would be easier to organise, and consequently cheaper. The IGC could appoint a reserve country who could take over the contest at short notice should the original host run into economic or political difficulties. A smaller contest would increase the availability of local gliders for hire, and reduce overall costs of individual competitors.

Size

There were 116 entrants at Börlange, 49 in the Standard Class, 40 in the 15 Metres Class and 27 in the Open Class. The justification for such a large contest is to give the maximum number the opportunity to compete for the title of World Champion.

The disadvantages of this quantitive approach are not only economic. The most compelling argument in favour of smaller World Championships is safety. At each of the last five World Championships there has been at least one mid air collision. That only one person has been killed is a miracle. For every collision there are a high number of near misses and this risk puts every pilot in real danger. Furthermore, it creates a very bad impression on airspace authorities to whom we are trying to demonstrate the safety of large numbers of gliders operating without external control.

The collision risk is at its highest prior to the start, when all competitors are in the same area. The present unlimited height start method increased this risk in Sweden, with large gaggles forming right at cloudbase, the uppermost gliders circling at high speeds with their airbrakes out, whilst those below climbed up to their level. This also contributed to gaggles on course, since it was easy to observe other gliders starting and follow them.

Apart from being dangerous, the current start system is potentially very unsatisfactory: both at Rieti and Benalla there were days when those launched early were able to use wave to climb significantly higher than the rest who were launched after the wave ceased to work at low levels; the fortunate ones were then able to start with a major advantage. The likelihood of such an occurrence in New Zealand is very high.

A better start system is urgently required. This should incorporate a maximum start height, being the lower of either 500ft below cloudbase, or the height which the last competitor of the Class to be launched could reasonably expect to reach by the time the startline opens.

Once on course, large individual Class numbers increase the collision risk. Prior to Borlänge the Swedes claimed that gaggling was not a problem in Swedish conditions. However, during the World Championships gaggling on course was very common, especially in the Standard Class. Apart from the collision risks this reduces the opportunity for pilots to display individual pilot skills, and substitute them for the ability to use and follow gliders ahead. This produces very compressed results on certain days.

In national contests of up to 85 gliders the collision risk does not appear to be a problem and, therefore, given the skills of WGC pilots, the enhanced risk must be directly related to the number of competitors.

Complexity

A contest of nearly 120 gliders needs a large complex organisation simply to launch all the aircraft within one hour. Recent World Championships have involved up to 100 assistants, compared with less than 25 at the largest UK competition comprising 85 gliders. The consequence of so many people involved in the competition is that it inevitably becomes more impersonal and less friendly. This has the subtle disadvantage of inhibiting the exchange of pilot experiences; a very real loss. This shows up in contest reports, which are increasingly a catalogue of what happened, not why it happened. This loses the greatest benefit of contest flying, which is to discover how individual pilots react to the varying situations encountered on course, the reasons for their decisions and their outcome.

Solution

All these problems would be reduced by limiting the size of future World Championships to 85 gliders in total, and individual Class sizes to 33 gliders, together with a better start system. Based on the 25 countries competing in Sweden this would still guarantee every country one entry per Class, and almost all would be able to send one additional entry, since many countries send less than their full number, especially in the Open

Class. When over-subscription occurred allocations could be made based on the results of the previous World Championships, thus extending the system whereby current World Champions are permitted to compete in addition to the normal team complement.

If the Class structure develops into four Classes it may become appropriate to hold World Championships for two Classes in alternate years, thus having a World Championships every year. However, there was a strong feeling at Borlänge that at present the WGC should remain a biennial integrated event.

GPS

Despite lack of previous experience, over 85% of the pilots at Borlänge were GPS equipped. These were used to provide accurate navigational information, linked to glide path computers. Apart from greatly reducing the navigational skills required, the greatest change this produced lay in the ability of team members to relay useful, accurate information to each other. Given the same waypoints pilots could exchange precise locations and climb rates.

This raises a basic question regarding competition at World Championships: Section 16 of the rule states:

"The following limitations are imposed so that the competition shall, as far as possible, be directly between individual competitors, neither helped nor controlled by external aid".

This section used to prohibit the use of external navigation aids, but this part has been deleted. Thus the section is now presumably directed at external human aid, and this is consistent with the rest of the section which limits the use of radios and antennae and ends:

"Leading, guiding, or help in finding lift by any non competing aircraft, or aircraft not flying the task of its own Class, is prohibited".

The intent of this section is clear, but it has been eroded over time, and the new technology has made it even easier for pilots of a national team to assist each other in finding lift, regardless of their Class.

Solution

If this intent is to be reaffirmed it will probably require all competitors to use a single radio frequency solely for communication with the organisers and for safety purposes. If it is decided to allow a team approach then the rules must be amended, removing all restrictions except, perhaps, those covering non competing aircraft. This will confer a major potential advantage to the larger teams.

Future GPS

There is no doubt that GPS instruments and their associated loggers will become a central feature of almost all contest sailplanes and many others as well. Once the flight verification systems have become sufficiently secure and reliable they will simplify contest organisation and enable major changes in record flying technique. Turning points below cloud, and even positions out to sea become feasible. However, unease was expressed at Borlänge regarding where this technology would lead. Present systems are relatively cheap, but those designed specifically for gliding are likely to be far more expensive whilst offering greatly enhanced features. These may include:

- Provision of an artificial horizon.
- Display of the synoptic wind,
- Display of the glider in relation to start and TP zones.
- Proximity warnings of controlled airspace.
- Display of thermal shapes and indications of how to manoeuvre the glider in the strongest areas of lift.

The current ability to record a flight in four dimensions and replay it on a computer screen against the flights of fellow competitors could be extended to transmitting the data during flight to other aircraft, air traffic control and contest headquarters. Ultimately GPS may be linked to remote thermal detection systems and display the best route to fly.

In the absence of any restrictions such equipment is likely to appear first in World Championships. This raises the question of how far technology should be allowed to substitute for pilot skill. Whilst it is nigh impossible to legislate for equipment that does not yet exist, nevertheless debate is needed in advance, together with the readiness to establish limitations. Failure to think ahead in the past caused confusion in the Standard Class regarding flaps, which resulted in the establishment of the 15 Metre Class.

Almost everyone agrees that having two Classes so similar is an anomaly, but once established it is very hard to change. Cynically many feel that change will only occur when a really effective variable geometry 15 metres sailplane is produced. This will make existing designs obsolete, whilst being enormously expensive. At that point those owning 15 metre gliders, most of which now have tip extensions, will clamour for an 18 metre Class with fixed wing areas.

The role of the IGC

In the past many pilots have expected the IGC to resolve these matters (and others concerning the future of the sport) through its own deliberations, and have become disillusioned when it has failed to meet their expectations. But this is to misunderstand the limitations under which the IGC operates. It is an organisation that has no funding, usually only meets once a year for two days and has no control over the qualifications of its delegates. These are appointed by their respective Aero Clubs and all have equal voting powers. In some cases the delegates are selected mainly on their ability to afford the travel costs to meetings held variously in Paris, New Zealand and South Africa.

Despite this the IGC operates far better than most international governing bodies, but it is essentially a reactive organisation and most of its discussions revolve around solving problems. Even the decision to admit GPS in Sweden did not arise from a philosophical viewpoint that overrode the generally accepted principle that WGCs should avoid experiments which have not been tested at national level beforehand; rather it was concern that there might be no effective way of enforcing their prohibition.

In fact many pilots feel that the IGC takes a simplistic view of regulation, which results in rules which are too rigid in some areas and non existent in others. The new **Sporting Code** attempts to set similar standards for records, contests and badges. However, the potential for cheating and the significance thereof vary greatly in each case. Whilst world records need very rigorous formal regulations, badges are of far lesser concern to anyone except the claimant, and virtually all Championships produce their own rules to suit the local conditions. In contests pilots are under constant surveillance both by the organisers and fellow competitors. Imposing restrictions in these circumstances is comparatively easy, and to avoid regulations just because it is difficult to police is not sufficient justification in itself.

However, in suggesting that the IGC is both over-reactive and sometimes under-reactive is not to imply that it should attempt to become unilaterally pro-active. Pilots are rightly suspicious of IGC initiatives which appear to emanate from an anonymous bureaucracy. Certain sections of the new **Sporting Code** came as a surprise to many and the position surrounding the World Class appears confused.

Solution

Discussions and decisions regarding the future direction of gliding should involve the whole gliding community. Leading contest pilots must promote this process.

IGC delegates should:

- Be current glider pilots with relevant contest experience.
- Be members of their national competitions and records committee.
- Be endorsed by that committee for a fixed period and require regular re-endorsement thereafter.
- Report to that committee the IGC agenda, discuss the key issues and receive instruction on how to vote thereon.
- Report the outcome of each IGC meeting together with details of voting.

The IGC needs to communicate better. The system lacks a journal to publicise the various viewpoints put forward to the IGC, together with any counter proposals, details of IGC discussions and the ultimate IGC decisions. At present the lobbying of IGC delegates is neither efficient nor democratic, and therefore risks being unrepresentative. This would be overcome by an IGC Journal published three times a year (October, January, April), funded by member countries. It should not seek to compete with existing gliding publications and its target readership should be the gliding decision makers in each country. Papers for publication should be submitted *via* the individual's competitions and records committee. Any qualification of the contents by the committee should be submitted alongside.

Improved communications would increase the transparency of the IGC and help dispel the present feeling that it is too remote, non representative and undemocratic. A journal would also provided the IGC with a direct source of information and suggestions to enable it establish its agenda and take appropriate decisions based on its delegates' reports of their own gliding communities' reactions to these suggestions. ➡

Objective

One of the main features of gliding is the sense of self determination it offers. This feeling, which is becoming increasingly rare in an ever more regulated world, attracts to the sport the most remarkable variety of people. If we wish to preserve this special characteristic we must enable all those who wish to be involved to have the same sense of self determination regarding the future direction of the gliding movement.

Final observation

Borlänge raised interesting questions regarding what skills we are trying to promote and measure in contest flying, the degree to which competitors should fly as individuals and the use of present and future technology.

There is a Buddhist proverb: "To every man is given the key to the gates of heaven; the same key opens the gates of hell". It is my belief that there are no permanent answers to anything in this life; the accelerating rate of change forces us constantly to adapt. The art of success is to utilise the benefits of change whilst avoiding its pitfalls. But there is one unvarying rule: structures attract people worthy of them. Whatever competitive gliding becomes, even if it be groups of gliders chasing each other around the course like a bicycle race with the result determined by the final sprint to the line, or an exotic form of computer game, it will attract the appropriate players.

Otto Lilienthal would never have believed it.

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MERRI'S PROGRESS

Just How Good Is Good?



Haven't you ever asked yourself that question? It's a minor obsession of mine – being good (don't laugh). For me, as it applies to aviation, being good means trying to be professional in my approach and honest with myself about my performance. It also means trying my best on a given day to get the most out of it. This doesn't always work out as planned; you won't be surprised to know that I often fall sadly short – but I **really** try to use my failures to spur me onwards and upwards.

This, of course can make me a pretty impossible person to share a glider with (Derek says that should read "to live with" and he should know). I accept that there's no point in being overly analytical, but I can't help it. Every thermal, every straight run, every turn (well nearly every turn, my memory is going with age) are locked in my mind. The questions I ask myself are: how did I fly, and how much more could I have got out of the conditions? The handling characteristics of the gliders I fly are a further source of real pleasure for me. I compare my own experiences and read up about the types on winter evenings and put it all to good use as and when I can.

Learning to fly Faster is difficult

I also try to fly with or question people who I think have an aptitude for some aspect which I particularly want to improve in myself. This isn't as calculating as it might sound; as an *ab-initio* you fly with instructors to learn the basics of handling a glider and airmanship. Learning to fly faster is difficult to do on your own, armed only with a stop-watch and a glide calculator. I know – I've tried.

What really seems to make a difference in speed across the ground is decision making, and input from other, more experienced pilots can really help. When you see that someone is obviously head and shoulders above you (*eg*: he/she gets around a task while you don't), it's worth analysing that person's decisions to see how you can fly differently and better. I, personally, have a lot of people to choose from!

It works, too. Not long ago I flew 710 almost inadvertently around a fast 100km. As it happened, I just ambled off into the distance. I also drew upon the knowledge which I acquired from three separate mates. I flew with them on three very different days, and learned heaps – most of which I've tried to impart here at some time or other.

When I got back to Bicester I checked my watch and nearly choked! I had to ask Derek to translate the time into speed as I didn't trust my own mathematics. All right, Ralph doesn't have to worry about his record, but it wasn't too shabby. My airspeed wasn't very high, but I just flew in straight lines and pulled up in the lift.

For the first time, it all went like clockwork. There were none of the epic struggles which have characterised my previous efforts – it just all went very smoothly. Next time I'll have to take a camera and be a little less casual about it all, though maybe it was the lack of self-imposed pressure which made a successful flight possible.

Now for the 300km, which I want to be the best 300 ever (remember my obsession)! This is because 710 has a long history of challenging and admirable flights, and I don't want to embarrass him. *(Yes, Merri prefers to think of her Janus as a male. Ed.)* I don't mind if it takes forever if the conditions warrant it but along the same lines, if the conditions warrant it, I want it to be a belter. It's simple. I promised 710 that, no matter what, the task would be a good one.

Now this brings me to the title of this article – just how good is good? In the past two weeks I've spoken with two of the best glider pilots I know. They each were disappointed with their recent performances while I would give my share in our T-31 for even a tenth of their experience.

They weren't measuring up to their expectations, which is a very familiar feeling for me but it shocked me to see that pundits could feel the same way. One even told me he was flying like someone who was physically challenged (he was more forthright, but in these days of political correctness, what he said couldn't be printed).

So, just how good do you have to be to be good? I guess being good is a movable feast – the better you get, the further you have to go. Wonderful for an obsessive person like myself!

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KEEP IT BRIEF

I was sitting in the clubhouse at Portmoak last autumn listening to the wind howl, the waves crashing on the shores of Loch Leven and watching the geese fly past backwards. Reflecting on the radio chatter that had pervaded the air waves during the previous day's superb soaring conditions, I became convinced that the Dam Busters and S for Sugar are still flying somewhere.

For no reason at all, I started to wonder if it was possible to string the words of the phonetic alphabet together and make sense. The game evolved as follows; the rules are simple:

1. The entire alphabet must be used.
2. The story must be as short as possible.
3. The words must not be altered, no plurals, etc.
4. It must make reasonable sense.
5. Unlimited poetic and tabloidal journalistic licence is permitted.

The result is a story concerning a chauffeur of South African origin, whose apparel varies according to the time of year, and the family for whom he works. They are in Peru attending a sporting tournament at a local hostelry. The game was won by an alcholic American.

Meanwhile a radiographer of Asian birth with a penchant for listening to dance music in his Ford car is in Canada.

The story goes as follows:-

IN NOVEMBER UNIFORM, ZULU OSCAR DROVE THE ALFA ROMEO, PAPA, JULIET AND CHARLIE TO LIMA HOTEL DELTA FOR GOLF. YANKEE VICTOR WINS KILO WHISKEY - BRAVO! QUEBEC X-RAY EXPERT MIKE FROM INDIA HEARS TANGO, FOXTROT ECHO IN HIS SIERRA.

Thirty eight words. Can anyone improve on that?

SPECIAL STAMP ISSUE

If you agree with Gordon Mitchell that there should be a commemoration stamp on the centenary of the birth of his father, R.J.Mitchell, the designer of the Spitfire, you are asked to write and suggest this to John Bliss, Stamp Programme Manager, Royal Mail National, 76 Turnmill St, London EC1M 5NS. R.J.Mitchell was born on May 20, 1895 and died at the age of 37, three years before his Spitfire went into battle. As posthumous awards are only given for gallantry, R.J.Mitchell was never honoured and his son feels this a stamp would be an official way of acknowledging the country's debt to his father and colleagues at Supermarine.

ITALIAN NATIONALS

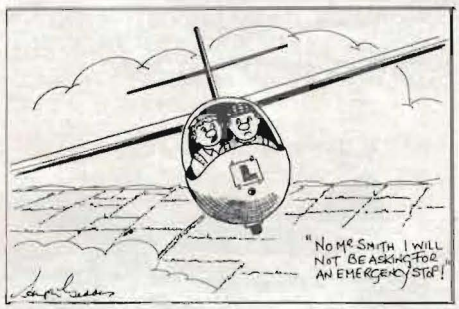
At the request of the pilots the Italian 15 Metre and Standard Class Nationals, held at Asiago on the edge of the Dolomites 30km SE of Trento, were changed from July to May but the weather wasn't good. However, they flew on six days with tasks from 179 to 313km. These were limited to the foothills of the mountains with some tricky final glides due to Asiago being 1000m asl.

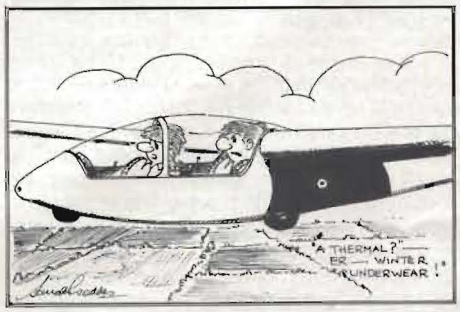
The first five places in the Standard Class went to pilots flying a Discus, then a single SZD-55 was followed by five ASW-24s. There were also two DG-300s. Michele Fergnani won (5043pts); Roberto Guazzoni was 2nd (4898pts) and Luciano Avanzini 3rd with 4753pts.

The 15 Metre Class saw a greater mix of gliders with the Ventus being the most common. Giogio Galetto (LS-6) won (5275pts); Luca Urbani (ASW-20) was 2nd (4921pts) and Stefano Ghiorzo (Ventus) 3rd (4827pts). - *Translated from Volo a Vela by Martin Boycott-Brown.*

Michael Erdman tells us he is reducing the price of his collection of poems to £9, plus £2 p&p.

THE HUMOUR OF HUGH GEDDES







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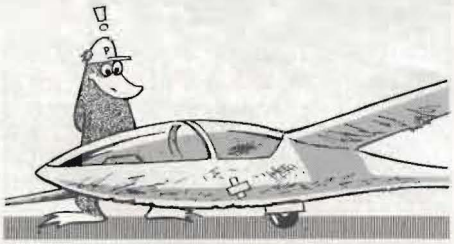
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TAIL FEATHERS

Go west, middle-aged man!

July 1993 was a good choice of month to get away from the British rain and to cross the Arctic Circle to the land of snowy ridges[1] to take part in the bonhomie and excitement of an American regional competition. I rented a local DG-300: I knew from earlier visits that it had good instruments and functioning oxygen. In terms of upper surface wing finish it was about average for a rental glider that sits out in the open every day. The lower surface had been dragged over a pile of rocks on an away landing just a few days earlier – by another customer, not me. There had been no time to repair it before the competition and though the damage was not structural it looked horrible. The DG handled beautifully and climbed OK, but if I tried to run with the privately-owned Discuses etc I fell away badly[2].

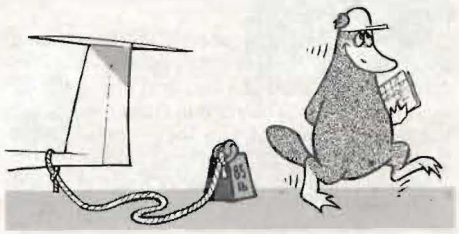


It looked horrible.

The shortness of the contest period surprised me, only six days. But we got six contest days out of six, as was expected, and frankly that was quite enough in the heat. Tasks ranged from 250 to just short of 500km, though the Americans are resolutely unmetricated: every task is scored in miles and miles per hour. One slightly bizarre feature of this contest to a visitor's eyes was that the modest entry, only 21 pilots in all, was divided into four Classes, whereas in Britain Regionals usually have two Classes: gliders of (say) 103 handicap and over; and those below that divide. With such a small number of contestants at Minden, to have Open (officially three gliders, but in practice only two flew), Standard, 15 Metre and Sports (which was a mix of 15 Metre and Standard machines) did somewhat reduce the competitive excitement. I feel that two Classes of about ten aircraft each might have been better, but I am somewhat biased: I came bottom of the six man Standard Class, and am fairly sure that if all the Standard machines had been in one Class I might just have pushed one or two others to the bottom and avoided total humiliation.

(To be fair to the organisers, the number of entrants should have been much larger, but an unanticipated overlap with another contest over the Independence Day long weekend reduced the numbers at Minden this year. Such overlaps are common in Britain, since the normal contest period is nine days, but are unusual in the States with their maximum six days and an optional practice day. If such a clash of dates happens again I can imagine a shoot-out "This calendar ain't big enough for the two of us..." to resolve the issue.)

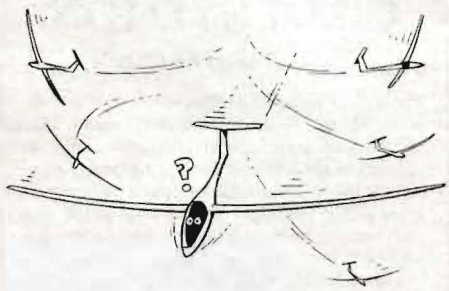
But we were flying for fun, and the atmosphere was relaxed and gentlemanly. After my two early disasters my maps were marked up by experts with suggested routes through the mountains, and with their help I made fewer blunders. There were quite strong feelings about sportsmanship. When one pilot gave out fairly general information about the conditions in his area he was immediately rebuked for helping some contestants to have an unfair advantage. No pair flying was evident and no codes, so far as I know. It's possible that "May be landing in a field of spinach at X-ville" meant "I've got a Popeye of a thermal at X" but so far as I could tell spinach meant spinach. It's very different in Europe – in which, as a good European, I include Britain – where all sorts of conspiracy and trickery are encouraged.



Conspiracy and trickery are encouraged.

Not so easy as it looks

The first big mistake a British pilot can make about gliding in the western USA is thinking that it is going to be easy, because of the strong average rates of climb, the almost stratospheric cloudbases and unlimited visibility. A talent for working half-knot thermals with the cloudbase at 1400ft over Stow-in-the-Wold is not to be despised, but it does not prepare you for the hot, mountainous terrain in the Sierras, where despite the sunshine huge expanses of air are often just too tired to go up. The baleful influence of the big lakes many miles upwind of the contest area was such that slight shifts of wind could kill vast areas of lift. The place where the whole field was forced to land one day would the next day be yielding abundant thermals, and vice versa: yesterday's great thermal source would be today's sinkhole. I learnt the hard way by landing out twice in the first two days. That's another thing different from England: in the Sierras great expanses of hundreds of square miles can be unlandable. Local knowledge helps not just in finding lift but in having an unmapped airstrip or a small dry lake bed in mind when traversing what looks like the other side of the moon.



Different directions.

After a landout on Day 1 I determined to follow the other pilots and learn from them on Day 2. This cowardly plan was working OK at first; I took no initiatives whatever. However conditions were turning out poorer than forecast, and I was thunderstruck when the contest director changed the task while we half way down the first leg! Worse still, instead of reducing the task length by lopping off the last TP, he made it a POST task. I had assumed that if a POST was declared I would have enough time to re-read the rulebook on the ground. Anyway the whole Class split off in different directions and, devoid of any ideas about where to go, I alone stayed on track and headed for the foothills of Mt Patterson in California, where I had escaped brilliantly only the day before. Not this time. I plummeted like a piano to the valley floor and enjoyed cold beers with Mrs Tammy Johnson and her family.

Butter before guns

I had nursed fears of outlandings, thinking not so much of rattlesnakes but of trigger-happy farmers protecting their property from varmints like glider pilots and especially foreigners. In the event the hospitality was splendid. On the first retrieve the starving crew arrived just in time to find the pilot had been royally fed by Mrs Moreda and all the plates cleared away (the farmer's family had patiently waited long past their normal supper time, but one air mile was three road miles round those mountains and it was long past nightfall when the retrievers trundled in.) Finding a small glider in one of several identical large alfalfa fields in the dark was just an extra challenge in the "We'll all laugh about this in ten years' time" category.

On the next landout two carloads of helpers arrived, my reputation having spread. They came partly out of compassion and partly out of curiosity. The farmer allowed only one vehicle to drive into the field, which was in effect fallow but had a light crop sown that was designed chiefly to bind the soil and prevent it blowing away. The trailer, carrying on its roof the half a dozen extra crew, was dragged towards the glider over a meandering track made of football sized boulders, through a dense thicket and across a rickety bridge consisting entirely of loose planks,

[1] The Spanish for which is, of course, "Sierra Nevada."
[2] (As neat an example of a bad workman blaming his tools as I've seen. Ed.)

by a four-wheel drive[3] truck that offered massive ground clearance.

At least these retrieves did not try to compete with those special delights of British outlandings – rain and mud. Everybody complained about the terrible weather, though the sun beat down relentlessly. "Where are the usual 20 000ft cloudbases?" they wanted to know. Nobody had done better than 15 000 so far.

Day 3 delivered the high bases, and I got the hang of it and came 3rd. It was likely getting gloriously drunk: I can't remember a thing about it.

On Day 4 I spiralled in a great crowd of sailplanes up to the mandatory ceiling of 17 500ft (darned airspace restrictions!) about 13 500ft above ground, and set off confidently, not too concerned about the blue sky ahead nor about the fact that the other contestants were disappearing, most of them travelling quite a bit faster and flatter. But isn't it strange that when there is plenty of lift and good cumulus marking it the air is full of gliders, then when it goes all blue and difficult the others have vanished and you are suddenly on your own? It's like policemen: when you don't want them you see them everywhere, and when you need one badly there's not one to be found.



When you don't want them.

With the July noonday sun baking the stony Nevada wilderness, there should be bags of lift, you would imagine. Well, I toboganned quietly down for 40 miles without a burble. I had rounded the TP, a grey and gloomy looking little mining town – the sort of place Clint Eastwood drifts into, blows apart and drifts out of three reels later – and ended up level with a stony wind-facing ridge about 1500ft above the desert floor, bathed in sweat and self-pity. There was nothing to land on except a salt lake bed just within gliding range. (I later learnt that the salt lake was fenced off in sections and was used as a Navy ammunition dump.) From time to time little bits of thermal allowed me to gain the odd hundred feet and make a dash for another ridge a bit closer to the area of cumulus which I had left less than an hour earlier. This struggle seemed to take hours. It did take hours. The only consolation was to hear a whole gaggle of top pilots, including two with 1000km diplomas in Standard Class gliders, suffering for most of the afternoon on another ridge, debating their chances of ever getting away and comparing the merits of different alfalfa fields. They were obviously nearer to the greenery than I was – I could see no green at all, just rocks – and nearer to the big lakes that were causing all the trouble. Thank Heavens it wasn't just me fouling things up, I thought.

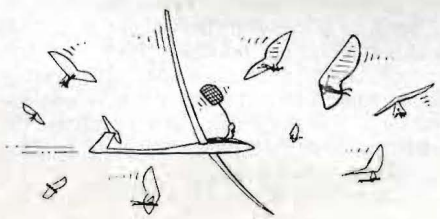
Eventually patience was rewarded, and like a thirst crazed desert explorer crawling on his belly towards a puddle I dragged myself into the shadow of a high, thin patch of cloud. In minutes I was back up at 17 500ft and heading effortlessly for home. Champagne day! At $3 a bottle every day can be a champagne day.

We wuz robbed

I was one of the only two to get back, and joyfully expected to reap hundreds of extra points to make up for the defeats of Days 1 and 2. Big mistake! Under the local US rules, large numbers of landouts devalue the day severely, whereas in Britain you can have a 1000pts day even if nobody gets back – we frequently do in fact. I suppose it is a fair rule at Minden, since it has to be a freak day that keeps a lot of pilots from completing the task. So I remained doomed to be the bottom of the pile.

The next two days were similar race days, including a rendezvous with the World Hang Gliding Championships ("like flying through a swarm of gnats" said Gary Kemp, who won the contest in his Pegasus) at Bishop in the White Mountains, which top 15 000ft. That is where I am going to try for my 1000km before I get much older. Beautiful, spectacular, breathtaking – where's my book of cliches? All the cliches are true, though.

After two wretchedy soggy and horrendously expensive European trips in 1992 and 1993, I can recommend Minden. Food, booze, petrol and accommodation is cheap, the language is remarkably similar and the flying unbeatable. People are very friendly, but as on most US airports with a soaring operation there isn't a club as we expect to find in England or France. To avoid loneliness, especially after the thermals stop, I suggest you a) go as a group from the UK, b) enter a competition or c) join a High Country Soaring safari.



A swarm of gnats.

There are two gliding operations based at Douglas County Airport, Minden, Nevada, USA. These are: High Country Soaring and Soar Minden. Both rent gliders and provide aerotows. I wouldn't bother to say you heard about them from me. Just say you saw an ad somewhere...

Feathers all over the place

In 1977 Mrs Platypus and I were surprised to find our light-hearted pieces for *S&G* reproduced without our knowledge in a Danish club magazine, complete with cartoons. The cartoons in this instance were drawn by me. (You didn't know how versatile I was, did you?) We were both quite flattered, since our *noms de plume* were properly acknowledged. In fact we became pen-friends with the people on that club journal for some years.



Not a pretty sight Drawings by Peter Fuller.

However, as a magazine editor and magazine publisher respectively, she and I knew the names of some fierce copyright lawyers that we could have unleashed like Rottweilers on our Scandinavian friends, who would have needed a pack of Great Danes to save them. A glider pilot with a lawyer's teeth sunk into his leg is not a pretty sight, and there are only about half a dozen pilots around the whole world on whom I would wish such a gruesome fate.

Now one of my far-flung spies sends me a club magazine from a distant land with one of my recent Tail Feathers, this time with Peter Fuller's cartoons. Oddly enough, this feather was *not* plucked from *S&G*. No, the editor had borrowed the piece from yet another gliding magazine in another country, which in turn had taken it from *S&G*. I've heard of chain-letters, but this is ridiculous. How many stages will this borrowing go through?

Big fleas have little fleas
Upon their backs to bite 'em
Little fleas have lesser fleas
And so *ad infinitum*

Personally, I am doubly flattered in my amateur capacity, since the authorship is again acknowledged in both journals. However Peter Fuller, who earns his living as a professional artist, may have other views.

Please, if you are going to copy words from Britain's soaring organ, just telephone or write to the editor and ask. The answer will always be "Yes, of course!" and it will be free, unless you do it every issue. I am delighted to know where in the world my stuff is being read. The fewer people who give me a blank stare when I say modestly "I write the Platypus column in *Sailplane & Gliding*" the happier i shall be. I don't even mind being told after the event, but I'd like a copy of the mag where it appears, for the achive.

Reproducing drawings and photographs may be trickier than copying words, since they may not belong to us. So please ask.

AEROBATIC CLUB

A recently formed Aerobatic GC at Alfina Airfield near Orvieto, about 50 miles north of Rome, has a new Swift.

Anyone interested needs at least 30hrs flying during the last year. For more details tel 010 39 6 39727549 or fax 010 39 6 3331577.- *Translated from Volo a Vela by Martin Boycott-Brown.*

[3] The conventional saloon car is almost a rarity in Nevada. Everyone seems to have some kind of RV (recreational vehicle) such as an all-terrain pick-up truck, a camping van or some other variant on the idea of having fun, going anywhere and looking rugged. It's the automotive equivalent of jeans, boots and a cowboy hat. But they are very practical too, if you make a habit of landing out in the Sierra Nevada.

ENTERPRISE DAY 6

Peter, who flies his Pilatus B-4 at North Hill and has a Silver badge and part 1 of the UK Cross-Country diploma, warns others to beware of his mistakes

On Day 6 of Competition Enterprise (at North Hill in July) I made a mistake. To be honest I made several, and while it is difficult to own up I will in the hope that it might prevent someone else from making the same mistakes.

This was my first competition and I was really enjoying the challenging tasks instead of boring old local flying and no worries about landing out. And I did land out. Every task saw me in a different field, some after the TP, some not, but each an honourable attempt at the task.

Day 6 saw a fresh W to WNW wind, strong enough to make life difficult. The task was Okehampton Castle, Brentor, Okehampton. Certainly there were enough thermals around but they were difficult. I got to the stage of heading back to the west ridge for a relight when just west of the site I picked up a decent thermal and made it eventually to cloudbase.

I was near Tiverton, looking for inspiration as lift was again difficult to find when I spotted the Foka and another glider circling a few miles away. As I couldn't see any signs of lift elsewhere I decided to join them and made mistake No. 1 - assuming I would reach their thermal; and No. 2 - not recognising the extremely unfriendly nature of the countryside south and west of Tiverton. As you have probably guessed, by the time I reached the spot the other gliders were well above me and the lift was just scrappy crumbs.

That was when I took a serious interest in the ground and realised that the larger, flatter fields



Peter photographed after a flight in a Sport Vega at Aboyne.

I had seen were all covered in tall crops. I still had hopes of finding fresh thermals but decided to let the wind drift me back east while I looked for lift and worked every scrap.

Eventually, from a motley collection, I picked a sloping field south-west of Tiverton. The field was convex being fairly shallow on top but getting progressively steeper downwind - a bit like the NW approach to Talgarth. The landing was to be into wind with the upper part of the field the landing area and the steeper lower half the undershoot. At the bottom there was a tall hedge and a ploughed field which looked even steeper.

Because of the wind I did what I thought was a close circuit but (mistake No.,3) not high enough. I hadn't anticipated what came next because when I turned finals the sink was astounding - mistake No. 4: I hadn't expected the severity of what must have been a combination of curlover and wind gradient.

I dropped like a stone and from then on everything happened in fast forward: nose down, I needed more speed, put away the wheel to minimise drag; where was I going? It looked like the ploughed field or the hedge, neither of them viable options. There was only one choice left - I held the nose down as long as possible and pulled up over the hedge, lowered the wheel and with no more forward speed I stalled in after clearing the hedge. A belly flop! And yes it did hurt...

There was one more mistake. Walking at least a mile to the 'phone and back with a fractured vertebra. I was lucky, my injury will heal and I am mobile, though with the indignity of a corset for three months.

So what have I learned?

1. Don't burn your bridges - there should always be a plan B.
2. Don't just look at the terrain - **think** about landing sites.
3. If there are slopes on and around your fields remember **curlover.**
4. If the wind is fresh or strong you **need** extra height.

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JUNIOR EUROPEAN CHAMPIONSHIPS

David, with Karina Hodgson, Simon Housden, Brian Marsh and Richie Toon formed the British team, with Terry Ackerman as their manager, for the Championships held at La Roche sur Yon on the west coast of France between Nantes and La Rochelle from July 24 to August 6.

There were 51 competitors from 19 countries with eight contest days for both Class. Two days had 5000ft cloudbases and 6/7kt average climbs. Three days were blue, two of which were very difficult with weak climbs and a low inversion.

Navigation wasn't a problem with the help of GPS (I only knew of one competitor without one). Most fields were very small indeed and apart from the loss of several undercarriage doors, there was remarkably little damage. However, one Jantar was written off after a final glide which ended two fields short and in a most unfortunate accident another had its tailplane sliced in half by the tow rope of a landing tug.

The average task distance was 222km in the Club Class and 267 in the Standard. The Club Class had a number of finishers on each day and in general its pilots felt they were under set, whereas the Standard Class had one day when no one finished and another where only one made it back.

On four of the days the winner in the Standard Class flew in excess of 90km/h, the fastest being Lars Ternholt (Discus) Denmark, the eventual Champion, who flew a 225km triangle at 105km/h. The fastest in the Club Class was Jocelyn Bouzid (Pegasus) France with 99.8km/h over a 237km triangle.

On one day the Standard Class was set a 510km and the Club Class 365km but the day didn't go as forecast with only a 4200ft cloudbase and much spread out, yet only five failed to finish.

Those who did best throughout the competition flew as teams and not as individuals with the French, German and Italians leading the way. The French pair, Yann Mignot and Jocelyn Bouzid (both flying Pegasus) dominated the Club Class with the German trio of Kai Siebert, Mikael Grund and Andréas Kessler (all flying Discus) taking 2nd, 3rd and 5th places. But the Danish brothers, Niels (LS-7) and Lars Ternholt, appeared to fly as individuals with Lars always looking like winning, though at 20 years-old he was the second youngest competitor. (David was the youngest. Ed.)

As for the British team, we did best on the weak first two days but as the weather turned more continental we failed to impress. None of us did well on the racing days, which we felt was due to a lack of practice in strong conditions. At this standard of competition you have to fly fast. Our brightest moment was Brian Marsh's equal 1st place on Day 7.



The British team from l to r: Richie, Terry, Simon, David, Karina and Brian.

But the most important thing was that it gave our relatively unseasoned team greater experience. I think a week or two on the Continent each year would be invaluable as well as a week in Britain flying together before the practice week on the site would help us gain better results.

This is, of course, expensive and time consuming, but is the sort of effort needed if we are to aspire to the German team's performance.

Leading results: Standard Class: 1 L.Ternolt (Discus) Denmark, 5454pts; 2 K.Seibert 5385pts; 3 M.Grund 5331pts, both German and flying Discus; GB -15 B.Marsh (ASW-24) 4677pts; 23 D.Allison (LS-4) 4358pts. Club Class: 1 Y.Mignot 5317pts; 2 J.Bouzid 5147pts, both French and flying Pegasus; 3 Hahn (LS-1) German, 5041pts; GB -12 K.Hodgson (Pegasus) 4140pts; 14 S.Housden (ASW-19) 3941pts; 15 R.Toon (Astir) 3839pts.

Calibration Centre: David Goodison of Goodison Glider Instruments, 4 Broadacres Avenue, Carlton, Nr Goole, North Humberside DN14 9NE should have been included in the list of calibration centres published in the *1993 Yearbook*.

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Vytautas Sabeckis in the prototype LAK-17 with Frank Pozerskis. Vytautas and the LAK, flying *hors concours*, finished in 4th place.

MARY MEAGHER

15 METRE CLASS NATIONALS

Husbands Bosworth - August 7-15

Mary reports on the Nationals as a competitor and claims she has seen the future

Fifty British pilots and Vytautas Sabeckis (four times USSR National Champion) met on a famous field (Bosworth) where Richard III once battled many years ago. The 15 Metre Class may soon vanish likewise into the mist of time, replaced by LS-6xs with tips and others of the 18 metre span currently outclassed in the Open by those with the cash to splash out on an ASH. Makes more sense, doesn't it?

But I have seen the future - and it works! It's called GPS, with datalogger, and there is no hiding place up there. The computer enables you to remember times you would rather forget! For example, Tim Scott (LS-7) on Day 3 took 13min and 40sec including the aerotow to land 7km from Husbands Bosworth; the computer shows him turning in -3.2kt at 1000ft, sinking to 426ft, heading back, taking another turn in 2.7kt of sink and coming to grief.

Bernie Morris (LS-7) got round the third TP at Caxton Gibbet and then took 52min to go 5km! His low point during this grovel was 656ft, just south of Grafham Water. You can start them all off together in the magic box, watch the little maggots buzz erratically around the screen, and discover that those who won on Day 3 had to back track 30km to get home quickly.

Martyn Wells (LS-6c) almost joined Tim Scott, Pete Sheard (Ventus A) and Ray Payne (Discus) landing out before the start; he skimmed in for a relight, landing with full waterballast with a 20kt wind up his *derrière*, calling "Emergency, downwind landing" as he did so. We were all deeply impressed.

Of course everyone who qualifies for a British Nationals competition place is extremely conscientious about airspace. Many are professional pilots who are in no doubt that intruding into the corridors reserved for paying customers is hazardous to your flying career. We are grateful that the lower levels infrequently used by commercial traffic are being released to general aviation .

The use of the GPS and datalogger in UK competitions is leading the world. They don't permit this kit in the US or Germany; they think it's cheating. (I thought it was too, until I got one for myself.)

Unique at the 15 Metre Nationals was a real live Met man, Peter Bayliss. What a difference it makes having one on the spot instead of remote fax. I'll never forget that Thursday morning of August 12. Competition director Ron Bridges was bravely speaking into a hand-held mike while the rain poured in on the amplifier, the hail beat down on the marquee and thunder and lightning split the sky. Said Ron: "I expected any moment to go up in a puff of smoke!": Peter Bayliss stepped forward and the sun came out.

They set a task and dithered until 3pm. It was very nearly possible until another set of heavy showers came marching past and with regret the day was scrubbed. One pilot spoke for all when he said on the radio "Full marks, director." We did understand and appreciate that it had been a very close call.

A day by day account

Day 1, Saturday, August 7.
Task: 246.8km triangle, Didcot, Grafham Water.

We all went splat. Simon Redman (LS-6B) went the furthest, 210km round Didcot and Grafham Water. Said he: "Being a senior pilot I go early and keep high. Blundered down the first leg, deviated south to the sunshine, spent hours at 2000ft, rounded Graham at 1500ft, then flew straight up the reservoir and found quite a decent thermal in the middle of the lake."

Day 2, Sunday, August 8.
Task: 122.1km triangle, Atherstone, Kettering.

In retrospect, this was the day that made the difference. A phenomenal street led up to the first TP at Atherstone Amazing speeds were achieved by the leading pilots who made headlines in the local press by arriving en mass *aux vaches* near Hinkley. Ray Payne returned to his glider to find a sinister figure lurking round who turned out not to be after his cameras. Acting Inspector Tony DeHaven of Hinkley police demanded to know why Ray had "left the scene of an accident!" "What accident?" exploded Ray, who had two cameras stolen from his glider the day before and was feeling somewhat sensitive. The subsequent exchange of views did little to improve relations with the local constabulary, who were upset that they had not been notified in advance that 30 gliders were planning to land out near Atherstone.



Ted Lysakowski, right, the 15 Metre Class Champion, v MacPherson, who was 3rd.

I felt extremely smug arriving overhead at 3000ft to view what seemed to be the entire HusBos grid. Sharing a fine cut stubble field at 79.1km were Eric Smith, Tony Pozerskis, Terry Mitchell, Peter Baker, John Ashcroft, John Spencer and Gary Stingemore. Very close by, at 85.1km, were Andy Smith, Chris Alldis, Mike Jordy, Bernie Morris, Martyn Wells, Jerry Langrick and Alan Clarke. Other leading pilots were tastefully arranged over the landscape on the way back to the site where I decided to land safely (Paul Crabb said they brought me down with a magnet) rather than attempt to get round Kettering, as the day had somewhat deteriorated.

And yet Mike Young in a Discus got round that day at a speed of 104.1km/h. Vytautas Sabeckis, in the prototype LAK-17, arrived only a bit later at 82.9km/h. Ted Lysakowski (Ventus) got back with a conservative 57.6km/h for 417pts. Phil Jeffery and Leigh Hood (both in LS-7s) struggled home as well. Chris Garton (LS-6)

Below: Cu-nim over the grid on Thursday, August 12,





n, with Jed Edyvean (centre) who came 2nd and Duncan

got round rapidly at 80.8km/h but unfortunately neglected to include the TP in his photo - he bought a datalogger the very next morning.

Mike Young said: "They weren't expecting me back so soon! When I called 5min they had to rush down the field to set up a finish line!"

Day 3, Tuesday, August 10.
Task: 235.5km quadrilateral, Atherstone, Stony Stratford, Caxton Gibbet.

As some pilots were dissatisfied with their performance on Day 2, Peter Bayliss arranged for us to enjoy the same type of weather again, with 20kt of wind from the north-west and a phenomenal cloud street leading to our first TP once more at Atherstone. This time, alas, I met Chris Alldis on the ground at MIRA, which used to be Nuneaton Airfield. It is not recommended, the natives are hostile, noisy vehicles beetle incessantly round the test track and the few bits of greensward remaining are small and bumpy. We knew that the other pilots were making good use of the day that had dumped us. Twenty-nine got round, Jed Edyvean (Ventus cT) won and the RAFGSA celebrated with a barbecue that night.

2, when a squadron of showers swept down on the fleet.



Day 4, Friday, August 13.
Task: 504.8km, quadrilateral, Chinnor, Newark on Trent, Bury St Edmunds.

The day dawned clear, bright and cold. Ron Bridges, Paul Crabb and Peter Bayliss appeared at briefing with beautific smiles and set the 500km.

On a good day the cream rises to the top. Martyn Wells won, which improved his temper. He said that East Anglia was *terra incognita* as a rule and he was pleased to find there was lift east of the M1 after all, though it got a bit flat in spots. We did have to battle into wind on the first leg, 11kt of it, so it wasn't all gravy. I landed downwind, down hill and full of water (I forgot I was carrying it) but the field near Bury was so big it didn't matter. Forty-three gliders got round. Ted Lysakowski came 19th, at 91.9km/h.



Above: Peter Bayliss, the Met man. Below: grid squatting on August 12 with all eyes on Ron Bridges (director) and Paul Crabb (his assistant) as they await a possible clearance.

Day 5, Saturday, August 14.
Task: 181.5km triangle, Oxford, Woburn.

Only one slot in the weather this day and Peter Bayliss nailed it down. I kept up with the leaders as far as Silverstone, a heady experience, but after that the late night retrieve caught up, I began to fall apart from fatigue and went into survival mode.

They sorted out 36 gliders in 10min

Meanwhile the pack topped up over Cranfield and swept home in a torrent ... how on earth did Andy Smart, Ann Franks and a number of nameless spotters on the finish line manage to sort out 36 arrivals in 10min? Gliders all over the place! Airmanship prevailed. "Breaking right!" "Landing long!" and the crews slung them off the field very smartly, no problem at all. A few stragglers struggled back and then all went quiet.

Twenty minutes after the penultimate glider got back, I took one last climb over Northampton, taking no chances, and realised I was going to cross the finish line for the first time this summer! "HusBos, 987. Are you still there?" "We're still here, 987," I heard those delicious words, "Good finish, 987" and then the director keyed the mike. "Okay boys, she's back. You can shut down the finish line now."

And Ted Lysakowski, in his quiet, determined way, never won a day, just kept adding up the points. He is the new 15 Metre Class Champion. Said Ted: "Lots of good people end up near the top; you need a bit of luck to be the winner." Ted has been flying in the Nationals for 20 years since 1973.

He learned to fly in Poland at 16 with the Warsaw Aeroclub, and came to Britain in 1962, already an experienced glider pilot. Asked for advice he said "There are no short cuts. Just keep at it." Often a bridesmaid but never a bride, Ted has come 2nd more times than he likes to think. And at HusBos, 1993, after those years' experience, it all came together. ➡

Photos: Mary Meagher.



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FINAL RESULTS

15 Metre Class Nationals

			Day 1.7.8 246.8km ▲ Didcot, Grafham Water			Day 2.8.8 122.1km ▲ Atherstone, Kettering			Day 3.10.8 235.5km ■ Atherstone, Stony Stratford, Caxton Gibbet			Day 4.13.8 504.8km ■ Chinnor, Newark, Bury St Edmunds			Day 5.14.8 181.5km ▲ Oxford, Woburn			
Pos	Pilot	Glider	Dist	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Total Pts
1	Lysakowski, E. R.	Ventus	157.1	13	255	57.6	2	417	71	4	905	91.9	18	862	102.3	4	693	3132
2	Edyvean, J. R.	Ventus CT	184.7	=9	299	(62)	14	218	79.6	1	1000	92.5	16	869	102.4	3	695	3081
3	MacPherson, D. J.	ASW-20	201.8	5	343	(111.9)	=6	354	71	5	904	89.7	24	833	96	27	630	3064
4	Weir, N. A.	Ventus	184.7	=9	299	(54.9)	16	206	74.7	2	945	96.1	3	915	95.9	28	628	2993
5	Wells, M. D.	LS-6C	151.4	14	247	(35.2)	=30	163	71.4	3	909	102.7	1	1000	99.4	14	664	2983
6	Jeffery, P.	LS-7WL	191.1	8	309	51.4	=3	415	56	22	737	95.7	4	910	90.1	41	569	2940
7	Dawson, M. R.	Ventus	202	4	344	(91.8)	9	265	55.7	23	733	95.2	=5	904	100.8	8	678	2924
8	Redman, S. J.	LS-6B	210.8	1	373	(46.8)	20	193	58.3	12	762	92.2	17	865	99.9	13	669	2862
9	Crabb, S. J.	LS-7	206.8	=2	360	(53.9)	17	205	57.5	17	754	93	10	875	96.7	=21	637	2831
10	Garton, C.	LS-6	46.6	25	59	80.8	5	*361	68.7	6	878	90.5	22	844	100.6	=9	676	2818
11	Young, M. J.	Discus	38.5	31	43	104.1	1	435	59	10	771	92.8	=13	873	99	15	660	2782
12	Cooper, B. L.	LS-6B	72.4	=17	112	(111.9)	=6	354	58.9	11	769	91.8	19	861	96.8	20	638	2734
13	Pozerskis, A.	Discus	36.4	33	38	(32.6)	=37	148	66.3	7	852	95.2	=5	904	102.1	6	691	2633
14	Langrick, D. J.	LS-4	184.7	=9	299	(35.1)	=30	163	57.4	=18	753	85.3	30	777	96.8	=21	637	2629
15	Mitchell, T. M.	Discus	194.8	7	320	(32.6)	=37	148	57.9	13	759	84.2	34	763	94.9	=30	618	2608
16	Morris, G. D.	ASW-20	184.7	=9	299	(86.6)	11	257	(199.7)	32	410	94.3	7	892	102.5	2	696	2554
17	Jones, R.	Ventus C	66.6	=20	100	(51.4)	18	201	57.7	=14	756	88.7	28	*800	101.8	7	689	2546
18	Smith, E. R.	LS-4	72.5	=17	112	(32.6)	=37	148	65.5	8	843	88.7	26	820	93.4	=36	602	2525
19	Glossop, J. D. J.	Discus	73.5	16	114	(42.4)	=23	186	57.7	=14	756	86.8	29	797	98.3	18	653	2506
20	Cheetham, R. A.	LS-7WL	66.6	=20	100	(32.2)	45	145	52.8	27	702	92.8	=11	874	100.2	11	672	2493
21	Smith, G. N. D.	LS-7WL	39.9	29	45	(38.6)	28	180	57.4	=18	753	91.5	20	857	96.6	23	636	2471
22	Baker, P. E.	Discus	12.8	=45		(32.6)	=37	148	56.2	21	739	92.7	15	871	96.5	24	634	2392
23	Murphy, T. J.	ASW-20	44.5	=26	55	(29.7)	46	130	66.7	9	*807	84.9	31	772	94.9	=30	618	2382
24	Hood, L. S.	LS-7	196.1	6	324	51.9	=3	415	57.4	=18	753	(472.6)	=44	322	89.1	43	559	2373
25	Spencer, J. D.	DG-600	72.5	=17	112	(32.6)	=37	148	53.3	26	706	84.4	=32	766	92	39	588	2320
26	Ashcroft, J. P.	LS-7	92.3	15	153	(32.6)	=37	148	57.7	=14	756	78.4	42	689	79.7	45	463	2209
27	Clarke, A.	Ventus	31.3	35	28	(35.1)	=30	163	(203.7)	31	427	94.2	8	891	102.2	5	692	2201
28	Johnston, E. W.	LS-6A	46.8	24	60	(36.5)	29	172	(191)	35	375	93.7	9	884	103.2	1	703	2194
29	Gardner, D.	LS-3A	49.3	23	65	(12.9)	47	28	50	28	670	83.4	36	753	94.5	32	614	2130
30	Morris, B. C.	LS-7	30.1	=36	25	(35.1)	=30	163	54.5	25	720	82.7	38	744	74.7	47	411	2063
31	Scott, T. J.	LS-7WL	206.8	=2	360	(42.4)	=23	186	(5)	=47		90.7	21	846	98.6	16	656	2048
32	Stingemore, G.	Ventus CT	18.8	=43	2	(32.6)	=37	148	(224)	30	510	81.8	40	733	96.3	=25	633	2026
33	Walsh, A.	DG-400	39.2	30	44	(45.2)	=21	191	(196.2)	33	396	79.9	41	709	93.9	35	608	1948
34	Wells, S.	LS-7	13.1	=45		(58)	15	211	(181.9)	39	337	88.4	27	817	91.4	40	582	1947
35	Smith, R. J.	Ventus	21.5	41	8	(45.2)	=21	191	(186.9)	36	358	92.8	=13	873	83.4	44	501	1931
36	Sheard, P. G.	Ventus A	10.9	=45		(106.2)	8	320	(7.8)	=47		97.3	2	931	100.6	=9	676	1927
37	Browne, R.	LS-6C	24	40	13	(40.3)	27	183	(155.9)	43	262	88.8	25	822	95.7	29	626	1906
38	Jordy, M. J.	ASW-20L	18.8	=43	2	(35.1)	=30	163	(172.9)	40	301	84.5	=32	766	100.1	12	671	1903
39	Wall, N. H.	Discus	25.8	38	16	(87.4)	10	258	55.2	24	728	(473.4)	=44	322	89.3	42	560	1884
40	Hill, D.	LS-6	38.2	32	42	(42.4)	=23	186	(167)	=41	277	82.2	39	737	94.1	34	610	1852
41	Bromwich, R. C.	LS-6C	11.1	=45		(78.7)	12	244	48.9	29	658	(346)	49	230	97.8	19	648	1780
42	Evans, A.	ASW-20C	58.5	22	83	(42.4)	=23	186	(20.7)	46	51	90.4	23	843	95.1	38	*600	1763
43	Alldis, C.	LS-4	12.6	=45		(35.1)	=30	163	(43.9)	=44	128	83.1	37	749	93.3	=36	602	1642
44	Payne, R.	Discus	17.6	=45		(49.9)	19	198	(7.8)	=47		84	35	761	98.5	17	655	1614
45	Whitehead, P. F.	Ventus B	34.1	34	34	(32.3)	44	146	(191.8)	34	378	(472.6)	=44	322	94.4	33	613	1493
46	May, J.	LS-4	19.9	42	4	(0)	DNF		(184.5)	37	348	75.8	43	656	76.2	46	427	1435
47	Meagher, M. W.	Pegasus	44.5	=26	55	(75.4)	13	239	(43.9)	=44	128	(385)	48	262	68.7	49	351	1035
48	Rice, P. E.	Libelle	24.5	39	14	(0)	=48		(167)	=41	277	(435)	47	296	74.3	48	407	994
49	Jefferyes, M. B.	DG-600	44.5	=26	55	(0)	DNF		(0)	DNF		(0)	DNF		96.3	=25	633	688
50	Smith, A.	LS-6	30	=36	25	(35.1)	=30	163	(183.8)	38	345	(0)	DNF		(0)	DNF		533
	Hors concours																	
	Sabeckis, V.		158.8		258	82.9		427	66.4		804	92.9		874	98.2		651	3014

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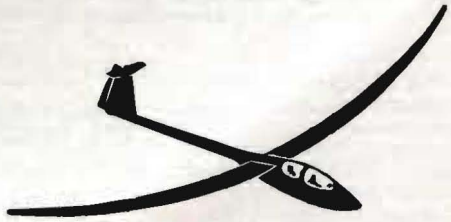
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BGA & GENERAL NEWS

NATIONAL LADDER

The season started well, was washed out in the middle and had a sprint finish. It has ended with a familar name at the top of the Open Ladder. Andy Davis (Bristol & Gloucestershire GC) made the best of the UK season by missing the rainy bit while on other duties acquiring a different trophy, then came back to clean up the Ladder.

Ed Downham (London GC) is a creditable 2nd with Tim Macfadyen (Cotsold GC) snapping at his heels in a year that (for the rest of us at least) has proved to be rather poor.

This year was the first when weekend flights could count for both Ladders. Under the rules no pilot can win more than one Ladder trophy, so Andy's three flight total leaving him ahead of the field doesn't get him the Weekend trophy. This leaves someone named Ed Johnston (Cotswold GC) taking the pot and John Bridge (Cambridge University GC) the 2nd prize.

Next year the Ladder rules are changing and will include points for distance flights. More of this later.

Ed Johnston, National Ladder steward

FATAL ACCIDENT

The pilot of a BG-135, David Merriman, was killed at Glyndwr GC, Lleweni Parc, on Saturday, October 16. The glider was being winch launched for its second flight of the day when at about 800ft the climb steepened. The subsequent flight path is uncertain but it appears to have flicked and entered an inverted spin.

Examination of the wreckage showed that the left hand half of the V tail was not locked in place; this appears to have rotated and caused the loss of control.

The accident is being investigated by the BGA.

Bill Scull, *BGA director of operations*

INTER-CLUB LEAGUE FINAL

The final was won for the fourth time by Bristol & Gloucestershire GC on home ground at Nympsfield with Booker GC 2nd and London GC 3rd. There will be a full report in the next issue.

BGA 1000 CLUB LOTTERY

The results of the **September** draw are: First prize - M.Blackburn (£94.25) with the runners up - N.Holmes, S.Robinson, G.F.Brindle, C. Broom and G.I.Burton - each winning £18.85.
October: First prize - J.Patchett (£91.25) with the runners up - H.R.Davies, Mrs T.M.Holloway, Mrs D.Carr, J.R.Dransfield and C.I.Harris - erach winning £18.25.

1994 COMPETITION DIARY

May 15-28: Overseas Handicapped Nationals, Leszno, Poland.
May 21-29: Deeside Regionals, Deeside GC.
May 28-June 5: Eastern Regionals, Norfolk GC.
June 11-19: Booker Regionals, Booker GC.
June 25-July 2: Competition Enterprise, Le Blanc, France.
June 25-July 3: Midland Regionals, The Soaring Centre.
July 9-17: 15 Metre Class Nationals, London GC.
July 9-17: Lasham Regionals, Lasham GS.
July 16-30: European Club Class Championships, Slavnica, Czechoslovakia.
July 23-31: Open Class Nationals, Enstone Eagles GC.
July 23-July 31: Western Regionals, Bristol & Gloucestershire GC.
July 24-August 6: European Championships, Rieti, Italy.
July 30-August 7: Northern Regionals, Yorkshire GC.
August 6-14: Standard Class Nationals, RAFGSA Centre, Bicester.
August 16-25: Inter-Services Regionals, RAFGSA Centre, Bicester.
August 18-26: Junior Nationals, Lasham GS.
August 20-28: Dunstable Regionals, London GC.
August 20-28: Cambridge Regionals,Gransden Lodge, Cambridge University GC.
August 21-27: Two-Seater Competition, Wolds GC.

BEWARE OF THIS MISTAKE

It is standard practice for an instructor to check a student's ability to fly without reference to the airspeed indicator (ASI). The usual way is to blank the instrument with a cardboard disk or tape. The glider still has an ASI which is visible in the rear cockpit. But would any instructor consider disabling both instruments by blanking the pitot?

Incredibly, yes; it has happened and is to be deplored as it is in breach of regulations which require a serviceable ASI. Don't even think about using such a method; it might be interpreted as hazarding the aircraft.

Occasionally if a glider is left out overnight the pitot may be blanked off to keep water out, but this should be removed during the DI. If such blanking is missing in the DI then the glider might be launched without a functioning ASI. Another possibility is that rain may have affected the pitot or static system and caused the ASI to misread.

The pilot's action in this event should be to abandon the launch at an appropriate stage, possibly on the ground run of an aerotow. Since the ground run on the winch launch is short the fault may not be detected until the glider is airborne; abandoning the launch and landing straight ahead should be the preferred option.

There is little doubt that pilots of even moderate experience can fly without reference to the ASI and all pilots should be taught to cope with this situation so that if it occurs they will not approach much too fast.

Only a small extra safety magin is desirable; an approach which is much too fast has hazards of its own.

Bill Scull, *BGA director of operations*

LIMITED EDITION GLIDING PRINT

If you are looking for a very acceptable stocking filler with a gliding theme, then you couldn't do better than buy the limited edition print of the award winning oil painting of a Skylark 3 under a magnificent soaring sky by Margaret Kahn of the Guild of Aviation Artists .

Her husband Wally is organising the sale and the profit is being shared equally by the BGA Philip Wills Memorial Fund and the Lasham Trust.

At £10, this limited edition measures 475x 347mm and you can order copies from the BGA office or direct from Wally Kahn, c/o Lasham Gliding Centre, Alton, Hants GU34 5SS. Please make cheques payable to W.A.H.Kahn, adding £3 for p&p in the UK.

ADVERTISERS PLEASE NOTE



February-March deadlines
Display advertisements: December 16.
Classified advertisements: January 3.
Editorial copy is needed long before these dates, particularly on this issue when we have problems with the Christmas post. The latest we can accept club news and letters is November 30.

Gillian Bryce-Smith, *editor*

BGA CHARGES

Certificates: A endorsement (£8); B endorsement (£4.50); Bronze endorsement (£6.50); Silver, Gold and Diamond - per leg (£6.50);pin badges for A, B, Bronze, Silver and Gold (£2.50 each); UK Cross-country diploma - each part (£6.50) or £12 if applying for both.
C of A; glider - issue/renewal per year (£35); motor glider renewal for three years (£294); Comp licence - issue/renewal per year (£10); Comp No. - issue/renewal per year (£12); AEI record card (£15); instructor record card (£25); inspectors - issue/renewal per year (£17.50) instructor renewal per year (£10) and official observer - issue (£7.50).

GLIDING SCHOLARSHIP

Mary Meagher is organising a dinner party at the Daventry Resort Hotel on January 28 to raise money for a gliding scholarship for inner city Birmingham young people at either The Soaring Centre or The Gliding Centre. Dave Gunson, the satirical Air Traffic Controller from Birmingham Airport (perhaps you've heard the tape) will be the guest speaker.

If you would like to be there, send £21 per ticket to Mary Meagher, 21 Pitts Road, Oxford OX3 8BA, or call her on 0865 61190 before December 17 or after December 31. Mary says that if likely to be temporarily unsure of your position after the festivities, hotel rooms may be booked at a discount on 0327 302777. And if you can't make it, a donation to the scholarship fund would still be very welcome.

CALL THIS CLUB FIRST

Bath, Wilts & North Dorset GC have been flying successfully at The Park for over a year and welcome visiting glider pilots. But, because of conditions of their planning permission relating to tug use and their continuing attempts to win friends among local residents, they do insist on

intending visitors flying in with anything with an engine to telephone for permission to land and a briefing.

Ron Lynch, CFI, adds: "Any unauthorised landing by a powered aircraft could cause us much trouble easily avoided by a telephone call."

THE 1993 BGA COACHING PROGRAMME

As always the national coaches will be providing a wide range of courses in a variety of locations around the UK. The intention for 1994 is to hold our 1993 prices and look to increased activity to give the necessary increase in income.

First, as always, there is a large number of **instructors' courses** spread round the country. I won't take up half a column listing them - ring Tiffany at the BGA office (0553 531051) for details and to make a booking. The course fee of £215 includes instructor record and fees for the completion course and two day ground school. Dates and venues are also from the office.

Soaring and cross-country courses are as follows:

Soaring and cross-country course 1, April 25-29 (all dates are inclusive), Dunstable. This five day course is to enable anyone, but particularly instructors who get little chance to fly cross-country, to bring a glider along midweek and get some training, help and encouragement (private owners are welcome too of course).

Instructors' cross-country course 2: April 30 - May 6, Bicester. This is primarily for instructors and AEIs who get little opportunity to fly cross-country at their own clubs. We usually get at least one AEI who arrives hoping to complete a Silver and goes home having flown 300km.

Soaring and cross-country course 3, May 15 - 21, Tibenham. This is to enable any pilots of Bronze badge standard or above to get high performance tuition from a national coach.

Soaring and cross-country course 4, May 29 - June 4, Nympsfield. Aimed at moderately experienced cross-country pilots who have perhaps flown one or two 300km flights, to try to

BGA ACCIDENT SUMMARY

Compiled by DAVID WRIGHT

Ref No.	Glider Type	BGA No.	Damage	Date Time	Place		Pilot/Crew Age	Injury	Hrs
42	K-21	2928	S	3.4.93 1413	Wormingford	P2	44 39	N M	143 0

The pilot noticed the winch launch ground run was longer than normal but continued and became airborne, accelerating slowly. He held on, waiting for the power to pick up, but it did not and the cable became slack. After flying level the pilot released as the speed fell rapidly and was unable to recover before landing very heavily.

43	LAK-12	3717	S	20.4.93 1430	Dunstable		64	N	1339

The pilot found weak lift off the winch launch and gained about 200ft before moving away from the site searching for more. He found none so returned to the site through strong sink and arrived back too low for a normal circuit. After turning in early and across the 20kt wind the glider landed heavily then groundlooped as the wing hit the ground

44	Falke	M/G G-FAHS	M	1630	BurnN	P2	64 0	N N	220 -

The motor glider pilot flew a normal gliding circuit until just before touch down. He failed to line the aircraft up or get the tail down to get directional control. The aircraft veered to the left and left the runway into a field. The left outrigger touched the ground then the main wheel dug in and the aircraft tipped on to its nose.

45	Junior	3234	S?	20.3.93 1504	Husbands Bosworth		31	N	4

The early solo pilot flew a normal circuit until on finals when a car towing a glider pulled across his intended landing area. He closed the airbrakes to overfly the obstruction but quickly reopened them which resulted in a heavy bounced landing.

46	K-21	3705	M	17.4.93 –	Dunstable	P2	37 0	N N	1193 -

The instructor simulated a cable break and P2 flew the recovery well. After a 280° turn and approach the glider touched down still with flying speed causing it to lift off again. P2 instantly pushed the stick forward and the glider struck the ground before P1 could prevent it.

47	K-21	3625	M	1140	Dunstable	P2	40 7	N N	262 2

During a winch launch into a strong wind P2 saw the speed build up as the glider passed through the wind gradient. At 81kts and 2-300ft the weak link broke and P1 took control. He decided to land straight ahead and opened the brakes, then changed his mind and turned but forgot to close the brakes. He made a landing crosswind and groundlooped.

48	K-13	–	M?	21.4.93 1935	Portmoak	P2	48 17	N N	857 6

During the recovery from a spin a noise was heard from the right wing and flapping fabric was seen. P1 took control and landed safely back at the airfield. A fabric patch had peeled back from the airbrake cut out. This may have been caused by poor adhesion of the patch to the wing or been the result of over stressing during the spin recovery.

49	Open Cirrus VTC	2092	W/O	19.03.93 1615	Camphill		50	S	?

The pilot released the cable early at 300ft, lowered the nose and descended below the cable which fouled the glider's left wing and fin. The tailplane was removed by the cable and the glider descended initially almost vertically. It then rotated to impact the ground in a shallow attitude. The pilot was seriously injured and the glider destroyed.

50	Skylark 4	–	N	–.5.93 1400	**Incident Report**		35	N	366

After flying for 90min the pilot was turning into a rough thermal when a loud bang was heard and all aileron control was lost. The secondary effect of the rudder was found to be sufficient to keep control and a straight in approach to the airfield was made. After landing it was found that the aileron connection pip pin had broken.

51	T-21B	3903	M	24.4.93 1705	Seighford	P2	46 56	N N	442 0

At about 60ft on the winch launch the power failed and so P1 moved the stick forward to land ahead. However, the glider apparentlystalled and he did not have enough height to recover. As a result the glider landed heavily on the nose skid, damaging the cockpit area.

BGA MAIL ORDER

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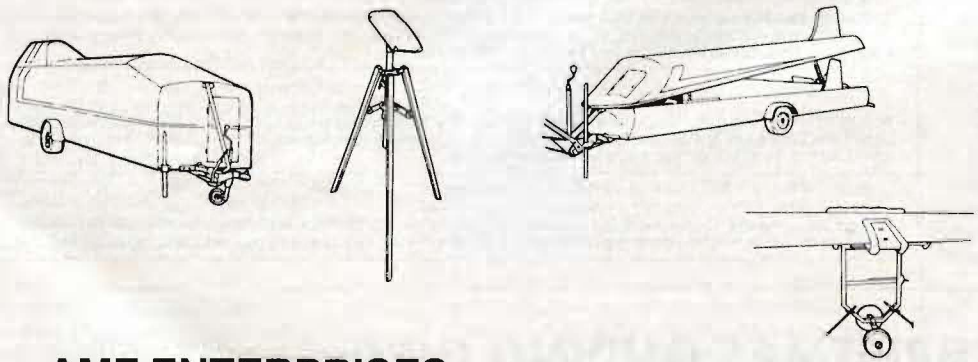
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improve their speeds and distances and in the hope that one of Nympsfield's better known members will be around to pass on the fruits of his experience.

Soaring and cross-country course 5, June 6 - 12, Saltby. For Bronze and early Silver badge pilots to try to get them started on the closed circuit cross-country flights.

Instructor's cross-country course 6, June 25 - July 1, Lasham. For instructors of moderate cross-country experience to try to improve speeds and distances and also to give some pointers on teaching cross-country flying.

Competition course 7, July 2 - 8, Booker. A competition training course for pilots who are already experienced competition pilots and want to learn how to win.

Soaring cross-country course 8, July 11 - 15, Haddenham. This is an experiment aimed at young (under 21) pilots from early solo to Silver badge standard who feel they are unable to get enough advanced instruction within the club system. It's Monday to Friday only to enable you to bring along a club single-seater more easily, but don't worry if you can't as we will have gliders there.

Soaring cross-country course 9, September 4-10, Usk. For all pilots above Bronze badge to get some soaring training from a national coach. If the thermals turn out to have died early in 1994, then there is always the wave in is part of the world.

Wave soaring cross-country courses, 10 to **14**, September 25 - October 30, Aboyne. Five consecutive seven day courses at what is probably the most prolific Diamond height producer in the world. Instructors, come and learn the ropes at this site and then run your own club expedition in future. Anyone can come and enjoy the spectacular wave.

Prices for these courses are as follows:-

Instructor course		£215
Wave course		£85
Soaring course	5 days	7 days
Instructor	£55	£75
Non Instructor	£7	£95
Instructor soaring course		
Instructor	£55	
Non Instructor	£75	
Competition course	£75	

Chris Rollings, *senior national coach*

Ref No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew Age	Injury	Hrs
52	SHK-1	1579	M	3.5.93 1340	Burton Overy	41	N	978

The pilot, making a field landing chose a good area of fields and then two adjacent pasture fields. Both appeared clear so he went into the largest. On final approach he saw that the field was heavily ridged but he had insufficient height to change. The landing across the ridges collapsed the undercarriage.

53	K-8	1528	S	6.5.93 0737	Lasham	64	M	29

With passing light "scud" cloud the early morning winch launch was started into a clear patch. The glider flew into cloud at about 600ft and so the pilot pulled off. He flew a circuit that was rather higher than normal then turned finals into the rising sun. The misted over canopy made it difficult to judge the flare and he landed hard and fast.

54	G103 Twin 3	3808	M	1.5.93 1400	Lasham	35	N	150
					P2	28	N	15min

While trying not to land on a cross runway the student closed the airbrakes and the glider ballooned to about 5ft. The glider stalled and landed tail first then weathercocked with the wings level.

55	K-8B	1458	M	29.4.93 –	Burn	56	N	21

The winch launch started normally but at about 30ft the pilot noted that the speed had fallen to about 40kt. He released but was not quick enough to regain enough to speed to make a full round out. The glider landed heavily causing minor damage.

56	K-13	1396	W/O	13.3.93 1115	Chipping	34	N	208
					P2	47	M	0

On a crosswind winch launch the second cable was picked up and caused the live cable to back release at about 300ft. P2 recovered and opened the brakes to land ahead. P1 took control and turned back to the launch point. He became too low so continued the turn through 360°. The glider's wingtip hit buildings downwind and crashed inverted.

57	K-8	2935	S	8.5.93 1330	Bryn Gwyn Bach	62	N	2

The retrieve tractor came to pull the landed glider clear of the airfield. With only a short rope and the pilot holding the wingtip the glider was moved downhill. The glider started to overtake the tractor and so the wingtip was lowered on to the ground as the glider turned. This did not keep the other tip clear of the tractor's roll cage.

58	PA25 Pawnee	TUG G-CMGC	S	7.5.93 1330	Long Mynd	36	N	248pwr

During his DI of the tug the pilot turned the propeller over without checking that the magneto switches were off. The engine started and the aircraft rolled over the tyre chocks. It tore across the airfield and narrowly missed the winch before crashing into a gully.

59	Blanik	–	M	21.4.93 1630	Tatenhill	60	N	58min

The early solo pilot encountered lift during the downwind leg so opened the airbrakes. He kept them out during the final turn but then found he was getting too low but did not retract them. The glider undershot into a fence at the end of the runway.

60	Puchacz	–	N	–.4.93 –	**Incident Report**	49	N	2000
					P2	30	N	15min

During spin training P1 successfully demonstrated a spin to the left then, during the recovery from a right spin, a loud bang was heard and the right rudder pedal came loose. P1 had some difficulty due to the rudder locking over in left turns but landed safely. The turn-buckle that carried the cable back from the rear pedal had snapped due to fatigue

61	K-2E		M	12.4.93 1830	Sackville Edge	40	N	115
					P2	38	N	0

After a normal circuit the pilot was about to round out when a stray sheep ran across in front of the glider. He closed the brakes but the sheep struck the left tailplane ripping it from the fuselage and pitching the glider on to the nose skid.

62	K-8	3748	M	5.5.93 –	Ringmer	48	M	6.5

After finding no lift the pilot started the circuit and flew through lift during the downwind leg. He opened the brakes and kept them open as he turned on to finals. He found that he was not penetrating into the 20kt headwind and did not think to close the brakes in time to avoid undershooting into the boundary hedge.

S=Serious; W/O=Write Off; M=Minor; N=Nil.

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1993
403	Cruttenden, J.E.	IBM (Lasham)	4.7
404	Barker, D.E.	Bristol & Glos.	24.6
405	Ellner, J.P.	Surrey & Hants	13.8
406	Davis, K.S.	London	13.8
407	Rebbeck, H.A.	London	17.8
408	Ashurst, R.	Booker	4.8

DIAMOND DISTANCE

No	Name	Club	1993
1/599	Roberts, N.S.B.	Bristol & Glos.	24.6
1/600	Cruttenden, J.E.	IBM (Lasham) (in Austria)	4.7
1/601	Barker, D.E.	Bristol & Glos.	24.6
1/602	Alison, D.W.K.	Bicester	31.7



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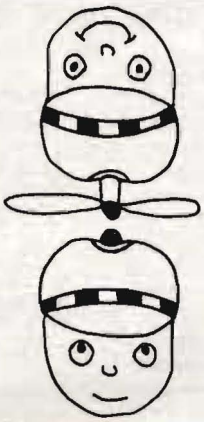
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OPTIONS INCLUDE: GPS interface for Garmin 55/100 and others – fully configurable Rear Display Unit – Analogue Vario as extra readout – "G" meter and electronic barograph under development.

Price: Basic C3 £1150+VAT/P&P

For details call Ernst on 0203 382190 or Frank on 021 3532146



		(in France)	
1/603	Allds, C.J.	Midland	13.8
1/604	Gretton, R.	P'boro & Spalding	13.8
1/605	Ellner, J.P.	Surrey & Hants	13.8
1/606	Davis, K.S.	London	13.8
1/607	Watt, C.C.	London	13.8
1/608	Hill, D.J.M.	Booker	13.8
1/609	Rebbeck, H.A.	London	17.8
1/610	Lowrie, C.J.	Southdown	13.8
1/611	Ashurst, R.	Booker	4.8.90
		(in France)	

DIAMOND GOAL

No.	Name	Club	1993
2/2120	Brockington, M.P.	Black Mountains	24.6
2/2121	Cruttenden, J.E.	IBM (Lasham)	4.7
		(in Austria)	
2/2122	Cushion, T.	Bath, W's & N Dorset	26.7
		(in France)	
2/2123	Housley, D.	Buckminster	17.8
2/2124	Blackstone, A.L.	Bidford	26.7
		(in France)	
2/2125	Sage, T.A.	London	14.8
2/2126	Thirkill, R.G.	P'boro & Spaulding	13.8
2/2127	Wills, G.R.	Coventry	13.8
2/2128	Harland, S.J.	Imperial College	13.8
2.2129	Cater, M.	Coventry	13.8
2/2130	Fretwell, A.	Coventry	13.8
2/2131	Hill, D.J.M.	Booker	13.8
2/2132	Meredith, A.P.	Lasham	13.8
2/2133	Clark, P.	Lasham	13.8
2/2134	Dalrymple-Smith, J.H.	London	13.8
2/2135	Walker, R.A.	Southdown	17.8
2/2136	Foreman, N.R.	Cambridge Univ	13.8
2/2137	Evershed, M.	Cambridge Univ	13.8
2/2138	Concannon, P.J.	Upward BT	17.8
2/2139	Ascroft, D.	Bristol & Glos	13.8
2/2140	Hanks, R.	Bristol & Glos	13.8
2/2141	Meeks, M.E.	The Gliding Centre	26.7
		(in France)	
2/2142	Tolson, P.N.	Buckminster	13.8
2/2143	Saunders, M.D.	Lasham	17.8
2/2144	Lewis, S.I.	London	24.8
2/2145	Owen, D.T.	Shalbourne	28.8
2/2146	Passmore, N.J.	Southdown	24.8
2/2147	Witter, R.B.	Glyndwr	24.8
2/2148	Holland, M.J.	Bicester	24.8
2/2149	Pengilley, P.J.	Portsmouth Naval	24.8
2/2150	Masson, P.J.	Lasham	28.8
2/2151	Clack, G.D.	Lasham	28.8
2/2152	Poundsbery, A.	Southdown	13.8
2/2153	Darlington, A	Imperial College	17.8
2/2154	Duerden, A.	Bicester	24.8
2/2155	Emck, A.J.	Lasham	17.8
2/2156	Kentish, S.C.	Deeside	29.8
2/2157	Jacobs, A.	Lasham	24.6

DIAMOND HEIGHT

No.	Name	Club	1993
3/1134	Hook, K.D.	SGU	6.7

GOLD BADGE

No.	Name	Club	1993
1684	Brockington, M.P.	Black Mountains	24.2
1685	Cruttenden, J.E.	IBM (Lasham)	4.7
1686	Brackstone, K.L.	Bidford	26.7
1687	Wills, C.A.	Coventry	13.8
1688	Cater, M.W.	Coventry	13.8
1689	Meredith, A.P.	Lasham	13.8
1690	Walker, R.A.	Southdown	17.8
1691	Foreman, N.R.	Cambridge Univ	13.8
1692	Hanks, R.	Bristol & Glos	13.8
1693	Hastings, M.P.	Oxford	24.8
1694	Saunders, M.D.	Lasham	17.8
1695	Lewis, S.I.	London	24.8
1696	Owen, D.T.	Shalbourne	28.8
1697	Holland, M.J.	Bicester	24.8
1698	Emck, A.J.	Lasham	17.8
1699	Kentish, S.C.	Deeside	29.8
1700	Jacobs, A.	Lasham	24.6

GOLD DISTANCE

Name	Club	1993
Brockington, M.P.	Black Mountains	24.6
Barnes, A.R.	Oxford	25.6
Cruttenden, J.E.	IBM (Lasham)	4.7
	(in Austria)	
Cushion, T.	Bath, W's & N Dorset	26.7
	(in France)	
Housley, D.	Buckminster	17.8
Brackstone, K.L.	Bidford	26.7
	(in France)	
Sage, T.A.	London	14.8
Thirkill, R.G.	P'boro & Spalding	13.8
Wills, C.A.	Coventry	13.8
Harland, S.J.	Imperial College	13.8
Cater, M.W.	Coventry	13.8
Fretwell, A.	Coventry	13.8
Hill, D.J.M.	Booker	13.8
Meredith, A.P.	Lasham	13.8
Clark, P.	Lasham	13.8
Dalrymple-Smith, J.H.	London	13.8
Walker, R.A.	Southdown	17.8
Foreman, N.R.	Cambridge Univ	13.8
Evershed, N.D.	Cambridge Univ	13.8
Concannon, P.J.	Upward BT	17.8
Ascroft, D.	Bristol & Glos	13.8
Hanks, R.	Bristol & Glos	13.8
Meeks, M.E.	The Gliding Centre	26.7
	(in France)	
Tolson, P.N.	Buckminster	13.8
Saunders, M.D.	Lasham	17.8
Lewis, S.I.	London	24.8
Owen, D.T.	Shalbourne	28.8
Passmore, N.J.	Southdown	24.8
Holland, M.J.	Bicester	24.8
Pengilley, P.J.	Porstmouth	24.8
Masson, P.J.	Lasham	28.8
Clack, G.D.	Lasham	28.8
Poundsbery, A.	Southdown	13.8
Darlington, A.	Imperial College	17.8
Duerden, A.	Bicester	24.8
Emck, A.J.	Lasham	17.8
Kentish, S.C.	Deesdie	29.8
Jacobs, A.	Lasham	24.6

GOLD HEIGHT

Name	Club	1993
Neighbour, P.	Derby & Lancs	6.7
Fraser, G.N.	SGU	26.6
Townsend, E.E.	Glyndwr	16.7
Stewart, C.D.	Clevelands	4.7
Edwards, P.S.	Clevelands	4.7
Foster, P.	Yorkshire	26.6
Murphy, E.T.	SGU	4.9.92
Clarke, M.	Angus	26.6
Hastings, M.J.	Oxford	24.8.92
Balshaw, G.	Glyndwr	27.7

SILVER BADGE

No.	Name	Club	1993
9185	Terry, M.H.	Midland	17.7
9186	Chandler, K.R.	615 VGS	13.7
9187	Warren, N.	Dorset	22.7
9188	Ferguson, J.	SGU	24.7
9189	Halfacre, J.G.	Cranwell	30.7
9190	Huggins, R.G.	Bidford	2.8
9191	Grzeskowiak, S.R.	Bath W's & N Dorset	20.6
9192	Gardner, R.J.	Kent	18.5
9193	Wright, P.G.	European SC	26.6
9194	Cavalli, J.P.	615 VGS	12.7
9195	Oliver, A.	614 VGS	30.7
9196	Tully, S.W.	Bicester	30.6
9197	Fraser, G.N.	SGU	26.6
9198	Johnson, D.	Staffordshire	26.7
9199	Hogg, S.	Oxford	5.8
9200	Munday, D.	Wolds	31.7
9201	Chantler, P.R.	Southdown	5.7
9202	Foggin, S.M.	Vale of White Horse	7.8
9203	Sankey, M.G.	Lasham	7.8
9204	Buchanan, S.	Southdown	13.8
9205	Turnbull, M.J.	Lasham	13.8
9206	Davies, T.J.	Lomond	10.8
9207	Sturgess, S.	Portsmouth Naval	8.8
9208	Dykes, A.	Lasham	3.8
9209	Scorer, P.	York	13.8
9210	Williams, A.	Bidford	13.8
9211	Reynolds, M.	Nene Valley	13.8
9212	Parker, C.	Coventry	13.8
9213	Willis, S.	Burn	13.8
9214	Edwards, M.W.	SGU	31.7
9215	Bye, K.J.	Essex & Suffolk	4.7
9216	Dowty, R.F.	London	14.8
9217	Rebbeck, J.	London	13.8
9218	Nash, P.T.	P'boro & Spalding	13.8
9219	Barker, P.D.	Southdown	5.7
9220	Fry, A.	Coventry	30.6
9221	Roberts, V	Marchington	13.8
9222	Kirkham, P.	Lasham	14.8
9223	Alvey, D.M.	Newark & Notts	17.8
9224	Lumley, G.I.	Bristol & Glos	18.8
9225	Callen, J.	London	7.8
9226	Lacey, J.	Chilterns	13.8
9227	Lewicka, A.	Booker	17.8
9228	Crowhurst, P.	P'boro & Spalding	13.8
9229	Thornhill, C.	Yorkshire	13.8
9230	Pellegrini, G.	Coventry	16.8
9231	Burkinshaw, A.	Burn	13.8
9232	Hasker, J.	Portsmouth Naval	13.8
9233	Pritchard, P.M.	Marchington	13.8
9234	Kronfield, S.	Lasham	13.8
9235	Roper, K.N.	Norfolk	14.8
9236	Mann, M.E.	Lasham	17.8
9237	Brown, R.W.	Essex & Suffolk	14.8
9238	Marriott, C.A.	London	17.8
9239	Bartholomew, M.	Bicester	17.8
9240	Hardcastle, K.	Burn	13.8
9241	Luxton, J.	Booker	17.8
9242	Dalrymple-Smith, J.H.	London	13.8
9243	Topping, P.E.	Coventry	13.8
9244	Hancock, N.D.	Southdown	5.8
9245	Jenkins, G.	Lasham	17.8
9246	Cain, T.M.	Oxford	24.6
9247	Punnett, J.	Kent	23.8
9248	Gell, J.	DRA Farnborough	24.8
9249	Jackson, M.L.	Kent	23.8
9250	Heath, S.	DRA Farnborough	24.8
9251	Hatton, C.R.G.	Welland	28.8
9252	Thomas, M.	Thruxton	29.8
9253	Jessett, A.P.	Surrey & Hants	28.8
9254	Sturgeon, G.	Lakes	28.8
9255	Gregory, D.N.	Lasham	17.8
9256	Sagun, S.	Surrey & Hants	17.8
9257	Coulthard, S.	Culdrose	27.8
9258	Snyder, P.M.	Kenya GC	16.8
9259	Swire, R.	Surrey Hills	24.8
9260	Mace, R.S.	Surrey Hills	24.8
9261	Costin, G.H.	Kent	28.8
9262	Maynard, D.J.	Shalbourne	18.8
9263	Bradbury, J.B.	Portsmouth Naval	27.8
9264	Jacob, P.F.J.	Rattlesden	29.8
9265	Harris, M.G.	Bristol & Glos	17.8
9266	Bastin, R.J.	Surrey & Hants	24.8
9267	Blackhurst, J.L.	Midland	24.8
9268	Griffiths, A.D.	P'boro & Spalding	29.8
9269	Towler, M.J.	Bidford	17.8
9270	Harvey, B.	Newark & Notts	17.8
9271	Wilson, T.	The Glidng Centre	24.8
9272	Ivens, P.	Bath W's & N Dorset	17.8
9273	Veness, S.M.	Enstone Eagles	28.8
9274	Deane, I.B.	Wyvern	28.8
9275	Berry, J.R.	Stratford on Avon	4.9
9276	Wareham, S.	Bath W's & N Dorset	4.9
9277	Hill, D.S.	Bath W's & N Dorset	31.8
9278	Whiting, J.L.	The Gliding Centre	27.8
9279	Pearson, P.	Surrey Hills	28.8
9280	Pitman, R.J.	Oxford	13.8
9281	Sexty, R.M.C.	Bath, W's & N Dorset	4.9
9282	Rogerson, A.	Oxford	4.9
9283	Pool, J.	Nene Valley	28.8
9284	Chester, P.F.	Lasham	17.8
9285	Anson, B.	Chilterns	28.8
9286	Micklewight, S.	Portsmouth Naval	28.8
9287	Babic, R.	Oxford	14.8
9288	Masson, P.J.	Lasham	10.8
9289	Davey, P.	East Sussex	28.8
9290	Marchant, N.	Southdown	5.9
9291	Frost, A.	Surrey Hills	15.8
9292	Whitehouse, P.J.	Channel	2.5
9293	Nash-Wortham, M.	Lasham	4.9
9294	Hartley, J.E.	Lasham	27.8
9295	Wood, R.	Stratford on Avon	11.9
9296	Greathead, M.G.	Bristol & Glos	5.9
9297	Dawson, J.L.	Bannerdown	4.9

UK CROSS-COUNTRY DIPLOMA

Part 1

Name	Club	1993
McLean, J.	Clevelands	27.6
Rabovhans, N.G.	Booker	22.7
Bourne, P.R.	Booker	22.7
Mayle, P.D.	Thruxton	17.7
Smith, J.E.	Coventry	22.7
Brown, M.K.	P'boro & Spalding	13.8
Crowhurst, J.A.	P'boro & Spalding	13.8
Nash, P.T.	P'boro & Spalding	13.8
Crozier, S.E.	Lincolnshire	27.6
Drury, G.K.	Kent	6.8
Chantler, P.R.	Southdown	7.7
Smith, G.	Kent	29.8

Cockpit theft: A Garmin 50 GPS and Skyforce Navigator have been stolen from a syndicate Astir parked at the back of the hangar at Glyndwr GC. Beware if offered this combination on the second-hand market.

REGIONALS' RESULTS

EASTERN REGIONALS – Tibenham, Norfolk, May 29-June 6

Pos	Pilot	Glider	Day 1.29.5 131km ▲	Day 2.31.5 126.8km ▲	Day 3.3.6 158.9km ▲	Day 4.4.6 125.7km ▲	Day 5.5.6 206.9km ▲	Day 6.6.6 155.6km ▲	Total Points
1	Jones, S. G.	Discus	738	133	38	133	733	892	2667
2	Jones, P.	Ventus 15	716	36	67	133	676	930	2560
3	Rice, P. E.	Libelle	433	DNF	41	DNF	899	660	1833
4	Arnold, J.	Discus	488	26	46	DNF	443	623	1626
5	Nash, S. R.	Ventus 16.6	301	32	34	DNF	635	820	1822
6	Garrity, A. J.	Discus	501	34	38	DNF	84	867	1524
7	May, J. I.	LS-4	467	124	47	DNF	141	713	1492
8	Shelton, P.	Discus	512	26	55	DNF	139	736	1468
9	Kirschner, M.	Vega	534	DNF	37	DNF	421	390	1382
10	Aknai, D.	Janus C	525	DNF	44	DNF	17	658	1244
11	Sargeant, B.	DG-400	508	DNF	35	DNF	0	640	1183
12	le Roux, D.	K-6cR	489	69	52	DNF	406	DNF	1007
13=	Arthur, E.	ASW-20L	416	33	42	DNF	DNF	515	1006
13=	Tapson, B.	Janus C	340	23	36	DNF	428	179	1006
15	Duffin, P.	Club Libelle	10	DNF	26	DNF	315	652	1003
16	Hart, R.	IS-29D	509	DNF	43	DNF	231	79	862
17	Ryland, P.	PIK 20	194	DNF	57	DNF	25	443	719
18	Haley, V.	ASW-19	194	DNF	40	DNF	5	465	704
19	Taylor, M.	Astir CS	DNF	21	26	DNF	514	47	618
20	Hatwell, R.	LS-6	DNF	DNF	16	DNF	438	DNF	452

LASHAM REGIONALS

Class A

Pos	Pilot	Glider	Day 1.25.7 137km O/R	Day 2.28.7 152km goal	Day 3.30.7 220km dog leg O/R	Day 4.31.7 180km ▲	Day 5.1.8 193km dog leg O/R	Total Points
1	King, P. A.	LS-7	545	772	727	196	1000	3240
2	Nunn, A.	ASW-17	616	718	823	67	828	3052
3	Starkey, C. G.	Discus	702	74	1000	296	958	3030
4	Taylor, J. R.	LS-6c	600	643	569	72	924	2808
5	Moulang, A. P.	ASW-20	305	829	664	98	940	2836
6	Grant, R. M.	Kestrel 19	98	682	636	136	922	2474
7	Merritt, K. R.	Kestrel 19	0	738	692	0	989	2419
8	Cook, I. R.	Ventus C	92	615	681	229	530	2147
9	Jobar, R. S. J.	Nimbus 2B	37	429	413	220	893	1992
10	McCarthy, D. K.	Mini Nimbus	594	55	746	0	597	1992
11	Short, C. J.	Nimbus 2B	551	6	568	143	462	1830
12	Judkins, M.	ASW-20	0	306	576	0	886	1770
13	Partridge, R. W.	Ventus	0	603	466	0	460	1529
14	Day, M. T.	Ventus CT	508	37	594	74	274	1487
15	Bastin, J. C.	Ventus B	565	52	653	0	0	1270
16	Hoolahan, J. B.	ASW-20	20	212	541	0	466	1239
17	Watson, A.*	Mosquito	0	16	586	99	373	1074
18	Swan, C.*	Kestrel 19	0	27	359	0	430	816
19	Parsons, R.	Ventus B	216	0	465	53	13	747

Class B

Pos	Pilot	Glider	Day 1.25.7 112km O/R	Day 2.28.7 96.5km goal	Day 3.30.7 172km dog leg O/R	Day 4.1.8 158km O/R	Total Points
1	Browning, T. P.	Std Cirrus	24	580	856	975	2435
2	Marczynski, Z.	SZD 5-1	0	409	1000	922	2331
3	Shelton, P. M.	Discus	0	409	828	976	2213
4	Pickering, K.	Open Cirrus	11	388	757	846	2002
5	Bridges, R. C.	Discus CS	21	90	893	948	1952
6	Mee, M. P.	LS-4a	0	259	696	941	1896
7	Lipscombe, T. M.	Astir CS	0	39	914	837	1790
8	Hasson, D. P.	Grob 102	12	48	715	904	1679
9	Emck, A. J.	K-6t	0	318	719	562	1599
10	Ellner, J.	Discus B	108	185	809	462	1654
11	Thomas, J.	Std Libelle	0	39	858	495	1392
12	Sinclair, D. A.	Pegasus 101A	3	30	897	588	1318
13	Hill, S.	Pegas	0	0	779	473	1252
14	Smithers, J.	DG-101G	0	13	702	516	1231
15	Piggott, A. D.	Astir CS	96	0	63	929	1088
16	Hook, M. A.	Grob Acro 103	0	0	616	469	1087
17	Healy, P. T.	ASW 19	2	192	337	389	920
18	Cannon, P. C.	DG-300 Club	0	0	233	451	684
19	Dowding, M.	K-21	8	159	0	473	640
20	Poundsbery, A. J. L.	Astir CS	0	39	7	417	463
21	Challoner, A. V. J.	Puchacz	0	259	80	0	339
22	Pridal, B.	K-6t	0	0	29	266	295
23	Wilson, G.	Discus	0	0	206	0	206

DNF= Did not fly

= penalty

ROLEX WESTERN REGIONALS – Nympsfield, July 10-18

Class A

Pos	Pilot	Glider	Day 1.10.7 175.5km ■	Day 2.12.7 170.6km▲	Day 3.16.7 135.1km O/R	Day 4.17.7 196.7km ▲	Total Points
1	Dawson, M.	Ventus A 15m	333	849	943	956	2487
2	Fox, B.	Ventus 16.6	154	748	348	962	2212
3	Smith, A.	LS-6c	214	737	235	1000	2186
4	Morris, G. D.	ASW-20L	98	761	132	998	1989
5	Bastin, J.	Ventus 16.6	0	770	569	638	1977
6	Lloyd, K. H.	ASH-25	0*	726*	266	945	1937
7	Wilton, J. N.	Kestrel 19	81	667	49	945	1752
8	Jordy, M. J.	ASW-20L	84*	737	392	538	1751
9	Ferguson, S.	Mosquito	0	568	234	681	1483
10	Smith, I. D.	Ventus B 15m	35	674	0	663	1372
11	Lane, I.	LS-3	0	626	0	549	1175
12	Parker, A.	Mosquito B	0	668	273	183	1124
13	Hey, R. I.	Nimbus 1S	0	596*	0	471*	1067
14	Clarke, C.	Vega 17L	23	295	0	533	851
15	Stuart, T.	LS-6c	28	569*	265	0	862
16	Ward, R.	Mosquito B	0	340	0	447	787
17	Bleiken, L.	Nimbus 3 25.5	DNF	233	0	524	757
18	Duffin, E. R. Jobbins, D. L.	Nimbus 2c	0	572	168*		740
19	Cumner, G.	ASW-20	30	309	309		648
20	Thompson, R. J.	Vega	0	565	226	474*	317

Class B

Pos	Pilot	Glider	Day 1.10.7 155.5km ■	Day 2.12.7 146.2km ▲	Day 3.16.7 135.1km O/R	Day 4.17.7 196.7km ▲	Total Points
1	Terry, C.	LS-4	537	678	277	652	2144
2	Kingerlee, J.	LS-7	521	590	270	737	2118
3	Roberts, S.	Discus	446	635	337	651	2069
4	Lamin, R.	Discus	521	652	191	670	2034
5	Ashcroft, J.	LS-7	417	648	318	587	1970
6	Coward, P. J.	LS-4	0	778	367*	747	1890
7	Walker, P. B.	LS-7WL	227	790	226	591	1834
8	Wall, N. H.	Discus B	213	804	271	466	1754
9	Westwood, D. J.	LS-4	233	864	339	400*	1636
10	Freestane, I.	Libelle	82	597	0	921	1600
11	Ward, P. J.	Discus B	0*	419*	278	653	1350
12	Armstrong, P. W.	Janus B	113	838	0	594*	1345
13	Allison, D. W. K.	LS-4	528*	760	Withdrawn	Withdrawn	1288
14	FitzGerald, J.	Discus	0	711	202	286*	1199
15	Woollard, M. Woollard, S.	Std Cirrus	76 0*	418	0	700	1194
16	Dixon, R. H.	LS-4		526*	0	571	1097
17	Starling, G. Starling, R.	SZD-55	229	188	240	426*	1083
18	Dent, E.	DG-300 Elan	0	103*	285	571	939
19	Johns, H.	K-21	87	301*	0	449	837
20	Burton, M.	LS-4	11	634	0*	81	726
21	Chapman, C. J. O'Donald, P.	LS-7	29	661	Withdrawn	Withdrawn	690
22	Zarb, D.	Std Cirrus	76	0	0	507	583
23	Ellis, R. C. W.	Discus	31	161	0	0	192

NORTHERN REGIONALS – Sutton Bank, July 24-August 1

Open Class

Pos	Pilot	Glider	Day 1.24.7 246km ▲	Day 2.28.7 170km ▲	Day 3.29.7 128km ▲	Total Points
1	Gatfield, J.	ASW-20L	887	885	41	1813
2	Robertshaw, S.	LS-7	940	745	0	1685
3	Tanner, L.	ASH-25	836	711	0	1547
4	Bromwich, R.	LS-6c 17.5	948	582	9	1537
5	White, D.	Vega 17	904	493	42	1529
6	Hayes, D.	ASW-22	805	571	121	1497
7	Burton, A.	LS-6c	877	530	40	1447
8	Fox, R.	Ventus B 16.6	1000	228	39	1267
9	Mortimer, R.	Jantar 1 19	390	818	0	1208
10	Hunt, S. G.	LS-7	902	300	0	1202
11	Sanderson, P.	Kestrel 19	863	256	31	1150
12	Kirschner, M.	Vega	358	674	0	1032
13	Roberts, P.	Ventus BT 16.6	400	607	2	1009
14	Howes, N.	ASW-20	0	721	11	732
15	Holland, P.	Discus B	369	302	34	705
16	Whitehead, P.	Ventus 16.6	0	556	37	593
17	Collingham, C.	ASW-20	0	573	0	573
18	McNeil, S.	ASW-20FL	479	71	20	570
19	Wright, A.	Nimbus 2B	0	528	0	528
20	Rice, J.	Kestrel 19M	220	156	58	434
21	McWhirter, A. Grinter, A.	Speed Astir	327	0	21	348
22	Moore, G.	ASW-24	0	16	12	28

Club Class

Pos	Pilot	Glider	Day 1.24.7 190km ▲	Day 2.28.7 100km O/R	Day 3.29.7 110km ▲	Day 4.30.7 220km ■	Total Points
1	Brook, M.	SHK 1	513	767	15	121	1416
2	Holmes, D.	K-21	508	804	34	43	1389
3	Atkinson, P.	LS-4	522	757	0	93	1372
4	Galloway, J.	Discus	505	787	39	26	1357
5	Blackmore, R.	Puchacz	336	683	26	31	1076
6	Taylor, D.	DG-500	345	649	0	18	1010
7	Pritchard, B.	Astir CS	457	407	9	17	920
8	Robson, D.	Std Jantar	0	761	49	27	837
9	Sword, C.	Pegasus Club	0	747	0	3	750
10	Brightman, P.	K-6t	298	424	0	10	732
11	Marriott, R.	Std Cirrus	0	629	50	35	714
12	Griffin, B.	DG-100	0	654	17	17	688
13	Tillett, N.	ASW-15B	474	0	0	0	474
14	Stott, B.	SHK 1	0	402	50	1	453
15	Stephen, J.	Puchacz	0	386	22	32	440
16	Kalin, R.	ASW-19	0	378	13	29	420
17	Beardsley, G. Davis, K.	LS-4a	0	261	46	16	325
18	Norrison, P.	K-6t	23	166	61	34	284
19	Svenson, B.	K-21	26	140	39	19	218
20	Brown, D.	Std Cirrus	0	169	0	0	169
21	Fairman, G. Marlow, T.	ASW-19B	0	108	0	16	124
22	Aitken, P. Green, R.	ASW-19	0	26	38	11	75
22	Wearing, G.	Cirrus	0	0	48	27	75

Some of these results may be incomplete. We have done our best to gather all the relevant information but again this year it has been difficult. Often pilots sharing a glider haven't been allocated individual scores; we have had to chase round getting dates of the contest days, tasks etc. And still few tables are set out in the S&G format. Please, contest directors, may this be sorted out for next year. In this age of the computer it must be possible to send us a disc of your results arranged as they are on these pages. It would save us many hours of work and unnecessary frustration. A very big thank you to the few who did get it right.

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CAMBRIDGE REGIONALS – Gransden Lodge, August 21 – 30

Club Class

Pos	Pilot	Glider	Day 1.21.8 119km ▲	Day 2.23.8 149km ▲	Day 3.24.8 POST	Day 4.25.8 134km ▲	Day 5.26.8 245km ■	Day 6.27.8 165km ▲	Day 7.28.8 310km ▲	Day 8.29.8 178km ▲	Day 9.30.8 110km O/R	Total Points
1	Baker, P.	Cirrus	–	–	734	70	–	906	–	1000	–	–
	Mynott, S.		290	843	–	–	427	–	1000	–	517	5787
2	Fritche, P.	LS-4A	89	910	753	0	475	999	913	819	644	5602
3	Maisonpierre, R.	Libelle	193	699	899	25	467	711	892	830	521	5237
4	Owen, D.	Osprey	214	908	793	0	116	945	874	664	615	5129
5	Welford, R.	Pegasus	157	661	630	0	173	822	974	860	557	4834
6	Freestone, I.	Libelle	144	719	502	7	495	855	862	634	585	4803
7	Birch, J.	Pegasus	–	510	–	0	0	–	797	–	553	–
	Birch, J.		201	–	982	–	–	792	–	795	–	4630
8	Haley, V.	ASW-19	0	539	667	4	427	745	832	776	498	4488
9	Weatherhead, A.	Std Cirrus	163	687	790	0	0	591	813	772	422	4238
10	Payne, K.	Jantar 2	60	766	757	0	24	596	823	644	425	4095
11	Brook, M.	SHK 1	77	752	182	0	450	355	768	836	567	3987
12	Woollard, S.	Std Cirrus	–	608	–	7	–	668	–	648	–	–
	Woollard, M.		0	–	427	–	0	–	808	–	435	3602
13	Longland, S.	K-6E	–	789	–	0	533	–	844	–	622	3327
	Slipper, T.		136	–	53	–	–	129	–	221	–	–
14	Murfitt, J.	Astir CS	191	604	820	0	128	186	341	573	103	2946
15	Smithers, C.	Pegasus	185	637	680	2	215	0	786	6	376	2897
16	Matthews, E.	Std Cirrus	76	629	0	4	261	118	DNF	883	497	2468
17	Leivien, D.	Libelle	0	–	433	–	87	–	13	–	242	–
	Turner, R.		–	453	–	0	–	739	–	275	–	2242
18	Evershed, M.	ASW-15	80	623	0	0	0	230	0	188	427	1548
19	Brown, G.	K-6E	135	318	181	0	200	349	0	42	DNF	1288
Hors concours			–	–	–	–	–	–	–	–	–	–
	Roberts, M.	Cirrus	DNF	DNF	1063	DNF	387	875	DNF	DNF	DNF	2325

Sport Class

Pos	Pilot	Glider	Day 1.21.8 119km ▲	Day 2.23.8 269km ▲	Day 3.24.8 POST	Day 4.25.8 218km ▲	Day 5.26.8 285km ▲	Day 6.27.8 238km ▲	Day 7.28.8 281km ▲	Day 8.29.8 244km ▲	Day 9.30.8 134km O/R	Total Points
1	Stratten, P.	Janus C	173	967	751	473	1000	891	938	936	721	6850
2	Croote, P.	Kestrel 19	293	680	876	629	794	851	885	884	704	6596
3	Crabb, P.	LS-7	255	986	374	521	846	1000	999	772	771	6524
4	O'Regan, A.	ASW-20	225	809	874	415	781	438	1000	1000	719	6261
5	Gaunt, R.	Kestrel 19	274	–	843	–	843	–	831	–	706	–
	Welsh, S.		–	616	–	667	–	834	–	698	–	6239
6	Kingerlee, J.	LS-7	260	821	1000	79	717	884	841	880	713	6195
7	Thomas, G.	Discus	209	877	853	521	804	954	956	267	640	6101
8	Aknai, D.	Janus C	236	866	886	503	770	568	893	685	693	6100
9	Durham, M.	LS-7	201	962	347	569	768	519	876	792	759	5793
10	Crabb, S.	LS-7WL	49	887	815	89	771	870	875	667	733	5756
11	Baker, R.	Discus	68	1000	314	0	853	802	997	943	705	5682
12	Scott, K.	Kestrel 19	217	775	868	40	644	851	874	666	686	5561
13	Franks, H.	ASW-20	202	52	713	506	775	774	757	938	710	5427
14	Fairston, B.	Ventus	62	599	634	0	572	932	981	925	704	5409
15	Thackray, S.	ASW-20	196	520	449	509	781	576	951	582	691	5255
16	Knight, R.	LS-7WL	201	862	809	71	181	529	811	985	740	5189
17	Fulke, G.	ASW-20	–	736	–	164	–	540	–	609	–	4531
	Foster, S.		140	–	745	–	229	–	737	–	631	–
18	Glazebrook, G.	Kestrel 19	134	454	671	479	219	471	613	506	459	4106
19	Zealley, T.	ASW-24	28	240	362	72	723	398	818	969	358	3968
20	Bisgood, P.	Kestrel 22	169	655	487	0	652	467	DNF	250	509	3189
21	O'Donald, P.	LS-7	58	–	720	–	775	–	811	650	DNF	–
	Chapman, J.		–	0	–	64	–	0	–	–	–	3078
22	Truman, A.	Kestrel 19	145	746	303	113	0	448	0	667	DNF	2423



Above: Sandy Harrup's photograph of Ray Hart's IS-29 at the Eastern Regionals at Tibenham. The photographs at the top of the page were taken by Lisa-Jane Knight at the Western Regionals at Nympsfield.

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BRITISH AEROSPACE INTER-SERVICES REGIONALS – RAF Bicester, August 17-26

Open Class

Pos	Pilot	Glider	Day 1.17.8 338km ▲	Day 2.18.8 273.2km ▲	Day 3.19.8 242.5km ■	Day 4.21.8 202.8km ▲	Day 5.22.8 173km ■	Day 6.23.8 202.6km ▲	Day 7.24.8 415km ▲	Day 8.25.8 181.4km ■	Day 9.26.8 400.4km ▲	Total Points
1	Boydon, M.	Nimbus 3DT	945	1000	809	207	0	901	969	734	571	5936
2	Sharman, R.	ASW-20BL	761	981	669	317	29	960	866	815	233	5631
3	Stewart, D.	Ventus 16.5	896	996	673	295	9	934	620	754	235	5412
4	Stingemore, G.	LS-6c	641	949	707	302	9	941	805	732	229	5315
5	Jones, R.	Nimbus 4	1000	986	748	219	95	194	1000	476	498	5216
6	Hallam, J.	Ventus C	860	975	566	18	28	1000	830	482	119	4878
7	Lee, M.	Ventus 17.5	788	896	484	262	57	873	549	537	129	4575
8	McLean, P.	Nimbus 2B	593	768	480	321	18	657	666	543	130	4196
9	Dobson, J.	Janus C	761	914	123	185	31	771	544	539	137	4005
10	Williams, D.	Kestrel	278	937	616	104	20	784	471	492	63	3765
11	Gilbert, C.	ASW-22	730	903	317	325	35	218	801	158	271	3758
12	Dean, M.	Janus C	272	967	703	345	31	622	219	394	96	3649
13	Barley, P.	Ventus CT	717	541	603	0	9	284	542	504	90	3590
14	Harmer, P.	Nimbus 3DM	594	0	540	0	0	869	476	366	0	2835

Sport Class

Pos	Pilot	Glider	Day 1.17.8 297.8km ▲	Day 2.18.8 219.6km ▲	Day 3.19.8 205.2km ▲	Day 4.21.8 156.8km ▲	Day 5.22.8 135.9km ■	Day 6.24.8 308km ▲	Day 7.25.8 152.5km ■	Day 8.26.8 338.3km ▲	Total Points
1	Cockburn, D.	Discus CS	1000	922	660	211	924	926	951	377	5971
2	Arnold, J.	Discus CS	959	990	596	0	1000	979	906	61	5491
3	Smith, D.	Discus	872	859	514	95	883	944	969	286	5422
4	Cordon, D.	Discus	876	866	429	0	682	910	788	519	5070
5	Tribe, A.	LS-7	812	835	433	74	753	1000	964	149	5020
6	Pike, M.	Discus	789	798	680	0	981	547	1000	207	5002
7	Evans, R.	Discus	851	1000	520	157	813	917	526	135	4919
8	Logan, B.	Janus B	821	824	586	0	699	963	523	335	4751
9	Pengilly, P.	Pegasus	631	766	389	0	620	898	965	381	4650
10	Stephenson, K.	Pegasus	646	753	533	163	823	526	835	158	4479
11	Bolk, M.	LS-4	883	899	668	0	301	585	840	136	4302
12	Ellis, P.	Discus	743	777	533	0	924	510	380	135	4002
13	Davey, C.	Discus	409	967	640	0	208	548	917	114	3803
14	Pratt, D.	Discus	371	691	504	0	310	878	486	97	3337
15	Sharp, K.	ASW-19B	668	696	444	41	208	478	451	60	3046
16	Stenton, A.	Discus	45	764	293	0	955	558	63	0	2679
17	Peck, D.	DG-100	301	481	365	0	581	279	203	0	2220
18	World, A.	Jantar	680	189	441	0	260	565	98	0	2133
19	Harkins, A.	LS-4	0	0	0	0	0	942	827	0	1769

Club Class

Pos	Pilot	Glider	Day 1.17.8 260.1km ▲	Day 2.18.8 105.7km ▲	Day 3.19.8 164.6km ▲	Day 4.21.8 156.8km ▲	Day 5.23.8 164.4km ■	Day 6.24.8 308km ▲	Day 7.25.8 126.4km ■	Day 8.26.8 383.3km ▲	Total Points
1	Jeldon, A.	Libelle	900	645	529	322	865	1000	897	123	5281
2	Witter, R.	Dart 17R	833	600	582	251	772	995	900	92	5025
3	Mitchell, T.	Grob Acro	929	396	541	164	973	842	991	127	4963
4	Summerville, A.	K-21	820	317	527	172	866	851	864	211	4828
5	Gough, A.	Astir	746	470	518	294	950	746	882	149	4755
6	Atkinson, A.	Grob Acro	768	511	546	244	533	854	899	127	4462
7	Armstrong, J. Terry, C.	K-21	759	657	481	0	983	880	355	36	4151
8	Sherlock, C.	SZD Junior	730	442	565	0	455	917	1000	36	4045
9	Richardson, J.	Astir	889	524	494	0	451	767	776	134	4035
10	Joly, C.	Std Astir 2	684	453	530	0	820	791	447	176	3901
11	Davis, J. G. Loder, R.	Astir CS	845	407	438	210	441	791	349	102	3583
12	Akerman, T.	Astir CS	692	428	103	0	828	591	871	25	3538
13	Heneghan, M.	SZD Junior	735	481	196	248	0	857	883	65	3466
14	Pitchfork, G.	Astir	677	346	466	0	486	622	820	33	3466
15	Reeves, K.	Astir CS	648	222	110	191	416	726	856	101	3270
16	Earnden, K.	Astir 77	722	295	444	0	685	732	274	33	3185
17	Mason, A.	Grob Acro	153	154	397	0	491	575	396	135	2301
18	Hart, C.	Astir CS	226	198	0	49	322	744	270	41	1650
19	Knowles, M.	K-23	0	0	373	0	445	470	101	36	1428

DUNSTABLE REGIONALS – August 21 – 29

Red Class

Pos	Pilot	Glider	Day 1.21.8 116km ▲	Day 2.23.8 134km O/R	Day 3.24.8 251km ■	Day 4.25.8 214km O/R dog leg	Day 5.27.8 305km ■	Day 6.28.8 305km ■	Day 7.29.8	Total Points
1	Craig, G. W.	LS-4A	759	1000	884	695	803	920	932	5993
2	Emson, C.	Std Cirrus	400	894	856	706	995	1000	1000	5851
3	Cox, A. W.	DG-300	752	859	848	369	803	900	948	5479
4	Austin, T. M.	Pegasus	318	893	969	684	750	836	968	5428
5	Angel, J.	SZD-55	572	930	1000	388	1000	353	900	5143
6	Jeffries, J. R.	K-21	883	968	754	58	838	822	989	5112
7	Birch, M.	K-6E	457	849	839	255	847	928	816	4991
8	Tillet, R.	K-23	648	911	829	532	863	916	220	4919
9	Lyons, G. J.	Libelle	74	885	737	548	787	849	920	4800
10	Allcoat, R. W. P.	DG-300	316	644	797	574	228	836	997	4592
11	Rebbeck, J.	K-23	15	945	781	83	775	739	897	4208
12	Morris, H. T.	K-6CH	609	692	217	22	738	858	909	4045
13	Morris, E. M.	K-23	669	901	800	60	231	385	748	3790
14	Warn, A.	ASW-19B	231	955	777	0	711	319	686	3659
15	Woodman-Smith, N.	ASW-15B	338	69	724	7	516	723	690	3067
16	Stammell, P.	ASW-15B	321	258	789	40	345	327	843	2921
17	Coles, E. A.	ASW-24	15	152	686	2	579	365	712	2491
Hors concours										
	Kay, W.	K-21	0	0	643	0	0	0	0	643

Blue Class

Pos	Pilot	Glider	Day 1.21.8 147km ▲	Day 2.23.8 134km O/R	Day 3.24.8 310km ■	Day 4.24.8 260km ■	Day 5.27.8 305km ■	Day 6.28.8 402km ■	Day 7.29.8	Total Points
1	Davies, F.	LS-6c	664	991	940	878	890	1000	1000	6363
2	Cardiff, J. D.	ASW-20	883	1000	83	1000	969	966	924	5825
3	King, R. A. F.	ASW-20CL	659	901	696	887	931	932	664	5670
4	Craig, W. T.	Ventus B	670	888	733	876	907	758	778	5610
5	Evans, A. D.	ASW-20C	786	787	1000	649	517	955	810	5504
6	Starer, D.	Kestrel	663	702	848	343	1000	918	862	5336
7	Payne, G. K.	ASW-20	454	742	913	890	573	874	787	5233
8	Spencer, J. D.	DG-600	817	876	902	434	449	887	866	5231
9	Hutchings, A.	ASW-20CL	366	985	811	351	940	931	787	5171
10	Newland-Smith, M.	ASW-20CL	600	665	685	553	904	813	751	4971
11	Ward, R.	Mosquito	625	883	819	579	174	799	614	4493
12	Jones, B.	DG-500	0	577	934	209	167	307	738	2932
13	Maynard, K.	ASW-20L	53	617	561	37	298	313	322	2101
14	Bolton, M. G.	ASW-20L	0	148	251	104	385	356	83	1328
15	Bird, M.	ASH-25	0	0	0	0	0	0	0	0
Hors concours										
	May, R.	ASH-25	0	1157	0	0	1038	0	0	2195
	Middleton, B.	LAK-12	0	0	864	0	0	433	0	1297
	Johnston, E. W.	LS-6c	0	0	0	0	0	1052	1042	2094
	Murdoch, M.	ASH-25	0	0	0	0	0	0	0	0

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Provisional Priority and Promotion Lists

These lists compiled as described in the 1993 Competition Handbook will be used for determining 1994 Nationals Entries. Only the top 110 from each list are published but full lists will be used for determining entries. Entry forms are available from the BGA and the closing date is January 31. The lists are provisional, the Inter-Services Regionals final results were unavailable at the time of going to press. Any queries should be addressed to me on 081-231-3408 (work) or 081-449-4386 (home).

GUY CORBETT, BGA Competitions and Awards Committee

NATIONALS PRIORITY LIST 1993

1	A.J. Davis	(BT)
2	B. T. Spreckley	(BT)
3	T.J. Wills	(BT)
4	A. E. Kay	(BT)
5	M.D. Wells	(BT)
6	D. S. Watt	(BT)
7	C. C. Rollings	(BT)
8	E.R. Lysakowski	(15)
9	G. McAndrew	(S)
10	J.R. Edyvean	(15)
11	P.G. Sheard	(S)
12	S.G. Jones	(O)
13	D.J. MacPherson	(15)
14	D.R. Campbell	(S)
15	N.A. Weir	(15)
16	D.S. Innes	(O)
17	G. Metcalfe	(OB)
18	C. Garton	(OA)
19	S.A. White	(S)
20	R.C. May	(O)
21	P. Jeffery	(15)
22	M.J. Young	(S)
23	M.R. Dawson	(15)
24	C.J. Pullen	(O)
25	S.J. Redman	(15)
26	J.P. Gorringe	(O)
27	P. A. Gaisford	(QL)
28	S.J. Crabb	(15)
29	M.W. Durham	(S)
30	E.W. Johnston	(OA)
31	W.M. Kay	(QL)
32	J. D. Cardiff	(O)
33	R.A. Cheetham	(S)
34	B. Elliott	(O)
35	B.L. Cooper	(15)
36	T.J. Scott	(S)
37	F.J. Davies	(O)
38	K.D. Barker	(OB)
39	M. Bird	(QL)
40	A. Pozerskis	(15)
41	P.F. Brice	(S)
42	D.J. Langrick	(15)
43	M.G. Throssell	(O)
44	E.R. Smith	(QL)
45	T.M. Mitchell	(15)
46	M.G. Thick	(QL)
47	G.D. Morris	(15)
48	A.J. Clarke	(QL)
49	R. Jones	(15)
50	W. Aspland	(QL)
51	P. Davis	(S)
52	D.P. Francis	(O)
53	J.A. Hallam	(OB)
54	M.F. Cuming	(QL)
55	R.D. Payne	(QL)
56	M.V. Boydon	(OA)
57	M.H. Thompson	(QL)
58	J.D.J. Glossop	(O)
59	G.N.D. Smith	(S)
60	C.M. Davis	(O)
61	G.M. Spreckley	(QL)
62	P.B. Walker	(S)
63	S.M. Wells	(QL)
64	P.E. Baker	(15)
65	M.C. Foreman	(QL)
66	D. Caunt	(O)
67	M.J. Jordy	(QL)
68	T.J. Murphy	(15)
69	L.S. Hood	(15)
70	C.C. Lyttelton	(QL)
71	B.C. Marsh	(JE)
72	T.R. Gardner	(O)
73	W.E. Malpas	(QL)
74	G.W. Craig	(S)
75	J.D. Spencer	(15)
76	J.B. Dobson	(O)
77	P.R. Jones	(QL)
78	P.G. Crabb	(OB)
79	J.P. Ashcroft	(15)
80	R.J. Toon	(QL)
81	D. le Roux	(S)
82	P.C. Fritche	(S)
83	D. Hill	(QL)
84	D.H. Gardner	(15)
85	S.N. Hutchinson	(QL)
86	B.H. Owen	(O)
87	B.C. Morris	(15)
88	K. Hodgson	(JE)
89	C.J. Alldis	(QL)
90	J.D. Bally	(QL)
91	G. Stingemore	(15)
92	A.D. Evans	(QL)
93	A. Walsh	(O)
94	K.R. Atkinson	(QL)
95	M. Strathern	(S)
96	E.H.C. Downham	(QL)
97	T.W. Slater	(O)
98	S. Olender	(OB)
99	B. J. Szulc	(QL)
100	D.W. Allison	(JE)
101	R.J. Smith	(QL)
102	J.W. A'Court	(S)
103	S.J.C. Parker	(S)
104	R. Arnall	(QL)
105	S.R. Housden	(JE)
106	C.L. Withal	(QL)
107	R.A. Browne	(15)
108	D.E. Findon	(O)
109	J. Warren	(S)
110	P.A. King	(QL)

(15=15 Metre, S=Standard, O=Open, OA=Overseas A, OB= Overseas B, JE= Junior Europeans, QL=Qualifying List)

REGIONALS PRIORITY LIST 1993

1	K. Hodgson	(JN)
2	T.P. Browning	(LB)
3	C.J. Terry	(WB)
4	M.F. Brook	(NC)
5	P. Stratten	(CS)
6	J. Gatfield	(NO)
7	P.E. Baker	(CC)
8	P.A. King	(LA)
9	P.R. Jones	(E)
10	G.W. Craig	(DR)
11	H.A. Rebbeck	(JN)
12	F.J. Davies	(DB)
13	Z. Marczynski	(LB)
14	J.C. Kingerlee	(WB)
15	D.F. Holmes	(NC)
16	P.M. Shelton	(JN)
17	P.F.J. Croote	(CS)
18	S.P. Robertshaw	(NO)
19	R.L. Fox	(WA)
20	P.C. Fritche	(CC)
21	A. Nunn	(LA)
22	P.E. Rice	(E)
23	C.R. Emson	(DR)
24	S.R. Housden	(JN)
25	S. Roberts	(WB)
26	D.W. Allison	(QL)
27	P. Atkinson	(NC)
28	A. Miller	(QL)
29	J.D. Cardiff	(DB)
30	M.W. Durham	(QL)
31	P.G. Crabb	(CS)
32	P. Davis	(QL)
33	L. Tanner	(NO)
34	P.F. Whitehead	(QL)
35	S.A. Adlard	(JN)
36	D.A. Smith	(WA)
37	P.M. Wells	(QL)
38	R.J. Maisonpierre	(CC)
39	R. Jones	(QL)
40	C. G. Starkey	(LA)
41	R.C. Bromwich	(QL)
42	J. Arnold	(E)
43	K. Pickering	(LB)
44	A. Walsh	(QL)
45	R. Lemin	(WB)
46	J.P. Galloway	(NC)
47	M.W.B. Logan	(QL)
48	A.W. Cox	(DR)
49	G. Pitchfork	(QL)
50	S.C. Wardle	(JN)
51	G.N.D. Smith	(QL)
52	A.J. O'Regan	(CS)
53	D.J. Eade	(QL)
54	P.B. Walker	(QL)
55	R.A. King	(DB)
56	M.J. Jordy	(QL)
57	G.D. Morris	(WA)
58	N.J. Passmore	(JN)
59	D.T. Owen	(CC)
60	G. Stingemore	(QL)
61	J.R. Taylor	(LA)
62	D.K. McCarthy	(QL)
63	S.R. Nash	(E)
64	S.J.C. Parker	(QL)
65	R.C. Bridges	(LB)
66	R.W. Allcoat	(QL)
67	J.P. Ashcroft	(WB)
68	R. Blackmore	(NC)
69	D. le Roux	(QL)
70	T.R. Gaunt	(CS)
71	D.A. White	(NO)
72	J.W. A'Court	(QL)
73	T.M. Austin	(DR)
74	D.A. Booth	(QL)
75	R.J. Toon	(JN)
76	D.J. Gordon	(QL)
77	J.C. Bastin	(WA)
78	J.N. Wilton	(QL)
79	M.P. Mee	(LB)
80	J.F. Beringer	(QL)
81	P.J. Coward	(WB)
82	P.F. Brice	(QL)
83	D.P. Taylor	(NC)
84	S. Sampson	(QL)
85	R.J. Welford	(CC)
86	K.R. Merritt	(QL)
87	A. Moulang	(LA)
88	S.J. Connolly	(QL)
89	A.J. Garrity	(E)
90	R.A. Browne	(QL)
91	S.J. Harland	(JN)
92	W.T. Craig	(DB)
93	D. Robson	(QL)
94	D.M. Hayes	(NO)
95	A. Pozerskis	(QL)
96	J. Angell	(DR)
97	J.R. Jeffries	(QL)
98	O. Ward	(JN)
99	J. Nash	(QL)
100	K. Lloyd	(WA)
101	J. Warren	(QL)
102	T.M. Lipscombe	(LB)
103	B.C. Marsh	(QL)
104	C. Hyett	(QL)
105	B.W. Pritchard	(NC)
106	D.P. Francis	(QL)
107	G.M. Spreckley	(WE)
108	D. Starer	(QL)
109	I.P. Freestone	(CC)
110	N.H. Wall	(QL)

(CC=Cambridge Club, CS=Cambridge Sport, DB=Dunstable Blue, DR=Dunstable Red, E=Eastern, JN=Junior Nationals, LA=Lasham A, LB=Lasham B, NC=Northern Club, NO=Northern Open, WA=Western A, WB= Western B, WE=Women's European, QL=Qualifying List)

CLUB NEWS



Lleweni Parc, home of Glyndwr Soaring Club, is right under the 15 miles ridge of the Clwydian hills. They now have a Pawnee tug to improve access to the southerly wave.



Above: The Scottish Sports Council's ASH-25 during its week at Connel GC with the new hangar in the background. Photo: Robin Worters. Below: Bannerdown GC photographed by Phil Raistrick on their open day.



Copy and photographs for the February-March issue of *S&G* should be sent to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, tel 0223 247725, fax 0223 413793, to arrive not later than November 30 and for the April-May issue to arrive not later than February 8.

GILLIAN BRYCE-SMITH
October 13

ANGUS (Arbroath)
Flying has been good despite indifferent weather. Martin Clarke has his 5hrs and Angus Christie completed his Silver badge with a 5hrs and cross-country flight from Portmoak. Our very successful barbecue with 662 Gliding School was attended and enjoyed by many past and present members.

Angus Christie, Martin Clarke, and Colin Wight, chairman, have AEI ratings and the air experience evenings have gone well. One visitor saw Bleriot landing at Dover in 1909, flew Bristol fighters in WW1 and Beaufighters in WW2 and a Bocian and a T-21 in 1993.
G.N.

AQUILA (Hinton in the Hedges)
Our first season using our grass triangles has been a great success. Wear and tear on the aircraft has been greatly reduced and it has given us more freedom when operating.

We have an end of season general knowledge quiz against Oxford GC.
S.K.

BANNERDOWN (RAF Keevil)
A near derelict building has been transformed into a clubhouse with a bar and lounge by Keith Darby and his team. It was officially opened by Air Cdr Graham Pitchfork on our successful open day in September. We also have a large portacabin to house other facilities.

One of the best soaring days was September 5 when the CFI chased Peter O'Fee and Paul Griffiths round 300km for their Gold/Diamond goals, making it a club 1000km day. John and Phil Dawson completed their Silver badges; Derek Seagar and Bob Smith have Bronze legs and Peter O'Fee, Harry Naraim, Bob Brain and Terry Brown have AEI ratings.
D.C.F.

BATH, WILTS & NORTH DORSET (The Park)
This has been our best year for a long time and in July and August we flew more launches than the whole of last season with membership increasing.

Jean Whyte, Peter Hawtin and Steve Callaghan have gone solo; Paul Salter has Silver distance and Dave Hill, John Holland, Steve Wareham, Ron Sexty and Steve Grzeskowiak have Silver badges. Tim Cushion left his Skylark 2, borrowed an ASW-19 and flew 300km in France, while Steve G did a real 300km, the first from The Park.

To encourage local youngsters we are discussing a bursary scheme for 14-18 year-olds.
S.G.

BLACK MOUNTAINS (Talgarth)
We have had considerable media exposure recently. HTV filmed here in August and we were featured in a radio Wales broadcast the week before.

Don Puttock flew the Blanik for 10hrs 10min and Keith Richards nearly got into the **Guiness Book of Records** when he flew the world's most experienced passenger, Edwin Shackleton. The IS-32 was his 478th type and a new world record.

Expedition bookings are as popular as ever so phone early to book your slot.

The club two-seaters continue to average 55min/launch, even the T-21. Can any other club better this launch to flight ratio?

Obituary - Alastair Mackintosh



With great sadness we record the sudden and untimely death of Alastair Mackintosh on August 28.

Aviation was a big part of Alastair's life, first with the RAF when he flew Harvards and Vampires and then with BOAC for whom he worked as a station manager.

He was born and bred in the shadow of the Beacons and although spending a great deal of his life abroad, his heart was always in the Black Mountains and he came home to Wales whenever on leave.

He flew with us soon after we were founded and after early retirement devoted himself to the club, often working seven days a week as instructor, tug pilot or treasurer.

A very capable pilot, Alastair loved to soar the mountains in his Vega or IS-32, although he never minded what he flew.

Alastair was buried on the shore of Llangorse lake and at the funeral a jet fighter screamed overhead in a solitary salute. A fitting tribute to a fine pilot and a good man. We will miss him.
D.U.

BLACKPOOL & FLYDE (Chipping Airfield)
Mark Knowles and Derek Littler have gone solo, Dick Darbyshire has resoloed at the age of 73 and Darran Evans has a Gold badge. We have had expeditions to Sutton Bank, Pocklington and Aboyne and members have competed in the Junior Nationals and Northern Regionals. Lakes GC have kidnapped Mr Blobby who we hope to rescue soon.

We were stunned that our tug planning appeal was rejected. The decision seems to have been based on local fear and misunderstanding of the aims of our sport. We welcome support and advice from like minded groups and meanwhile thank everyone who helped with our appeal, particularly Bill Scull.
S.R.



Derek Littler of Blackpool & Fylde GC shaking hands with his instructor Dave Rukin after going solo.

BOOKER (Wycombe Air Park)
Karina Hodgson won the Junior Nationals and Alister Kay flew 750km in his ASH-25 as well as winning the Open Class Nationals. Geoff Payne has so far gained the only Diamond during our Aboyne expedition.

There is a lively winter programme with aerobatic courses, ridge and wave expeditions and the usual weekend "early bird training". There will be no soaring charges for full members flying single-seaters until next spring in a drive to keep pilots current during the winter. We hope our Duo Discus will be here for next season.
R.N.

BORDERS (Galewood)
We had poor weather for the first of our flying weeks although two good days in October gave wave climbs to 12 000ft.

The Gas Board are discussing moving our site to get round their planning problems. We don't want to move too far from our present position as it would spoil our access to wave and ridge flying in the College valley. Bill Scull has been a great help.
B.C.

BRISTOL & GLOUCESTERSHIRE (Nympsfield)
Our team, headed by Phil Walker, retained the Inter-Club League trophy.

Ian Lane has temporarily taken over from Bob Cunningham as chairman. We wish Bob a



Kirstie Turner of Mendip GC who has a Bronze badge and Silver distance.

Please note the early deadline of November 30 for the next issue. This is because of the usual Christmas post delays.

Graham Thomson of Four Counties GC who went solo on his 16th birthday. ➡



speedy recovery from his illness.

Chris Witt gained Silver distance and the late spurt to summer gave the opportunity for much rivalry between Lasham and ourselves over the retention of the wooden plate.

We now have the ridge running and wave soaring season with midweek flying operated by Les Bradley, who is staying on after the end of the courses.

Obituaries

John Hamilton. It is with regret we report the death of John Hamilton following a long illness. The good natured enthusiasm of this gentle giant will be missed by us all and our sympathies go to his family.
S.I.D.

Harold (Joe) Grimes. It is with sadness we record the death of Joe Grimes. He joined the club in 1956 and his engineering skills have been a great benefit to us.

With Ray Jeffries and the late Gordon Mealing, he built a Swallow from a kit in the 1960s and as a BGA inspector supervised our Cs of A for 30 years. He also helped with the building of the south hangar in 1968.

Joe had a natural talent for diagnosing vehicle defects which was particularly valuable in the early days. He also enjoyed silent flight over many years in the Swallow, Dart 17, Kestrel 19, LS-3 and latterly the K-6E (No. 309).

Joe's caring and helpful attitude will be sorely missed and we send our sympathy to his family.
Doug Jones

BUCKMINSTER (Saltby Airfield)

Anna Buttarazzi and Michael Sismey have gone solo and Neville Cawte and Geoff Cotton have Bronze badges, Neville gaining his 5hrs and Silver height first. Dave Housley, Paul Tolson and Guy Westgate have flown 500km triangles .

One of our two-seaters is at Sutton Bank for members to experience ridge and wave flying and our club K-8 is back after its refurbishment - again. Nottingham Trent University GC have started their autumn term's flying.
M.E.

BURN (Burn Airfield)

Keith Hardcastle, Stan Willis and Arthur Burkinshaw flew distances for their Silver badges and Nigel Pamplin also gained his Silver distance. The M200 team, Martin White, Ian Gutsell, Julian Day and Chris Collins, won the Wooden Class at the Wolds GC's Two-seater Comp.

Brian Scothern and Arthur Burkinshaw have imported an ASW-19 from Germany.

At the annual dinner cups were awarded to Tony Flannery (greatest gain of height) and Stan Kockanowski (most progress).
P.M.

CARLTON MOOR (North Yorkshire)

We have been working hard tidying up the site, improving the runways, seeding bare areas, painting hangar doors and resurfacing the worst parts of our access track. The club K-13 has been refurbished and we have a number of new members.

John Grieve and Mike Stewart have gone solo. John Marshall resoloed and, with Robin Hutchinson, gained a Bronze badge.
P.S.

CAMBRIDGE UNIVERSITY(Gransden Lodge)

A large number of badge claims during July and August included ten 300kms and a 600km by John Bridge. We ran our first Regionals with nine scoring days and celebrated with a pig roast. Peter Baker and Steve Mynott won the Club Class and Peter Stratten the Sport Class. Our special thanks to Phil Jeffrey, the director. We've also welcomed visitors from Camphill.

Bernard George, Ian Stenning and Benn Adgie have gone solo; Graham Armstrong has a Silver badge and Neil Foreman and Fraser Hayden Gold badges. Geoff Brown and Robert Welford are assistant Cat instructors.
M.H.L.

CHANNEL (Waldershare Park)

Bill Farrow came from the USA to learn the art of winch launching. Our annual bearday was a huge success with Nic Orchard-Armitage flying over 100 different bears from all over the world. The civil service flyng club Falke has been refurbished to a high standard.

The recent wet weather has seen many members on away days eating and drinking in France. Maurice Theo has a Bronze badge and Dave Hellier an assistant Cat rating.
R.A.

CLEVELANDS (RAF Dishforth)

The competition season ended with Dave Stuart and Derek Smith coming 3rd in their respective Classes in the Inter-Services Regionals.

Robert Macmillan, Duncan Rogers, Simon Baker and Andy Purvis have gone solo and Frank Wilson has returned to instructing after a few years' rest.
J.P.

CORNISH (Perranporth)

Our summer seven day a week operation attracted air experience pupils which helped to bolster a quieter course season. We also had a steady rate of visitors at our open weekend. Culdrose have taken the inter-club trophy (a suitably inscribed bog seat) by landing late one evening at Perranporth.

We are contesting a notice served on us to restrict our daily aerotow movements.
S.S.

COTSWOLD (Aston Down)

Len Jones and Robert Reather have gone solo and Nigel Pickering has resoloed. Dave Marlow and Alex May have Bronze badges and Russell Clarke his Silver.

At our September open day we flew 134 visitors, making over 300 open day flights this year.

We have Friday evening lectures and discussions this winter and a ridge and wave soaring expedition to Lleweni Parc.
M.S.

CRANFIELD (Cranfield Airfield)

Yes, we are still here! With a recession, the demand for building on airfields seems to have diminished, so we continue to operate with some signs of renewed interest from the powers that be. We are attempting to build up numbers again and welcome members old and new. Tony Wilson is acting CFI with John Blackmore doing most of the tugging.

A second Std Cirrus has joined the private fleet and the Diamant syndicate has been to Aboyne. The Buccaneer Farewell airshow brought some new members and AEI flights.
M.K.

CRANWELL (RAF Cranwell)

Paul and Kay Matthews, Teresa Jose and Danny have gone solo; Pete Clarke has a Bronze badge; Tim Favor and James Halfacre Silver badges and Mick Lee and Richard Browne flew 500kms, Richard for all three Diamonds. Three pilots flew Diamonds in Poland.

We have a new double decker airfield bus, converted to improve briefing and catering facilities, thanks to Jed Mcknight and his helpers.

Despite the mixed weather we should achieve 5000 launches, the first time for some years. We are swopping our K-7 for a K-13 and have our usual expedition to Dishforth over Christmas.
R.A.B.

CULDROSE (RNAS Culdrose, Helston)

Steve Coulthard has his Silver badge; Angie Toller her 5hrs and Tony Philips, Chris Hull and his father Peter have gone solo.

The Culdrose team of Angie Toller, Dorothy and Gordon Hunter and John Smith came 7th in their first Wolds GC's Two-seater Comp. Rob Adams flew several 300kms in a LAK-12 in Lithuania.
R.A.

DARTMOOR (Brentor)

We were saddened at the death of our well liked and efficient treasurer, Joyce Andrew. We extend our deepest sympathy to Alex on his sad loss of such a lovely, happy wife.

Peter Walter went solo on Alan Holland's last course of the season. We have another K-7 and a more modern winch. Rick Morris and Ken Basterfield have Bronze legs soon after going solo, thanks to better launches. Our 10th anniversary day was a great success.
F.G.M.

DEESIDE (Aboyne Airfield)

Steve Kentish has flown a 300km Diamond goal. We are hosting the Scottish Regionals in May and have continued our gliding scholarship with our local academy, giving free gliding for two pupils up to solo standard.

We have a fourth syndicated tug on site and are awaiting the planning decision on our new glider store. We are flying throughout the winter with an instructor and pilot on site from dawn to dusk. Membership and launches are up on last year and we had wave to 15 500ft in August and 19 400ft in September.
G.D.

DEVON & SOMERSET (North Hill)

After many years' absence from national competitions Damian le Roux was 2nd in Competion Enterprise (in a borrowed Std Cirrus) and flew in the Standard Nationals. Jonathan Smith (in our club Junior) gained his Diamond goal in the

Junior Nationals, ending midway in the list.

Fred Clark (Oly 463) and Richard Petheram (K-6CR) flew Silver distances. We had an enjoyable summer barbecue. Considerable assessment is underway for improvements next year.
I.D.K.

DORSET (Eyres Field)
Barry Thomas has resigned as CFI due the pressure of work. We owe him a great debt of gratitude for his many years' service. The new man is Dennis Neal, who has organised a series of winter Bronze badge lectures.

James Cuthill and Martin Jessett have gone solo. As we approach our first anniversary at the site, we have had a good season. We have also become something of an attraction in a holiday area with many tourists having trial lessons.
G.S.

DUKERIES (Gamston Airport)
Despite a poor summer flying hours in August were a record for any month since the club was formed.

A succulent barbecue was enjoyed to celebrate the opening of the new toilet block.

David Urpeth and Colin Pellatt have gained Bronze badges.
J.C.P.

EAST SUSSEX (Ringmer)
We hope our new hangar will be built by the start of next season.

Ian Bull flew 300km in the club's Astir; Peter Davey has a Silver badge; Tim Huff a Bronze badge and Richard Goodsell and Kevin Mockford have assistant instructor ratings.
L.M.

ENSTONE EAGLES (Enstone Airfield)
Paul Murphy and Richard Markham have Bronze badges; Steve Veness, Neil Edwards, Roger Cross and Lorna Bevan have Silver badges and Tony Cox came 3rd in the Dunstable Regionals' Standard Class.

Our new lease on the airfileld gives us the security of tenure for the foreseeable future.
L.J.B.

ESSEX & SUFFOLK (Wormingford)
At last our clubhouse is under way and the new entrance finally in use. We've added another K-13 to the club fleet which is proving to be a boon in coping with the steady flow of trial flights.

Darryl Simpson completed his Silver badge with 5hrs and a distance flight; Tony Brown and Bob Brown have 5hrs; Stuart Harvey Silver height and 5hrs; Doug Gray Silver distance and Doug Callum and Steve Brenton have gone solo.

We give visitors a warm welcome.
M.F.

FOUR COUNTIES (RAF Syerston)
Our successful task week was enjoyed by members and visiting pilots and we were well represented in the Inter-Service Regionals.

Graham Thomson went solo on his 16th birthday; Sam Hays has Silver distance and Sue Armstrong an AEI rating. Our tug is a useful addition and the winches are giving good launches. Our thanks to Trev Gorley for all his work.
H.R.

FULMAR (RAF Kinloss)
Nev Weir has become a full Cat and taken over from Jonathon Joynson as CFI. We thank Jonathon for all his work and for bringing us back to strength after the Gulf crisis.

We had an enjoyable week with Highland GC in September with everyone flying in wave up to 10 000ft (Mike Seward gaining Gold height) and hundreds of kilometres flown. Our thanks to Terry Holloway and his team for replacing our Chipmunk with a Supermunk which was a great success during the expedition.

Our K-8 is going south and our Astir has oxygen fitted. Our family day in September was very enjoyable with Colin and Marian Forsyth keeping the barbecue going all day.
B.F.G.

GLYNDWR (Denbigh)
Monique Phenna, Gill Pennant, Elly Sergeant and Neil Kyte have gone solo and John Issott and Paul Ironside have resoloed. Ian Skinner and Chris Bolton have Bronze badges with Ian gaining height and duration on the same flight. Rod Witter and Dave Loraine are motor glider instructors and Phil Wild, Nigel Jennings and Graham Hibberd are full Cat instructors.

We are currently hosting visitors from Stratford-on-Avon, Enstone, North Hill, Chilterns and Bannerdown with several other clubs booked in for the wave season.
G.P.

GRAMPIAN (By Laurencekirk)
With the loss of our CFI, Al Eddie, owing to other commitments, and a lack of members we had no alternative but to wind up the club in September. We thank Al and John Nevill for all their valued instruction and encouragement, not forgetting Ron Smith who was an AEI.

We have sold the Capstan and winch. Finally we thank Ian Anderson, our local farmer, for his forbearance and help. Truly the end of an era.
J.D.C.

HIGHLAND (Easterton)
We have a new lease for a further 19 years so we can now plan permanent places for gliders.

Grace Chalmers and Teresa Bruce-Jones have Bronze badges, Teresa (K-8) also flying Silver distance and 5hrs - the first since our move.

Robert Tait has become a P1 for the SGA's ASH-25 and was kept very busy during a successful week at the end of September when Fulmar GC came with their Supermunk. This tug gave a lot of enjoyable flying in the SE winds which are difficult for winch launching.

Martin Knight gained Gold height and lots of kilometres were flown, the week ending with Mike Cryle going solo.
A.G.V.

KENT (Challock)
We had exceptional weather for our annual task week with seven flying days out of nine. Kevin Vincent won League 1 by a considerable margin and Nigel Read, flying a club K-13 with members, League 2.

We also had five Silver distances, one 5hrs in a K-8 and two 100km Cross-country diplomas. Our thanks to everyone, especially Roy Gilbert.

Tony Moulang has taken over as CFI from his brother Michael who is working abroad. Kevin Vincent will supersede him in the New Year.
A.R.V.

LASHAM (Lasham Airfield)
High spots during the year in indifferent weather were:- Ted Lysakowski winning the 15 Metre Nationals; Chris Garton and George Metcalfe winning Classes A and B respectively at the Overseas Nationals; Steve Jones (2nd) and Steve Wardle (7th in his first Comp) in the Junior Nationals; Jill Burry for an impressive performance at the Women's European Nationals; Tim Browning winning the Lasham Regionals B Class; John Ellner for his 500km Diamond and Adrian Emck (K-6) for 375km on September 5.

Our skittles evening was a big success and we have the farmers' cheese and wine party and Christmas lunch ahead.

This summer Wally Kahn completed his 10 000th tow, having started as a tug pilot in 1949 at Redhill, the Surrey Club. Wally also glides. He has Silver badge No. 85, Gold badge No.10 and all three Diamonds No. 50. He has broken two gliding records, the first in 1947, is still an active glider pilot and heavily involved in securing the finance and acquisition of the airield.
G.N.G.

LAKES (Walney Airfield)
We celebrated the 80th birthday of our most senior member, Cecil Batty, with a surprise party. Cec joined the club in 1945 and has been a valuable, jovial member ever since.

Keith Butterfield has Gold height; Graham Sturgeon flew Silver distance for his badge and Alan Dennis has a Bronze badge. Keith and Graham took the Capstan on its "annual" cross-country, 35km this year! Peter Redshaw flew to Pocklington.
A.D.

LINCOLNSHIRE (Strubby Airfield)
Gordon West has taken over as chairman from Bert Barker; Colin Watmough as treasurer from Nigel Bartle and John Kitchen as secretary from John Best. Our thanks to the outgoing officers for their efforts.

We had the usual good turnout at the Wolds Two-seater Comp with the entire club fleet flying. The Bocian was flown by John Kitchen and Steve Crozier who took turns as P1, finishing 4th one day and winning another. And we won the bar quiz.

Dave Armstrong has his 5hrs and Silver height and Colin Watmough (K-8) flew Silver distance.
R.G.S.

MENDIP (Halesland Airfield)
We came 4th in the Inter-Club League finals. Financially July and August were our best ever months and with an influx of new members our future looks rosy. The trial lesson evenings went well and our two-seaters have been refurbished.

Dave Hatch and Jack Ryland have gone solo; Chris White (after 36 years) and Ian Parsons (ten years) have resoloed; Graham Stirgazer has a Bronze leg and Kirstie Turner, Gordon Dennis and George Lodge have Bronze badges (Kirstie also flying Silver distance).

Barry Hogarth and Bob Sheffield have gone ➡



Jeremy Moore (right) and Dave Stabler of Norfolk GC with the Bergfalke 2 in which they flew 445km to gain a UK multi-seater record.



Trisha Pearson, Surrey Hills GC's only female with an AEI rating, ready for her first flight after gaining her rating.

solo in motor gliders and George Whitcombe-Smith has an AEI rating.
G.W-S.

MIDLAND (Long Mynd)
We welcome our new CFI Chris Harris and thank the outgoing CFI, Steve Allsop, for his work during his five years. We had an enjoyable task week in August, but wished for better weather managing only three soaring days. The club trip to Aboyne sadly coincided with poor weather.

Alistair Wilcox, Emily Harbon, Clarissa Nuttall, Robert Cummins and Julie Abbey have soloed; Clive Jones, Richard Hinley and Eddie Humphries have Bronze badges; Clive Crocker and Mike Hughes have flown 5hrs and Richard Swire and Jon Blackhurst Silver distances. Rose Johnson has become an assistant instructor.
A.R.E.

NENE VALLEY (RAF Upwood)
Our task week was a great success. Gareth Cherriman (16 years) gained his 5hrs and Silver height; Martin Reynolds (chairman) and Julian Pool have Silver badges and Nigel Perry Silver distance and height.
G.P.

NEWARK & NOTTS (Winthorpe)
The season finished with Graham Cowland going solo; Dave Alvey and Brian Harvey completing Silver badges; Tom Kerry gaining both Bronze legs; Sue Cowland one Bronze leg and Dan Goldsworthy and Brian Harvey winning a day at the Inter-Club League. We rounded off the season with an excellent dinner, prizes going to Gerry Hall, Dan Goldsworthy and Dave Alvey. A special award went to Dave Kassube for his care and attention to visitors.

Under the direction of Bob Grant, we are building two state of the art winches. The computer aided design is courtesy of Roger Starling.
M.A.

NORFOLK (Tibenham)
The Bergfalke 2 flight to Cornwall has been confirmed as a UK straight distance record (see photo).



Nic Orchard-Armitage flew over 100 bears during Channel GC's Bearday.



The Vale of White Horse GC's K-7, their second two-seater, coming in to land with Liddington Hill, a familiar landmark, in the background.



Martin Jessett of Dorset GC after going solo. Photo: Val Komosa.

The Gold/Diamond Duster built and flown by Ian Beckett (far right) of the Devon & Sometset GC (see the last issue, p253) with (from l to r) Tim Gardner, Ron Johns and Malcolm Chant.



Andy Chappell at the controls of the DG-400 with his partner Dave Triplett at Shropshire Soaring Group, Sleap. This is the first self launch glider to fly with the club. Photo: Peter Foster.



Ray Hart completed his Gold badge with a Diamond goal; R. Melhuish and K. Roper have Silver legs; K .Pearl and N. Banks Bronze and P. Welton and D. Blyth have gone solo.

Our original Tutor has been renovated by John Edwards so suitably qualified members can sample "real" gliding.

During our harvest task week, we hosted a rally for the vintage glider club. We also hosted a weekend when five East Anglian clubs competed for the Anglia TV cup. Saturday was a superb racing day followed by a "flat" Sunday with some interesting flights. We won followed by Cambridge GC.
K.E.P.

NORTHUMBRIA (Currock Hill)
During September we had expeditions to Easterton, Denbigh and Portmoak. At home, Phil Slater gained Silver distance with a 100km flight. John Allen and Jon Pickering are tug pilots.

Following the success of bar renovations the social club held a well attended race night.
J.T.C.

OXFORD (Weston on the Green)
Barry Taylor and Nick Hill have gone solo and Alan Lapworth has resoloed after 20 years. Chris Woodcock has a Bronze badge; Chris Buck flew a distance and Arthur Rogerson 5hrs for their Silver badges; Peter Awcock has his Silver distance and height and Simon Hogg 5hrs. Roger Pitman flew all his Silver legs in one flight. Sadly Kevin Duthie landed 3min short of his 5hrs. Gordon Craig won the Dunstable Regionals with Chris Emson as a runner-up.

We won our Inter-Club League group but couldn't quite match the performance of the World Champion in the final.
F.B.

PETERBOROUGH & SPALDING (Crowland Airfield)
Paul Davey and Bryon Smith have gone solo; Nick Ayre has a Bronze badge; Trevor Nash, Andy Griffiths and Pete Crowhurst Silver badges; Dick Thirkill a Gold distance and Diamond goal; Roger Gretton Diamond distance and Steve Turner and Roger Gretton have become assistant Cat instructors.

Snoopy has been on his travels again. After returning to Tibenham with Alf Warminger, he was reclaimed by Andy Griffiths.

Our re-entry into the Inter-Club League hasn't proved immediately successful in terms of results, but we are learning fast.The recently introduced cadet scheme is proving beneficial to both the club and the cadets. We had the usual poor weather for the soaring fortnight but we had a successful barbecue.
R.G.T.

PORTSMOUTH NAVAL (Lee on Solent)
Our two very successful courses produced 23 solo pilots, including Jon Davis and John Chapman. James Hasker, Richard Croker, John Bradbury and Beverley Kaye have Silver badges and Stuart Poynton a Bronze. Martin Heneghan, Chris Joly, Ken Stephenson, Tony World and Pete Pengelly flew in the Inter-Services, Pete winning the Goodhart trophy.

We say a fond farewell to Ben Bennett and thank him for his cheerful and expert guidance over the years as CFI and DCFI. Our new CFI is Martin Heneghan and DCFI Ken Stephenson.
J.P.

RATTLESDEN (Rattlesden Airfield)
We have had a good three months. Grenville Croll and Mark Taylor have Diamond goals; Tony Bartlett and Paul Jacobs Silver badges; Julie King, Stuart Janes and Gordon Barnes Bronze badges; Richard Goodchild is an assistant Cat instructor and Pat Gold, Julie Abbey, Ian Macro, David Milner and Martin Yates have gone solo.

Eight members enjoyed the Long Mynd visit; we came 2nd in our Inter-Club League group and we took part in the Anglia cup.

Our evening flying was highly successful and provided a useful income. Our six courses were all full.
M.E.

SACKVILLE (Riseley, Beds)
We had some good cross-country flights during our August Bank Holiday task weekend which was won by Andrew Johnston. Tim Wilkinson had an expensive out landing at Turweston - he bought a glider whilst waiting for a launch.
D.C.W.

SHALBOURNE (Rivar Hill)
Many hours were flown during our successful August task week with aspiring cross-country pilots flying with Hugh Harwood in the Bergfalke 4. Dave Owen (Osprey) gained his second Diamond of the year with a 300km at Gransden Regionals.

Brian Vowell and Liz Bertoya are AEIs with Steve Ottner upgrading his rating on the same course. Mark Wooldridge and Denis Maynard flew 5hrs, Denis for his Silver badge; Peter Mortimer and Geoff Goodenough have Silver heights and Alan Pettitt part 1 of the 100km diploma. Roger Ingham has resoloed and Chris Owen has a Bronze leg.
J.R.

SOUTHDOWN (Parham)
Friday, August 13, was lucky for Craig Lowrie who flew a 500km Diamond distance, only the sixth from our site. August went on to give two Gold distance/Diamond goals with three Gold distances in September. Kevin Pickering landed at HusBos on a 500km attempt and his marathon dual tow back *via* Dunstable cost him £95.

Alan Irving soloed on his 16th birthday; Nicki Marchant has a Silver badge and sisters Shona and Helen Buchanan have PPLs. Bob Woodhead has taken over as tug master from Angus Buchanan's able command.
R.W.

STAFFORDSHIRE (Seighford)
Our annual target of 5000 launches was reached in early September. Our thanks to Blackpool and Fylde GC for their Pawnee tug - almost all pilots are now current for aerotowing. Bob Heath Webb towed out to the Long Mynd to complete his Silver badge with 5hrs on the ridge.

Doug Johnson also has a Silver badge; Ted Barker a Bronze; Peter Jennings a Bronze leg; Alan Davies and David Howell SLMGs and Andy Oultram is a full Cat and has a SLMG rating.

Don Bayley holds the site record for the oldest solo at 61 though Bob Crinean set the club record by going solo when well over 70.

Peter Gill (Cirrus) climbed to 8000ft to confirm the existence of wave at Seighford.

We have had many visitors and our membership is now well over 130. We have an October expedition to Borders GC. There were two successful task weeks with enjoyable barbecues.
I.G.P.M.

STRATFORD ON AVON (Snitterfield Airfield)
We have had an excellent season with many badge and cross-country flights.The highlight was our open day on August Bank Holiday Monday in brilliant weather, with over 130 trial lessons.

Our thanks to John Grimmett and his team, together with Amanda Edlin and her catering group. Over £400 was taken on the gate for the Acorns Trust Children's Hospice charity.

Barry Monslow and Peter Ware have gone solo. Brian Howett has produced "Wings over Snitterfield", a history of our site as a wartime bomber/training station to the present day. It is a really interesting read and available by post from the club at £4.
G.J.B.

SURREY HILLS (Kenley Airfield)
Flying and membership continue to increase. Trisha Pearson, Dave William and Mike Hughes have their AEI ratings; Trisha and Richard Mace (all in K-8s) gained their distances and Alan Frost a height for their Silver badges and Steve Rabbitts, Chas Spencer, Paul Conway and Nick Williamson have soloed.

We had a successful week at Edgehill in August thanks to Mike Cuming and Shenington GC. We have a second K-7 making six two-seaters for *ab-initio* training with two K-8s and a Swallow for solo pilots - not bad considering we had virtually nothing three years ago. We will continue to fly Monday to Friday during the winter when our visiting instructors will be just as welcome as they were in the summer. Our second winch is having a new engine to give us higher launches.
P.L.P.

THE SOARING CENTRE (Husbands Bosworth)
We have again started our winter intensive courses in aerotowing, winching, instrument flying and aerobatics. Chris Parker flew all three legs of his Silver in one flight in his K-6CR; Chris Glover also has a Silver badge; Giselle Pellegrini her 5hrs and Gary Wills, Mike Cater, Alan Fretwell and Mike Hughes Gold distances. On the same day Graham Thomas and Paul Thompson flew the same 300km in a club Puchacz for the longest club two-seater flight of the year.

Stage 1 of the new clubhouse has been completed giving us more showers, toilets and a new office for Harry. The second half of our field is being re-graded to provide a bowling green like surface!

The annual dinner will be on December 11 at the club; tickets from Harry. We have wave trips to Feshiebridge, Denbigh and the Long Mynd with three gliders based at Dishforth.
T.W.

THRUXTON (Thruxton Airfield)
John Boyle and Dave Arkley have both Bronze legs with one each for Colin Buckley and Peter Craig; "Busty" Taylor and Mark Thomas have Silver badges; Keith Stansfield has gone solo and Paul Mayle gained our first club 100km diploma.

Our Aboyne expedition found little wave, but plenty of thermals.

Dave Mayle, Paul Mayle and Barry Lovett have SLMG PPLs and acquired a Motor Falke which is available for club use.
J.B.L.

ULSTER (Bellarena)
During the weekends of October 16 and 23, when we move to our new field, it is planned that the bigger caravans will go by low-loader and take to the sandflats of Lough Foyle at low water, rather than the road.

We expect to fly the fleet over and begin operating there by the end of October. We plan a formal opening of the new site during a nine-day Easter fly-in, for which invitations will soon be going out. If you don't get one, come anyway. Visitors from across the water, particularly with aircraft, will be particularly welcome.

We have a rash of new instructors; John Lavery and Reg Brown have assistant ratings, Tom Snoddy reviving a long-dead one, while Harry Hanna has gained his full Cat rating; Sean McGeagh and Ed Barnett have soloed and a new syndicate has a K-6E to take advantage of our vast hangar space.
R.R.R.

VALE OF WHITE HORSE (Sandhill Farm)
Pauline and David Leach, Simon Apps and Richard Kill have Silver heights and Richard a 5hrs.

Our Sutton Bank visit was short on westerlies but Bernard Marett flew 5hrs. Simon Renfrey has soloed and Dennis Currant, our safety officer and staunch committee member, has given up gliding - we thank him for his efforts.
S.F.

VECTIS (Isle of Wight, Bembridge)
From October we are operating out of Bembridge Airport. Among the advantages of the move is the hangar which means gliders can be left rigged and we have workshop facilities.

We have bought a Piper Super Cub tug. Our thanks to Portsmouth Naval GC for loaning us a Blanik while ours is being restored. This has meant that we can carry on with training and trial lessons.

The annual expedition to Thouars in France was a success with much soaring and cross-country flying.

We plan a winter trip to Aboyne. We have had some good soaring recently with Mike Chambers (Libelle) taking the club record for the longest thermal soaring flight - 5hrs.
M.J.H.

WELLAND (Lyveden)
Chris Hatton and Keith Mellor have their 5hrs. Several members enjoyed a week at Aboyne where our K-7 performed with distinction. Thanks Deeside.
R.H.S.

WYVERN (RAF Upavon)
It's all change after the first few months. RAF Upavon has ceased to exist and the Army have taken over its facilities. It is now known as Trenchard Lines; we await with interest to see what will appear on the air maps.

This has meant that there is now an Army gliding club flying from an Army airfield. Our chairman, Ian Dean, and CFI, Andy Harkins, have left the Navy and Army respectively but will continue in their posts. Colin Tarrant the long time CO of 622 Sqn Air Cadets, with whom we share the airfield, has retired.

Dave Edlin and Mark Wilson have Silver badges but Mark landed a few kilometres short on a 300km flight.
E.S.

YORK (Rufforth Airfield)
Bob MacLean has taken over from Alan Park as chairman. The club owes Alan a great vote of sincere thanks. Over the years he was instrumental in fending off numerous threats to the club. Richard Brown and Brian Mennell have joined the committee.

Thanks to Bill Emery and his crew we have a new engine in the winch giving regular launches to 1500ft.
H.McD-R.

YORKSHIRE (Sutton Bank)
We are building a concrete apron for tug refueling and refurbishment continues this winter.

Derek Taylor has won the club ladder; Bob Amor has gone solo and Chris Thornhill has a Silver badge.

To encourage visitors we have a reciprocal winter membership for private owners.
C.L.

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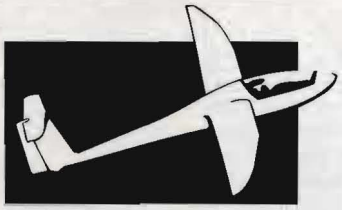
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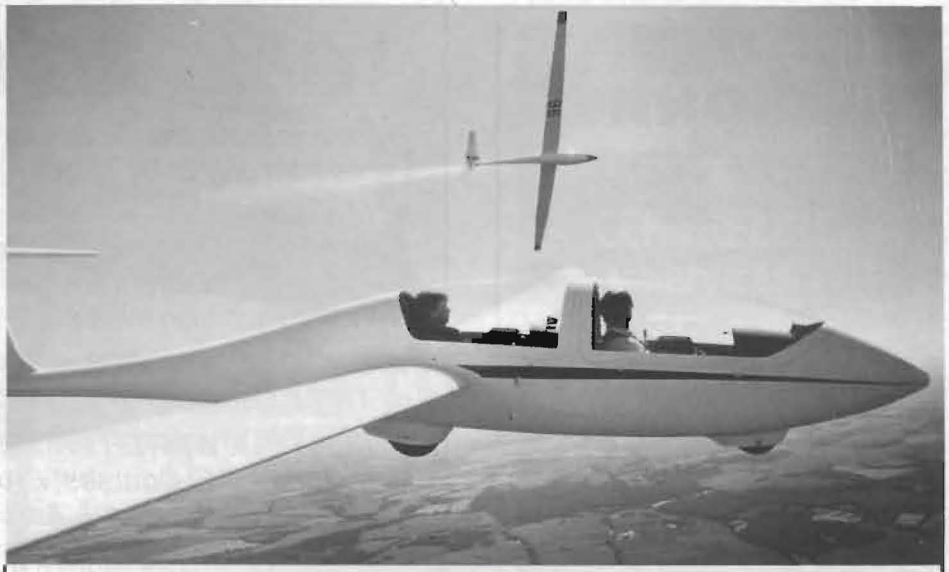
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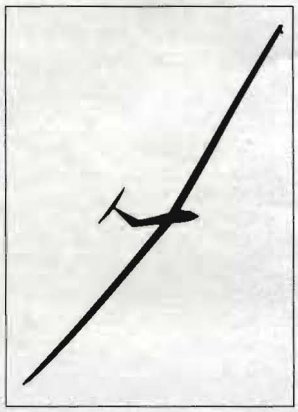
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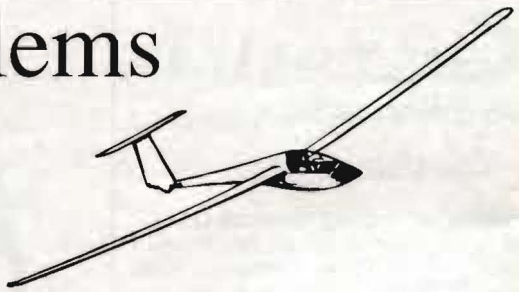
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WAY OFF TRACK

Fairness on the fair fell

I was outraged by the refusal, after a four-day planning inquiry, of permission for the Blackpool & Fylde GC to use an already purchased tug from its site beneath Fair Snape Fell near Chipping, in NW Lancashire.

There's little doubt that the absence of aerotowing all these years has handicapped the club's development on what could be a fabulous site. It has not realised all the hopes we held for it when it bravely bought Cock Hill Farm more than 20 years ago.

I've had a soft spot for it ever since its first few weeks on site when, *en route* to the south and freshly off the Belfast-Heysham boat (of blessed memory) I dropped by to be rewarded with a huge breakfast *free*, as its first recorded visitor. But it was only a few months ago that the opportunity came to fly from there.

On an equally impromptu drop-in and after an 800ft winch launch, I shared half an hour in very weak and dying ridge lift with Keith Emslie in a K-13 – and a dozen Rogallos, three paragliders and a buzzard which companionably took up station on our port wingtip for about 30sec after a near-suicidal dash across our nose. A case of buzzard playing chicken.

It was encouraging to see a raptor there: the environment pages in the quality papers had just been full of outrages against birds of prey committed by gamekeepers and egg thieves on several neighbouring Forest of Bowland estates.

The site's hospitality is still up to the generous standards manifested all those years ago, for Keith was insistent the flight should be on him when I went to settle up and resume my journey south.

It seems only just that the BFGC should be free to operate its relatively environment friendly and well-silenced Pawnee to give more reliable access to the ridge, wave and in-season thermal lift which abounds.

And it is a travesty of justice if a few well-connected local incomers, influence peddlers who know how to work the system, should frustrate the club's development on such patently absurd though unchallenged claims.

One was of the tug repeatedly towing the rope through treetops a mile from the site, "while the pop music the pilot was enjoying was clearly audible on the ground."

Another protester, I'm told, falsely claimed that the tug circled for minutes at a time over his house, whereas the Pawnee with a single-seater on the back reaches 2000ft, on average, in only three minutes.

And it is particularly disturbing that this refusal was rushed through only days before the proposed enactment of the government's proposals which lay down precisely, in terms of perceived decibles, what constitutes unacceptable aircraft noise. The Pawnee, it is almost otiose to say, is below the minimum noise level.

I hope the BFGC will appeal – if necessary, with BGA funding – on behalf of all of us. Meanwhile, I'm profoundly grateful that we don't suffer such animosity over here. And I bet a pound to a penny that every one of these selfish misanthropes regularly uses garden machinery which irritates neighbours far more than the Pawnee ever could.

Tales untold

Club News, the parish pump of soaringdom, is definitely on the up. It's not only the visual cheer of four-colour printing but the tantalising hints in some recent club notes of stories that would have stood recounting in full.

Thus we learn that last June Culdrose suffered when its clubhouse "was flooded with rain water and beer, due to circumstances beyond our control."

Just that. *Finito.* Questions go begging. Did the rain water fall from the heavens and the beer erupt from the drains? Or *vice versa?*

Did they drench gallant members equally and did the mop-up squad enjoy their work? Or did they pass out, blotto, before their task was complete? Did the Excise come round, putting a levy on whatever was going down – or coming up – the Cornish drains?

Given the dire unpalatability of Irish beer (save, of course, for the admirable stout) were the same thing to happen at Bellarena we would be hard put to tell the two apart.

And what about the Sackville GC which, we're told, overcame a winch breakdown by purchasing a Rover SDI from a member? It cut the car in two, welded one portion on to that half of the winch which was still functioning and resumed launching after only a 3½hr break.

How did the erstwhile Rover owner get home? And did the club hand him/her the tax disc back for refund? If the club welded the two abandoned halves together, what would they make?

I think we should be told.

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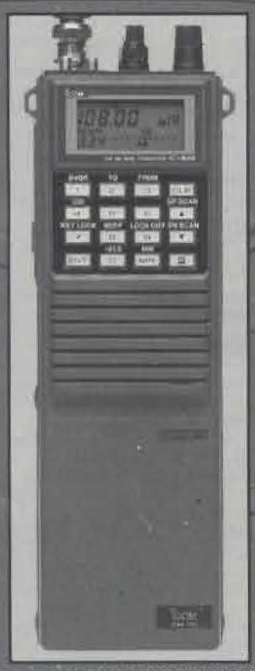
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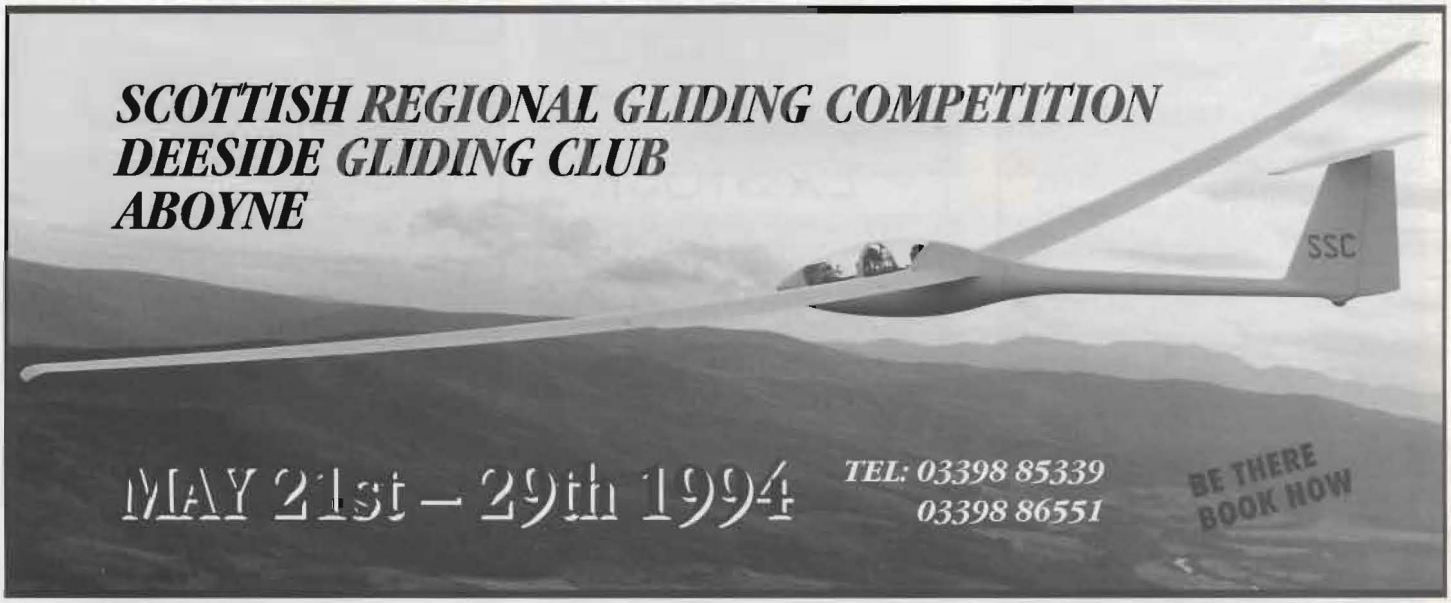

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