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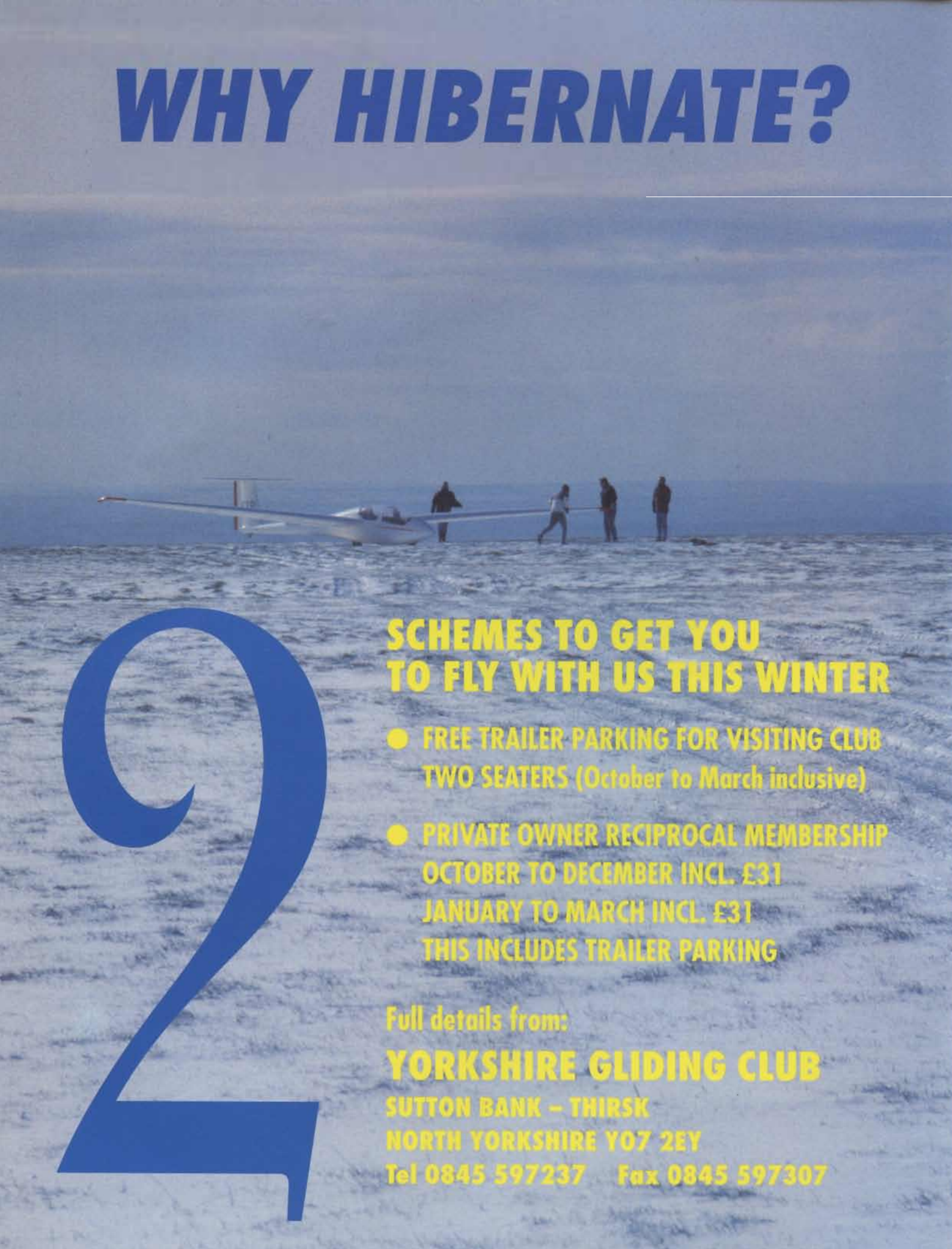
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SAILPLANE & GLIDING

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British Gliding Association

December 1994-January 1995
Volume XLV No. 6

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Cover: Lleweni Parc, home of the Glyndwr Soaring Club, photographed by Tony Dickinson late one autumn afternoon after a heavy shower.

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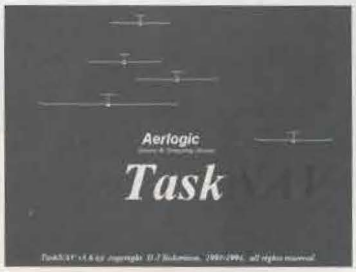


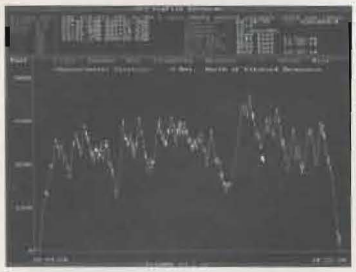
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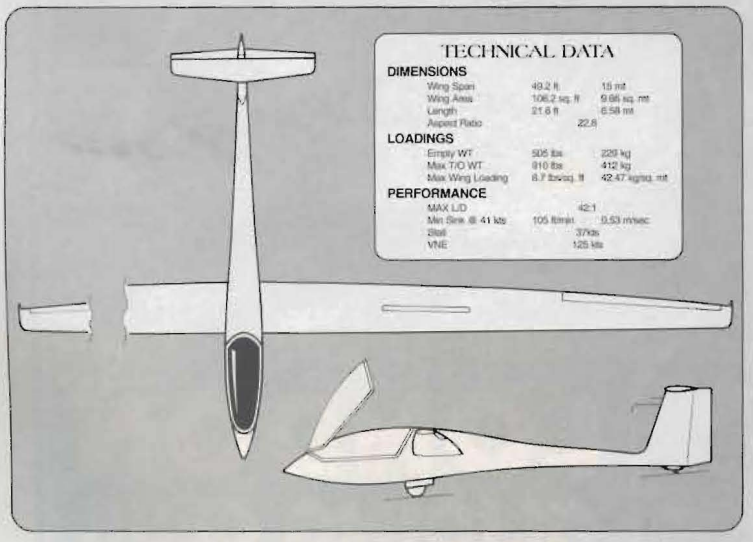
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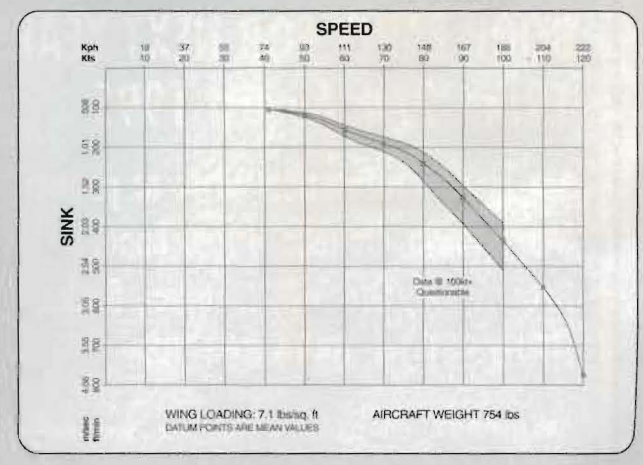
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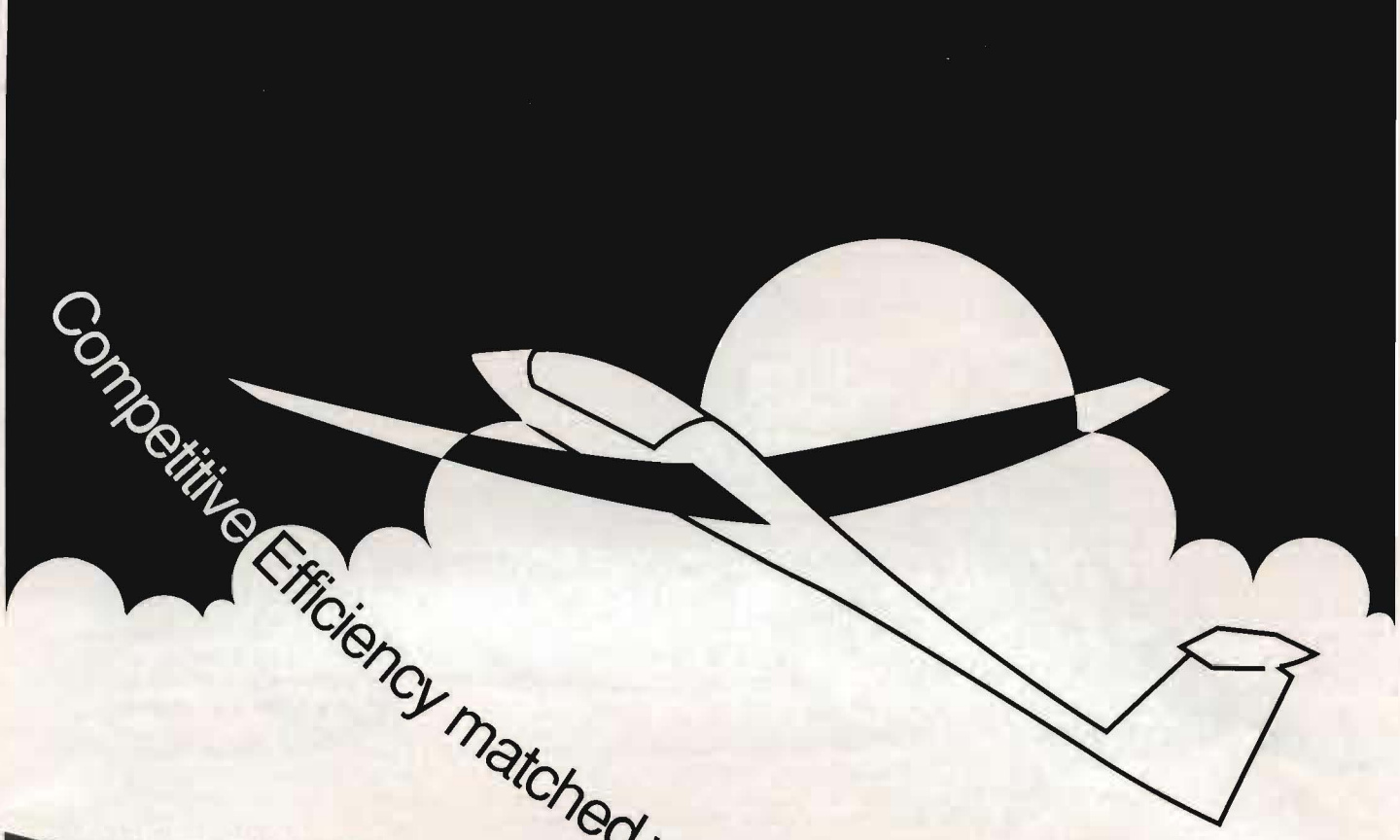


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YOUR LETTERS

WILL IT BE ANOTHER 30 YEARS?

Dear Editor,

John Deakin (April issue, p63) must have ceased flying at Baginton before 1963. No sooner had I learned CHASETH there than I was told to forget it as the BGA was adopting a new pre-launch mnemonic. However, the E was so well thought of that it was tacked on to the end of Eventualities (it was thought to be poor public relations to have pilots muttering about "Emergencies" when flying with passengers!). The Coventry GC moved to Husbands Bosworth shortly afterwards and CNSIFTCBE has been the standard teaching there ever since, and continues to prove its worth.

How disappointing then, to discover that the long-awaited revision of the **BGA Instructors' Manual** fails to include it other than as an afterthought buried at the back of launch considerations.

It took 30 years for the BGA to adopt the Coventry GC system of marshal controlled launch points; it would be a great pity if it takes another 30 years to adopt the E.

KEITH J.NURCOMBE, *Kites Hardwick, Nr Rugby*

WHERE DID IT COME FROM?

Dear Editor,

I have heard the work "stonking", meaning remarkably good, being used recently outside the gliding world. However the **Oxford English Dictionary** does not have an explanatory entry.

To help correct this omission, I need to know the derivation of the word and when it first appeared in print. Is it true that it is back-slang signifying knots upwards? Does anyone know?

JOHN McCULLAGH, *Kingston-upon-Thames*

A VOTE OF THANKS

Dear Editor,

Our badge man has done a magnificent job processing all our claims this year. He even found time to explain to dyslexic form fillers like myself how to do it right.

On behalf of all of us, thanks Eric.

NORMAN BRITTAN, *Banbury, Oxon*

ARE YOU REALLY COVERED?

Dear Editor,

I have just returned from a most enjoyable visit to Arizona. The main purpose was to visit family but I also planned to include some flying.

Having booked a flight through a reputable travel agency I was sent the usual proposal form for holiday insurance to cover cancellation, illness, injury etc. However, there was a long list of exclusions - skiing, diving, mountaineering and, of course, any sort of aviation other than as a fare paying passenger.

A telephone call to the agent stating I was a gliding instructor, held a PPL and flew on a regular basis resulted in a point blank refusal to insure me. I had the same result from the company who insures my home and another who covers my medical insurance. Fortunately T.L.Clowes, who insures my aircraft, took a more positive view and issued a policy, but at £107 which was nearly a 100% increase on the standard premium.

I have life policies with a major company to protect mortgages etc which contain the same exclusions. When taking these out I made it plain that I flew and received written confirmation that it would in no way effect the cover or the premiums.

What now really worries me is the position of pilots, passengers, air experience fliers, joy riders etc who may well unwittingly be invalidating their life insurance policies should an accident occur. Could an air experience instructor find himself sued in the event of a fatality because the victim's insurance company invoked its exclusion clause?

I would be most interested to hear the comments of our insurance experts.

Incidentally, if you ever find yourself in Phoenix I can thoroughly recommend a visit to Turf Soaring at Pleasant Valley.

CHRIS ELLIS, *Oswestry, Shropshire*

BALING OUT OF GLIDERS

Dear Editor,

I read the article on "Baling out of Gliders" by John Stewart-Smith (last issue, p277) with interest. Readers will have read previous articles in *S&G* on the problems of parachute escape - Peter Saundby's "Survival from Sailplanes (October 1989, p230) and my "Jump or Bump" (April 1992, p76).

Wolf Röger and his colleagues from Fachhochschule Aachen (Aachen Technical College) have carried out significant experimental work on pilot rescue and glider recovery systems using parachutes, sponsored by the German Ministry of Transport. The investigation used computer programmes to calculate the flight path of the damaged glider, free-flight tests with one third scale model gliders and full sized pilot manikins. The Glider Recovery System brings glider and pilot safely to the ground. The Pilot Rescue System uses a small parachute to stabilise the tumbling glider, then detaches its link to the glider and the pilot is pulled out by the parachute and lands on his feet in the classic manner.

This work will be reported to a working party of the OSTIV Sailplane Development Panel in January at Omarama, New Zealand when it is possible draft airworthiness standards covering these systems will be drawn up.

TONY SEGAL, *Uxbridge, Middx*

Dear Editor,

John Stewart-Smith's excellent article quite correctly points out that there is much more to emergency escape from gliders than merely pulling the rip-chord when one is clear of the cockpit. Certainly the problems of jettisoning the canopy and exiting the glider are not to be under-estimated.

Fortunately history shows us that when that bad day comes many pilots have successfully saved their lives *via* bale out and parachute descent. If and when the worst happens it appears people can often summon up apparently superhuman ability to surmount many obstacles to survive.

Our carefully maintained records at Irvin Great Britain Ltd show that 32 000 people have successfully saved their lives using Irvin parachute designs from disabled aircraft and balloons, thereby becoming members of the exclusive Irvin Caterpillar Club. A good few of these have been glider pilots. Indeed, No. 32 000 was glider pilot Brian Matthews who baled out of a Grob Astir on July 23 at 1500ft over his home airfield at Farnborough, following a collision with a light aircraft. In this instance his life was saved by an Irvin EB75 parachute. The Farnborough Air Show a few weeks later was a most appropriate venue for Irvin to present Brian with his Caterpillar badge.

As a glider pilot myself I remain convinced that a well designed and well maintained emergency parachute which will open when required within one and a half seconds of pulling the rip-chord remains one of the paramount safety features for any glider cockpit. I also hope that I will never have to use my own EB80 parachute as anything other than a very comfortable, expensive but much cherished cushion!

MICHAEL WOOLLARD, *Engineering Director of Irvin Great Britain Ltd*

THE WORK OF A WAG

Dear Editor,

I wonder how many other visitors to Husbands Bosworth have smiled when first going through the hangar into the workshop at the back.

The reason?

The door is neatly inscribed "The Sawing Centre".

GODFREY PRATT, *Oundle*

FRIENDLY LITTLE CREATURES

Dear Editor,

Isn't it sad that Platypus is irritated by and hates those friendly little creatures, the Ni-Cads. (See the last issue, p258.) A Ni-Cad is not just for Christmas; no wonder with such a bad relationship they have feigned death, become insolent and developed bad memories.

I love the little chaps and try to understand them and care for them. Many of mine arrive feeling very ill, with all kinds of nasty complaints, but with tender care and loving kindness they have recovered and continue to work hard at all kinds of interesting jobs.

Only the other day my wife told me that four of the little fellows were quite exhausted in her radio and would no longer play the kind of music she likes. I went down to my laboratory cum workshop and spoke to them all, big deep sparky ones, medium ones and little friendly thin ones who will fit in nearly any place. Four chaps volunteered at once and played away merrily whilst I checked the health of their chums and bade them good-night.

You might remember that you were kind enough to publish my article about caring for the Ni-Cads relations, the Gel Cells. (June 1993, p155.) One doesn't have to be a specialist to care for Ni-Cads; they like being played with, given the right kind of volts and this terrible kind of Alzheimers they are prone to is avoidable and curable.

What's to be done then. I'll write a short article for a future issue about loving and caring for our little friends and my reward will be hearing that it was all a terrible misunderstanding and Platypus really loves his little helpmates whilst they volt and amp away for him.

DAVID FOSTER, *Surbiton, Surrey*

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HORROR AT COMPETITION PILOT

Dear Editor,

Whilst not wishing to take away the hard work and skill needed to be a competition pilot, I must confess my dismay and horror to read in the last issue that a pilot competing in the 15 Metre Nationals is quite happy to turn finals into a field at 100ft and then change his mind and start circling. (See p266.)

The latest BGA accident analysis informs us that the biggest number of accidents are due to field landings. It is hardly surprising if experienced pilots show this kind of poor airmanship. It would be interesting to hear from the pilot involved for his comments.

DAVID WILLIAMS, *Surrey Hills GC's safety officer*

Ray Payne (Bristol & Gloucester GC) replies: First, could I point out that I was 100ft indicated Dunstable QFE (and flying in Cambridgeshire). In my opinion this wasn't a problem; the wind was light, the ground flat and the field huge.

I fly approximately 175hrs in the Discus - all cross-country in the summer season - plus another 20 to 25hrs ridge running cross-country in the winter, and most of this is below 1000ft and below 400ft some of the time. Most of the winter flying is carried out in strong, gusty wind conditions.

I'm not alone in this. Most experienced Nympsfield pilots do the same, as do Usk, Talgarth, Long Mynd and many other clubs. This type of pilot is always aware of late field selection problems and in my opinion picks more fields per flight than most summer pilots do in their season. They also spend a lot more time within the close proximity of the ground and learn at a very early stage the importance of speed control (attitude) and accurate turns. Poor flying shows up nearer the ground.

I believe most field landing accidents are by pilots who are very inexperienced in field selection and have poor speed control. Or, even worse, are the pilots who **think** they are current in field landings. Perhaps more pilots from flat sites should move their gliders for the winter months to the rock polishers' sites and stay current.

MAKING ROPES LAST LONGER

Dear Editor,

I have been involved with the offshore oil industry for a number of years and worked closely with drilling crews and it is the way they conserve wire ropes that prompts my letter.

To help save costs drill crews will every so often pull wire ropes off the storage drum and reverse the ends. The reason is simple. When wire rope is under tension, *ie* with a load applied and wound on to a drum, it will always spin in the same direction prior to it finding its own lay on the drum. After a time this allows the wire to thin along its length on one side resulting in a premature break, which is costly to a gliding club.

To avoid this failure crews use the above method which would be well applied at winch launching clubs. Not only would it save time but, most important, enhance safety (less breaks) and save on that overstressed budget. Drill crews tell me that the rope's life can be safely extended by up to 35%. Clubs using this system would be safer. Is it worth a try?

ALAN BRUCE, *Elgin, Scotland*

TRAINING FOR COMPETITIONS

Dear Editor,

Derek Copeland's idea in the last issue, p251, of holding local competitions around courses that do not stray far from the home airfield sounds to me like an ideal training scenario for would-be competition pilots.

Having attained a Silver badge and wishing to progress to both 300km flights and starting to think about competing. I set myself the task of upping my average speed from 60km/h towards 80km/h and, aware that this called for a more press-on approach, considered how best to do this without landing out too often.

I established five TPs around Gransden Lodge in the form of a pentagon such that setting out from the airfield towards anyone of them, flying round the pentagon and back to the airfield along the original radial gave a route of 100km, give or take a few kilometres. It never took me more than 15km from base - a reasonable glide to safety from 2000ft as well as being a reasonable final glide - unless I strayed!

The TPs were fairly easy to fix using a "100km" piece of cotton with both ends tied to a pin at Gransden Lodge and five other pins to pass the cotton around as I searched for suitable road junctions etc on the map. A pentagon seemed best, but any number of sides would do from three to six, as it gave plenty of TPs to find and photograph, and ten different tasks possible.

The first time I tried it out I made the mistake of believing my own PR and promptly landed out at Bassingbourn - one of the TPs! The large expanse of mown grass looked inviting and land yachts racing around the perimeter looked friendly, however I was invited to inspect the guardroom by the resident MPs.

After a suitable mental attitude adjustment I find the routes very useful as task/potential competition training aids and can always scurry home, if in doubt, and start again.

PETER WRIGHT, *Hingham, Norfolk*

THE GPS FACTOR

Dear Editor,

Derek Copeland's letter regarding the use of GPS in competitions raises some interesting points regarding future training.

Established cross-country pilots have largely developed their skills in navigation at a time before GPS became commonplace. In other words, finding one's way around the sky was done by looking at maps and at ground features. There is now a real danger that newer pilots may never fully develop this skill. In my own club alone, we have a number of Bronze badge pilots with very well equipped modern gliders who are keen to do their first cross-countries. Presumably it is the same at other clubs as well.

It goes without saying GPS is a very handy tool - that is unless something goes wrong with the system in the middle of the flight! For an experienced pilot, it would be an irritation rather than a major problem, but it would be much more of a worry for someone who had been brought up to rely on such aids.

One way around this problem is to make it mandatory that at least some early cross-country flights are conducted in the old-fashioned way. In Britain we have a very convenient vehicle for this with the UK 100km diploma. This, conducted without navigation aids, would provide good training and experience in an art which could easily die out in the next few years unless something is done about it.

Obviously ways of enforcing a set of new rules would need to be looked at, potential problems recognised and addressed and guide lines made for official observers, but the benefits would surely be well worth the effort.

CAROLINE WHITBREAD, *Sittingbourne, Kent*

WHAT'S IN A NAME?

Dear Editor,

Why oh why are so many long established gliding clubs changing their names? This last two years we have seen Coventry become The Soaring Centre and Blackpool & Fylde Bowland Forest to mention but two, and I know there are others with thoughts of doing likewise.

It's absolutely crazy and must be extremely expensive on stationery reprints.

Now when you read about some strange club you lose interest half way through and then find it may well be one of the great clubs who have done so much to establish our sport.

I'm not giving my name because my club is itching to throw away its years of tradition with some trendy new title and I've made myself unpopular enough as it is complaining!

TRADITIONALIST, *Somewhere in England*

We welcome your letters but please keep them as concise as possible and include your full name, address and telephone number. We reserve the right to edit and select. The final deadline is November 30 but we appreciate contributions before this date.



CAMBRIDGE UNIVERSITY GLIDING CLUB

60th ANNIVERSARY CELEBRATORY DINNER

FRIDAY 21 APRIL 1995

All past members and friends are invited to our Reception and Dinner in Gonville and Caius College to celebrate our 60th year and to our Open Day on 22 April when we hope all will come fly at Gransden Lodge. Details from Bryce: Tel 01223 247725 or Fax 01223 413793, or write to 281 Queen Ediths Way, Cambridge CB1 4NH

TOM BRADBURY

JETS, BLOCKS AND WINTER WEATHER

With winter ahead Tom looks at how the predominately mild westerly winds can be deflected to change the weather pattern dramatically

Winter is generally a time for wave flying, ridge running or doing the annual C of A. The British winter weather is often relatively mild with persistent westerly winds which provide excellent wave climbs. In some years, however, the westerlies are blocked off and instead we get a period of easterlies which bring a very cold spell with snow and extensive low cloud. This is a description of how blocks may be set up in the predominantly westerly flow, splitting and deflecting the jet stream and holding off the depressions.

Some definitions

A jet stream is a fast moving relatively narrow current of air usually found just below the base of the stratosphere. Jets are usually some thousands of kilometres long but only a few hundred kilometres wide. Most jets are a few kilometres deep and any aircraft climbing into or flying across a jet encounters a strong wind shear. In many jets the vertical shear is about 5kt/1000ft but in extreme cases it can be more than 20kt/1000ft.

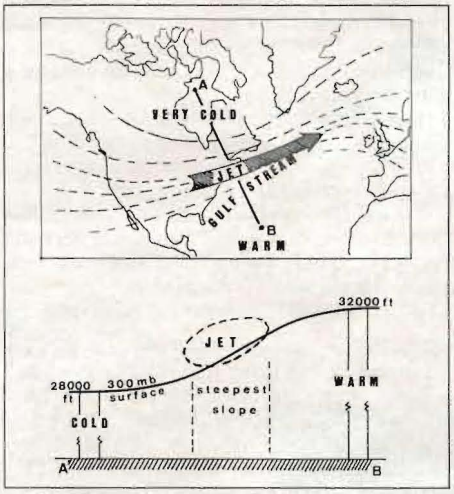


Fig 1. Above: Where many jet streams form between arctic Canada and the warm waters of the Atlantic. Below: How the 300mb pressure surface slopes as you fly towards cold air. The jet stream occurs where the slope is steepest.

Wind speed is not constant along the length of a jet. There are often sections where the wind is much stronger; these are called "jet streaks". A jet streak can run along the length of a jet and where it passes overhead depressions can form suddenly or severe thunderstorms break out. This is because in regions near the entrance to and exit from jets the air experiences strong acceleration or deceleration which makes the jet act rather like a giant vacuum cleaner sucking up air at one point and dumping it at another.

The jet stream forms where the temperature contrast between cold polar air and warm sub-tropical air is particularly strong.

The top half of Fig 1 shows a region where jet streams often form between the very cold polar air over north-east Canada and the warm tropical air between Africa and the Gulf of Mexico.

The lower half of this figure shows a cross-section of the 300mb contour surface along the line A...B. Air expands when it is warmed so the true height of 300mb pressure surface, (where the altimeter reads about 30 000ft) can vary from about 32 000ft over the tropics and 28 000ft over polar regions. The speed of the wind at that level depends on the slope of the pressure surface; where the slope steepens the wind becomes strong. In this example the location of the jet stream is shown where the slope is steepest.

Fronts also form in regions of temperature contrast so they are often associated with jet streams. Fig 2 shows a 3-D sketch of a jet above a frontal surface. The isotachs show how the wind speed varies. Fig 3 shows a curved jet associated with a frontal system. The main cloud masses are shaded. In regions where the jet has cyclonic curvature it often induces a new wave to form on the front. Fig 4 shows a jet with cyclonic curvature extending from eastern Canada to Sweden. The usual symbols denote surface fronts while the black and white line is the jet core. The mid-Atlantic frontal system just ahead of the upper trough axis soon developed an intense surface low which brought severe gales across the UK.

Summer jets are not usually so powerful. During the summer months when the arctic is in perpetual sunshine the polar air warms up and reduces the temperature contrast between it and the sub-tropical air from lower latitudes. As the long winter night settles over the polar regions the air above grows steadily colder. The temperature contrast becomes greater and so jet streams grow stronger. In summer the core of an Atlantic jet stream is often less than 100kt but in winter and spring speeds often rise to 150kt and may exceed 200kt in some jet streaks. This is one reason why summer lows and highs are often rather weak features while in winter depressions can grow very fast and become both large and very deep. The stronger the jet the greater the chance of rapid development of surface low and highs.

Blocks

A block is a very slow moving anticyclone which extends upwards, often to the base of the stratosphere. This term is only used for mid-lati-

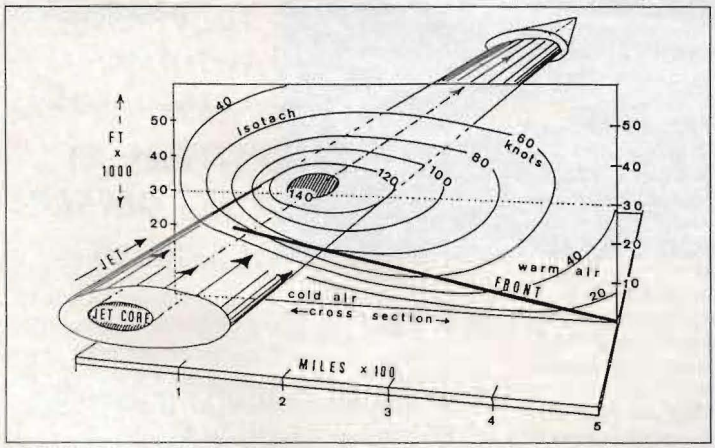


Fig 2. 3-D diagram of a jet stream above a front. The sloping black line indicates the frontal surface with warm air to the right and cold to the left. Isotachs show how the wind speed varies.

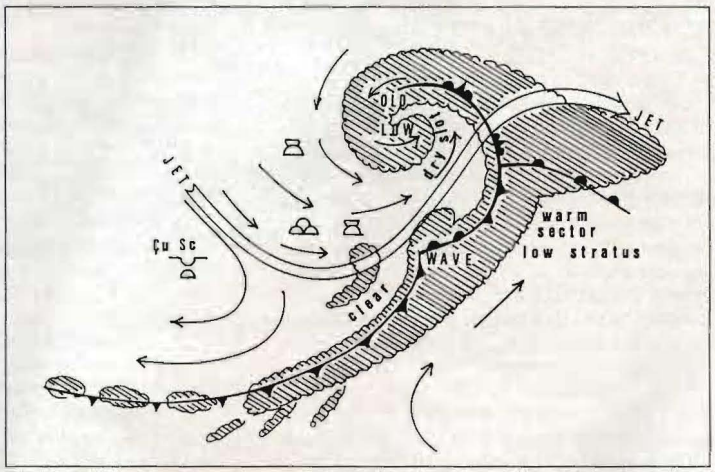


Fig 3. A curving jet and associated cloud pattern. New lows form just ahead of the region where the jet has cyclonic curvature.

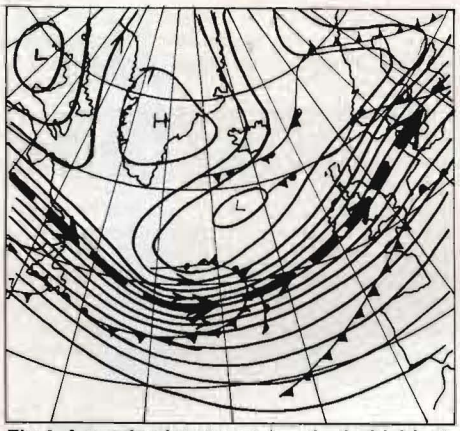


Fig 4. A curving jet stream (marked with black and white dashes) extending from Eastern Canada to Sweden. Surface fronts are shown by the usual symbols. The occluded system in mid-Atlantic deepened rapidly.

tude systems; it does not apply to semi-permanent systems of high pressure in sub-tropical regions. It is called a block because it stops the normal eastward movement of weather systems. Blocks form when the very long waves which encircle the globe at high levels increase in amplitude and develop an anticyclonic circulation.

Global flow patterns

Away from tropical regions the weather is chiefly controlled by the pattern of flow some 5 to 10km above the surface. This pattern usually consists of very long wavelength undulations which (most of the time) move round the earth from west to east. Beneath this smooth upper flow the low level depressions and anticyclones

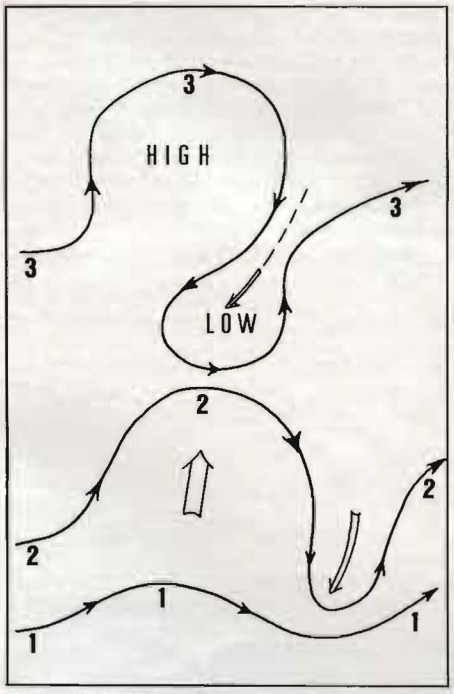


Fig 5. Three stages in the development of a block. Reading from bottom to top 1..1 is the initial wave, 2..2 shows how it amplifies, 3..3 shows the blocking high formed.

form, become vigorous and then decline over a period of a few days.

The undulations in the upper flow often have a wavelength of several 1000km and can be followed on contour charts for a week or more, sometimes remaining identifiable for more than a month. In contrast the lows and highs on the surface charts are associated with much shorter wavelength features which have a wavelength of about 1000km. These short wave features grow, pass through the long wave pattern, and decline in a few days.

Fig 5 shows how the undulations of the long wave pattern may become distorted as the wave amplifies resulting in a block forming. Read this Fig from the base up. At the bottom is the initial gentle wave pattern marked 1...1. Above it, curve 2...2 shows the wave amplifying with the crest pushing northwards and the trough extending south and starting to undercut the ridge. The top line marked 3...3 shows the block just formed with the high being undercut by a low which broke off from the trough.

Fig 6 shows two kinds of block. The top one has a low sitting under the high. Blocks seem to persist longest when they have a low to the south and a strong easterly flow in between the two centres. The Fig below has no low but the troughs either side tuck in beneath the high.

Location of blocks

In the northern hemisphere blocks most often form just west of the continent of North America and also west of Europe. A third popular site for a block is over Russia just west of the Urals. The strongest blocks appear most frequently in winter and spring when the jet streams are most powerful but persistent blocks can form in summer too.

A summer block can produce a prolonged spell of dry sunny weather. The famous summer of 1976 occurred when the normal sequence of Atlantic fronts and lows was blocked off and the bad weather linked to the jets was deflected far to the north of the British Isles or turned away down to the south. These summer blocks are welcome to all but the water companies. A winter block is usually very different.

Winter blocks

In some winters there is a tendency for blocking highs to settle down over Scandinavia. This produces a cold easterly flow over the UK. Probably the worst case is when the block settles down in January or February for then it may give the British Isles a long spell of wintry weather. Even if the sun does break through the clouds it cannot produce enough heat to defeat the cold.

There is no regular pattern of severe winters over the UK. One measure of the severity of winter is the persistence of snow cover. Birmingham has one of the longest records of snow cover. This began with the winter of 1917-18. It shows that between the two World Wars there was no really prolonged wintry spell. This relatively mild period ended at the beginning of the second World War. The period from January to March had most of the snow; more than 80% of the winter snow fell in these three months. In the summary in the next column the year quoted is for

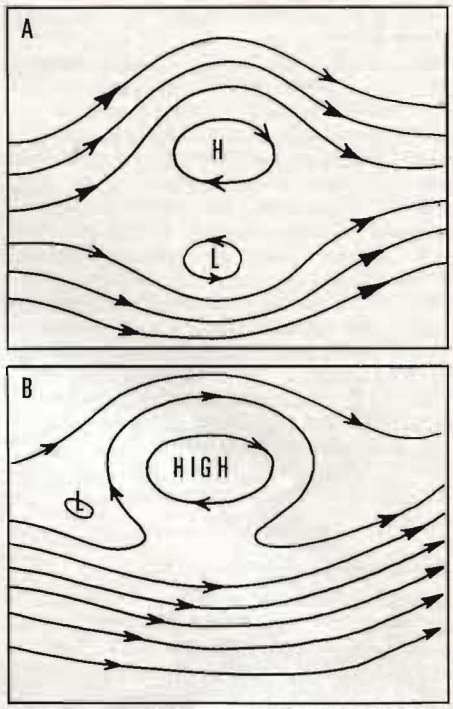


Fig 6. Two variations of a blocking pattern. The upper one with a low lying south of the blocking high often lasts longest.

the January to March spell but the number of days of snow cover refers to the whole winter.

Some wintery years since 1918

1940. Weather was supposed to be secret during the war years but it was hard to hide all the snow! There were 37 days of snow cover. Previous winters had averaged just under ten days of lying snow; none had more than 18 days.
1941. Another cold and snowy winter with 35 days of snow cover.
1947. At the time this really was the worst in living memory. The severe wintry weather set in during the fourth week in January. The February monthly mean temperature over central England was -1.9°C, the lowest ever recorded. Woburn recorded a minimum of -21°C on the morning of February 25 and there was ice on the sea along part of the east coast. There were 59 days of snow cover at Birmingham and some places had no sun for more than a month. On some roads even the snow ploughs were lost in the drifts which reached 25ft in parts of south and central Scotland. When at last the thaw began in March the melting snow produced exceptional floods.
1955. 36 days of snow cover but by now the country was better able to cope than in 1947.
1963. This was a famously snowy winter with 75 days of snow lying but the depth was less than in 1947. The BBC issued frightening bulletins but most major roads were soon cleared. Some nights were cold enough to freeze diesel fuel. Slow flowing rivers had ice thick enough to bear a car.
1969. There were some very cold days in February and March. A minimum of -21°C occurred in Cheshire by dawn on February 16 but there were only 25 days of snow lying.
1970. 34 days of snow lying but not exception- ➡

ally cold. (-13°C at Cardington on the morning of March 9).
1979. Very cold and snowy in January with 49 days of frost in January and February. January was the third coldest month so far this century (-24.6°C in Strathclyde on January 13).
1985. 46 days of frost. Aviemore reported a minimum of -24.6°C on January 27.
1986. 49 days of frost with persistent easterly winds in February making it particularly cold. Grantown-on-Spey had a minimum of -21.2°C on February 27.
1987. 47 days of frost with an exceptionally cold spell in the south of England in January when temperatures remained well below freezing all day on the 12th.
1991. 40 days of frost. Transport was badly disrupted between February 7 to 12. This was the year British Rail told us it was "the wrong kind of snow". Being fine and powdery the snow was sucked into the cooling air vents resulting in some engines burning out.

Cold spells and blocks

In every winter the controlling factor was the position of the block. When there was no block to stop the west or south-west winds sweeping across the UK the weather remained mild most of the time. Brief cold snaps can occur with northerly winds but the long cold spells were those when a block settled down east of the British Isles. This held off nearly all the Atlantic fronts and instead of westerly winds we came under the cold easterly winds from the continent. In some years these east winds came all the way from Russia. 1947 was perhaps the worst year of all. The block formed over northern France in mid January and moved to Scandinavia where it stayed, with minor excursions into Russia, until the end of February. Even when it collapsed the easterly winds persisted till the last week in March.

There was such a mass of cold air stretching across the UK that when Atlantic fronts started to bring us mild air they were usually held up over the SW of England and the rain turned to snow. Everyone longed for a thaw but even the most senior forecasters had no experience of such weather. When they hopefully predicted a thaw we got blizzards instead.

Now we have computers most systems can be predicted quite well for about a week ahead but the prediction of a block is still not entirely reliable. The chaos factor creeps in to the numbers. It seems that many potential blocks do not quite pass the critical stage; the deciding factor is probably some very small difference in the initial conditions on Day 0 which upsets the forecast from D+5 to D+10.

DG-500 ELAN ORION

There is a new name on the gliding scene - Orion which was chosen through a sweepstake after almost 800 suggestions for a name to describe the new version of the DG-500 Elan trainer. It has wingtip extensions to take it from a 17.2m wingspan to 20m (with winglets) for high performance and competition flying. And 18m wingtips are available as an option.

The maiden flight is planned at the end of the year with first deliveries early in 1995.

WOLDS GC'S TWO-SEATER COMP

Pocklington - August 21-27

This Two-Seater Competition has been an annual expedition for the Camphill syndicate since we entered the second competition in 1987. Having just acquired a replacement for the K-21, a DG-500, there was no reason to change our plans. *(Michael won flying with several P2s. Ed.)*

There are various reasons why we keep going back - the informality, the hospitality, the chance of being beaten by K-13s, Capstans and even T-21s and perhaps winning sometimes! Another advantage is that one learns to fly in conditions when we wouldn't normally get the glider out. In fact it is a combination of the above, but the main reason is that we have a good time and some sociable flying.

What sort of glider pilots enter? Some are almost geriatrics (like us) who find the pace easier than the Regionals and there are even some enthusiasts (idiots?) who set off in wooden gliders with 20kt winds blowing and some even complete the task.

The task setting and scoring system aren't those of conventional rated competitions. Tasks are usually set to given wooden gliders a reasonable chance of completing, often with pilot selected alternative TPs to cover changing weather conditions, different glider performances and different abilities. The scoring is basically the same as for the National and Club Ladders which, with the handicapping system, allows anyone to post a big score on any day, thus keeping the final result uncertain right up to the last moment (as we found out).

The weather this year was considerably better than the Met and task setting and so on several days it was possible for the hot ships to complete the task twice, including a change of pilot.

As for the flying, it was great fun as usual. Less usual we had six competition days out of seven. Tasks varied from a 44km O/R to a 197km dogleg O/R with speeds of anything from 20 to 90km/h plus.

The man to beat turned out to be Barry Purslow from the Bowland Forest GC who has been competing for several years but never come close to the top before. Having won three out of the four days, he finally admitted his secret - retire early, enjoy gliding and have your co-pilot provide a copious supply of mints at crucial moments during the flight. *(He came 2nd, Mike Jordy with The Soaring Centre's Puchacz was 3rd and the best wood was Camphill's K-13 with Ken Blake as P1. All the pilots flew with a collection of P2s.)*

Some observations during the week

A Capstan sprouting winglets on the grid to copy the DG-500/20 - then a Puchacz with winglets. The manufacturer was a bit vague about the construction but there were rumours about ceiling tiles, cardboard and white tape (all with release notes, of course). I am sure Dick Stratton would have approved except they weren't water resistant.

The DG-500 group rather red faced when they discovered that their EW barograph had stopped logging half way through their last flight because they had not cleared the previous flight. And then looking even more worried when half their film was blank. Then sickly smiles when they found out that the important half of the film was OK and the flight counted.

Some very sophisticated balsa models and some amazing performances, *eg* inverted flying with winglets in the model flying competition one evening.

An overwhelming vote from the pilots that the Comp shouldn't be BGA rated because it would become too serious and take away the fun.

An invasion of Sutton Bank by two-seaters when they got caught out by some big rain showers - Bill Young and Mal Gibson from Pocklington declined an aerotow retrieve because their crew were getting bored and wanted a road retrieve - smart alec or cheap skate?

Over 6000km flown - quite a high proportion of those in "club hacks": with limited instrumentation and even more limited trailers - and no prangs.

Our thanks to Simon Parker, the director, and his team for a thoroughly enjoyable week.

The one and only non contest day. Photo: Jim Hird.



TAIL FEATHERS

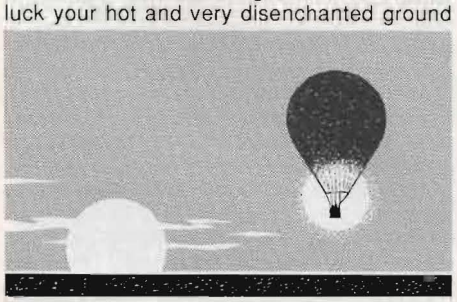
What do you do with a sunken pilot?

Imagine that you land on the shore of a lake in a desert landscape with no road in sight. It is late afternoon. A retrieve plane arrives promptly, but sinks up to its axles in mud and sand and is



Revs itself out of the mire.

unable to tow you out. The tug eventually revs itself out of the mire and staggers back into the sky without you; it's getting dark and, as I've said, there's no obvious track by land from the airfield to the glider. What can you realistically look forward to now? You can expect to spend most of the next 24 hours with the glider, no doubt. With luck your hot and very disenchanted ground



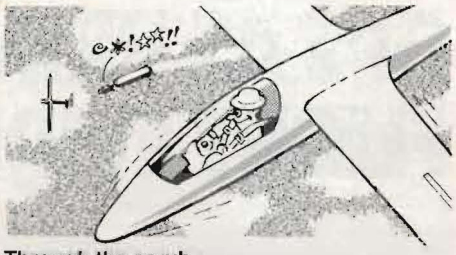
Early morning balloon flight.

crew might find a way to you the next day - this place is vast and empty and roads of any kind are rare - while the burning sun climbs high overhead, and you might be out of there and back on the airfield just in time for tomorrow's cocktail hour. Or maybe the next day's.

Ah, but this is different. I mean unlike any gliding event anywhere on the globe. I mean, like, wild, man.

What happens is a helicopter whisks you back to the ranch in time for *tonight's* Happy Hour, not tomorrow's. The glider is left behind. On the way back, a cameraman in the chopper enterprisingly makes a continuous videotape movie of the only practical route from the landing spot to the nearest proper road[1] with signposts. This useful record is for the aid of a professional crew

[1] By proper I don't mean an asphalt road, but a dirt road that four-wheel drives and horses are designed for.



Through the scrub.

who are going to venture out the next day with a four-wheel drive and a trailer and have a hell of a time extricating your glider, calling all sorts of blessings down on your name as they do so. Following cocktails and a sumptuous dinner you have an excellent night's sleep in your air-conditioned mobile home.

After an early morning balloon flight, then a spot of fishing for trout in the river or fat bass in the lakes, and maybe some skeet shooting, and a monster breakfast - choice of steak, eggs, crispy bacon, ham, sausage, fries and umpteen kinds of fruit, fruit juice and cakes, buns, scones, toast and muffins, served by three devoted waitresses for whom nothing is too much trouble - there now has to be a fly in life's otherwise perfect ointment, since you have no glider to fly today, right? Wrong. *Another* sailplane is washed down by another professional crew, filled up with water, oxygen tanks topped up and wheeled out on to the airstrip for Sir to use today. Don't forget to take your delicious packed lunch and lots of ice-cold Coke, Gatorade and Calistoga Springs mineral water just in case you land out again. As you thermal contentedly up to the cloudbase of 18 000ft (well, 20 000ft plus, but the Law is the Law) you might espy a little cloud of dust 13 000ft below on the desert floor - that could be Tom Stowers and his team hacking their way through the scrub towards your first glider. *Gosh, I'd nearly forgotten that little ship, sitting on the lake shore under the baking sun. But this new one is really nice. Wow, I haven't circled for at least 160km. Y'know, I could get used to this...*

Well, *don't* get used to it. It happens once only. This is soaring heaven, and the next time you find yourself experiencing anything remotely like it you are probably not in this world; you've probably just stepped under a bus, or forgotten to hook up the elevator back at your home field.

Strictly once in a lifetime

To be one of the Barron Hilton award winning pilots is strictly a once-in-a-lifetime privilege. If you achieve the best flight by the Hilton Cup rules in your Class and region in any two-year period, you are eligible to go to the Flying-M Ranch and have ten of the most astonishing days' soaring holiday that it is possible to envisage. Then your name is added to the list of names on the honour roll of medal winners, and you make way for other aspirants in subsequent years. Now you have something to tell your grandchildren about.



Medals are awarded.

It is truly a holiday, too. Not a competition. The medals are awarded at the beginning, not the end of the proceedings. This trip is pure fun, but among pilots so skilled and eminent that naturally everyone tries to make the best of the conditions, declaring records or 1000km attempts almost every day.

Plat, there's just one question. Ed.

What?

If this is for eminent pilots, with the greatest respect, what the hell were you doing there? Ed.

I'm glad you asked that question, even if it could have been put more politely -

Oh, and another thing - was it you who landed by that lake to the immense inconvenience of all concerned? Ed.

Invited on the strength of this little column

I thought you said just one question. No, it wasn't me. I landed at, in or on a quite different lake earlier the same day and got towed out OK, but I'll come to that in a minute[2]. Each award winning pilot is allowed to bring along one friend, and John Good of New Hampshire, the US Eastern Division winner, sent me a fax out of the blue - we'd never met before - while I was in Poland earlier this year, inviting Platypus to go as his guest. This was on the strength of this little column in *S&G*. Literature has some rewards, I am amazed to learn.

At first I nearly didn't accept, since his fax used a four letter word. It mentioned my role as crew. Not knowing anything about the Barron Hilton biennial gathering, I came over all faint[3] at the idea of being *Crew*, and nearly said No Thanks, until my better-informed Nevada friends said I must be crazy. People with white gloves did everything on the flight line, they said with only slight exaggeration, and work (another four letter word which can give me a nasty turn) was not expected of award winning pilots or their hangers on. I staged a rapid recovery and bought a ticket to Reno, Nevada for August 11.



Peter Fuller

Came over all faint.

[2] No you won't, Plat, we've run out of space in this issue. Your coarse pilot's story, plus colour photographs of the fine pilots, and the instructions on how to become a Barron Hilton medal winner will all follow in the next issue of *S&G*.

[3]. Having witnessed what the actual crew had to do, I was right to feel faint!

GPS AS PRIMARY FLIGHT EVIDENCE

You may have seen adverts in S&G for the Cambridge Secure Flight Recorder, and heard that it is to be used for primary flight evidence in the World Championships in New Zealand. How does it differ from the many Garmins and the like which have been used with separate logger units for validation of flights in BGA competitions for the last two years? And, if you are a devotee of GPS, you may be asking when IGC will come off the fence and produce some Sporting Code rules for the use of GPS to validate your 500km Diamond or even a record flight. Some but not all of these questions can be answered and I will have a stab at the others.

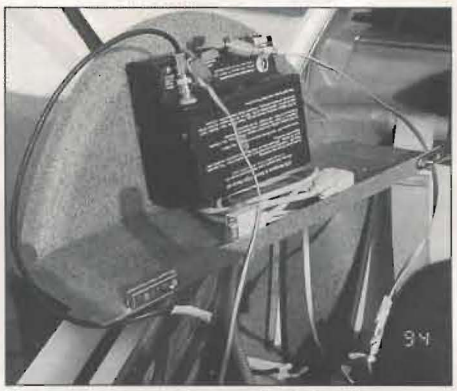


Photo A. General view of the black box.



Photo B. Aerial strapped on with white tape.

During the summer my Nimbus 3DM syndicate have been carrying out a trial on a Cambridge Secure Flight Recorder (CSFR) and comparing it with a Garmin GPS also fitted to the aircraft. We also look out every now and again! I was a cynic about GPS but am now converted, as long as the GPS and recorder unit can replace the hassle of cameras and observed starts and finishes.

The CSFR is designed to be stowed out of reach of the pilot in the same way as a barograph. However, this does not mean that its useful navigational data is lost to the pilot in flight because a screen and six buttons similar to Cambridge's S-Nav is available in the cockpit. This gives the in-flight data which a pilot needs. But unlike the self-contained hand-held units, you cannot change settings such as the Geodetic Datum except when the unit is coupled to a PC for programming before flight.

The CSFR itself consists of a standard Garmin GPS front end receiver and aerial unit, coupled to a recorder (logger) all in the same case. This "black box" can be seen in photo A, mounted on the standard Nimbus fitting which clips into position at the back of the centre section stowage above the spars. The wires go to the aerial, the cockpit display, and a separate gel cell (there is an internal battery but our syndicate like the belt and braces approach). In the photo, the connector cable for uploading the programme from a PC and downloading flight data back again, is loosely stowed beneath the black box so that we don't lose it. Because this was a trial, we did not run the wires particularly neatly, and photo B shows the aerial strapped on with white tape, giving an indication of the sophistication of our installation. It did, however, work, like lots of lash-ups do!

A separate height transducer is an integral part and fulfils the same function as an electronic barograph. In the output there are therefore two sets of height data derived from independent sources; GPS height based on four-dimensional fixes using timed radio position lines (extremely accurate in time, accurate in lat/long, but only to plus or minus 100-200 m or so in altitude), and baro height from the separate transducer which is as accurate as any electronic baro. Various anti-cheating devices include a simple microswitch which operates if anyone opens up the unit. This causes a signal to be imprinted on the output programme signifying that the unit has been interfered with and is no longer secure. This signal can only be erased by using a special programme available only to Cambridge and approved agents (such as Dickie at RD Aviation). The "I have been interfered with" signal is also generated if various methods of electronic tampering are detected. Not to say that an ingenious hacker won't get round it but at least it's a deterrent which is probably all we can expect unless anti-cheating rules are so complicated that the normal glider pilot finds it difficult to comply with them on perfectly valid flights.

A data base of up to 250 geographical points can be loaded either from ASCII files such as those from the BGA TP system, or by keying in the data. This is best dealt with by having your personal data already prepared on a PC, and insertion of the whole 250pts takes less than a minute (if you actually want 250; my favourite tasks and some bolt-hole sites take up about 40). You can also programme the dreaded Geodetic Datum, which for the UK should be set to the Ordnance Survey of Great Britain 1936 (OSGB36) setting which is used in the construction of the lat/long and grid lines on the current generation of OS maps. You can also set the world time zone, pilot's name, glider number, and a number of other variables such as logging interval and a number of tasks using the points already entered.

One feature is a "radius" setting which allows you to set the radius to a point at which the cockpit screen will tell you "close to" or "arrival"; more of this later. Different syndicate members will have their own choices of TPs and other settings and these can easily be loaded in the cockpit if you have a portable PC, otherwise you have the bother of taking the black box out of the glider and taking it to a larger PC for programming.

Let's now look at a flight. You set a triangle task into the recorder, have the PC connection sealed by an OO, stow it like a barograph and get airborne. You will have already used the buttons on the cockpit display to call up your start point. While you work up for the start you will get the usual distance and bearing but also a left-right steering bug which is compensated for crosswind as a result of calculations made every second from the GPS data. You start, making sure that you are below 1000m. With digital outputs this is even more important than usual since you won't get away with the benefit of doubt due to the thickness of a line on an analogue baro; the digital output may read 1010 metres at start which under current FAI rules will invalidate all speed flights and give you a penalty of 1000 metres for distance records (**Sporting Code** para 2.12).

You will now have TP1 on the cockpit display. Should you wish to change to any other point in the data base, or even change the task in flight, you can do so. The three pictures show the display as you approach, in this case, the Headington roundabout at BGA point Oxford East. The photo C shows the general nav mode with a glider track of 043° and 019° as the heading to the point; naturally the steering bug is indicating left, the range shown is 6.3nm (this can also be programmed as kilometres) and the eight stars indicate a GPS fix from eight satellites.

Photo D is within 1nm, the radius I set for the "Close to" indication which can be seen on the screen. Finally "Arrival" is shown (set at 0.1nm) and the TP photos can now be taken before going to the next point. An obvious improvement



Photo C. C, D and E are a series approaching Oxford East.



Photo D.



Photo E.

which I have suggested is that, since the software knows the task, it would be a simple step to have an indication such as "You are in the IGC Observation Zone for Task XYZ". As this was signalled, the logging rate could be programmed to increase to say, a sample every 2 or 4sec without any action from the pilot, the rate quickly decreasing for flight between TPs to say, one per minute in order not to use too much memory with the risk of running out (remember Ray Lynsky's 2000km flight in NZ took 15hrs!).

You are now on final glide. The CSFR can be coupled to the S-Nav in the same way as other GPS units, and gives accurate ranges to go, plus that magic steering bug to sort out crosswinds if you can't yet see the goal. A bit different to my first final glides in Olys and Skylarks using not even a John Willie calculator but merely a table of glide angles and winds! Of course being prudent you also map-read as well.

It may be wise to use an off-airfield finish point to avoid messing up the circuit on a fast finish, remembering that IGC rules give you a 10km margin between start and finish points for a valid closed circuit task. For Lasham, the village church (westerly winds) is suitable or the oil installation (easterlies), both in the BGA TP list. For a recent triangle I declared the clubhouse for start but the Church for finish, and used time camera evidence for start and finish times. Speed from the time cameras was about 93km/h but we **gained 1.1km/h using GPS fixes for evidence of the same start and finish points.** This is due to the necessary distance between the points from which the photos were taken and the start and finish points themselves, whereas GPS takes the last point in the start zone and the first point in the finish zone.

This shows one significant advantage of GPS over photography when it is approved fully for flight validation evidence by IGC. You will achieve faster times and gain perhaps 30sec or a minute at each point, including TPs. This is seen in Comps now. At a TP, what I would do as soon as I see the "You are in the IGC Observation Zone" indication on the display, is put on 90° of bank, take a single check photo and be on my way to the next point.

This brings me to possible IGC rules for badges and records for 1995. But as space is at a premium that is for another edition. Suffice it to say that draft **Sporting Code** rules are already floating about and almost certainly the IGC meeting in March will pass some rules for GPS to go into the **Sporting Code** for the first time. A maximum of one minute logging rates for cruise and 12sec or less at TPs are being talked about.

The thousands of other GPS units and separate loggers already in gliders do not have any anti-cheat protection (let us call it "security devices", it sounds better). Short of putting both units in a sealed box and placing it out of reach of the pilot, has anyone any bright idea how such devices could be used for badge and record flight validation outside the close control of Comps? If you have, get on to the BGA Competitions Committee pronto; Phil Jefferey is co-ordinating GPS matters and is a member of the IGC GPS sub-committee which had a three day brainstorming session before the September European IGC meeting in Paris.

Finally, I must make it clear that I am not an agent for Cambridge or any other manufacturer and am trying to take a constructive and worldwide view of equipment. I believe that once IGC rules are set for badges and records, other firms will be quickly in the market with similar designs and prices will fall. The CSFR was originally quoted at $3000 so they have to! Of course you could also buy two of the cheaper sets, use one with a logger in the sealed box and the other in the cockpit.

Validation of badge, record and other flights will become easier. No need for observed start and finish lines or even for cameras except to cater for the odd GPS failure such as a syndicate forgetting to charge batteries or running out of data capacity. And there is potential for faster times because penetrations of Observation Zones can be minimal. I look forward to it.

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PETER SAUNDBY



Photo: Frank Jeynes.

WAVE SOARING and GPS instrument descents at Talgarth

During last winter, the Black Mountains GC at Talgarth had more high level wave flights than in any previous season. The reason cannot be ascribed to global warming or some change in climate, it is because the carriage of Global Positioning by Satellite (GPS) systems have given glider pilots the courage to fly above cloud, without having to be in continuous sight of the ground.

It is a general principle of all navigation that one should never rely totally on one system, and GPS is such an improvement over any other system that this temptation is ever present. In the Talgarth area the Strumble VOR can be lost and only a single position line is then available from Brecon, some 15 miles south and also the wrong side of high ground.

Fortunately there remains the option of running east, usually ahead of the weather, to England where there is a large area of relatively low lying ground. In westerly wave conditions, both Shobdon and Usk are reliable diversions.

In soaring flight, and most developments of the sport, we lie behind other Europeans, but they are not permitted to fly in cloud and have not developed techniques to meet our need. It has been left to us to develop the use of GPS for wave flying. It is possible to use GPS to climb in wave, but this presents inherent problems. If the wave is strong, there will be always be clear gaps and no need to fly in cloud.

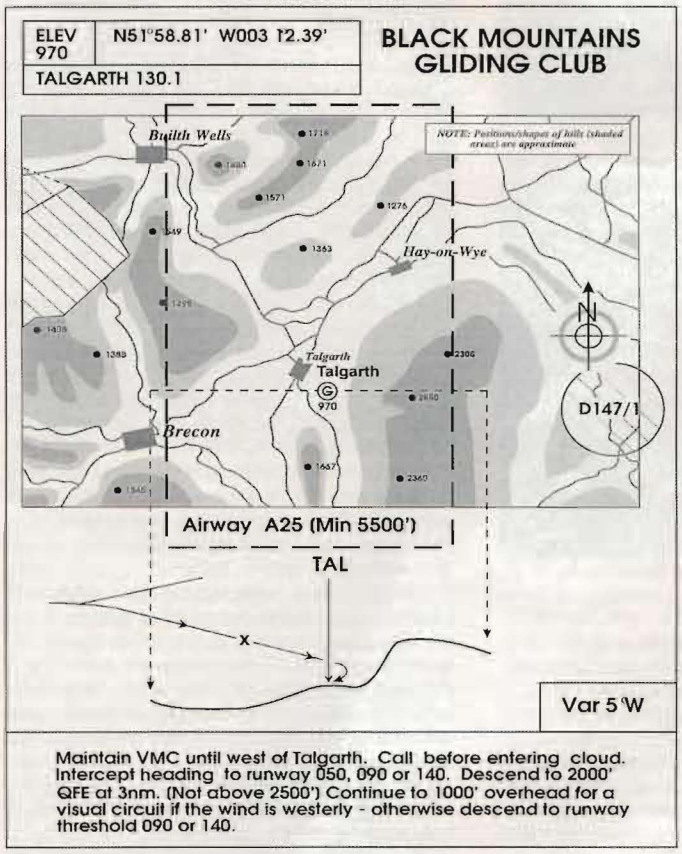
If the wave is weak, prolonged periods are spent in cloud and sooner or later ice becomes a serious problem. It is only when making the transition from the turbulent lower levels through a layer of broken strato cumulus that to hold a position on the GPS can be useful. I have never managed to climb through a thick unbroken layer of cloud.

Most local wave flying has been in two-seaters, either my own Janus or other club aircraft. The first problem has been that the instrument flying capabilities of glider pilots leaves a great deal to be desired.

Despite the efforts of the RAFGSA and others, the average level of skill on a T&S is disappointing. This stricture even includes pilots who have held professional licences! Before contemplating flying above cloud, a pilot should have the capability of holding a course to within 10°, and a speed to within 5kt. In turbulent air, excursions of speed and direction must be corrected smoothly.

Turning on to headings using a magnetic compass is never easy because of the angle of dip, but the GPS can give track information, making life easier when flying straight with a reasonable groundspeed. Therefore the flying in cloud should be planned to keep heading changes to a minimum.

The gliding site at Talgarth lies at the base of a steep west facing ridge and soarable wave can exist in winds of all directions. Cloudbase can be observed accurately from the ground because the heights of various features on the mountain are known. The exception is with snow showers; these are dangerous and must be avoided. In north-easterly wave it is possible for the airfield to be under the rotor and the surface wind to be a light westerly. With east wind wave there is usually an open slot over the airfield, although the base may be low. Cloud can be often a serious problem in westerly winds.



The airfield is nearly a 1000ft asl and the valley to the west is about half that height. The high ground to the east is nearly 3000ft, or 2000ft above the airfield. There are three runways at Talgarth, but because of the sloping ground only three of the six directions are used for take-offs. The three most used landing directions have headings of 23, 09 and 14.

When hills are in cloud and the winds are strong, safety height should be at least 5000ft above the mountain tops; once down to that level, escape to a safe area is imperative. The base of an airway, A 25, can be as low as 4500ft above the airfield, although in anti cyclonic weather it will be higher.

Airway crossing is permissible in Visual Meteorological Conditions (VMC), maintaining the required vertical and horizontal distances from cloud. Because of the high ground, all descents into Talgarth have to be from the west. Never enter cloud deliberately, except on a planned descent path and clear of controlled airspace. If positioning is difficult, divert to Shobdon or Usk.

When local flying, I leave the altimeter set on the airfield elevation (QFE) and simply remember that there is a 1000ft difference between the airfield and sea level (QNH). Sometimes pilots have to be reminded that oxygen limits relate to height asl! In a two-seater the rear seat altimeter can be set on standard pressure, 1013mb for airway clearance. In a single-seater, record the QFE before changing the

setting. Always reset all altimeters to the airfield QFE before entering cloud on a descent.

The published positions for many gliding sites are not very exact. Often they relate to the clubhouse position and are plotted from a map. The most reliable method is to walk to the middle of the airfield with your GPS and store the position. For Talgarth I use N51°58.81' W003°12.39'. If you are inserting diversions, get the GPS to give you the distance and bearing from a proven way-point and cross check this with the map. If you insert an incorrect way-point the GPS will lead you to that point!

To appreciate the indications of your GPS, when you drive to the gliding club set up the GOTO headings on your GPS and observe the range, heading and track indications as deviated by the rolling English roads! In flight, following the IMC descent pattern in clear air (VMC) will give you confidence in both your equipment and your navigation.

Wave soaring conditions are often associated with severe low level turbulence. Because many glider pilots have limited competence when flying in cloud, the need was to develop recovery patterns which would minimise the demand on the pilot. To spend the shortest time in cloud, to undertake the fewest actions and calculations, and to keep the maximum clearance from high ground.

Early and successful actual cloud (IMC) let downs were flown using a straight descent into wind, initiated from a point to the west of the airfield and over low ground, a normal return being made after cloud break. This works well with a cloudbase above 2000ft, is very simple to fly and is the method of choice for most pilots. But when through thick cloud, it can put cloud break several miles from the airfield, albeit upwind. The difficult part is the return flight in sink and poor visibility.

However, a field landing in the valley is always preferable to a loss of control attempting difficult manoeuvres in cloud. If your GPS is hand held, this is the only acceptable method in a single-seater glider. For more complex procedures, a proper instrument scan requires a panel mounted GPS.

Some pilots had strange ideas; several visitors said that they would spiral down from the overhead, but had never tried this in clear air (VMC), or realised that recovery from a spiral dive results in uncertain headings. Levelling in the wrong direction and going downwind for a few moments would result in an impossible position beyond the ridge.

In our original attempts at establishing an airfield approach, I tried the RAF flame-out procedure of tracking in to the runway in use and descending at a 1000ft/nm, or just over 6000ft. The technique is simple; intercept the extended runway centre line at a point where the height is lower than the distance in miles, turn on to the runway heading and when the altimeter matches the range descend using the airbrakes so that distance and height keep the same numbers - 5000ft at 5 miles, three at three, two at two, and continue when in visual contact with the field.

Some headwind is required for gliders with modest airbrakes, but even in strong winds quite low performance gliders can achieve this 1:6 or 10° descent path. The technique works at Talgarth with easterly winds but is dangerous in westerlies because the descent path passes too close to the ridge. However, for sites with an unobstructed approach, and with the wind strengths normally encountered in wave soaring conditions, a straight in approach descending at 1000ft/mile works well and is the recommended procedure. In light winds, 500ft/mile is convenient; or if a glider overshoots the airfield it will break cloud overhead, or just upwind, and be in a good position for a circuit.

Because of the high ground, all instrument descents have to be from the west, so in a westerly wind the instrument procedure ends on the downwind leg at 1000ft above the airfield. Flying downwind, or even in calm air, many gliders cannot achieve this 1:6 descent rate.

A standard airfield recovery procedure was needed with a downwind descent to the circuit. Following this in VMC would allow pilots to gain confidence by practising in clear air. Professional aviators use instrument procedures all the time, so bad weather presents no problems. With a wind from the east, the approach can be straight in to the runway, the headwind facilitating the greater loss of height. Flying downwind towards the mountain, the problem is to lose height. In trials it was found that 500ft/nm is an attainable descent angle for most conditions.

Before descending check the cockpit is made secure

For modern gliders, 60kt is a useful speed and both control and performance are satisfactory. Before starting a descent from the smooth laminar air and bright sunshine of a standing wave into a dark and rough cloud, it is recommended that pre landing checks are completed, the undercarriage is down and locked, the cockpit is made secure, QFE is known and set, the aircraft is trimmed to 60kt and sun glasses are prepared for removal.

The airfield cloudbase, surface wind and visibility must be known before entering cloud and the intention to start the descent should be transmitted. For recoveries into Talgarth 130.1 mHz is used and not the BGA cloud flying frequency. If a wave system collapses, and a number of gliders recover at the same time, a standard pattern and speed reduces the risk of collision.

Most GPS presentations allow a route to be established which is an extension of the runway in use. The easiest method is to navigate locally using the distance and bearing indications to the gliding site indicated; when the bearing coincides with the runway in use, select the GOTO function. This will give a centre line, range and heading presentation.

Therefore navigate the glider until it crosses the extended runway centre line, and to the west of Talgarth. This is under the airway (FL 65), unless in VMC. Interception should be achieved at a point where the range is between 3 and 10nm. The glider is likely to require an outbound leg into wind until a gradient of 500ft a mile exists to the airfield. With a westerly component in the wind, the key position to be achieved is inbound at 3nm and 2000ft above the airfield (QFE). In a strong westerly wind the turn can be lower, because the downwind glide angle is very flat.

The outbound track will be 230°, 270° or 320° depending on the runway in use. Having reached the desired level, say 4000ft at 8nm, close the airbrakes, re-establish stable flight and slowly turn on to the reciprocal. The radius of turn is small so the direction does not matter, but it should be to regain any existing track error.

The new heading will be confirmed by the GPS and this is to be followed. Double the heading error when making corrections in order to regain the ground track. If the descent has been vectored with the wind direction, track errors will be small. In wave conditions, wind is nearly constant with height. Use the airbrakes to lose height and attain the key point, from 4000ft at 8 miles, this would be 2000ft in 5nm. Losing height to match the distance to the airfield is when the value of practice in clear air is demonstrated.

At the key point, and below 2500ft QNH, wings level and inbound, extend the airbrakes and monitor the rate of descent, aiming for 1000ft overhead the airfield. If the glider is not down to 2500ft at 3nm a second outbound leg is essential to avoid overflying the airfield, and with a strong westerly wind this can be down to 1500ft. Unlike cloud climbs in wave, I have never suffered from serious airframe icing on the descent, presumably because one spends little time at any one level.

When the airfield comes into sight, call on the radio and convert to a visual circuit. Remember to land long if there are other aircraft behind you. A potential nightmare is be overhead and still in cloud or snow. Missed approaches are not an option for gliders!

Turn towards the airfield when the GPS shows a positive overflight, regain the centre line and attempt a blind approach. Remember to tell all of your problem on the radio. The GPS position error is smaller than the airfield, and the prospects for an arrival are good. It is vital to keep the wings level and fly into wind!

If GPS coverage is lost during the descent, and you are following this pattern, you will be over the valley. Turn into the known wind direction and descend with full airbrakes. If the turn needle fails, the GPS will give "heading" information. It is possible to maintain bank attitude by using the track information of the GPS, but recovery from unusual attitudes is far more difficult than with a turn needle.

It would be wiser to descend into the valley using full airbrake. Either course of action should bring the glider below cloud and into a safe area. If radio contact fails, continue as planned but make blind transmissions.

This descent pattern for Talgarth requires minimal input from the pilot, one 180° level turn in cloud and use of the airbrakes in a straight descent. Nevertheless, visiting pilots intending to use their GPS should take every opportunity to practise in VMC.

Never be in the position of having to fly the pattern for the first time in IMC. At other sites where the approach path is unobstructed, I would recommend a simple, 1000ft/mile straight in approach to the runway in use. Even that should be practised in advance.

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JULIA PALMER

ARE WE COMPLACENT?

Julia, who flies at clubs in England and Wales and is a partner in a firm of solicitors, is so certain we are she says "it makes me want to bang somebody's head against a brick wall"

As a movement, some of our current complacency could find the whole sport becoming bound with regulations that we can ill afford and certainly do not want.

I read, with awe and admiration, of heroes such as Philip Wills, who have battled on behalf of the gliding movement in committee rooms and other dark secret places to maintain our autonomy. We are all well aware that our counterparts in the power scene have to cope with full CAA immediate accountability with all its trappings.

Thanks not only to the likes of Philip Wills, but also to several stalwart members of the BGA committees and panels who recognised that peer pressure is in any event far more effective than regulations and who continue to do battle on our behalf today, we are being kept free from the substantial ties of the CAA and EEC Regulations.

It is my belief that if this were not the case, the gliding movement would change substantially. The cost of compliance with the various regulations that we are currently avoiding would mean that gliding would become reserved for that ever decreasing group, the wealthy few.

So, what has brought about this headbanging desire?

I have always had respect and admiration for the dedicated pilots who give us their time and money to qualify as instructors. Similarly, those within the movement who provide the equally vital maintenance services, on gliders and machinery alike. The most qualified amongst those is, or should be, the inspector.

But who or what is an inspector? It is someone appointed by the BGA Technical Committee effectively by way of delegated authority from the CAA, to ensure that gliders are entirely safe and airworthy. Although categorised into senior inspectors and inspectors, an inspector has as much authority as a senior to deal with standard repairs and the Cs of A.

In the sixties, becoming an inspector was no mean feat. A period of "apprenticeship" was followed by a residential course and final examination. It was, as you would hope and expect, detailed and arduous and the inspector's qualification was hard but well earned. Since that time, it would appear to an ordinary glider pilot such as me, that standards have been allowed to slip.

If you want to become an inspector now, you apparently need only to complete an application form, pay the fee and have "an interview" with a member of the Technical Committee or the chief technical officer. Once the "ticket" is issued, there appears to be little or no follow up to ensure that standards are being maintained. Annual renewal is effected simply on completion of a further form and payment of a fee.

There are inspectors and inspectors. From reading your *S&G*, you will all be aware of the major firms and companies dealing with glider repair and maintenance. They usually comprise teams of expert tradesmen being managed by fully qualified inspectors. On the other hand, you have the willing club member who has taken the trouble to acquaint himself with basic glider maintenance and has no doubt assisted with Cs of A. He has now completed the necessary form, had his interview and has been awarded his inspector's ticket. Many (but not all - read on -) of these inspectors will be people with considerable experience and practical knowledge, who will be responsible and diligent in carrying out their tasks.

It must be remembered that an inspector needs not only to possess these technical qualities but also the quality of firmness and a total indifference to his popularity amongst members when he needs to declare a glider US and prevent the fun for the day. It clearly takes a person of some calibre to fulfil this role to the level that must be required if glider safety is maintained.

So why the lecture? Simply this. I was appalled to find on a visit to a local club that a new glider had arrived on site ostensibly with a brand new C of A. Its condition can only be described as disgraceful and when the glider was taken, on the advice of a local Inspector, to a professional company, it was declared quite clearly to be unfit to fly.

Would almost certainly have resulted in fatality

At least two of the defects found could have had dire repercussions, and in one case could have led to "flutter" which would almost certainly have resulted in fatality. It was found to also possess a tail plane from a different (and older) glider. This mod had not been entered in the logbook. Luckily, no accident occurred because immediate steps were taken to put the glider right. A very substantial sum of money had to be spent to render the glider truly airworthy.

As a lawyer, I was fortunately able to translate my anger and disgust into a determination to obtain recompense on behalf of the aggrieved club.

My first, and most natural, thought was to look at the insurance policy that I know the BGA hold in respect of the various inspectors. The good news is that there is a level of insurance cover; the bad news is that there has to be an accident first before you can claim under the policy. The accident would also have to result in the loss of property or bodily injury.

So, what next? We were not dealing with a professional inspector who had given this C of A, but an individual. I had to advise that, whilst there was almost certainly a claim of negligence that could be proved against the inspector, there was a strong likelihood that the individual might be unable to satisfy a court judgment of the size that would be appropriate by way of recompense.

In this particular case, there were allegations relating to breach of contract and, following lengthy negotiations, the club selling the glider did the honourable thing and made an acceptable financial settlement. This particular story, therefore, had a happy ending - but it may not have been the case. The worst scenario could have been the loss of glider and of life; at the other end of the scale a heavy and unexpected financial outlay to make the glider safe to fly, with additional costs to remedy the unauthorised "mod".

The headbanging desire is not aimed at the individuals involved in this incident; they were, in my view, purely symptomatic of the disease that is affecting the whole. It is the system, which was so carefully put in place by those heroes of mine to ensure our autonomy, that needs proper resurrection and preservation.

Unless we are prepared to control our own operations in a proper and responsible fashion, we shall have to bear the heavy burden of others doing it for us. I am just an ordinary glider pilot who happens to be a lawyer. It is, however, quite apparent to me that if one of the dire consequences I mentioned had in fact occurred in this case we could already be feeling the shackles.

We can all imagine what would happen if following a major accident it was discovered that a C of A was not carried out properly, or that there were, for example, unauthorised mods. The picture conjured up will leave us uncomfortable at best. If we all had to go through the performance that owners of powered aircraft have to go through on an annual basis there would be a massive sale of gliders or an even greater increase in the rate of bankruptcies! It is in our own best interests to ensure that the gliders we fly are safe to fly, and that therefore the people who are responsible for their safety are properly qualified to do so and are doing their jobs properly.

Those of us looking to the Cs of A that are no doubt coming up in the winter months may feel it is worth paying a little more to ensure that the glider is really safe to fly, and those buying gliders for the first time would be wise to have a reputable inspector experienced in gliders of that type check the glider over. Most professional set ups will give you a very reasonable quote for attending on an inspection of this nature.

Safe buying and safe flying!

Howard Torode, chairman of the BGA Technical Committee, replies:

Contrary to the writer's implications the BGA does maintain and exercise the power to review and discipline inspectors. However this process (BGA Technical Procedures Manual 10.9) requires the co-operation of the aggrieved party and the involvement of the BGA chief technical officer (CTO). As a lawyer, the writer will be more aware than me that in cases of liability and litigation, attested documentary evidence must be created and directed through the appropriate channels.

We have found inspectors reluctant to prepare the necessary, in-depth documentary evidence against a fellow, if only because of the bad blood caused. Without such evidence, the CTO must be involved immediately to review the situation as the representative of the authorising body, the BGA, and as official arbiter.

My understanding of the case referenced, is that no formal approach was made to the CTO, and the matter was raised in a civil court. The BGA cannot be accused of inaction when it was not formally contacted.

The BGA will intercede only when airworthiness is at issue. It is not prepared to comment on the acceptability of such items as presentation of goods for sale or custom refurbishment, which are purely a matter of commercial contract. Airworthiness standards are as much the responsibility of club managements (and owners) as of individual inspectors.

Beyond the basic requirements of airworthiness the standard of preparation of equipment is entirely a responsibility of club management. That such standards vary is an unavoidable aspect of human nature. A large part of the CTO's time is spent in follow up action, visiting clubs and inspectors with the prime aim of ensuring a uniformity of standards of inspection. Over an extensive period the UK track record in maintenance cannot be challenged.

Qualification as an inspector has always emphasised practical ability and integrity. The writer is in error to suggest that there was ever an examination or probation required.

Proposal still requires a record of practical experience and several referees, who are usually consulted, and the candidate interviewed if issues are raised. The majority of candidates are expected to demonstrate relevant experience either with a professional repairer, service organisation or apprenticeship (although the latter are today in short supply).

Inspector status can be conferred on any individual, be he professional or non profit making enthusiasts, and the same standards are applied to and expected of both. If they were not then the BGA could be accused of double standards.

There is no evidence to suggest that either community is less conscientious than the other. We do not share the writer's view that the non profit making enthusiast is somehow less credible because he is insufficiently "underpinned" to be worth suing.

WAY OFF TRACK

Nose job

My reference, in the April issue, p240, to an Airspeed Horsa fuselage seeing out its days, unexplained, in a de Havilland hangar at Hatfield about 1948 caught the eye of ancient glider conservator and collector Mike Russell - he saves old aircraft rather than being unduly aged himself - who promptly explained all.

Towed by a Halifax, it was used as a flying testbed for the nose shape of the then forthcoming Comet jet airliner, he says, to check out the all-weather visibility and how water would run off the flight-deck fenestration while flying in rain. The Horsa was used because its fuselage diameter exactly matched that of the Comet's flight-deck bulkhead.

The substitution of the airliner's sleek nose for the original cockpit greenhouse probably improved the Horsa's glide ratio from about 1:12 to 1:15, Mike suggests.

Famed DH chief test pilot John Cunningham flew this contraption several times, in what was the Horsa's only civil role, he adds. I wish I'd known that, for I ran into John Cunningham again at a party a few months ago and I could have asked him about it.

But they may not have been the last Horsa flights *ever*. Another renowned aircraft conservator, the late Rhodri Morgan, engineered some full-scale plywood Horsa replicas for the film "A Bridge Too Far". Rhodri freely confessed to having *accidentally* (his word) got one of them off the ground by a few feet, behind a towcar, for much of the length of the field.

It is a sad reflection on the MoD's lack of an aircraft preservation policy in the early post-war years to know that although a Halifax/Horsa combination was airworthy as late as 1948, not a single intact museum specimen of either of these two key wartime types survives.

Had there been one or two officials in the Russell/Morgan mould in Whitehall then, that would not be the case.

Lost in an Irish mist

Things had come to a pretty pass on July 30 when, in several cars and on the penultimate day of the clag-clamped but good-natured task week which masqueraded as the Irish Nationals, a group of frustrated pilots drove up into soggy, mist-enshrouded and cloud-capped hills.

"Let's go. We may forget how bored we are," Cecily Begley had said when Penguin mooted the idea of a drive to find the original Clonmel GC site, 1300ft up in the Comeragh mountains of Co Waterford.

"I think that's it," convoy leader Dan Begley said, halting his car high on a single-track metalled road where it was joined by another on the right and, on the left, by an unsurfaced moorland track. "The strip ran from here, I think," he gestured, "and the winch cable used to cross the road. They had to hold up the traffic to launch."

We waited for confirmation from Brian Connolly, Snr, the only member of our party who had actually flown from Clonmel - on an instantly organised one-day expedition with a Citabria tug and a K-6 some years ago. As arse-end Charlie in the convoy, he'd temporarily lost contact with us as we'd ascended into the clag over a maze of forest and then moorland roads.

"Yes , this is it," Brian confirmed minutes later as we all trudged off into the fog across what should have been rough and tussocky hill pasture but which was remarkably smooth, sheep-cropped lawn-quality turf between clumps of uncut reed.

"They de-stoned, levelled, seeded and rolled a strip several hundred yards long. It must have been a hell of a job but look at the difference with the surrounding land. We ought to find the hut somewhere over here."

Trudging on past the skull and other mortal remains of a long-dead sheep or two, we came across the roofless and forlorn breeze-block walls of what had been custom built to house a derigged Bergfalke on an open trailer.

The walls appeared sound enough; on the edge of visibility about 150 yards away and lying in a bog was a substantial portion of what had been the roof. "This could easily be restored," Brian said.

The visibility was never more that 200 yards. Even when it lifted marginally, the cloudbase remained within arm's reach overhead. Brian explained that we were standing on a two-faced razor-backed ridge. "The east face is there." He gestured to where the prepared strip ended in reeds and peat hags, the ground fell slightly and then plunged into fog. "The west slope is more gentle" he added, gesturing to an identical bank of fog. "The hill there rises to 2400ft." He pointed southward, along the ridge.

There was yet another wall of fog. The drizzle drizzled: it was one of those days which the Irish, infuriatingly, call "soft".

Except Irish glider pilots. They use another word - but this is a family magazine.

The Clonmel GC still owns the site, donated to it about 30 years ago by a papal Count. While retaining the name Clonmel, the club has actually operated for years from the venue of the frustrated Nationals, Kilkenny Airport, 35 miles away.

But the thought that with some judicious contract reed-cutting by a local farmer with appropriate machinery, a 600 yard expedition site for winching or aerotows could be easily reclaimed atop a back-to-back ridge in a very beautiful part of SE Ireland is very tantalising indeed.

Soaring safari fans and expedition buffs, watch this space.

GRAHAM SMITH



The LS-8 photographed by G. Marzinsik and reproduced by kind permission of *Aerokurier*.

FLYING THE LS-8

Graham, who admits to being "a bit of an LS fan", managed to get two flights in this latest version and it more than came up to his expectations

The LS-8, a Standard Class glider with an option to extend the wing span to 18 metres, is the latest design from the Rolladen-Schneider (RS) factory. I am a bit of an LS fan having owned both an LS-4 and LS-7 and was therefore keen to try out their newest ship.

The first preproduction model arrived in the UK, fresh from the European Championships in Rieti. Flown by one of the German team, it came equal 1st which was a fair result considering it was the only LS-8 in the competition. So when Martyn Wells (the UK agent) asked if I wanted to fly it I leapt at the chance.

I had read all the technical information before contemplating flying the LS-8 and as expected it was of typical LS construction, the wings and tail plane made from carbon-fibre, control surfaces from kevlar and the fuselage from glass-fibre with all the controls connecting automatically on rigging. At first sight the LS-8 could be mistaken for an LS-6 with winglets. The fuselage and tail plane are identical, including the latest modifications to the front end to improve crash protection. The wing also looks like an LS-6!

Having talked to Carl Heinz of RS this is essentially true for the first 75% of underside and about 90% of the top surface. The underside is virtually flat with a slight concave contour near the trailing edge and, guess what, no turbulator tape! The explanation, according to the factory, is that it's a "non-critical" wing section. Maybe this will start a whole new fashion of non-turbulation. The top surface has a few degrees of reflex "flap" built into the profile similar to the Discus.

The ailerons are wide double paddle type, top surface only. Oh yes, love them or hate them, winglets are here to stay, particularly so with the LS-8 as they are supplied as standard. The factory have done numerous flight tests and are adamant that the fitting of winglets enable pilots to carry additional waterballast for the same climb performance.

My first flight was at 6pm in some gentle evening thermals at Bicester. Off tow and after struggling with the buttons of a VP6 (instructions still in Germany) I eventually found a good 2.5kt and rolled into a 40° bank. The rate of roll seemed good and better than all but the original LS-7. Once established in the thermal I started experimenting with speeds. Although there appeared to be no breakaway at speeds as low as 40kt, 45kt seemed comfortable which was impressive for a glider that weights 266kg empty (production models should weigh approximately 250kg including instruments).

It was nice and stable in the turn, almost hands-off, which was quite unlike anything I had been used to. Some of this stability could well be due to the large winglets - the only drawback of these extra bits of carbon is that more care must be taken in co-ordinating turns. But from experience this only takes a few flights to master which probably just proves how badly I was flying before. Handling in general was well harmonised with excellent control right down to the stall with no tendency to drop a wing unless seriously provoked. After aimlessly local soaring for some while I was called on the radio to land asap as another pilot wanted to fly. I immediately deployed the very effective airbrakes and was down to circuit height in no time. The approach was straightforward, rock steady with easy speed control, there being a slight pitching down moment as the brakes were opened. The view of the landing area was a good deal better than previous LS Standard Class gliders. This has been achieved by increasing the angle of incidence of the wing. With an uneventful flare and ground run, both ailerons and rudder were effective until the glider came to rest.

The next day I squeezed in a trip to Booker, a superb racing day with the cloudbase at 4000ft agl and thermals up to 5kt. I was in a queue of eager Booker pundits awaiting my turn. Each pilot was instructed, or should I say asked, by Martyn Wells to climb up, do a 100km triangle, finish and land, or something like that. And at least three of us did the 100km - Didcot, Bicester - at speeds ranging from 100 to 125km/h, each landing with waterballast still onboard for the next to use.

On my flight I was lucky enough to hit the weather just right and the handling seemed even better than before. I guess I must have got used to it. The thermals were strong but turbulent and this is where the wing section came into its own, having quite a tenacious grip on the air. This, combined with its docile nature, made achieving good climb rates a relatively easy job. During the task I was able to cruise between 75 and 90kt, finding long periods of lift or reduced sink. I remember thinking how little wind noise there was and how little the wings flexed.

Rounding the TP at Bicester, having only really taken two thermals, I was madly trying to get some sensible final glide information from the computer, however the VP6 must have thought it was still in Italy. It was only when I realised that I was still at 3200ft with only 15 miles to run it occurred to me that maybe, just maybe, I was on final glide! The last five miles at 120kt told me how badly I had planned it, although 100km in under 50min isn't bad. Unfortunately there was no opportunity to make any performance comparisons on such a short flight but the impression was of a very flat polar curve, even at high speeds.

So when will it be available? Very soon. The factory are making the final mould for the wings and also carrying out a weight reduction exercise, including a change from waterballast bags to tanks. This has the added advantage of improving the waterballast capacity, probably to around 170 litres, giving a very wide range of wing loadings for all conditions.

At the time of writing the 18 metre version hasn't been manufactured yet but its maiden flight is expected to be in early November. There are five LS-8s promised for the UK by April and the possibility of another five during the season. In 15m form this glider will appeal to the ultra competitive Nationals pilot, and once those 18m tips are fitted the glider becomes a serious machine for long distances or the forthcoming 18 Metre Class - all that performance and still no flaps. The LS-8 comes in three options. 1. Standard Class. 2. Standard Class capable of being retro fitted with tips. 3. Standard/18m. The tips will be identical to the 18m LS-6c.

Only time will tell if the LS-8 becomes the new leader of the pack. The factory calculate a max glide of 43:1 for the 15m version and 50:1 for the 18m with a climb performance similar to the LS-6. At Rieti the generally held view seemed to be that it was at least as good as other Standard Class gliders and particularly good in rain. To my mind it has LS handling, a large 10.6sq m wing and appears to like waterballast. That's not a bad start. Over 80 LS-8s have been ordered world-wide and include some big names. I thought I had better add a small one myself.

DEREK PIGGOTT

THE DREAM 7

Derek test flies one of the gliders to emerge from the FAI's World Class Glider competition



The Me 7 in flight photographed by Cassius.

It was a great pleasure to see that the little Russia 2, World Class Glider, has gone into production as the Mechta (Dream) or Me 7. Although the Russia 2 did not win the competition, it was probably the best of the other machines which were developed sufficiently to be test flown. I flew the winner, the Polish PW-5, and the Russia 2 and thought both were very promising little aircraft.

The Me 7 is 12.7 metres span yet has a very competitive performance against the earlier 15 metre machines. Its real advantage is its very low structural weight which makes it far lighter and easier to rig and move about the airfield. In fact two people can easily lift up the whole aircraft. It is of glass-fibre foam sandwich construction and weighs only 275lbs. In spite of the low weight, it is obviously very strong. The finish is extremely smooth and provides a maximum of laminar airflow.

A surprising feature for such a small glider is the very big cockpit and this was well demonstrated in Germany by the two large test pilots who were evaluating all the aircraft. Despite its smallness, it has a wide range of cockpit loads and can be flown with a pilot plus parachute weight of anywhere between 132-264lbs (60-120kg) without ballasting.

The glide ratio was found to be over 30:1 which puts it above the K-6CR, similar to the Pirat and quite close to the Polish Junior. So it is particularly suited to the less experienced pilot wanting to start cross-country flying and eager to pass Silver distance and on to 3-400km flights, or for the more elderly who wants a machine he and his wife can rig without much effort. It would also be an ideal stepping stone between two-seaters and the Standard Class gliders as it has the advantage of having the main wheel ahead of the C of G. Getting used to this configuration and mastering the art of preventing a bad swing on take-off and landing is very necessary before moving on to the faster gliders which all have a forward position for the main wheel and will swing if allowed to. In practice, the Me 7 seems to have good directional control on the ground and should be no problem in a crosswind.

The light weight brings several advantages. Rigging is so light and quick for two people that it is no hardship to keep the Me 7 in its trailer instead of a hangar. If necessary it can be rigged by one person. All the controls are self-connecting when the wings and tail are attached to the fuselage. It is a joy to push round the airfield because of the large tail wheel and very low weight. It also promises better winch launches as the low weight improves the acceleration and results in very high launches.

The controls are all very light and responsive making it a joy for centring in thermals. The rate of roll is good but more particularly the initial response to the ailerons is very fast. It is really great fun to fly and climbs just as well as the larger gliders.

The stall is normal and occurs at about 30kt with a clear warning buffet. The Me 7 will spin with the C of G near the aft limit but the recovery is excellent and any movement forward on the stick stops a spin. At more forward C of G positions it will not spin continuously and like most other gliders falls into a diving spiral after half a turn or so.

The sideslipping is also good with virtually no over balance of the rudder and the full sideslip, together with full airbrake, give a very steep approach. The top surface airbrakes are not over powerful even though they had been modified with two blades for an increase in area. They are easy to use and create no obvious change of trim. The spring trimmer is effective and sufficient for all normal purposes.

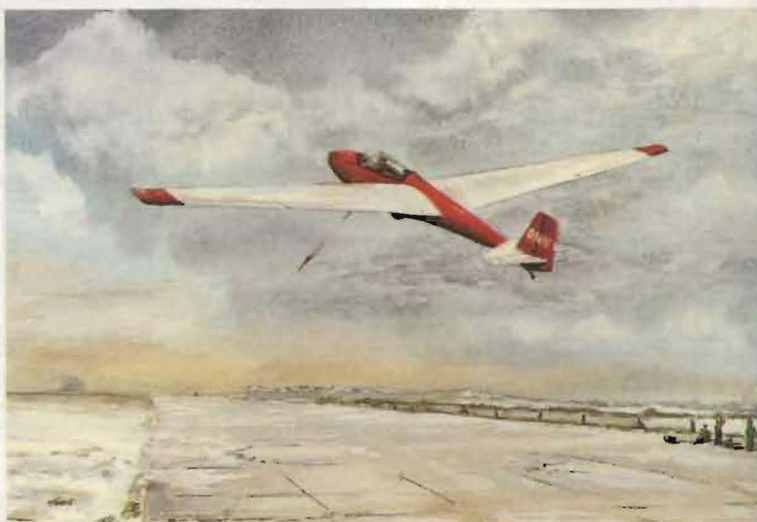
The only significant criticisms are in the cockpit area. The sides of the cockpit are very high which makes it more difficult to get out of. This could prove a problem if is became necessary to bale out. A good solution might be to sit on an inflatable cushion to lift the pilot up six inches or more, rather along the lines of the car inflatable bags used to protect the driver and front passenger. These, I believe, are being developed in Germany. It is also unfortunate that with the sideways opening canopy, the frame comes across in front of the pilot partially obscuring the view directly ahead. This, although very noticeable when first getting into the glider, soon becomes a minor disadvantage and forgotten once you are in flight.

This is a very enjoyable machine to fly so don't miss the opportunity to try it if it comes your way. It would make a good club machine and for a brand new aircraft complete with instruments and trailer it is very reasonably priced.

NB The Me 7 demonstrator is based at the Long Mynd and is selling at £17 000 plus vat, including the trailer. For further details contact Kenilworth International, tel/fax 0247 453783.

British Team Will Benefit From Sale of Christmas Cards

Lynn and Neville Cawte of Nevynn International are selling Christmas cards featuring winter gliding scenes painted in water-colours by Roger Perry of Buckminster Gliding Club (see the example on the right). Neville says they are donating 10% of the profits to the British team The cards are 150x105mm and a pack of 25 cost £9 plus £1 p&p. For full details see advertisement on p368.



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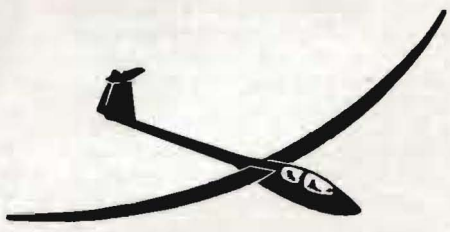
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THE BEST SPEED FOR CROSS-COUNTRY SOARING

The Arm-Chair Pilot writes: The following article by Dr Karl Nickel of Freiburg was originally published in the Swiss *Aero-Revue* in 1949 (*Die beste Streckenfluggeschwindigkeit;* Vol. 24, No. 12 December, p.478). It is remarkable for having anticipated Frank Irving's 1973 application of the calculus of variations to the best-speed-to-fly problem by 24 years and my own 1980 non-mathematical proof of the result by longer still, and deserves to be better known. My 1980 article "Why does the Best-Speed-to-Fly construction work? (with a little history thrown in)", *S&G*, June, p126, should be consulted for background information, where it will be seen that the first formula in Dr Nickel's article and the associated optimisation had already been given (unknown to him) by E. Dewing in *Sailplane and Glider* in June 1947. This translation has been prepared by Karl and me, and omits a small amount of the original and a diagram. *S&G* is indebted to Karl for his help and for permission to publish his pioneering article in English.

In the 1949 Swiss *Aero-Revue* (No. 11) Paul B. MacCready describes a rotatable best-speed-to-fly ring for a variometer. With its help it is possible to derive the best speed to fly without using a separate table or slide-rule. However, the theory behind the construction of the "MacCready Ring" is not given quite correctly in his article. The present note supplies the necessary correction.

MacCready uses the following formula for the cross-country speed (v_R):

$$v_R = v.S_t / (v+S_t+F),$$

where v is the airspeed, St the thermal strength, and F the sink. The derivation of this formula assumes that the sink F is constant, but MacCready also uses it in the case where F varies from place to place, which it does in his application. However, the formula is not then valid and must be replaced by a more complex one. *(See footnote.)*

The solution of this problem gives the optimum speed v(s) at every value of the position s. The pleasant result is that no new construction is necessary; the usual graphical construction with the polar curve is still valid and thus so is MacCready's application.

The result can be obtained without using mathematics as follows. Imagine the part of the flight between the thermals to be divided into as many parts as there are different values of F(s), and that associated with each part is an amount of thermal climb necessary to regain the height lost in that part. Then the first formula is valid for each part and so the best speed to fly in that part can be obtained by the usual construction. Hence the method (but not the first formula itself for the cross-country speed) remains valid even when the sink F(s) varies along the flight path.

Footnote

For the mathematically interested reader, let L be the distance between two thermals and s the distance from the last thermal to the present position of the sailplane. Let v(s) be the airspeed (now a variable), vs(s) the associated sinking speed (given by the polar) and F(s) the sink of the air (also now a variable). Then the above formula must be replaced by

$$v_R = \frac{L}{\int_0^L \frac{1}{v(s)} \left[1 - \frac{vs(s)}{S_t} + \frac{F(s)}{S_t}\right] ds}$$

Whereas the earlier problem of maximising the cross-country speed vr defined by the first formula can be solved by using differential calculus, the new problem with variable sink F(s) as in the second formula leads to a problem in the calculus of variations.

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BRITISH AEROBATIC GLIDER CHAMPIONSHIPS

Buckminster GC, Saltby Airfield - September 10-11

With the move to Buckminster GG this year came an encouraging rise in the number of entries - a trend we hope will continue.

The competition is organised into three Classes - Sports, for positive -*g* manoeuvres only; Intermediate, which adds rolling and sustained negative figures and Unlimited, which includes inverted flicks, pushouts and similar advanced manoeuvres. Each competitor flies a predetermined sequence of manoeuvres within a 1000 metre box positioned alongside the airfield, and a panel of judges assesses each manoeuvre in turn to give an overall score.

Friday - the last practice day - was enlivened by a spirited demonstration flight by Ian Tunstall which included some impressive in-cockpit shots for the benefit of the BBC cameras, and resulted in a short but entertaining item on the evening BBC sports slot.

That evening also saw the arrival of the remainder of the participants, and of some impressively strong winds; at least one competitor was spotted in a state of partial undress checking the tiedowns of his glider at three in the morning. Fortunately, Saltby's picketing area is well sheltered and not so much as a scratch was reported.

Saturday dawned clear, but still very windy, and with a forecast for rain. By the end of briefing and the setting up of the launch point and judging position, the cloudbase had begun to threaten, so it was decided to truncate the programmes and begin the sequences from 3000ft. The Intermediates flew first, with Mike Woollard (Puchacz) and John Gilbert (K-21) setting the pace. Notable in this Class was the flight by Nick Buckenham, chairman of the British Aerobatic Association to which we now belong. Nick has only a handful of aerobatic flights in a glider, his normal mount being a Pitts, but he put in a very creditable K-21 flight with Colin Short as safety pilot.

With the weather beginning to close in, it was the turn of the Sports Class. The high winds were making the task of keeping within the box tricky, and developing thunderclouds threatened, but all the competitors flew their sequence before the rain arrived. By the end of this Class we had seen some workmanlike performances from all of the competitors with Ian Tunstall (Lo100) and Chris Pollard (Pilatus B-4) neck and neck.

Very heavy rain threatened to end proceedings for the day, but just enough light remained after the clearance to launch the three Unlimited competitors, all flying Pilatus B-4s. The sequence was an impressive one, including a 1 1/2 turn inverted spin; Lionel Sole flew a composed flight to take the lead followed by Colin Short, and Sam Mummery demonstrated once again his absolute mastery of the stall turn.

The excellent Saturday evening dinner at the local pub was held in the same spirit of good humour as typified the competition, and was highlighted by Sam and Lionel's now infamous aerobatic instructional sortie sketch.

Sunday dawned much as Saturday, but with the prospect of less rain, if no abatement in the wind. Intermediates flew first, with John Gilbert putting in a polished early performance. As before, the standard was high with each competitor showing great application under the less than ideal conditions. Mike Woollard put in a creditable performance under a reducing cloudbase, and we had to wait for the judges to separate them. Nick Buckenham put in a remarkable flight late in the day. Eschewing the safety pilot, he flew the second sequence solo and finished the day well placed in the order.



Below: A group taken by Peter Mallinson after the privegiving.

Similarly, some sterling performances were seen in the Sports Class, with the competition as tight as the first day. As with the Intermediates, we had to wait for the judges for the top two places, but the lead established by Lionel Sole in the Unlimited Class was too large a gap for Colin Short to close despite a spirited attempt.

Prizegiving was a good-natured affair, with both Sports and Intermediate Classes finally being very close - just as it should be. Our thanks to the many people involved.

Results: Unlimited Class, 1 Lionel Sole, Deeside, 3018.9; 2 Colin Short, Lasham, 2568.1 and 3 Sam Mummery, Lasham, 2027.5pts, all flying Pilatus B-4s. Intermediate Class, 1 Mike Woollard, Cambridge University (Puchacz) 2420.7; 2 John Gilbert, Lasham (K-21) 2342.9; 3 Guy Westgate, Southdown (K-21) 2278.6; 4 Jamie Allen, Bicester (K-21) 2171.4; 5 Tony Baker, Lasham (K-21) 1941.9; 6 Mike Flaherty, Deeside (Puchacz) 1865.2; 7 Nick Buckenham BAeA (K-21) 1623.4; 8 Simon Larkin, Lasham (K-21) 1599.5; 9 Ray Stoward, London (K-21) 1158.2pts. Sports Class, 1 Chris Pollard, Norfolk and Essex & Suffolk (Pilatus B-4) 1928.7; 2 Ian Tunstall, Four Counties (Lo100) 1874.6; 3 Geoff Grimes, Lasham (K-21) 1777 6.8; 4 Tony Milner, Lasham (K-21) 1727.3; 5 Peter Turner, Yorkshire (K-21) 1597.8; 6 Chris Haslett, Derby & Lancs (Pilatus B-4) 1558.1; 7 Andy Cunningham, Bristol & Gloucestershire (Puchacz) 1477.2; Annie Laylee, Lasham (K-21) 1420.7pts.

Next year's competition should also be held at Buckminster at around the same time of year. If you would like to know more about what is involved, or would like to arrange specific aerobatic training, there is a list of contact names below. It's not difficult, it's great fun - and there are no retrieves!

Contacts: John Gilbert, Sam Mummery and Colin Short at Lasham GS, tel 0256 381270; Mike Woollard at Cambridge University GC, tel 0767 677077; Peter Mallinson at Bristol & Gloucester GC, tel 0453 860342; Lionel Sole at Deeside GC, tel 0339 885339 and Phil Walsh at Buckminster GC, tel 0476 860385.

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PETER HEALY

JUNIOR NATIONALS

Lasham, August 18-26

Since its inception the standard of competition in the Junior Nationals has steadily developed, this year's field offering great strength. Richie Toon, Derren Francis and Dave Allison were fresh from the Nationals and Oliver Ward was the winner of Lasham Regionals' Red Class.

Last year's Champion Karina Hodgson had to withdraw a few weeks before having broken her wrist, so the BGA Discus she was to have flown went to Jay Rebbeck, the 17 year-old brother of Henry, himself another potential winner following a promising debut in 1993.

The intensity of competition at the front of the field was also enhanced by the six assisted places being offered for the Junior European Championships. Their allocation depends heavily on the Junior Nationals' form.

This was the Juniors' first visit to Lasham and the organisers (including myself) hoped to bring a touch of big contest organisation to the event without smothering the informal atmosphere of the preceding years at Bidford and RAF Halton.

Day 1, Thursday, August 18

Task: 148km triangle, Pewsey, Wantage (north-west).

Day I delivered weather which would turn out to be prophetic for the coming week, with unstable conditions ahead of a warm front advancing on a 15kt westerly wind. With the front forecast to arrive by late afternoon, the task setting team of Paul Davis (also directing) and Steve Jones opted for a short task. Conditions were excellent as the grid opened at 1230, but overdeveloped soon after the start opened.

Most of the field struggled upwind to the Pewsey area and fell down there as conditions weakened under the spread out. The day winner was Sarah Harland (SZD 55) with 382pts. A few others got to the area of the second TP before their inevitable land outs. Fancied runners Oliver Ward (Discus), Henry Rebbeck (LS-4) and Richie Toon (Discus) lost significant points margins on the leader following their out landings.

Day 2, Friday, August 19

Task: 110.9km O/R Marlborough (east).

Day 2 dawned raining under a warm sector, but the forecast cold front clearance came through around midday allowing a short task to be set in anticipation of a brief late afternoon soaring slot. The thermals again came with a stiff 20kt WNW wind. With a north-westerly O/R task, streeting was obviously in the task setters' gameplan and reality duly obliged allowing racing conditions in which the established names



Guy Westgate, the Champion. Photo: Neil Lawson.



Above: Neil's photo of Afandi Darlington of Imperial College GC who came 11th. Below: Graham McAndrew's last day as a BGA national coach. Fiona Buchanan is in the back seat. Photo by Peter Healy. ➡



came to the front.

The Day winner was David Allison (LS-4), blasting along the streets to record a windicapped 142.9km/h for 510pts, the day being substantially devalued as the winners completed the task in little more than an hour. In the overall picture the fancied runners were all relatively close to each other after Day 2, as Day 1's losers caught up. Primary loser was Guy Westgate (Nimbus 2) who finished 12th, losing 110pts on the leader. Sarah Harland retained the overall lead after finishing 5th on the day.

Day 3, Saturday, August 20

Task: 300.7km, dogleg Oxford East (Headington), Grafham Water, Oxford East.

The 300 day that wasn't. An almost classic forecast had only the threat of some spread out to dampen the enthusiasm of the task setters and a 300km dogleg was their inevitable offering. The field launched early to exploit the promising conditions, only to find extensive spread out almost immediately and rather weaker climbs than predicted.

Most of the field struggled to the far TP, assisted by the 14kt south-westerly wind, by which time spread out had become 6-8/8 strato-cu. Conditions were at their worst around Grafham Water and most of the field didn't get much further, unable to make progress back into wind with only weak climbs available. But the experienced runners again seemed to find something extra with Guy Westgate winning (72.6km/h, 1000pts) from fellow finishers Oliver Ward, Richie Toon and Derren Francis. Joint 5th went to Henry Rebbeck and David Allison, who ground on to the very last, despite radio chatter which suggested they were going backwards. As a result these six moved decisively ahead of the field. Overnight leader Sarah Harland (16th, 482pts) landed out, losing touch in the overall standings.

Day 4, Sunday, August 21

Task: 145.6km triangle, Membury, Oxford South.

This was probably the best day of the competition with 34 of the 37 starters finishing. A little out of character for the week too, with a light SE wind. The task wind on the other six days didn't fall below 14kt! The Met looked good with a nicely unstable airmass, but the task window again appeared brief with high cover from a front in the Channel forecast to move north during the day.

The day was better than expected with 4-6kt average climbs up to a 3600ft cloudbase. The result was a genuine racing task completed well inside 2hrs by the winner, David Allison (88.2km/h, 768pts). Scores among the leaders were generally close with only Oliver Ward (9th) and Guy Westgate (10th) losing a significant margin on the day winner. Overall there was little change as fortunes continued to even themselves out from day to day.

Day 5, Wednesday, August 24

Task: alternative TP triangle, Marlborough or Pewsey and Kingston Bagpuize or Didcot, min 146km, max 162km.

After the calm of Day 4, and two days of grid squatting and scrubbing, came the storm of Day 5. The forecast was for a windy, unstable day with heavy showers, which is pretty well what nature delivered. The task setters responded with an alternative TP triangle task, again out to the north-west. As throughout the week, there was little waiting in the start zone, the field struggling off into wind immediately after the start opened with limited faith in the conditions.



Derren Francis finishing on the last day. Photo: Peter Healy.

It was obvious from the slightly alarming circuits flown by some would-be relighters that the wind was stronger than forecast (15 gusting 20kt) and conditions very turbulent. At Lasham tall Cu were streeting in the wind, but there were no showers. These were to be found washing competitors out of the sky near the first TPs.

Most of the field ran out of luck in this area or before, large gaps between the streets and some spread out adding to the difficulties of making progress into wind.

Only Derren Francis (1st, 720pts) and David Allison got back, with Guy Westgate getting most of the way home in 3rd place. Derren later attributed this success to a mixture of ridge soaring and cloud climbing. Good efforts saw Gordon Smith (SZD Junior) and Steve Bolt (K-10) finish 4th and 5th in conditions rather unfriendly to their machinery. Further down the field Richie Toon (12th), Oliver Ward (16th) and Henry Rebbeck (20th) all lost around 500pts on the day winner. These losses would in hindsight prove to be terminal for their hopes of overall victory.

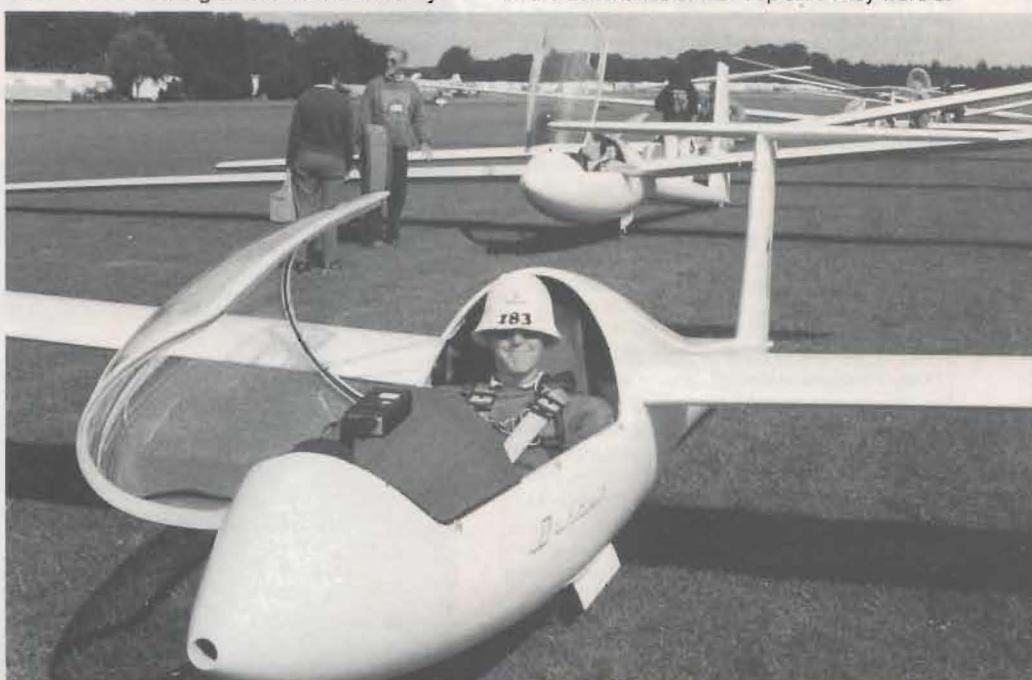
Sadly the difficult day proved a little too much for Jay Rebbeck who had up to Day 5 put in a fine performance in his competition debut. Jay was tempted to soar a little too low in the turbulent conditions and wrote off the Discus while attempting a late field landing, sustaining a cracked sternum, compressed vertebra and some nasty facial cuts in the accident. Happily, despite initial concern over his condition, it was clear by late evening that his injuries were not serious, although he spent several weeks in hospital recovering.

Day 6, Thursday, August 25

Task: 115km triangle, Andover, Membury.

Yet again a front passed by in the morning, leaving a late task slot. Conditions were reasonable as the field was launched at 3pm, but convection cut off a little early and no one was able to make it back. Getting round the upwind TP at Membury early proved critical to a good result as those who did were able to drift downwind towards Lasham as the lift decayed.

Day winner Lucy Withall (Discus, 365pts) was one of the few pilots to succeed in making use of it and became a rare but welcome intrusion on the dominance of the "Top six". They were of



Oliver Ward on the grid. Photo: Peter Healy.

course close behind, Richie Toon and Guy Westgate finishing 2nd and 3rd.

The day's big loser was overnight leader Derren Francis (26th), who "planked it" in style as the first pilot to land out. The overall lead going into the last day was thus taken by David Allison (9th on the day), who led by a short head from Guy Westgate and the unfortunate Derren, who was at least lucky that this was a low scoring day.

Day 7, Friday, August 26

Task: 146.3km triangle, Swindon South, Didcot.

Ending as it had begun, this was another typical day: windy, unstable and late to develop the result was another short task. As throughout the week, the field was anxious to go soon after the start opened and there were immediate problems as leader David Allison and Steve Bolt collided in the start zone at about 3000ft. David's LS-4 suffered leading edge damage to its right wing, whilst Steve's K-10 had more obvious damage, its left aileron hanging from one hinge. There followed five tense minutes while both pilots checked their handling and opted to land rather than bale out.

Both were able to land safely, Steve with advice from Graham McAndrew who had returned from the task to assist. Also valiantly landing back was Richie Toon, who shadowed David Allison down. Unfortunately Richie landed wheel up on the runway with water on board, his winch hook preventing the tarmac grinding all the way through to his posterior. Having condemned himself to a late start, Richie then put in a scorching performance to register a very well received win at 107.4km/h (772pts), elevating himself back to 3rd overall after his Day 5 misfortunate. This was a respectable 12km/h faster than 2nd placed Henry Rebbeck. Who says nice guys...

With David Allison removed from the equation in such unfortunate circumstances, the overall place was contested by Derren Francis and Guy Westgate. They finished 6th and 7th respectively on the day, with Guy taking the Championship by a mere 9pts, and managing to look slightly surprised and embarrassed by his achievement. Guy had flown consistently and avoided the "plank" incidents which cost both Derren and Richie dearly.

For those regular readers wondering about the health of the Dick of the Day contest, fear not. The prize was diligently awarded every day. There were many deserving cases, my personal favourite being the emergency retrieve crew who towed the wrong trailer off to a field, there to bend its axle, before returning it to Lasham for the use of the owner who had also landed out.

Perhaps the most impressive element of this year's competition was the closeness of the contest at the front. The "Top Six" were all potential winners and they have demonstrated the quality of their flying in Regionals and Nationals this season.

The existence of the Juniors is not solely responsible for this high standard, but it is very effective in encouraging young pilots to compete earlier on in their cross-country careers than they might otherwise, and those that do well are increasingly moving on to Regionals and Nationals having realised that they can be competitive at these levels.

The pilots coming back for second and third attempts are also showing definite improvements, so perhaps next year the "Top Six" will be a "Top Ten" featuring such names as Withall, Harland, Tait, Morris and Darlington. As former winner Steve Jones heads off to New Zealand to join the World Championships' team it would appear that the Junior Nationals are in good health and making a major contribution to the development of our younger pilots. Hopefully the results of next year's Junior Europeans will bear this out.

KLUNK-KLICK - when not to do it!

Everyone knows that S in CBSIFTCB stands for straps and makes very sure they are on and nice and tight - quite right too. However, a recent motor glider accident in Germany threw a new light on the straps check.

The motor glider pilot, a relatively inexperienced MGPPL holder, was seen to walk up to the aircraft and do a walk around. He then got in, lined up on the runway and took off. The-side-by-side motor glider was seen to climb very steeply after leaving the ground. At the inevitable stall the wing dropped and the glider swung through 180° before impacting in a nose down attitude. The pilot was not seriously hurt.

When the wreck was inspected, it was found that the lap-straps for the passenger's seat had been placed around the stick on that side, as is sometimes done to prevent the elevator bouncing up and down against the stops during ground handling. The pilot had not noticed this during the cockpit check!

Source: a preliminary LBA accident report translated by Alan Harris

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FINAL RESULTS
Junior Nationals

			Day 1.18.8 148km ▲ Pewsey, Wantage			Day 2.19.8 110.9km O/R Marlborough			Day 3.20.8 300.4km dogleg Oxford, Gratham Water, Oxford			Day 4.21.8 145.6km ▲ Membury, Oxford			Day 5.24.8 158 km ▲ Pewsey or Marlborough, Kingston Bagpuize or Didcot			Day 6.25.8 115km ▲ Andover, Membury			Day 7.26.8 146.3km ▲ Swindon, Didcot			
Pos	Pilot	Glider	Speed	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Dist	Pos	Pts	Speed (Dist)	Pos	Pts	Total Pts
1	Westgate, G. C.	Nimbus 2	107.3	2	350	109.7	12	400	72.6	1	1000	78.4	10	657	(157.5)	3	550	107.6	3	351	86.6	=7	615	3923
2	Francis, D. P	Ventus CT	71.9	17	208	135.9	=3	487	67.3	4	988	87.9	2	764	75.1	1	720	50.9	26	124	90.2	6	623	3914
3	Toon, R. J.	Discus B	71.7	18	207	140.8	2	503	70.1	3	994	87.3	3	758	(86.6)	12	266	108.6	2	355	107.4	1	772	3855
4	Rebbeck, H. A.	LS-4	104.1	3	337	143.8	=3	487	(306.3)	=5	870	81	5	686	(69.7)	20	199	101.7	7	327	95.4	2	682	3588
5	Ward, O.	Discus B	59.9	25	160	128.5	8	462	72.6	1	1000	78.9	9	662	(79.4)	16	237	93.6	10	295	93.1	4	664	3480
6	Allison, D. W. K.	LS-4	57.2	27	149	142.9	1	510	(306.3)	=5	870	88.2	1	768	61.3	2	708	101.7	9	307	(0)	=30	0	3312
7	Withall, S. L.	Discus	87.4	8	270	105.1	=16	384	(187.7)	13	509	82.6	4	705	(90.6)	9	282	111.2	1	365	80.7	=11	572	3087
8	Harland, S. J.	SZD 55	115.4	1	382	132.3	5	475	(178.8)	16	482	77.1	12	642	(65.7)	=23	183	103.5	6	334	80.6	13	571	3069
9	Morris, H. T.	LAK-12	84	9	256	126.9	9	457	(256.6)	8	699	69.8	24	445	(68.3)	21	193	89.5	12	278	84.3	9	598	2926
10	Tait, R. G. J.	Std Jantar	80.2	=11	241	101.3	20	346	(190)	12	516	62.9	22	482	(90.1)	=10	280	105.6	5	343	81	10	574	2782
11	Darlington, A.	ASW-19	46.7	31	107	110.3	11	402	(178.7)	16	482	80.2	6	678	(62.8)	27	171	85.2	15	261	86.5	=7	615	2716
12	Masson, P. J.	Grob 102 Club	79.5	13	238	129	7	464	(134.4)	26	348	71.1	14	575	(96)	6	312	53.9	25	136	88.7	5	632	2705
13	Weaver, E.	Discus CS	87.7	7	271	108.1	13	394	(156.3)	25	414	57.9	25	426	(57.8)	28	151	96.9	8	308	93.4	3	667	2631
14	Duerden, A.	LS-4	67.2	20	189	104.9	=16	384	(125.7)	28	321	77.9	11	652	(90)	=10	280	82.9	16	252	70.8	18	497	2575
15	Rebbeck, J. N.	Discus	101.8	5	328	131.1	6	471	(277.8)	7	783	79.6	8	670	(82.4)	14	249	DNF	=30	0	DNF	=30	0	2501
16	Woodman-Smith, N. D.	ASW-15	0	=34	0	107.8	22	290	(195.1)	10	532	69	16	551	(86.4)	13	285	88.3	14	273	80.9	=11	572	2483
17	Delaney, M.	Astir CS	83.3	10	253	110.9	10	404	(158.5)	24	421	65.6	19	513	(43.6)	31	54	88.8	13	275	70	19	491	2411
18	Clarke, R. J.	Vega L	69.8	19	199	92.2	24	298	(180.1)	15	486	68.5	17	545	(75.8)	17	223	77.7	18	231	69.7	20	488	2410
19	Evans, A. M.	Hornet	64.4	23	178	110.3	23	273	(35.8)	37	48	67	18	529	(96.4)	7	305	107	4	348	79.6	14	563	2244
20	Henderson, I. J.	ASW-19	0	=34	0	106.4	14	389	(195.4)	9	533	69.8	15	560	(0)	=33	0	74.8	=19	19	75.2	16	530	2231
21	Fox, M. R.	SHK	64.1	24	177	(124.4)	28	166	(176.3)	18	475	57.1	26	417	(71.5)	19	206	73	21	212	75.6	15	533	2186
22	Smith, M. P.	Discus	74.6	15	219	105.4	19	359	(187.8)	20	460	79.7	7	672	(45.5)	30	82	92.2	11	289	(0)	=30	0	2081
23	Bolt, S. J.	K-10	101.1	6	325	(217.4)	21	314	(160.4)	23	427	60.6	23	457	(99.7)	5	319	78.1	17	233	(0)	=30	0	2075
24	Miller-Smith, M. J.	Nimbus 2	103.5	4	334	106.2	15	388	(182.7)	14	494	73.2	13	599	(72)	18	208	DNF	30	0	DNF	=30	0	2023
25	Davies, R. M.	Astir CS	47.3	30	109	(137.8)	26	188	(190.8)	11	519	52.8	27	368	(94.1)	8	296	29.6	29	38	66.8	21	428	1946
26	Barker, P. D.	DG-300 Elan	24.3	33	17	103.7	18	380	(108.5)	30	269	53.5	29	338	(45.4)	29	102	55.6	23	142	73.1	17	514	1762
27	Smith, G.	SZD Junior	80.3	=11	241	(132.2)	27	179	(105.7)	34	210	55.4	28	359	(105.5)	4	342	0	=30	0	(110)	28	192	1523
28	Clark, J.	JP15-36A	65.2	22	181	0	=36	0	(172.1)	19	462	63.6	21	490	(0)	=33	0	63.8	22	175	(116.4)	27	206	1514
29	Goudie, N. Goudie, G.	Discus BT	66.1	21	185	(67.7)	35	76	(169.2)	21	453	(45)	36	43	(65.7)	=23	183	0	=30	0	61.2	22	386	1326
30	Buchanan, S. A.	Dart 17R	76.1	14	225	(164.5)	25	230	(108.1)	31	268	48	31	276	(38.7)	32	43	0	=30	0	(146.7)	25	271	1313
31	Cooper, D.	Pegasus	54.4	28	138	(94.6)	=33	119	(79.1)	35	180	42	33	155	(67.9)	22	191	54.7	24	139	59.9	23	338	1260
32	Hales, C. S.	K-18	0	=34	0	(120.1)	31	159	(110.7)	29	276	48	30	314	(0)	=33	0	74.8	=19	219	(186.0)	24	277	1245
33	Wright, T.	SHK	42	32	88	(139.3)	=29	164	(167.6)	22	448	64.8	20	503	DNF	=33	0	DNF	=30	0	DNF	=30	0	1203
34	Gilbert, J. P.	Pilatus B-4	57.5	26	150	(97.9)	32	124	(105.3)	33	259	(48.8)	37	30	(80.6)	15	242	50.2	27	121	(122.3)	26	218	1144
35	Crane, M.	K-6CR	DNF	=34	0	(123.1)	=29	164	(131.2)	27	338	44.3	32	273	(68.6)	26	174	0	=30	0	DNF	=30	0	949
36	Kronfield, S. R. M.	Grob G102	48.9	29	116	(94.8)	=33	119	(106.5)	36	163	(84.1)	35	111	(65.3)	25	181	0	=30	0	(45.3)	29	54	744
37	Mace, R. S.	ME-7	74	16	216	(0)	=36	0	(108.1)	31	268	40.5	34	135	(0)	=33	0	35.4	28	62	(0)	=30	0	681

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

TIM WILKINSON

CLUB FOCUS

Sackville Farm GCs club has an unusual background and relies heavily on the motivation and exuberance of Tim, who is the owner and CFI



Greenhouses mark the south end of the strip with the clubhouse behind the hedge. Photo by Tim.

We are lucky in that I own my own gliding club - it is a family farm and our overheads are relatively light. My philosophy is that we have as many wood and fabric gliders as possible which we only insure third party. The money we would have spent on insurance buys other gliders.

We have an enthusiastic team who can maintain and repair our gliders and included in our flying group are power pilots to share the cost of the tug. I'll explain what this means at Sackville.

We have a single membership charge of £300 which includes the whole family. This encourages all the family to come and we have several wives and children learning to fly. The charge covers flying the two-seaters and the single-seater Std Mucha for the entire season. Private syndicate members also fly the club gliders free of charge, frequently using the two-seaters, and there are no other charges for trailer parking and use of the workshop. The idea is that everyone stays very current and does a lot of flying, having paid the initial cost of running the aircraft at the beginning of the year. The only extra is the launching fee. All this greatly reduces the paperwork.

Our average member does about 50hrs a year and we fly from a 1600 yard grass strip.

Having cleared the cost at the start of the season there is no need to burden members with trial flights. It is my belief that the club is there for the paid up members and not for the public.

Tea and coffee are free and this creates a focal point for general discussion and a good, all round, pleasant atmosphere. One side effect is that it tends to bring the aircraft back fairly regularly and this probably more than pays for the refreshments with extra launches and allows everyone to fly. There are rarely queues and we don't need a flying list.

When there is soaring, private owners left on the ground often take a relatively new member on a cross-country. Training is left to when it isn't soarable. Normally we start our newcomers with a couple of aerotows then it is on to winching for circuit training, though most will have had a lot of cross-country flying with the private owners.

We have around 40 members;- 11 power only; ten power and gliding; 11 fairly advanced approaching Gold badges or better; four early solo in their first year and four have just started. I find that four new members each year keeps the interest going and doesn't burden the training

The tug

These are expensive and can put a great strain on a club and destroy it if you aren't careful. My solution is that members can pay a £200 insurance share which allows them to fly the Super Cub at £40/hr for pleasure and the tug pilots pay £15/hr to tow. What!! I hear you say. But without their help we couldn't afford the luxury of a tug and it helps keep it at a sensible cost.

Tug income		**Costs**	
Ten members@ £200	£2000	Insurance	£1500
Approx 100hrs at £40	£4000	C of A	£6000
Approx 100hrs tugging	£1500	Fuel	£4800
Approx 500 tows at £14	£7000	New engine	£500

We pay £1500pa interest on money borrowed and this gives us a small profit of £200 if we are lucky.The C of A maintenance is expensive, but then cylinders aren't cheap. Don't hide your head in the sand and say you can do it cheaper. For one year perhaps but not long term.

The winch

We have two designs and they both use the kiss technique - keep it simple. With limited funds and unlimited enthusiasm and ideas, plus a little magic, this is no problem.

The power side

It has been quite an eye opener to newcomers from sites with large concrete runways. It takes them about a year to adjust to our grass strip and no air traffic. The bonus is a greater understanding between both types of pilots. Also we have such a strong power flying contingent there are often spare seats on quite adventurous trips abroad and to UK airfields.

We have a Super Cub, Bocian, K-2B, Std Mucha, a special winch (designed by me), clubhouse, large hangar which is being extended, a tractor for hangar packing (see below), a four wheeled motor cycle (much loved by the teenagers) for retrieving us and an old car to tow out cables. The privately owned fleet include a Swallow, Skylark 3F, two Phoebus 17cs, Nimbus 2, Kestrel 22, IS-29, PIK 20E, DG-200, Blanik, RF-3, FK-3, Cherokee 235 and a two-seater and a single-seater Jodel.

Hangar packing used to be a problem. But our solution is to use a cradle system with a front loader tractor lifting the gliders. We can pack the hangar very tightly without damaging the aircraft. But if the tractor should ever break down it would be hard to unpack again.

The club has been my own experiment for the last five years. We still have to make improvements but as the group matures it does seem to work in its individual way.

Pilots from other clubs usually say it isn't like their clubs - too right it isn't. For a pilot who has his own glider and doesn't want to fly club machines it seems expensive until you realise there are no extra charges and the heated workshop is available.

We have a lot of fun flying, go on regular expeditions to other clubs and leave a glider at Talgarth for the winter. A few of us are looking at New Zealand in February and March. I have made some contacts out there and it is possible to fly from one club at quite a reasonable cost. If you want more details 'phone me on 0234 708877.

We are a small, very happy group with a good social side and few politics. It is as close to Utopia as I can make it.

Below are a few of the items we don't C of A or repair!



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COMPETITION ENTERPRISE

A Tale of Two Cities

At Colmar and Troyes, France from June 25-July 2

Having enjoyed crewing for 4th placed pilot, Nick Gaunt, during last year's Enterprise at North Hill, I rashly offered to repeat the experience the next year, only to find out later that France was to be the 1994 venue for this peculiarly British competition. Colmar in Alsace to be exact, some 70km south of Strasbourg. Colmar is an active airfield to the north of the town in a valley some 40km wide, with the 1200m Vosges mountains to the west and to the east and the Black Forest at similar height beyond the Rhine. Between the airfield and the Vosges the land is one large vineyard with the main overhead electrified railway line running down the south side of the site. So to the west, one either reaches the foothills 10km away or turns back to the airfield, there being little landing space between.

The Club

The local gliding club whose facilities had been arranged by Brian and Gillian Spreckley, couldn't have been more helpful; about 100 members with two large modern hangars housing some 30 gliders, all glass, plus two Swifts, one owned by the French aerobatic Champion who practised every evening we were there.

The local pilots appear to take life in a very relaxed manner knowing full well that with temperatures reaching 33°C thermals do not often start before lunch. The morning hive of activity that I see at many British clubs is an alien ethic to them. In their summertime conditions, ambling is about as fast as one can manage.

Out in the high ground to the west, thermals kick off somewhat earlier and it is usual practice to tow out to a suitable area and only pull off when in lift, for obvious reasons. Lunch, however, comes first with the French and so the thermals, if they do develop early, just have to wait. If it wasn't so far away I would be very tempted to join Colmar GC.



"Don't worry lad, it's not real silver". Nick Gaunt receives the winner's trophy from John Fielden, with Brian Spreckley in attendance.



"How I done it." Jerry Martin, Day 3 winner, flanked by Brian Spreckley (left) and Ron Davidson and (far right) Peter Turner. Photos: Jim Hill.

The Competition

Those who are uncharitable might say that Competition Enterprise is nothing more than a bunch of ancient glider pilots meeting once a year to be given silly things to do. Those, however, of a more discerning nature will observe that some of them are not really all that old and will argue that the tasks are cunningly designed to enable individual pilots, in machines of varying performance, to compete against each other reasonably fairly, without the necessity for the lowest performance gliders always to land out.

There are normal handicap rules and tasks generally involve choices of TPs at varying distances, allowing pilots to choose those which will enable them to extend themselves and still have a chance of getting back. In this manner, a K-6 can compete with an ASH-25 and have a fair chance of winning. How very enterprising.

If John Fielden, the task setter and Enterprise guru, decides that conditions have altered from the weather forecast on which he based the task, he is quite likely to adjust the scoring system so that the most worthy pilot wins. Nobody disagrees with this philosophy and pilots, winning a particular day by large margins, have been known to suggest it without prompting. Such is the spirit of Enterprise. It is truly old fashioned in the best possible sense in that fair play is more important than getting one's name on the silver tray. Come to think of it, it is only EPNS anyway.

The Contestants

Only 12 gliders made it to Colmar, including Gill Spreckley and Sonic (the Japanese pilot) from Le Blanc pairs flying in an LS-6c, but they were a motley bunch ranging from two K-6s at one end of the scale to two ASH-25s at the other. The prize for trailing distance must surely go to Bill Longstaff who towed his Dart 17R down from Scotland, getting on for a 1000km.

Day 1. It dawned overcast and warm, but by 11am some small breaks were appearing and John set a task of ten TPs, three over the Rhine into Germany. Points were awarded at the rate of 2/km flown and a bonus of 20 for each Rhine crossing.

Only six TPs could count and no place could be visited twice. Pilots could choose TPs which produced a minimum of about 200km, or backwards and forwards between the furthest away which would produce a distance of 720km. Or any combination in between.

First away was Chris Nicholas in his K-6E and it soon became obvious that conditions were not living up to the forecast, especially when both ASH- 25s were seen struggling to get away an hour after launching. Everyone landed out.

The winner was Chris Simpson and Tony Glover (ASH-25) with 172km flown in 4hrs 16min. Jerry Martin (Cirrus) was 2nd with 141km in 4hrs 57min and Nick Gaunt (LS-7) 3rd with 132km in 4hrs 23min but more importantly, the fleet flew a total of 1047km in 42hrs 40min.

As can be seen, time in the air is an important feature of Enterprise. It scores no points but it is what many pilots really come for. ➡

Day 2. The forecast looked good. A ridge of high pressure, max temp of 32°C, 5kt thermals and a 6500ft cloudbase. John set a wineglass task. The stem to Saverne (68km) then diagonally left to Farebersviller (53km), across to Landau airfield (92km), then diagonally back to Saverne (73km) and home to Colmar. A total of 356km if you could make it. Optionally, an O/R to Saverne and/or on to either Farebersviller or Landau would also score speed and distance points.

Again, the forecast turned out to be over optimistic. It was a struggle, most pilots not even managing to reach the first TP. Nick Gaunt won the day with 121km in 4hrs 14min. Jerry Martin was 2nd with 79km in 2hrs 52min and Gill Spreckley 3rd also with 79km in 3hrs 34min. Conditions are best summed up by the total scoring distance being only 334km in 24hrs 30min.

Bill Longstaff found himself soaring the slopes below Koenigsberg castle and waving to the people on the ramparts as he slowly climbed up beside it. He spent so long there that he was able to give it a good look over, which whetted his appetite to visit it later that week with his wife. Unfortunately upon landing out, a stone knocked a hole in the bottom of his fuselage which had to be repaired the next day.

Chris Simpson hit a mound on his outlanding run which damaged the ASH undercarriage. Fortunately, Bruce Owen, flying with Peter Turner in the other ASH, left that evening to pick up his new ASH- 26 from Schleichers and collected the replacement parts.

Nick Gaunt struggled to Saverne and caught his best thermal of the day which took him to 3500ft. From there on, however, it was a straight glide down to a good field on the Landau leg.

Thunderstorms were forecast for Day 3, so it was declared a rest day and wouldn't you know it, it turned out to be a tremendous gliding day. Peter Turner climbed to 8000ft and for several hours explored the Vosges mountains, much of Alsace and various parts of Germany.

Thunderstorms were being forecast for the whole of that part of Europe and expected to last for several days, so Brian Spreckley arranged for the Competition to move to the airport at Troyes, 250 miles to the west.

Troyes GC

The club is much smaller than Colmar, having only 44 members, but just like Colmar the local people were extremely friendly and very helpful. On the wall of the CFI's office is a picture taken at the Derby & Lancs GC with which they are twinned. It's a good idea which is practised by some other British clubs. I have proposed it for my club and when a suitable opportunity arises, I hope we will do the same.

The area around Troyes is flat farmland, with a lot of standing crop, wheat, barley, sweetcorn and peas etc, so landing out, although not as fraught as in the Colmar area, could still cause problems.

That evening some Dutch pilots, flying as a team, in a Janus and a LS-6/17m. landed at Troyes, participating in the Euroglide competition sponsored by Ford Maverick. Two more, in a brand new DG-500 with winglets, also landed as part of another team. Their aim was to fly from Amsterdam to the Mediterranean and back in, so I believe, three days. I was told that some 40 teams had entered. The teams had significant support crews, also sponsored by Ford, complete with television coverage.

Gliding seems to have a much higher profile in continental Europe than it does in the UK. In fact, we were featured on the front page of the local daily newspaper, in colour.

Day 3. I forget the precise weather forecast, except that it would be extremely hot (33°C) and very sticky with light winds and blue thermals, all starting after lunch. The task was a 158km triangle, Joigny, Nogent, or an O/R to either.

Unbeknown to us all, there is a nuclear power station near Nogent constantly throwing trillions of calories into the atmosphere. Those who chose the O/R to Joigny lost out whilst the rest profited by their decision to fly the other routes.

The winner was Nick Gaunt at 69km/h in 2hrs 17min with John Cadman (H301) 2nd at 56km/h in 2hrs 47min and Bill Longstaff 3rd at 47km/h in 3hrs 20min. The total flown was 1156km in 28hrs 12min. Nick said that the lift from the power station was the strongest he had ever experienced. He reckoned that he gained nearly 1000ft in every turn. Others didn't report it quite as strong, possibly through being out of phase with the thermal pulses.

The Euroglide team going the other way didn't do very well, the DG-500 only making some 50km, despite it's winglets, and damaging its nose wheel on the outlanding. I believe they gave up after that and returned to Amsterdam.

Brian Spreckley had organised a party at a restaurant in Troyes for that evening. Fortunately nobody landed out more than 28km and we all had a great time.

Day 4. Another hot and difficult day was forecast, with conditions if anything slightly worse than previously. The task reflected the stability of the weather - a 94k O/R to Sezanne with no alternative. The ASH-25s only needed a 6000ft climb to get all the way round and 2000ft of that was on tow. In the event, the day was won by Ron Davidson in his wooden SB5, who scratched magnificently for 3hrs 19min and averaged 28km/h. Jerry Martin was 2nd and Nick Gaunt 3rd. A total of only 610km for the fleet in 21hrs 20min says it all.

Day 5. It came as no surprise that the forecast for this last day was not much better than the others. By now we had all resigned ourselves to the fact that continental weather was not always better for gliding than in the UK. Back in darkest Yorkshire, that same week, 550km O/Rs were being flown from Sutton Bank.

Another blue day was to be our lot with thermals starting in the afternoon rising to 5000ft and 3-4kt. The task was a 270km triangle, Sezanne, Gien, with short cuts available *via* Nogent to either of the two TPs. Having become deeply suspicious of the over optimistic French weather forecasts, they all elected to take the shorter of the two short cuts *via* Nogent. As it transpired, they made a prudent choice. The winner was Jerry Martin who flew the 125km task in 3hrs 5min with Nick Gaunt 2nd and Bill Longstaff 3rd. The fleet total was 690km in 23hrs 42min.

Ron Davidson had the most interesting outlanding experience of the whole competition. Getting low and struggling some way out, there was little choice other than to land in a field of ripening barley. Unfortunately it was in a valley with steeply sloping heavily wooded sides.

There was no way out that he could see, but he had noticed a farmhouse on the high ground on his approach. Scrambling up the slope he made his way to the front door and tried to explain his predicament. The farmer, not appreciating that a glider comes apart, was not about to let Ron tow the SB5 through hundreds of metres of ripening barley and Ron had visions of the glider staying there until the harvest.

Over the 'phone came the cry for help and for someone who could speak good French. Out went the heavy mob consisting of Chris Simpson (interpreter), Tony Glover, Peter Turner and Peter Poole, a combined weight that must have exceeded 360 kilos.

Once Chris had explained that gliders can be taken to pieces the farmer eyes lit up; he went indoors and came back out wielding a chain saw. Ron had visions of a sectionalised SB5 which would fit into a few tea chests and was about to throw himself between the chain saw and his glider when said farmer started to attack the trees lining the slope.

With the help of the retrieve crew and a few locals, the felled trees were pulled to one side until a pathway had been opened up, leading down to the glider. The farmer then produced a coil of rope which he strung between the trees on one side to act as a hand-hold.

Between them all, with much grunting and groaning, they man-handled the derigged glider up the slope and into its trailer without so much as a scratch. Money changed hands, the farmer and the other locals were content and I am pleased to report that the *entente cordiale* remains intact.

In another incident Peter Poole, landing out in his Kestrel, rolled up to the corner of the field, whereupon a passer-by handed him a mobile 'phone before he could get out of the cockpit.

Congratulations to Nick Gaunt on winning Enterprise. I would like to think his crew played some tiny part in it but I don't think we made a blind bit of difference really. I am sure everyone would like to thank Brian and Gill Spreckley for most ably organising the French end of the Competition, especially the trauma of arranging the new venue at such short notice. It all worked out splendidly and we were most impressed.

It was a pity that more pilots did not enter this most enjoyable of competitions, but the cost of getting to a continental venue is not inconsiderable and in this time of recession it is understandable that fewer people are prepared to make the trip. But it has re-awakened my own interest in competition gliding, but on a fun level. I last flew competitively in 1978, but such is my experience of the last two Enterprises that I am determined to enter next year. Nick will have to find another crew.

The Yorkshire GC will be hosting Enterprise next July and the fact that this year's winner is a Yorkshireman and I am chairman of the club has nothing to do with it. Well not a lot.

Final results: Nick Gaunt 1339pts; 2nd Jerry Martin, 884pts and 3rd Bill Longstaff, 769pts.

Provisional Priority and Promotion Lists

The above lists were compiled using the method described in the 1994 Competition Handbook and will be used for assigning places for the 1995 Nationals. Any queries regarding the compilation of the lists should be addressed to me on 081-449-4386 (home). At the time of going to press the possibility of a fourth Nationals was under discussion. Options being considered were Overseas Nationals and an 18 Metre competition in the UK. Details will be circulated in the BGA Newsletter or will be available from the BGA along with entry forms. The closing date for entries for all Nationals is January 31, 1995.

GUY CORBETT, BGA Competitions and Awards Committee

NATIONALS PRIORITY LIST 1994

1	R.C. May	(BT)
2	D.R. Campbell	(BT)
3	G.E. McAndrew	(BT)
4	J.R. Edyvean	(BT)
5	E.R. Lysakowski	(BT)
6	C.P. Jeffery	(BT)
7	J.P. Gorringe	(BT)
8	T.J. Wills	(15)
9	A.J. Davis	(S)
10	A.E. Kay	(O)
11	T.J. Scott	(HB)
12	M.D. Wells	(15)
13	S.G. Jones	(S)
14	M.J. Young	(S)
15	R.A. Cheetham	(O)
16	C. Garton	(HR)
17	G.C. Metcalfe	(HB)
18	D.S. Watt	(S)
19	P.R. Jones	(O)
20	S.J. Redman	(15)
21	C.C. Rollings	(S)
22	J.D. Cardiff	(O)
23	M. Strathern	(HB)
24	P.G. Sheard	(15)
25	S.A. White	(S)
26	D.E. Findon	(O)
27	B.T. Spreckley	(QL)
28	E.W. Johnston	(15)
29	T.J. Milner	(S)
30	R. Jones	(O)
31	R.J. Toon	(HB)
32	R.D. Payne	(15)
33	P.G. Crabb	(S)
34	S.J. Crabb	(S)
35	T.R. Gardner	(O)
36	M.H. Thompson	(HR)
37	M.V. Boydon	(O)
38	D.J. MacPherson	(QL)
39	M.J. Jordy	(15)
40	A.P. Moulang	(O)
41	N.A. Weir	(QL)
42	D.S. Innes	(O)
43	M. Bird	(HR)
44	P.A. King	(15)
45	W.M. Kay	(S)
46	L.E. Tanner	(O)
47	C.C. Watt	(15)
48	M.W. Durham	(S)
49	M.R. Dawson	(QL)
50	L.S. Hood	(HB)
51	C.J. Pullen	(QL)
52	G.P. Stingemore	(15)
53	M.G. Thick	(O)
54	E.R. Smith	(S)
55	G.M. Spreckley	(15)
56	J.D.J. Glossop	(O)
57	M.C. Foreman	(HR)
58	J.A. Hallam	(S)
59	D.P. Francis	(15)
60	M.J. Webb	(O)
61	B. Elliott	(QL)
62	B.C. Morris	(S)
63	B.L. Cooper	(QL)
64	R.L. Fox	(15)
65	C.M. Davis	(O)
66	F.J. Davies	(QL)
67	J.G. Arnold	(S)
68	K.D. Barker	(QL)
69	C.R. Emson	(HB)
70	A. Pozerskis	(QL)
71	P.J. Stratten	(O)
72	P.F. Brice	(QL)
73	P.M. Shelton	(S)
74	D.J. Langrick	(QL)
75	M.G. Throssell	(QL)
76	R.C. Bromwich	(O)
77	T.M. Mitchell	(QL)
78	G.W. Craig	(S)
79	C.J. Alldis	(15)
80	G.D. Morris	(QL)
81	K.J. Hartley	(O)
82	W. Aspland	(S)
83	P. Davis	(QL)
84	A.J. Clarke	(HB)
85	H.A. Rebbeck	(15)
86	N.H. Wall	(15)
87	P. Gaisford	(QL)
88	H.S. Franks	(HB)
89	B.H. (Owen	(O)
90	G.N.D. Smith	(QL)
91	T.J. Murphy	(15)
92	P.E. Rice	(S)
93	P.B. (Walker	(QL)
94	J.B. Dobson	(O)
95	P.E. Baker	(QL)
96	D.W. Allison	(S)
97	D. Caunt	(QL)
98	B.C. Marsh	(QL)
99	S.A. Adlard	(O)
100	S.G. Olender	(15)
101	D.W. Smith	(HB)
102	J.D. Spencer	(QL)
103	J.B. Giddins	(O)
104	J.E. Gatfield	(15)
105	D. Cockburn	(S)
106	J.P. Ashcroft	(QL)
107	R.A. King	(15)
108	D. LeRoux	(QL)
109	P.F. Whitehead	(HR)
110	R. Arnall	(HB)
111	P.C. Fritchie	(QL)
112	S.M. (Wells	(QL)
113	A.V. Nunn	(O)
114	D.H. Gardner	(QL)
115	R.A. Cole	(O)
116	R.H. Blackmore	(HR)
117	K. Hodgson	(QL)
118	P.S. Hawkins	(O)
119	A. Walsh	(QL)
120	R.J. Welford	(HB)

(15=15 Metre, BT=British Team (Europeans), O=Open, S=Standard, HR, HB=Overseas Handicapped, QL=Qualifying Lists)

REGIONALS PRIORITY LIST 1994

1	G.C. Westgate	(J)
2	J.N. Wilton	(M)
3	O. Ward	(LR)
4	M.F. Brook	(CC)
5	C.G. Starkey	(CS)
6	J.A. Hallam	(IB)
7	J.R. Reed	(D)
8	G.G. Dale	(LW)
9	R.L. Fox	(NO)
10	P.M. Shelton	(E)
11	T.D. Harris	(IR)
12	R.W. Allcoat	(NS)
13	A.J. Stone	(B)
14	D.P. Francis	(J)
15	T.J. Murphy	(M)
16	B.C. Marsh	(LR)
17	P.J. Coward	(AB)
18	D.T. Owen	(CC)
19	P.A. King	(BD)
20	M.G. Throssell	(IB)
21	J.R. Jeffries	(D)
22	K. Hodgson	(QL)
23	J. Burry	(LW)
24	T.P. Browning	(QL)
25	N.A. Weir	(IW)
26	C.J. Terry	(QL)
27	R.H. Blackmore	(NO)
28	B.M. Chaplin	(LR)
29	P.J. Stratten	(QL)
30	C.J. Alldis	(W)
31	J.E. Gatfield	(QL)
32	N.H. Wall	(E)
33	D. Cockburn	(QL)
34	T.M. Mitchell	(IR)
35	P.E. Baker	(QL)
36	N.D. Tillett	(NS)
37	P. Atkin	(CC)
38	M. Bird	(B)
39	A. Jelden	(QL)
40	D.H. Gardner	(CS)
41	G.W. Craig	(QL)
42	H.A. Rebbeck	(J)
43	K.D. Barker	(IB)
44	P.J. Harvey	(M)
45	F.J. Davies	(QL)
46	R.J. Brimfield	(D)
47	M.V. Boydon	(QL)
48	Z. Marczynski	(LR)
49	L.E. Tanner	(AB)
50	J.C. Kingerlee	(QL)
51	J.R. Taylor	(NO)
52	D.F. Holmes	(QL)
53	G.D. Morris	(W)
54	M.P. Mee	(CC)
55	P.F.J. Croote	(QL)
56	A.J. O'Regan	(CS)
57	S.P. Robertshaw	(QL)
58	A.P. Hatton	(BD)
59	D.A. Booth	(M)
60	E.R. Smith	(IB)
61	J.G. Arnold	(QL)
62	P.W. Armstrong	(IR)
63	P.C. Fritchie	(QL)
64	R.J. Marriott	(NS)
65	A.V. Nunn	(QL)
66	W.J. Murray	(LR)
67	P.E. Rice	(QL)
68	P.F. Brice	(B)
69	R.B. Witter	(QL)
70	S.R. Lynn	(D)
71	C.R. Emson	(QL)
72	D.W. Allison	(J)
73	S.R. Housden	(QL)
74	D.S. Innes	(LW)
75	B. Elliott	(IW)
76	S. Roberts	(QL)
77	P.L. Hurd	(NO)
78	P. Atkinson	(QL)
79	R.H. Dixon	(CC)
80	M.J. Jordy	(W)
81	R.C. Sharman	(QL)
82	N.A. Norman	(AB)
83	S.A. Adlard	(QL)
84	S.L. Withall	(J)
85	D.A. Smith	(QL)
86	G.K. Payne	(D)
87	D.W. Smith	(QL)
88	R.C. Bromwich	(E)
89	R.J. Maisonpierre	(QL)
90	A.O. Harkins	(IR)
91	D. Robson	(NS)
92	C.N. Gilbert	(M)
93	K. Pickering	(QL)
94	J.A. McCoshim	(CC)
95	J.P. Galloway	(QL)
96	A.W. Cox	(QL)
97	P.L. Roberts	(NO)
98	S.C. Wardle	(QL)
99	D.M. Byass	(QL)
100	H.S. Franks	(CS)
101	I.M. Evans	(BD)
102	S.J. Harland	(J)
103	R.A. King	(QL)
104	D.P. Woodruffe	(IB)
105	C.C. Watt	(QL)
106	B.A. Fairston	(M)
107	N.J. Passmore	(QL)
108	M. Newland-Smith	(D)
109	D.J. Gordon	(QL)
110	R.J. Welford	(CC)
111	J.P. Ellner	(LR)
112	H.T. Morris	(J)
113	S.R. Nash	(QL)
114	P.R. Pentecost	(CS)
115	D.R. Stewart	(QL)
116	T.G. Hurn	(LW)
117	R.C. Bridges	(QL)
118	J.P. Ashcroft	(QL)
119	A.D. Piggott	(LR)
120	S.R. Ell	(NO)

(Ab=Aboyne, B=Booker, E=Eastern, J=Junior Nationals, M=Midland, W=Western, LR,LW=Lasham, IR,IB,IW=Inter-Services, CC,CS=Cambridge, NS,NO=Northern, QL=Qualifying Lists)

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WENDY DURHAM

STANDARD CLASS NATIONALS

RAFGSA Centre Bicester - August 6-14

Photographs also by Wendy

Hosted by the RAFGSA at Bicester, this year's Standard Class Nationals produced some of the most exceptional weather ever encountered in competition flying in this country, culminating during the last two days in more than 43 000km flown by the 45 entrants, and a thoroughly smashed UK Standard Class 500km record! Director Dickie Feakes claimed back in July that he had pre-booked the weather, but nobody believed him...

It all started quietly and predictably enough, as following a week of largely excellent conditions, Saturday, August 6, found competitors looking up at a thick layer of stratus stretching diagonally across the eastern half of the UK. Met man Hugh Brookes was not encouraging - the BBC Met was even less so - but nonetheless Dickie launched the grid at 3pm into what looked like a dead sky.

Conditions were not good and although three quarters of the Class tiptoed past Y, a handful were quite unable to make a start. But Dickie's optimism was partly justified when almost 4hrs 30min later, under darkening skies, a solitary glider - the intrepid Mike Young - managed to cross the finish line. "If you send 45 gliders on a 133km task," he explained at briefing the following day, "someone will finish it, and it was just my lucky day! Although I must confess it's the first time I have ever had to turn up the lighting on my GPS screen..."

Warren Kay, having been abandoned in the dark to await his crew by the four other pilots who landed in the same field, was awarded a Biggles teddy bear at the same briefing, "to keep him company in the future!" He was not to need it, however, as the week unfolded.

Sunday

"The main problem today," said the Met Office presenter Dickie Feakes, standing in for Hugh Brookes, "is going to be the wind. So we've set you a nice long 80km second leg directly into it." However, the forecast 25kt at flying height did not materialise and excellent soaring conditions over most of the task area enabled the winners to convincingly devalue the day by completing the 217km triangle, Stratford, Grafham Water, in just over 2hrs. Mike Young held on to his overall lead, but the day winner was Richie Toon at 100.8km/h.







Above: Competition director and purveyor of aviation artefacts, Dickie Feakes. Below left: "What's wrong with a 500km on the last day?" Tasksetter John Dobson. Below right: Sheila Clark taking a rare break from control.



The 500km day.



Above: One of the "young bloods" - Mike Young fettling prizegiving.







ing on the grid. Below: Father and son - the Allisons at



STANDARD CLASS NATIONALS

Monday

Day 3 was a 330km quadrilateral, Worcester, Shrewsbury, Hereford Cathedral. Uncertain conditions at Shrewsbury - which was overcast for much of the task period - and a blue hole between Hereford and Tewkesbury spread the field out thoroughly with more than 2hrs separating the first finisher and the last. EW logger problems for John Glossop and Martin Durham once again justified Steve Jones' precautionary wisdom in always carrying a back-up Winter barograph, while a very low, straight-in final glide by Tim Scott, which avoided the finish line entirely, proved the wisdom of always having enough height to cross the line in safety.

Andy Davis, Steve Jones and Russell Cheetham were first home just after 1720, while Nev Weir and Mike Foreman, who started more than 1hr after the rest of the pack, crossed the line just before 1930. Day winner - and now overall leader - Andy Davis paid tribute in his "how-I-dunnit" to those determined finishers, but not one would stand up and recount their experiences in his stead, in spite of the invitation!

Tuesday

A 220km, Birdlip, Evesham, Sywell reservoir, with a changed, cooler airmass and into the teeth of a forecast flying wind of 25-30kt. They launched at noon and the strong easterly wind, associated with the low galloping through the western approaches, thoroughly sorted the men from the boys, littering all bar 12 along the into wind leg like so many exhausted migrating geese. First home by almost 30min in real time, and nearly 20min in elapsed task time, was Andy Davis followed by Mike Young and Steve White.

Wednesday and Thursday saw the low and its associated fronts gather pace to wipe out flying altogether, and things weren't much better on Friday. Three tasks were set, the last one briefed on the grid, but the promised improvement did not arrive and the inevitable scrub at 1500 gave many competitors the chance to fly the just arrived LS-8 demonstrator.

Saturday

This day couldn't have been more of a contrast. Clear blue skies, a crisp morning, cumulus popping cheekily by 0930. An oddly shaped task of 456km, Lasham, Shaftesbury, Hereford Cathedral, Newport Pagnall, took pilots across the Bristol Channel under a classic sky and a cloudbase of anything up to 5500ft with incredibly strong thermal cores.

Although there was some spread out, it was not a problem around most of the task; slower conditions around Newport Pagnall became a stumbling point for some, whilst others experienced slightly poorer conditions in the Nympsfield area. Ken Hartley, flying the task *hors concours*, reported a 3.5kt average for the entire flight - exceptional conditions for the UK - and declared it to be the best day he had ever flown in more than 30 years.

The first finisher almost took the organisation by surprise. Steve Crabb's "Top o' the morning Bicester - 364 is about, er five minutes" came only 4hrs 5min after his start time. Every competitor completed the task and even the slowest achieved over 80km/h. Unfortunately, although he won the day on speed alone at 109+km/h,



She counted them all out... Log keeper Gaby Elliot.



Hugh Brooks - Met man *extraordinaire.*



Above: Proud Champion Andy Davis. Below: Chief observer Eddie Wright chalks 'em up.

➡



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Steve Crabb earned a penalty at the last TP and the winner for the day was a strangely reluctant Steve Jones.

At this stage, after five days of challenging and tremendously varied flying, the competition was still wide open - Steve Jones, Andy Davis and Mike Young were separated by only a handful of points with Dave Watt and Chris Rollings hard on their heels.

Sunday

So everything was riding on the last day and it dawned clear, cold and extremely promising. Spread out but thinning strato-cu over the western half of the country persuaded task setter John Dobson to choose an easterly task area. Announcing at briefing that he had taken everyone's advice about the time of prizegiving, and the advisability of a short or double O/R, into consideration, he went on to set a 28% triangle around Diss and Blyth for 508.6km. Dickie Feakes pointed out that a well-known purveyor of aviation artefacts was ready and willing to sell Mae Wests to those pilots concerned about crossing the Wash!

Everyone had launched and gone by midday or shortly afterwards and, in spite of Hugh's assurances that the day would not go blue, there were some cloudless stretches in East Anglia. However, it seemed to slow no one down and the leaders were reported to be on the third leg heading for Bicester well before 1600. But even now nothing was clear cut. Steve Jones and Andy Davis had started only one minute apart at just after midday and now came home together, crossing the finish line with only seconds between them. The scorer's computer was left to decide and the final result put Steve ahead by 6pts for the day at 107.5km/h. But it was not enough to beat Andy to the Championship trophy, which he won by a margin of 48pts. Incredibly, for the second day running over huge distances, everyone completed the task - including Andreas Jelden who was still airborne when prizegiving started and achieved a speed of 69.6km/h in a Libelle in over 8hrs.

This exciting end to the Championships was heightened by Dickie Feakes' announcement at the closing ceremony that the top scoring 25 competitors in that day's task had achieved speeds in excess of the UK Standard Class 500km record.

Andy Davis, in his Champion's speech, described the weekend weather as some of the best he had ever experienced and, after thanking the GSA and everyone involved, closed by paying his respects to the new talent climbing the competition ladder. "This new young blood will give us old hands a run for our money..." he declared, and following a significant pause during which he spotted a grin from Mike Young, "but not just yet!"

Overheard on the grid

The required GPS blip each side of the bisector at TPs is causing grievance among pilots flying with GPS who feel that this rule is putting them at a disadvantage compared with those carrying only cameras.

The consensus seems to be that while photographs carry equal weight as evidence of a correctly completed flight (likely for at least one more season), the rules at TPs should be the same for each. As it is impractical to require a photograph each side of the bisector, competitors feel that for the time being at least the BGA Competitions and Awards Committee should consider one GPS fix in the photographic zone to be acceptable as evidence of correct rounding of a TP.

Another GPS point - Tim Scott (and a number of others) have pointed out that when an EW logger and a GPS unit are connected and running in the cockpit, a transmission by a hand held radio close to the cockpit will interfere with the EW, with drastic results. The gliders own radio and aerial do not cause this effect and EW are aware of the problem.

Other obscure problems include a disconnected EW at the end of a flight being quite happy to print a trace, but giving up the ghost entirely when connected for downloading to a PC - EW know about this one too!

FINAL RESULTS

Standard Class Nationals

			Day 1.6.8 134km ▲ Pitsford reservoir, Bedford bridge			Day 2.7.5 217.4km ▲ Stratford, Gratham Water			Day 3.8.8 327.8km ■ Worcester, Shrewsbury, Hereford			Day 4.9.8 225.2km ■ Birdlip, Evesham, Sywell Lake			Day 5.13.8 456.6 km polygon Lasham, Shaftesbury, Hereford R/C, Newport Pagnell			Day 6.14.8 508.4km ▲ Diss, Blyth			
Pos	Pilot	Glider	Dist (Speed)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Total Points
1	Davis, A. J.	Discus	101.1	5	308	93.7	5	773	75.0	1	1000	76.8	1	1000	99.2	12	861	107.0	2	994	4936
2	Jones, S. G.	Discus	87.1	11=	276	93.3	7	768	73.8	2	978	59.3	9=	909	106.2	1	957	107.5	1	1000	4888
3	Young, M.	Discus	(44.5)	1	390	92.4	9	757	70.9	7	927	68.9	3	959	102.6	5	907	100.0	5	896	4836
4	Watt, D. S.	ASW-24	104.7	3	317	93.5	6	770	70.9	8	926	58.5	11	905	102.2	6	901	101.5	4	917	4736
5	Rollings, C. C.	SZD 55	81.0	21	258	88.4	11	706	71.7	6	941	62.1	7	923	96.9	17	829	91.3	30	775	4432
6	White, S. A.	LS-7WL	103.6	4	314	85.0	17	664	57.2	33=	683	69.0	2	960	103.6	4	920	98.9	8	881	4422
7	Milner, T.	Pegasus	124.3	2	342	83.7	25	647	68.5	10	883	67.6	4	952	91.8	31	759	95.2	20	828	4411
8	Crabb, P.	LS-7	87.1	11=	276	97.0	3	814	65.5	17	831	62.9	6	928	99.5	11	864	83.9	39	672	4385
9	Crabb, S. J.	Discus WL	89.6	7	282	84.7	34	610	58.3	29	703	60.6	8	916	109.4	2	950	91.3	31=	774	4235
10	Scott, T.	LS-7WL	0	39=	0	83.8	23	649	68.3	11	880	(175.6)	16	682	104.9	3	939	101.6	3	918	4068
11	Toon, R. J.	Discus	81.9	20	262	100.8	1	862	65.1	20	823	(141.0)	33	470	95.4	24	808	95.6	18	835	4060
12	Metcalfe, G. C.	ASW-24	86.5	14	275	82.6	29	633	73.0	4	964	(130.4)	39=	405	101.0	10	885	99.5	7	888	4050
13	Cheetham, R. A.	LS-7WL	54.0	35=	141	85.1	16	665	73.8	3	977	(166.9	20=	629	92.6	29	769	97.9	9=	867	4048
14	Kay, W. M.	ASW-24	87.2	9=	277	83.0	27	639	66.8	14	854	64.1	5	934	90.2	36	737	76.3	44	565	4006
15	Durham, M. W.	LS-7	87.1	11=	276	92.8	8	761	57.3	32	685	(166.9)	20=	629	96.3	21	820	95.5	19	832	4003
16	Smith, E. R.	LS-4	84.2	16=	270	80.6	35	608	67.0	13	857	(170.4)	17=	650	95.9	22	816	90.2	35	759	3960
17	Hallam, J.	Discus CS	84.2	16=	270	88.1	12	702	67.0	12	858	(145.1)	30	495	92.7	28	771	96.5	16=	847	3943
18	Morris, B. C.	LS-7WL	68.3	34	203	94.1	4	777	54.8	37	640	(194.6)	13	735	91.6	33	756	94.3	23	816	3927
19	Arnold, J.	Discus B	87.2	9=	277	84.6	19=	658	65.2	19	826	(163.4)	23=	608	91.7	32	757	91.7	29	780	3906
20	Shelton, P. M.	Discus	94.7	30	235	89.0	10	714	63.1	23	787	(163.4)	23=	608	95.8	23	814	83.7	41	668	3826
21	Craig, G. W.	LS-4A	79.4	26	251	86.3	13	680	64.1	22	805	(137.8)	34	451	98.5	14	851	91.2	33	773	3811
22	Glossop, J. D. J.	Discus BT	78.4	27	247	85.2	15	666	52.9	38	606	(169.7)	19	646	93.2	27	778	97.3	11=	858	3801
23	Aspland, W.	ASW-24	94.7	6	294	69.5	42	470	72.2	5	950	(142.0)	32	476	90.5	35	741	97.3	11=	858	3789
24	Sheard, P.	Discus BT	0	39=	0	86.0	14	677	61.5	24	760	(170.4)	17=	650	97.5	16	838	97.1	13	855	3780
25	Langrick J.	LS-4	85.3	15	272	77.9	38	574	60.2	26	736	(178.6)	14=	701	86.8	39=	690	86.5	37	708	3681
26	Rice, P. E.	Discus B	79.7	25	252	83.8	24	648	65.3	18	827	(144.0)	31	489	85.4	42	672	91.2	31=	774	3662
27	Allison, D. W. K.	LS-4	79.8	24	253	80.0	37	601	65.0	21	822	(135.8)	36=	438	86.8	39=	690	96.9	14=	853	3657
28	Elliott, B.	Discus CS	71.3	31	216	77.6	39	571	55.9	35	659	(145.2)	29	496	96.7	18=	827	96.5	16=	847	3616
29	Weir, N.	Discus	78.2	28	246	99.0	2	839	59.9	27	731	(73.9)	44	95	101.4	7	891	94.0	24	812	3614
30	Payne, R. D.	Discus BWL	34.4	37	67	81.9	31	624	60.5	25	741	(151.3)	27	533	90.1	37	735	97.9	9=	867	3567
31	Cockburn, D.	Discus CS	9.3	39=	0	81.7	32	622	60.9	30	698	49.8	12	860	93.8	26	786	78.1	43	591	3557
32	Baker, P. E.	Discus B	0	39=	0	75.0	41	538	66.0	15	840	(154.3)	26	551	96.8	18=	827	91.8	28	781	3537
33	Fritche, P. C.	LS-4A	77.8	29	244	81.6	33	621	47.6	40	513	(165.8)	22	622	91.9	30	760	90.7	34	765	3525
34	Walker, P. B.	LS-7WL	69.7	33	209	84.3	22	654	70.0	9	911	(133.7)	38	426	81.6	45	619	85.2	38	689	3508
35	Foreman, M.	Discus	70.6	32	213	83.2	26	641	59.8	28	728	(145.6)	28	498	94.7	25	798	79.4	42	609	3487
36	Emson, C.	Std Cirrus	81.1	21=	258	82.0	30	626	55.4	36	651	(159.0)	25	580	83.0	44	638	86.9	36	713	3466
37	Barker, K. D.	Discus	9.3	39=	0	84.8	18	661	52.2	39	595	(135.8)	36=	438	98.9	13	856	96.9	14=	853	3403
38	Atkinson, P.	LS-4	84.2	16=	270	80.5	36	607	57.2	33=	683	(104.2)	43	245	87.3	38	697	95.0	21	826	3328
39	Marsh, B. C.	ASW-24	84.2	16=	270	84.5	19=	658	(77.0)	45	40	(178.6)	14=	701	98.0	15	844	93.5	25	805	3318
40	Kingerlee, J. C.	LS-7	88.3	8	279	84.5	19=	658	(106.4)	43=	65	(130.4)	39=	405	101.2	8	888	99.7	6	891	3186
41	Rebbeck, H. A.	LS-4	13.9	39=	0	(176.7)	45	199	65.7	16	834	(136.9)	35	445	101.1	9	887	94.4	22	818	3183
42	Ashcroft, J. P.	LS-7	13.4	39=	0	67.3	43	442	(308.1)	41	305	59.3	9=	909	90.9	34	747	83.9	40	671	3074
43	Marczynski, Z.	SZD 55 1	81.1	21=	258	76.6	40	558	(106.4)	43=	65	(130.2)	41	404	96.5	20	824	92.2	27	787	2896
44	Jelden, A.	Libelle H201B	54.0	35=	141	64.2	44	403	57.5	31	689	(127.7)	42	389	83.3	43	642	69.5	45	470	2734
45	Robertshaw, S.	LS-7	18.9	38	10	82.8	28	636	(274.4)	42	258	(46.6)	45	27	86.3	41	683	93.1	26	800	2414

INTER-CLUB LEAGUE FINAL

The Inter-League Final was held, as is the tradition, over the three days of the August Bank Holiday weekend - hosted this year by the Soaring Centre at Husbands Bosworth. We are most grateful to Ron and Jane Bridges and all their team, who gave us a most enjoyable weekend and a challenging competition with three contest days in all three Classes, and to T.L.Clowes (Insurance) who once again very kindly paid for the expenses and prizes.

We had spent the last few years trying a variety of methods (unsuccessfully) to dislodge Bristol & Gloucester GC (Nympsfield) from the position of League Champions and wondered what tactics might be appropriate for this Final. In the event they were beaten in their own League by Cotswold GC (Aston Down) who therefore represented the Rockpolishers League in the Final. It soon became apparent why. Other contestants included Cambridge (East Anglian League), though sadly without Pundits who were busy running their Gransden Regionals, Bath & Wilts (South-Western League), Oxford (Midland League), Imperial College (winners in their first season of the South- Eastern League), Buckminster (Eastern League) and Derby & Lancs (Northern League).

Day 1 offered a challenging combination of wind, lift and sink - all in abundance, though not necessarily in the right order. The most animated "how-I-dunnit's" related to the downwind dash on the second leg of the triangle (Moreton-in-the-Marsh to Grafham Water for Pundits and Intermediates, Banbury M40 junction 11 to Rushden A6/river for the Novices). Four Novices reached the first turn, and all of these completed the 134.3km triangle with Simon Hogg of Oxford (Astir) 4th, Nick Coe of Cotswold (Skylark 3) 3rd (after his first solo aerotow), Bill Kirton of Buckminster (LS-7) 2nd and Miles Newman of Derby & Lancs (ASW-15) 1st at 65.6km/h.

Four Intermediates also reached the first turn, though two (Steve Johnson of Derby & Lancs, Libelle, and Bob Hitchin of Bath & Wilts, K-6E) landed near the second turn. Completing the 223.8km triangle in 2nd place was Afandi Darlington of Imperial College (ASW-19) at 61km/h, with Paul Gentil of Cotswold (SHK) in 1st place at 68km/h.

All six Pundits completed, with Robert Williams of Imperial (ASW-20) 4th, Alastair MacGregor of Bath & Wilts (DG-300 Club) 3rd, Russell Cheetham of Buckminster (ASH-25) 2nd and Oliver Ward of Cotswold (Discus) 1st at 89.3km/h. At the end of Day 1, Cotswold had a significant lead - two 1st places and one 3rd. Derby & Lancs were in 2nd place with Imperial and Buckminster close behind.

Day 2's conditions were somewhat similar, but more awkward. All three Classes were set an into wind 1st leg to Gaydon M40 junction 12 - Pundits and Intermediates had a 175km triangle *via* Grafham Water, Novices 117k *via* Kettering. Considerable effort and launch fees had been expended by mid afternoon. Some got away. Bill Kirton, Buckminster Novice, flew a creditable distance but in the wrong direction while trying unsuccessfully to remain airborne, others eventually took what seemed a wise decision and gave up for the day. Jim Rodgers, flying a Std Cirrus in the Novice Class, was compelled back into the sky by his Cotswold team mates. He started the task at 3.53pm as conditions blossomed, completing at 72.6km/h to gain the only points awarded in the Novice Class for Day 2.



Cotswold GC's winning team, from l to r, Jim Rodgers, Paul Gentil, Nick Coe, Steve Ferguson and Oliver Ward.



Buckminster GC members who shared 2nd place with Derby & Lancs. Helen Cheetham is in the cockpit with, l to r, Sam Moorcroft (crew), Jim Airey and Russell Cheetham.

The Intermediates had a little more success. Five finally set off though three soon landed out, with Robert Peck of Derby & Lancs (Libelle) getting far enough to score points in 3rd place. Helen Cheetham of Saltby (DG-600) started with the early shift at 2.30pm and struggled round to complete the 175km at 51.2km/h. Steve Ferguson of Cotswold (Mosquito) was amongst the many who landed back at Husbands Bosworth in mid afternoon. The Cotswold *Stazi* soon had him airborne again, to start at 4.4pm, just as the day was transforming. He completed at 67.3km/h to win the day for Cotswold.

All Pundits tried to get away early with three starting at 2.30pm. Buckminster's Russell Cheetham, now flying an LS-7WL, came 3rd at

82km/h and Oliver Ward of Cotswold (Discus) 2nd at 85.5. Fourth place, after a 1.30pm start, went to Peter Roberts of Derby & Lancs (Ventus), who finished and was back on the ground before Martin Judkins of Imperial College (ASW-20) had taken his last launch. Martin's 4pm start got him into the day's best conditions to finish 1st at 90.5km/h.

The day's activity then centred on the computer scoring (Crabb software manipulated by our director Ron Bridges) and on the darkroom, where Harry Middleton (The Soaring Centre's manager) was developing new skills and a great deal of celluloid. After an excellent evening meal, we were handsomely entertained (this year indoors) with another of Alan Foxon's Inter-Club "It's a Knockout" contests - peanuts will never taste the same again!

By the end of Day 2, Cotswold, with two 1st and one 2nd place for the day, had consolidated their lead. Derby & Lancs and Imperial College were joint 2nd with Buckminster close behind.

Day 3's weather conditions were easier with much less wind. All Classes started downwind to Rutland Water. Pundits and Intermediates did a 165km triangle *via* Caxton Gibbet and Novices 108km *via* Rushden. All pilots started by 1.10pm. Five Novices completed: Alan Head of Cambridge University (Libelle) 5th, Dave Pengilley of Bath & Wilts (K-6E) 4th, Bill Kirton, Buckminster, 3rd at 60.1km/h and Miles Newman of Derby & Lancs 2nd at 64.7. Day winner was Howard Stone of Oxford (Pilatus) at 59.1km/h. (At prizegiving the computer hadn't recognised Howard's handicap and put him 3rd.)

Six Intermediates completed their 165km - Paul Gentil (SHK) at 85km/h came a safe 3rd, maintaining Cotswold's overall Intermediate Class lead. Peter Healy of Imperial College (ASW-19) was 2nd at 93.7km/h.

The Intermediate day winner was Cris Emson of Oxford (Astir) at 93.1km/h. Unfortunately this impressive late flourish by Oxford to win the day in both the Novice and Intermediate Classes was not recognised at prizegiving, the scoring failing to register the handicaps. Fortunately the error was rectified later and bottles of wine were awarded to both Howard and Cris in the car-park on leaving.

All six Pundits completed: Oliver Ward (Discus) was 3rd at 90km/h, doing enough to retain Cotswold's overall Pundit Class lead. Alastair MacGregor of Bath & Wilts was 2nd at 89.6km/h. Pundit day winner at a very impressive 101.6km/h was Martin Judkins of Imperial.

Final overall team positions were 4th place Imperial College (2nd in the Pundit and Intermediate Classes), 2nd equal overall Derby & Lancs (Novice winners) and Buckminster (3rd in each Class) with Cotwsold the overall winners, coming first in both Pundit and Intermediate Classes. Congratulations to them and to all the teams for competing enthusiastically and safely in the awkward conditions. Very many thanks to all at HusBos for the hard work which gave us such a good weekend.

Our thanks to this year's winners who have invited us to hold the 1995 Final at Aston Down. Anyone requiring information or assistance is welcome to contact me at "Tanglewood", Fingrith Hall Road, Blackmore, Nr.Ingatestone, Essex CM4 0RU (Tel/fax 01277 823066).



Imperial College who came 4th. From l to r, back row, Rob Martin (crew), Nina Judkins (crew), Martin Judkins, Andrew Fowler (crew) and Rafael Lukawieki (crew). Jane Lewis is in the cockpit with, l to r front row, Peter Healy, Afandi Darlington and Rob Williams.



Above: The Bath & Wilts team, l to r, Steve Wareham (crew), Dave Pengilley, Sue MacGregor (crew), Alastair MacGregor and Graham Calloway. Below: Cambridge University GC with, l to r, David Howse, John Birch, Nick Robinson, Gordon Hannah and Alan Head. Photos: Mike Jefferyes.



BGA & GENERAL NEWS

NATIONAL LADDER

The ladder has had a successful year once more, though the final scores haven't lived up to the hopes of the superb start to the year.

In the end, John Bridge from Cambridge University GC takes honours in the open competition, with Tim Macfadyen from Bristol & Gloucester GC second. Although Steve Mynott, also from Cambridge, accumulated more points, he once more declined to take photos, thus missing out on the honours.

In the weekend ladder Richard Palmer, Bidford GC ,has won with second place going to Shep from Booker where, I'm pleased to say, the competition is becoming more popular. John Bridge actually got more points but as a winner of the open competition is not eligible in the weekend ladder. Tim Macfadyen was close behind with Dave Jobbins from South Wales GC showing us they don't just fly wave in Wales. It also means that all four Ladder trophies go to different clubs this year.

This is my last year as ladder steward as I hand over to John Bridge, this year's winner, who I hope will get as much pleasure from sorting through all your flights and comments as I have over the last eight years.

Open Ladder

Pilot	*Club*	*Pts*	*Flts*
1 J.L.Bridge	Cambridge Univ	9069	4
2 T.M.Macfadyen	Bristol & Glos	8545	4
3 S.Mynott	Cambridge Univ	8544	4
4 D.Caunt	Booker	8300	4
5 R.Palmer	Bidford	8006	4

Weekend Ladder

1 R.Palmer	Bidford	7985	4
2 F.J.Sheppard	Booker	7158	4
3 T.M.Macfadyen	Bristol & Glos	6985	4
4 D.Jobbins	South Wales	6840	4
5 J.L.Bridge	Cambridge Univ	9069	4

Ed Johnston, *national ladder steward*

1995 COMPETITION DIARY

May 14-27: Overseas Nationals (venue to be decided).
May 27-June 4: Eastern Regionals, Norfolk GC.
June 3-11: Scottish Regionals, Deeside GC.
June 10-18: Standard Class Nationals, Bristol & Gloucestershire GC.
July 1-8: Competition Enterprise, Yorkshire GC.
July 8-16: 15 Metre Nationals, Enstone Eagles GC.
July 15-August 5: Junior European Championships, Leszno, Poland.
July 22-30: Midland Regionals, The Soaring Centre.
July 22-30: Booker Regionals, Booker GC.
July 29-August 6: Northern Regionals, Yorkshire GC.
July 30-August 13: Women's European Championships, Marpingen, Germany.
August 5-13: Open Class Nationals, Lasham GS.
August 5-13: Lasham Regionals, Lasham GS.
August 15-24: Inter-Services Regionals, RAF Syerston.
August 19-27: Dunstable Regionals, London GC.
August 19-28: Cambridge Regionals, Cambridge University GC.
August 19-27: Junior Nationals, (to be decided).
August 19-27: Two-seater Competition, Wolds GC.

Ken Sparkes, *BGA Competitions & Awards Committee*

BGA 1000 CLUB LOTTERY

The **September** draw results are: First prize - V.Carr (£69.75) with the runners up - R.D.Welsh, F.Tucker, K.Brackstone, B. Dawe and Gilian Hodds - each winning £13.95.
August. First prize - A.Thomas (£65.75) with the runners up - K.J.Cadman, E.A.Hull, P.Gresham, J.M.Woodford and S.Robinson - each winning £13.15.

NEW GLIDING SAFETY PAPER

Bill Scull is editing a Gliding Safety paper which will be brought out regularly and uses his years' of experience both as the BGA director of operations and chairman of the OSTIV Training and Safety Panel.

He covers many aspects of safety from the age at which instructors should retire to the lessons to be learned from the four fatal accidents from October 1993 to September 1994.

It is well produced, easy to read and should make pilots think more deeply about an uncomfortable subject.

WORLD CLASS GLIDER

The Polish glider which won the FAI's World Class Glider competition is the subject of a new agreement. The FAI and the Warsaw University of Technology, whose team led by Roman Switkiewicz designed the PW-5, have decided that it will be used unchanged for five years in all FAI one design World Class competitions.

The Polish manufacturer PZL-Swidnik, the first to produce the PW--5, mustn't sell the glider for more than 19.500 Swiss francs, ex-factory, until at least March 1996, and all manufacturers must use the detailed technical specifications established by the FAI.

The long term use of the design without change helps assure pilots that they won't have the cost of having to update their aircraft to stay competitive.

PZL-Swidnik are already building the glider but other manufacturers wishing to do so may apply for licences.

Officially called the PW-5, but given the nickname of *Smyk*, meaning mischievous little boy, it has been described as a snappy little glider which is safe and easy to fly and to handle on the ground.

MONEY FOR GLIDING

Gliding has only attracted £10 000 or .6% of the £3.3 million annual Sportsmatch budget, the business incentive scheme for sports sponsorship. It works by matching a commercial sponsor's investment in sport provided the project meets the scheme's criteria. (See the June issue, p163, when Leslie Kay, chairman of the Hereford GC, wrote about how his club benefited from the project.)

In view of this poor showing, the organisers, who are keen to support all forms of sport, have drawn up a ten-point plan for gliding as follows:-
Create an event or programme that increases participation and/or improves standards.
Target the scheme at young people, disabled sports people or areas of special deprivation in rural or urban communities.
Define costs of the scheme.
Identify potential support from the Sports Council, Foundation for Sports and the Arts and local authorities.
Interest a commercial sponsor in supporting your idea.
Ensure that sponsorship money is new, or represents an increase in the sponsor's existing budgets.
Develop a joint proposal with the sponsor showing the benefits to sport and the sponsor and how you intend to promote your scheme.
Apply for a Sportsmatch award. There are scheme managers to help you frame your application; talk to them.
Wait for about two months from application to hear of your result.
If successful, spend time and energy ensuring that the sponsor gets a good publicity return.
Sportsmatch receives credit and, not least, so does the Department of National Heritage which provides the funds.

Contact Sortsmatch at Warwick House, 25 Buckingham Palace Road, London SW1W 0PP, tel 071 233 7747, fax 071 828 7099.

THE 1995 COACHING PROGRAMME

Here it is at last, the holiday brochure you have all been waiting for.The 1995 coaching programme has a few less soaring courses and less than usual of these are in the more far flung parts of the country. The reason for this is to leave more coaching time and resources for club visits.

We hope the clubs will benefit from the change but would appreciate any comments or feedback, either positive or negative, to help with planning for future years.

So on with the show. First, as always, **instructors' courses** at a variety of locations and a range of dates. Contact Tiffany at the BGA office for details. Likewise the office will provide a list of dates and places for completion courses on request.

Instructors' soaring and cross-country courses are as follows: -

1. Husbands Bosworth, May 15-21. This is primarily for AEIs needing to get a Silver badge to progress to assistant rating or for instructors who have done little cross-country beyond Silver and would like to progress.
2. North Hill, May-28-June 3. A broad spread of experience welcome to maximise the potential of the south-west.
3. Dunstable, June 12-18. This is primarily for the less experienced but anyone up to Gold badge standard is welcome.
4. Bicester, June 24-30. For the experienced cross-country and competition pilot. How to become a competition winner and fly for records.
5. Booker, July 2-7. This is primarily to try to help those instructors who would like to be able to teach cross-country flying. Most suitable for those of Gold badge standard or beyond.
6. Bicester, July 16-21. Another one for those with little or no cross-country experience. Come along and try for your first 100km or first 300km.
7. Long Mynd, July 23-29th. Another one for all

comers and who knows maybe some summer wave.
8. Rounding the season off, four weeks of wave courses at Aboyne. (As I write this at Aboyne in October the pilot who did a Gold height this morning is now climbing through 19 000ft with his instructor in the DG-500 being shown how to get a Diamond). Book early to avoid disappointment.
9. Dunstable, April 10-13. By popular request this a full rating preparation course with, hopefully, a test at the end.
10. There will be a five day training and preparation course for the Junior Nationals the week before the contest. National coaches and DG-500 will be available.
11. Finally in response to overwhelming demand two weeks have been allocated for CFI training, both at Bicester from May 1-7 and September 23-29. Details will be available at the CFI conferences in January and February.

Details of dates and venues for ground schools will shortly be available from the office.

Prices for 1995 are as follows :-Instructor

Soaring and cross-country	7 days	£ 75
Instructors' courses		£215
Full Cat preparation course		£40
Wave courses		£85
Competition courses		£75
CFI training courses		FREE

All the soaring and cross-country courses, except the advanced competition course at Bicester, are primarily for instructors, but places not taken by January 7 will be available to non-instructors as well.

Chris Rollings, *senior national coach*

FLEA MARKET

For the first time AERO '95, which is at Friedrichshafen, Germany from April 6-9, will have a flea market where any secondhand aviation equipment may be offered for sale from an antique aviator's watch, wooden propellers to a state of the art GPS. Pilots are asked to clear out their attics and garages and get rid of unwanted items. For more details tel 01049 7541 708126, fax 01049 7541 708119.

British Team for World Championships

The British team for Worldglide 1995 was recently announced by the BGA Executive under the management of Bob Bickers. (See photo on p347!) Seven pilots have been selected and there being no Open Class entry, the first four named below will fly in the Standard Class and the remaining three in the 15 Metre Class.

Andrew Davis (38), the defending Standard Class World Champion from Bristol GC, is a British Airways pilot who will be flying a Discus.

Brian Spreckley (46), a former 15 Metre Class World Champion, is the proprietor and operator of the European Soaring Club based at Le Blanc, Central France. Brian will be flying an LS-8.

Martyn Wells (45), an inspector and maintenance engineer, is the UK agent for the Rolladen-Schneider LS series and will be flying an LS-6c.

Steve Jones (26), younger son of Ralph, who glides at Lasham. He is in the family business (Southern Sailplanes) who are the agent for Schempp-Hirth so perhaps not surprisingly he will be taking a turbo Discus to Omarama.

Justin Wills (48), a New Zealand based sheep farmer and youngest son of former multiple World Champion Philip Wills, will be flying an LS-6.

Alister Kay (41), a company director whose club is Booker, will also be flying an LS-6.

Chris Garton (49) is another BA pilot and a member of Lasham. He will be taking his LS-6.

Reserves, in probable order of selection, are Mike Young, Dave Watt, Jed Edyvean, Graham McAndrew, Robin May, Chris Rollings, Dennis Campbell, Peter Sheard, Ted Lysakowski and John Gorringe.

Bob Bickers joined the RAF in 1961, is CFI of Kestrel GC and was manager of the British women's team at the European Championships.

Meanwhile from Omarama comes the Monthly Worldglide bulletin - the latest subtitled "Only Four Months To Go", giving a welter of statistical and other information. Try this lot for size!

* Worldglide 1995 is the 24th World Gliding Championships and the first to be held in New Zealand.
* The longest glider flight ever made, over 2000km, took 15hrs and covered much of NZ, double crossing Cook Strait.
* Entries are expected from about 30 countries from Argentina through Lithuania to Venezuela. And 120 sailplanes are expected to take part, all but six being shipped to NZ.
* Their value is estimated to be approximately £4 500 000, about £37 500 per aircraft.
*There will be seven practice days and the contest runs for 14 days.
* There are 80 voluntary organising officials running the Championships drawn from the entire NZ gliding movement.
* Two new grass runways have been grown at Omarama, irrigated up to 700 gallons/min.
*Including two-seaters, about 130 will be competing with a preponderance of airline pilots.
*Allowing three per sailplane there are expected to be around 360 ground crew.
*One of the "fixes" achieved by the Kiwis is that a Mexican will fly a loaned Danish LS-7.
*There will be 18 tugs, each flying six to seven launches each day, and 27 tug pilots.
* All sailplanes must carry GPS equipment and emergency locator beacons.
* It is expected that tasks will total 650 000km with average speeds of 239km/h (based on the US 1991 World Championships).
* The "Countrytime Resort", a five star 44 room hotel, has been specially built on the airfield.
*300 000 sheets of paper and 7200m of glider tow rope are among the items donated.
* The NZ Tourist Board estimates the benefit of the event to NZ economy is £9 000 000.

Michael Russell, *S&G's Worldglide reporter*

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Front Cover Photography by Yasuhiro Yama

...but we see plenty of lift in 1995."



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Photography by Richard Gresham



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THE SOARING SOCIETY OF AMERICA



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Above: Bob Bromwich's photo of Steve Parker (LS-4) in wave at 11 000ft over Aboyne with sunlight flashing off his rudder. Below: Gerry Bryce sent in this shot of September wave looking towards Oban from the Island of Mull.



BGA'S SPECTACULAR WAVE SOARING COURSE

The BGA wave soaring cross-country course at Aboyne at the end of September was a great success with three Gold and three Diamond height claims. The happy group taken during the course are. l to r, Neil Passmore, Chris Rollings (senior national coach), Chris Rowlands (who was helping Chris), Frank Jeynes, Rose Johnson, John Stewart-Smith and Mike Phillips. The following week also had some incredibly good wave (see Deeside GC's club report on p351).



British Team Manager

Dick Stratton, BGA chief technical officer, couldn't resist taking this photo of Bob Bickers in action at the Inter-Services Regionals at Bicester.



GLIDING CERTIFICATES

THREE DIAMONDS

No.	Name	Club	1994
421	Ward, O.M.	Cotswold	30.5
422	Johns, R.S.	Devon & Somerset	7.7
423	Hallum, A.D.	Booker	
424	Cross, R.E.	Lasham	30.6
425	Marlow, A.	Booker	21.7
426	Jessop, P.M.B.	Bicester	8.12.93
427	Craig, W.T.	London	14.8
428	Attwood, S.W.	Bidford	14.8
429	Boyle, C.A.	York	5.8
430	Moss, M.	Bowland Forest	13.8

DIAMOND DISTANCE

No.	Name	Club	1994
1/637	Hindley, S.A.	The Soaring Centre	30.6
1/638	Ward, O.M.	Cotswold	30.5
1/639	Blows, L.G.	Southdown	30.6
1/640	Woodhouse, I.C.	The Soaring Centre	30.6
1/641	Johns, R.S.	Devon & Somerset	7.7
1/642	Scott, K.	The Soaring Centre	30.6
1/643	Taylor, J.H.	Bristol & Glos	30.6
1/644	Cross, R.E.	Lasham	30.6
1/645	Fritche, P.	Southdown	20.7
1/646	Carter, A.C.	Cairngorm (in France)	21.7
1/647	Marlow, A.	Booker (in France)	21.7
1/648	Jessop, P.M.B.	Bicester (in Australia)	8.12.93
1/649	Craig, W.T.	London	14.8
1/650	Attwood, S.W.	Bidford	14.8
1/651	O'Regan, A.J.	Shenington	13.8
1/652	McKnight, G.	Cranwell	14.8
1/653	Ward, R.	London	14.8
1/654	Boyle, C.A.	York (in Spain)	5.8
1/655	Lewis, S.	London	14.8
1/656	Gazzard, M.L.	Bicester	14.8
1/657	Moss, M.	Bowland Forest	13.8
1/658	Harvey, P.J.	London	30.6

DIAMOND GOAL

No.	Name	Club	1994
2/2181	Ellis, R.C.W.	Australia	26.3
2/2182	McLaughlin, W.J.	Shropshire	26.3
2/2183	Wright, T.C.	The Soaring Centre	26.3
2/2184	Leutfeld, W.H.	Welland	1.5
2/2185	Evans, D.A.	Bowland Forest	24.8.93
2/2186	Parsonage, S.J.	Swindon	1.5
2/2187	Mountain, I.	Essex & Suffolk (in Australia)	23.11.93
2/2188	Babb, B.	Shenington	8.5
2/2189	Thomas, G.N.	Anglia	9.5
2/2190	Mountain, A.R.	Fenland	30.4
2/2191	Courchee, J.W.	Anglia	9.5
2/2192	Goodall, J.T.	Yorkshire	8.5
2/2193	Limb, A.J.	Aquila	8.5
2/2194	Walker, G.J.	Vale of White Horse	30.5
2/2195	Goodall, T.	Yorkshire	26.6.92
2/2196	Porter, K.M.	Shalbourne	30.5
2/2197	Dawson, J.L.	Bannerdown	30.5
2/2198	Brain, R.V.	Bannerdown	30.5
2/2199	Clowes, N.L.	Norfolk	30.5
2/2200	Weaver, M.P.	South Wales	30.5
2/2001	Roberts, A.	Bicester	30.5
2/2202	Stone, H.	Oxford	30.5
2/2203	Price, A.	Bristol & Glos	30.5
2/2204	Hindley, S.A.	Wrekin	1.5
2/2205	Hardwick, M.H.	Booker	30.6
2/2206	Lee, G.G.	Surrey & Hants	30.5
2/2207	Norman, N.A.C.	Cairngorm	28.5
2/2208	Barker, D.D.	Southdown	3.5
2/2209	Withall, S.L.	London	30.5
2/2210	Marriott, N.P.	Southdown	30.6
2/2211	Armstrong, S.K.	Four Counties	30.6
2/2212	Russell, M.C.	Cambridge Univ	30.6
2/2213	Harris, D.	Booker	30.6
2/2214	D'Arcy, J.F.	Lasham	30.5
2/2215	Heath, J.N.	Southdown	30.6
2/2216	Asquith, D.	The Soaring Centre	30.6
2/2217	Alden, W.T.	Cotswold (in Australia)	20.1
2/2218	Brown, S.W.	Deeside (in Australia)	6.2
2/2219	Hoskins, J.W.	Lasham (in Australia)	2.3
2/2220	Turnbull, C.S.J.	Cairngorm (in Australia)	3.3
2/2221	Faver, T.	Bicester	30.6
2/2222	Hertz-Smith, N.P.	Midland	30.6
2/2223	McCoshim, J.A.	Booker	30.6
2/2224	MacLean, N.A.	Lasham	30.6
2/2225	Cooper, J.	Aquila	30.6
2/2226	Gazzard, M.L.	Bicester	1.5
2/2227	Jeynes, F.B.	Stratford on Avon	30.6
2/2228	Holliday, P.W.	Kent	30.6
2/2229	Muncaster, T.W.	Wyvern	30.5
2/2230	Brown, T.N.	Midlands (in Australia)	3.3
2/2231	Bateman, S.	Four Counties	30.6
2/2232	Saunders, D.	Lasham	20.7
2/2233	Mansfield, C.A.	Lasham	20.7
2/2234	Bevan, J.A.	The Soaring Centre	20.7
2/2235	Kaye, P.D.	Cambridge Univ	18.7
2/2236	Wearing, G.	Bowland Forest	20.7
2/2237	Whitbread, C.	Kent	22.7
2/2238	Heaton, S.	Yorkshire	16.7
2/2239	Puttock, D.S.	Black Mountains (in France)	9.6
2/2240	Mercy, A.C.	Cambridge Univ (in France)	17.7
2/2241	Merett, J.B.	Vale of White Horse	21.7
2/2242	Thorne, M.A.	Thruxton (in France)	17.7
2/2243	Carter, A.G.	Cairngorm (in France)	5.7
2/2244	Milner, J.C.	Wolds (in France)	21.7
2/2245	Elliott, Y.M.	Bicester	29.7
2/2246	Paskins, J.R.	Wolds (in France)	21.7
2/2247	Frazier, A.J.	Wolds (in France)	21.7
2/2248	Luxton, J.	Booker	20.7
2/2249	Danbury, A.J.	London	14.8
2/2250	Robertson, M.	Strathclyde (in Lithuania)	26.7
2/2251	Luck, J.A.	Cranfield	13.8
2/2252	Chamberlain, M.	The Soaring Centre	14.8
2/2253	Wright, J.P.	Booker (in France)	27.7
2/2254	Sinton, J.R.	Clevelands	14.8
2/2255	Hart, R.J.	Norfolk	15.8
2/2256	Bonser, S.	Upwood Bound	13.8
2/2257	Richardson, J.H.	Lasham (in France)	14.8
2/2258	O'Regan, A.J.	Shenington	13.8
2/2259	Gardner, D.	Cotswold	13.8
2/2260	McDermott-Row, H.	York	14.8
2/2261	Davies, R.	Two Rivers	14.8
2/2262	Cahill, J.E.	London	14.8
2/2263	Butterfield, A.	Oxford	13.8
2/2264	Johnson, C.M.	Nene Valley	13.8
2/2265	Fraser, D.	SGU (in Lithuania)	23.7
2/2266	Clark, G.R.	Portsmouth Naval	13.8
2/2267	Wick, C.E.	Kestrel	13.8
2/2268	Challans, M.A.	Lasham (in France)	14.8
2/2269	Cook, W.G.	Shalbourne	14.8
2/2270	Weaver, R.	Usk	13.8
2/2271	Drury, G.K.	Channel	13.8
2/2272	Rackman, P.	London	14.8
2/2273	Smith, R.A.V.	Yorkshire	21.8
2/2274	Waddell, S.C.F.	Booker (in Spain)	23.7
2/2275	Harvey, P.J.	London	30.6

GOLD BADGE

No.	Name	Club	1994
1738	Hertz-Smith, N.P.	Midland	30.6
1739	McCoshin, J.A.	Booker	30.6
1740	Cooper, J.	Aquila	30.6
1741	Muncaster, T.W.	Wyvern	30.5
1742	Mansfield, C.A.	Lasham	20.7
1743	Brown, A.P.	London	21.7
1744	Whitbread, C.	Kent	22.7
1745	Heaton, S.	Yorkshire	16.7
1746	Puttock, D.S.	Black Mountains	9.6
1747	Mercy, A.C.	Cambridge Univ	15.7
1748	Carter, A.G.	Cairngorm	5.7
1749	Milner, J.C.	Wolds	21.7
1750	Elliott, Y.H.	Bicester	29.7
1751	Frazier, A.J.	Wolds	21.7
1752	Poundsbery, A.	Southdown	29.7
1753	Robertson, M.	Strathclyde	26.7
1754	Sinton, J.R.	Clevelands	14.8
1755	Hart, R.J.	Norfolk	15.8
1756	Bonser, S.	Upward Bound	13.8
1757	Richardson, J.H.	Lasham	14.8
1758	Davies, R.	Two Rivers	14.8
1759	Fraser, D.	SGU	23.7
1760	Challans, M.A.	Lasham	14.8
1761	Cook, W.G.	Shalbourne	14.8
1762	Smith, R.A.V.	Yorkshire	21.8
1763	Wright, N.J.	Bidford	8.7

GOLD HEIGHT

Name	Club	1994
Perkins, K.J.	Yorkshire	28.6
Anderson, N.M.	Highland	11.6
Evans, M.	Clevelands	18.6
Collison, J.T.	Northumbria	10.7
Perrin, J.P.	North Wales	18.6
Neve, C.W.R.	Northumbria	10.7
Hornsey, L.	Chilterns (in France)	17.3
Lowenstein, C.F.	Benella	26.1
Poundsbery, A.	Southdown	29.7
Watson, W.T.	Deeside	30.7
Hogbin, J.M.	Northumbria	26.6
Arkle, R.	Deeside	30.7
Wright, N.J.	Bidford (in France)	8.7

GOLD DISTANCE

Name	Club	1994
Faver, T.	Bicester	30.6
Hertz-Smith, N.P.	Midland	30.6
McCoshin, J.A.	Booker	30.6
MacLean, N.A.	Lasham	30.6
Cooper, J.	Aquila	30.6
Jeynes, F.B.	Straford on Avon	30.6
Holliday, P.W.	Kent	30.6
Muncaster, T.W.	Wyvern	30.5
Brown, T.N.	Midland (in Australia)	3.3
Bateman, S.	Four Counties	30.6
Saunders, D.	Lasham	20.7
Mansfield, C.A.	Lasham	20.7
Edwards, N.A.	Enstone Eagles	30.6
Brown, A.P.	London	21.7
Bevan, J.A.	The Soaring Centre	20.7
Kaye, P.D.	Cambridge Univ	18.7
Wearing, G.	Bowland Forest	20.7
Whitbread, C.	Kent	22.7
Heaton, S.	Yorkshire	16.7
Puttock, D.S.	Black Mountains (in France)	9.6
Mercy, A.C.	Cambridge Univ (in France)	15.7

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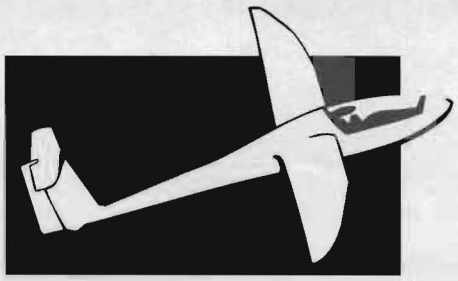
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Marett, J.B.	Vale of White Horse	21.7
Thorne, M.A.	Thruxton (in France)	15.7
Carter, A.G.	Cairngorm (in France)	5.7
Milner, J.C.	Wolds (in France)	21.7
Elliott, Y.H.	Bicester	29.7
Paskins, J.R.	Wolds (in France)	21.7
Frazier, A.J.	Wolds (in France)	21.7
Spreckley, N.L.	Booker (in France)	2.8
Luxton, J.	Booker	20.7
Robertson, M.	Strathclyde (in Lithuania)	26.7
Luck, J.A.	Cranfield	13.8
Chamberlain, M.	The Soaring Centre	14.8
Wright, J.P.	Booker (in France)	27.7
Sinton, J.R.	Clevelands	14.8
Hart, R.J.	Norfolk	15.8
Bonser, S.	Upward Bound	13.8
Francis, R.E.	Bristol & Glos	13.8
Richardson, J.H.	Lasham (in France)	14.8
O'Regan, A.J.	Shenington	13.8
Gardiner, D.	Cotswold	13.8
McDermott-Row, H.	York	14.8
Davies, R.	Two Rivers	14.8
Cahilll, J.E.	London	14.8
Butterfield, A.	Oxford	13.8
Johnson, G.M.	Nene Valley	13.8
Fraser, D.	SGU (in Lithuania)	23.7
Clarke, G.R.	Portsmouth Naval	13.8
Wick, C.E.	Kestrel	13.8
Challans, M.A.	Lasham (in France)	14.8
Cook, W.G.	Shalbourne	14.8
Weaver, R.	South Wales	13.8
Drury, G.K.	Channel	13.8
Rackman, P.	London	14.8
Smith, R.A.V.,	Yorkshire	21.8
Waddell, S.C.F.	Booker (in Spain)	23.7
Harvey, P.J.	London	30.6

SILVER BADGE

No.	Name	Club	1994
9461	Edwards, M.P.	Peterborough	9.7
9462	Sproat, J.	Wrekin	9.7
9463	Bailey, A.	Bicester	11.7
9464	Wool, C.	Devon & Somerset	30.6
9465	Burton, T.	The Soaring Centre	12.7
9466	Armstrong, D.M.	Lincolnshire	16.7
9467	Martin, I.	Staffordshire	17.7
9468	Morecraft, S.E.	Buckminster	17.7
9469	Maller, P.D.	Cotswold	18.7
9470	Skerry, R.G.	Lincolnshire	17.7
9471	Cawte, N.R.	Buckminster	23.6
9472	Cawte, L.J.	Buckmister	29.6
9473	Elton, E.A.	ACC GS	30.6
9474	Douglas, G.	Deeside	16.7
9475	Wood, S.	Stratford	14.7
9476	Hunt, G.	Bath & Wilts	21.3
9477	Brown, T.N.	Midland	19.2
9478	Fairbairn, M.J.	Lincolnshire	7.7
9479	Bowsfield, R.	Shenington	18.7
9480	Tebbitt, B.D.	Stratford on Avon	17.7
9481	Hill, C.R.W.	Welland	23.7
9482	Birlison, B.A.	Cotswold	18.7
9483	Roch, A.D.	London	21.7
9484	Davies, I.H.	Staffordshire	16.7
9485	Malik, R.M.	Essex & Suffolk	20.7
9486	Noyce, R.	Portsmouth Naval	20.7
9487	Hamilton, A.J.	Midland	22.7
9488	Davies, G.	Glyndwr	23.7
9489	Tatlow, N.M.	Staffordshire	22.7
9490	Durham, B.H.	Essex	14.7
9491	Smith, M.R.	Bidford	14.7
9492	Robinson, J.	Marchington	20.7
9493	Noel, K.J.	Portsmouth Naval	19.7
9494	Kidd, C.L.	Shenington	30.5
9495	Smallbone, E.J.P.	Lasham	29.7
9496	Brown, A.	SGU	6.7
9497	Davis, M.F.	Southdown	22.7
9498	Nicklin, H.G.	European SC	27.7
9499	Maggs, L.	Booker	21.7
9500	Ramsey, R.	Bruggen	7.5
9501	Hunt, J.	Lasham	21.7
9502	Irving, N.J.	Southdown	12.7
9503	Smith, G.	Kent	21.7
9504	Hayes, G.P.	614 VGS	19.7
9505	Saunders, D.	Lasham	16.7
9506	Strzebrakowski, J.B.	Cambridge Univ	17.7
9507	Coulson, S.	The Soaring Centre	22.7
9508	Johnson, T.D.	Bicester	12.7
9509	Wardrop, D.R.	Shenington	29.7
9510	Cruickshank, A.	SGU	21.7
9511	Mundy, L.A.	Essex	6.8
9512	Lewis, G.A.	London	7.8
9513	Simmonds, J.P.	Lasham	5.8
9514	Geraghty, V.	Trent Valley	5.8
9515	Saxton, A.C.	Northumbria	17.7
9516	Woodcock, C.P.	Oxford	8.8
9517	Awcock, P.E.R.	Oxford	8.8

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9518	Ryan, M.	Bannerdown	13.8
9519	Cherriman, G.R.	Nene Valley	14.8
9520	Bannister, M.	Lasham	8.8
9521	Forster, G.	Borders	13.8
9522	Ralph, C.	London	5.8
9523	Lenard, J.M.	Oxford	14.8
9524	Evans, J.M.	Lincolnshire	14.8
9525	Bittle, J.C.	Lasham	13.8
9526	Stewart, D.I.	Clevelands	30.5
9527	Hussell, C.	Bidford	14.8
9528	Whittington, C.M.	Kent	14.8
9529	Smith, J.J.J.	York	14.8
9530	Rigby, L.I.	P'boro & Spalding	14.8
9531	Bee, C.R.	Staffordshire	13.8
9532	Ferguson, P.M.	Bicester	13.8
9533	Lawson, N.S.	Surrey & Hants	8.8
9534	Pinchin, P.R.	Bidford	13.8
9535	Betteridge, N.	Welland	5.8
9536	O'Neill, S.T.	Wolds	15.8
9537	Turner, G.	Vale of White Horse	14.8
9538	Wilkinson, M.A.A.	Derby & Lancs	14.8
9539	Williams, T.W.	Kent	14.8
9540	Cockton, H.	Upwood Bound	13.8
9541	Price, R.W.	Essex & Suffolk	1.8
9542	McGrath, S.	The Soaring Centre	1.8
9543	Dyer, A.	Upwood Bound	20.8
9544	Gibson, R.	Stratford	13.8
9545	Mansbridge, D.P.	Mendip	14.8
9546	Richardson, M.S.	Booker	20.7
9547	Oliver, R.C.	London	20.8
9548	Lloyd, D.G.	Bidford	21.8
9549	Rogers, K.	The Soaring Centre	15.8
9550	Bowes, G.T.	Staffordshire	21.8
9551	McLennan, D.	SGU	20.8
9552	Haslett, C.	Derby & Lancs	21.8
9553	Cravan, H.	Wolds	21.8
9554	Unwin, D.C.	Black Mountains	17.8
9555	Wells, K.S.	Welland	5.8
9556	Price, C.W.	Essex & Suffolk	14.8
9557	Fussey, A.	Humber	21.8
9558	Leach, D.J.	Vale of White Horse	12.7
9559	Adamson, L.	Borders	14.8
9560	Fenner, P.	DRA Farnborough	20.7
9561	Stenning, I. M.	Cambridge Univ	15.8
9562	Dakin, B.G.	The Soaring Centre	21.8
9563	Dearman, C.	Shalbourne	13.8
9564	Streeter, G.	London	28.8
9565	Anderson, I.L.	Devon & Somerset	27.8
9566	Huddart, M.	Vectis	21.8
9567	Prickett, M.A.	Welland	21.8
9568	Lyth, A.W.	East Sussex	28.8
9569	Lewis, J.C.	Midland	25.8
9570	Atkins, M.J.	Cambridge Univ	14.8
9571	French, M.A.	Aquila	29.8
9572	Huttlestone, A.J.	Bidford	14.8
9573	Ford, K.A.	Booker	13.8
9574	Carter, R.J.	Oxford	29.8
9575	Kochanowski, S.J.	Burn	21.8
9576	Shearer, W.K.	Anglia	21.8
9577	Wintle, M.	621 VGS	29.8

UK CROSS-COUNTRY DIPLOMA
Part 1

Name	Club	1994
Stapleton, E.M.	Midland	9.5
Akrill, P.	Shenington	8.5
Jurdison, T.N.	Midlands	8.5
Smith, D.A.	Yorkshire	29.5
Deane, I.E.	Wyvern	30.5
Wahlberg, A.A.	Kent	11.6
Elton, E.A.	ACC GS	30.6
Lloyd, D.G.	Bidford	30.5
Page, R.G.	Norfolk	30.6
Vowell, B.R.	Shalbourne	30.4
Busby, T.	Ulster	13.7
Lewis, P.A.	Lakes	17.7
Cohler, M.	York	20.7
Hill, D.S.	Bath & Wilts	20.7
Hogarth, P.J.	Mendip	12.7
Nuza, R.M.	Ouse	30.5
Wrigley, A.	Ouse	22.7
Crampin, S.	Portsmouth Naval	19.7
Brooks, M.P.	Lasham	30.4
Sutherland, G.	Booker	20.7
Long, B.	Glyndwr	28.7
Oliver, A.P.	614 VGS	22.7
Sorace, C.A.	London	13.8
Sinclair, S.	Kent	14.8
Davis, M.F.	Southdown	13.8
Hussell, C.	Bidford	21.8
Douglas, J.	Deeside	19.7
Armitage, H.D.	South Wales	29.5
Braithwaite, N.	Lakes	17.7
Mellor, A.T.	Nene Valley	13.8
Todd, A.J.	York	14.8
Weston, M.	Enstone	15.8

UK CROSS-COUNTRY DIPLOMA
Part 2

Name	Club	1994
Balshaw, G	Glyndwr	29.5
Collins, J.D.	Midland	30.4
Redshaw, P.R.	Lakes	8.5
Hertz-Smith, N.P.	Midland	30.6
Davenport, M.T.	Farnborough	30.5
Cohler, M.	York	20.7
Stark, M.	York	22.7
Owen, D.	Shalbourne	21.7
Sutherland, G.	Booker	20.7
Crowhurst, J.A.	P'boro & Spalding	13.8
Stapleton, E.M.	Midland	5.8

Please send all editorial contributions to the Cambridge address and not to the BGA office.

CLUB NEWS



From l to r, ZC Flevo's CFI Willem Franken, Vanessa Hemrika and Dorset GC's Dennis Neal after Vanessa's 1000th glider flight.



Louise Wilford photographed with her parents Steve and Vicky after soloing at Chilterns GC on her 16th birthday.



Above: Roger Bray of Southdown GC explains the basics at the Shoreham Air Display. Below: Dukeries member Mark Etherington, aged 17, with instructor Keith Gregory, after going solo.



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 01223 247725, fax 01223 413793, to arrive not later than November 29 and for the April-May issue to arrive not later than February 7.

GILLIAN BRYCE-SMITH

October 1

ANGUS (Roundyhill, Glamis)
We had a great summer with many soaring flights and lots of visitors resulting in new members. Angus Christie and Colin Wright have become instructors and several took advantage to fly the SGA's ASH-25.

We had an enjoyable barbecue and bonfire party in August after a good day's flying.
E.L.

AQUILA (Hinton in the Hedges)
Steve Blackmore has Gold distance/Diamond goal; Malcolm French a Silver badge in three consecutive flights over three consecutive weekends; Norman "Nobby" Neil Silver distance to complete his badge; John Culley Silver distance; Colin Allender a Bronze badge and Les Bootes, Neil Lamberton, Huw Langford and Tony Ying have gone solo.

There is a new Dart 17 on site and the Club Astir has a new trailer. After a summer layoff, work has resumed on the new clubhouse.
S.K.



Above: The Islanders GC's Skylark 3F. Below: Geoff Williams of South Wales GC congratulating Nigel Jones on going solo.



Roy Palmer of Hereford GC has suggested contributors include their club telephone numbers which we will print on the line below the report with the writers' initials. If interested, please enclose the No. with your next entry which, by the way, has to be early to beat the Christmas postal rush.

BATH, WILTS & NORTH DORSET (The Park)
At last, with the arrival of our long awaited Pawnee we are starting mid-week flying. Jeff Smith has a Bronze badge, Richard Hankey a Silver and Dave Smith and Dave Pengilley have Diamond goal.

We won the South Western Inter-Club League and Bob Bromwich and Clive Davis competed in the Nationals.

We were very sorry to hear of the sudden death of Peter Higby, a member for many years. He spent many hours helping Eddie Gunner and Denis Clack to keep the club fleet flying. His family have donated a memorial fund to promote the training of a young member.
J.L.

BICESTER (RAFGSA Centre)
We have had a busy summer. We successfully hosted the Standard Class Nationals and on one contest day there were 50 500kms with our Mike Gazzard gaining Diamond distance. Also the Inter-Services Regionals with three Classes and nearly 60 competitors.

Terry Ackerman has Diamond goal and Jeff Slocomb and Paul Fergusson a Silver badge.

Barrie Elliott, CFI for nearly eight years, has been posted. He has worked extremely hard and instigated much exciting and safe flying. He will be greatly missed. Pete Stratten is taking over on his return from the Falklands.
V.E.

BLACK MOUNTAINS (Talgarth)
The new workshop is well under way and the car-park has been extended. Chris Hobbs has soloed and the tug pilot finally has his Silver badge.

Visiting winter pilots should be warned that an entire *staffel* of German glider pilots are due around Christmas and they have already reserved their trailer slots using the traditional teutonical towel.
D.U.



Samantha Weitzel of Shenington GC went solo aged 16 exactly one year after her father, David (r). Both were sent solo by Gary Bennett (centre).



Four Diamond Portmoak pilots, l to r, Mike Edwards, Mike Carruthers, Kevin Hook (all Diamond goals) and Ian Trotter (Diamond height).



Above: Ken Coble of Oxford GC, after going solo, photographed with instructor Tom Lamb. Below: Sandy Martin (in the cockpit), a founder member of the pre-war Elgin GC, who flew at the Highland GC's open day. Jim Tait is in the back seat with Angie Veitch, CFI, and Denis Shepherd alongside. . Photo: Steve Young. ➡



Ian Skinner, Glyndwr's newly qualified tug pilot.



BOOKER (Wycombe Air Park)
The Aboyne expedition was fully subscribed and enjoyed better weather than last year, the trip to Talgarth is almost full and no doubt there will be other winter expeditions.

Amongst the most impressive flights this summer were two exceeding 700km on consecutive weekend days in a Nimbus 2 by former staff instructor Dave Caunt. This makes three flights of over 700km. Membership has risen, but launches are still down. We are examining ways of increasing the annual launch rate for members and for trial lessons and courses.
R.N.

BOWLAND FOREST (Chipping Airfield)
We had an excellent summer with good soaring and cross-countries. Tony Smith and Andy Spray have gone solo; Jerry Busby has a Silver badge; Paul Camp Silver distance; John Wood Diamond distance; Martin Moss Diamond distance on two consecutive days and Allison Myers has become an instructor.

We have abolished reciprocal membership and encourage other clubs to do the same. We flew a Horsa pilot on the 50th anniversary of his flight into Arnhem; a reminder of the debt we owe these veteran glider pilots. We are eagerly awaiting our new twin drum Skylaunch winch.
S.R.

BRISTOL & GLOUCESTERSHIRE (Nympsfield)
A very good-humoured Western Regionals enjoyed five good contest days with George Sabo-Toth flying 500km on the last day to finish 19th.

The annual wave expedition to Sutton Bank had five excellent days, producing Gold height for Helen Evans, Geoff Boaler and John Beach, Silver height for Pete Waite and a 5hrs for Carol Smith. Sadly Sid Smith missed Diamond by 600ft and Chris Hughes by lack of a barograph.

Thanks to careful management by our treasurer, we have a greatly improved financial situation which should contribute towards our planned expansion of fleet and launch facilities.
S.I.D.

BUCKMINSTER (Saltby)
Clive Stainer, this year's course instructor, has become our first manager/deputy CFI. This means we are operating a seven day week all year (weather permitting) and are able to offer SLMG PPL courses.

It was wonderful to host the National Aerobatic Championships in September organised again by Jim Duffy (Lasham). As a result we have another aerobatic course in October and five members have bought a Pilatus B-4. (See report in this issue.)

We now have a CB radio in the clubhouse as well as in the bus and winch. Seven passed Bronze papers after successful lectures. Ian Laughton, Mike Manning, Peter Riley and Robin Kirk have gone solo. Neil Scully and Dave Ormerod have Bronze badges and Dave also has Silver distance and height. Jackie Morecraft and Dennis Hargreaves also have Silver heights and Russell Cheetham has flown 750km.

We came joint 2nd in the Inter-Club League finals. Lynn Cawte has taken over as assistant treasurer from Dave Housely.
N.R.C.

BURN (Burn Airfield)
Instead of an open day we had a recruitment weekend which brought us five new members.

August was good for cross-countries. On successive weekends Dave Peters (Phoebus), Andy Thornhill (Twin Astir) and Tony Flannery (Std Cirrus) flew Diamond goals and Stan Kochanowski (Javelot) completed his Silver badge by flying to Carnaby.

At our annual dinner in October trophies went to Peter Clayton (12 000ft gain of height); Mark Griffiths (most progress) and two to Andy Thornhill (longest distance and fastest 100km triangle).
P.N.)

CAMBRIDGE UNIVERSITY (Gransden Lodge)
We had national ladder claims in August for nearly 18 000km by 49 pilots with 61 000km flown so far this year. This is a rise of 30% on 1993. August 13-14 saw 24 claims over 300km, nine over 500km and one of 658km.

The weather was kind for our Regionals, if unpredictable and even high winds did not stop the wooden gliders winning. Phil Jeffrey and his team managed to launch all 58 gliders in under an hour. The 140lb pig roast was yet again demolished. Mike Young won the Sport Class and Mike Brook the Club Class. Over the eight days 85 000km were flown and plans are well in hand for next year.

A high number of new members have resulted in the courses run by Keith Sleigh-Ives. Mike Young came 2nd in the Standard Class Nationals and Mike Woollard 1st in the National Aerobatic Championships' Intermediate Class.

We are celebrating our 60th anniversary with a dinner in Gonville and Caius College on April 21. All past members are invited. Details from Bryce (tel 01223 247725, fax 01223 413793).
M.H.L.

CHILTERNS (RAF Halton)
The move into our new hangar is almost complete and we are waiting for bad weather to finish decorating.

A second K-8 gives us a club fleet of two K-13s, two K-8s and two Discus, plus our K-6CR and the ten privately owned machines. *Ab-initio* courses and AEI evenings have been well supported - unfortunately we were unable to fly after 8pm through the summer because of the noise our engines are supposed to make! But we don't have engines.

Louise Wilford, Julie Pead, James Roberts and Neil Beattie have gone solo and Ed Weaver has an assistant Cat instructor rating.
S.M.

CLEVELANDS (RAF Dishforth)
We have had a busy summer of air experience flights and competitions, club flying and the annual barn dance. Fred Pommerhein is returning to America with his Bronze badge. Zoe Stewart has her Gold height and Robin Sinton has flown 300km to complete his Gold badge.
J.P.

CORNISH (Perranporth)
We have a new club record tow to 11 000ft - John Stewart-Smith in his Skylark behind John Shaw in the Pawnee. If the weather had been clearer they could have seen the whole of Cornwall!

We have been pleased to see so many visiting glider pilots this summer from all over the UK and even Europe. Our seven day week is taking its winter break but we will still welcome reciprocals at weekends. Our expedition to Aboyne coincided with the best week of wave so far in the season. Height gains were by Bernie Hatton (Silver and Gold), John Stewart-Smith (Gold) and John Shaw (Diamond). Culdrose joined us and were also lucky! Bernie has a Silver badge.
S.S.

COTSWOLD (Aston Down)
Our second 1994 open day introduced around 100 visitors to gliding and again coincided with soarable weather.

New solo pilots include Simon Dibble and Harold Clark; Andrew Robinson has a Bronze badge; Pete Maller and Rob Corbin Silver badges and Chris Ashworth, Tim Barnes and Mike Shailes have Gold distance. Tony Parker has flown his first 400km.

Several members have excelled in competitions, the Rockpolishers trophy is back and our team of Paul Gentil, Steve Ferguson, Oliver Ward, Nick Coe and Jim Rodgers won the Inter-Club League (see report this issue). Doug Gardner came 4th in the Cambridge Regionals and Oliver Ward 5th and Russell Clarke 19th in the Junior Nationals. In the Western Regionals, David Roberts completed 384km and 310km solo in the club's SF-34.
M.S.

CRANWELL (RAF Cranwell)
Ged McKnight flew the first 500km from Cranwell for 12 years on August 14 for Diamond distance with Angus Watson missing his the day before by 50km. Jim Mills flew his first 300km; Teresa Browne has a Bronze badge and Michael Jackson a MGPPL.

The ladder has been more popular with ten members entering flights. Our AGM is in November.

We will greatly miss the efforts of Les Monk, our aircraft member, who died in August - see obituary below.
R.A.B.

Obituary - Les Monk
It is with great sadness that I have to report the untimely death of Les Monk.

Les began gliding as a young airman in the mid sixties at Clevelands and Two Rivers. He came to us three years ago after a lay off of 20 years. Les rapidly made up for lost time and this year enjoyed some serious cross-country flying. His enthusiasm was also directed into maintaining the club fleet and his hard work, skill and the high standards he set will be difficult to match.

A quiet and helpful man, we will surely miss the slight figure with the pipe and yachting cap.
Mick Wood

DARTMOOR (Brentor)
Our charity flying day for Leukaemia Research was a great success thanks to the enthusiasmt of all our members.

Gill Meakin and Paul Fransz have gone solo and Karen Corley has a Bronze leg. We are reaping the benefits of our summer group flying as

we have recruited young, keen, hard working new members.

Ivor Phillips, our first CFI has been ill and we miss his help, exhaustive knowledge and experience. We wish him a speedy recovery.

Our winter social activities include a day trip, a firework party, annual dinner, carol service and Christmas week flying.
F.G.M.

DEESIDE (Aboyne)
Our chairman Lionel Sole has retained the Unlimited Class Aerobatic Championships title. Alistair Nunn has Diamond height, Bryony Hicks Gold height and Cameron Robinson a Silver badge.

Our previous requests for literature on what other gliding clubs can offer seems to have fallen on stony ground with only two clubs responding. If your club wants to be included in our comprehensive brochure in our clubhouse please send us details on your club.

We have featured twice recently on television, one programme aimed at the Gaelic community.

The Scottish Regionals will be held at Aboyne from June 3-11. Write or phone for details.

Has BGA senior national coach Chris Rollings set a new record? Can anyone beat 23min from start of ground run to Diamond height. Chris and a pupil on the BGA wave soaring course achieved this on Thursday, October 6, in the DG-500. That day also saw visiting pilot Andrew Reid at 30 000ft still going up at 4kt.

To book your club's slot for next year's visit to Aboyne contact the club or Heather Clark on 031 555 3837. For places on the BGA course contact the BGA. We have a new family owned Duo-Discus on site. August saw us at 14 000ft and September at 26 000ft.
G.D.

DERBY & LANCS (Camphill)
Kay Whittaker, our first cadet, went solo on her 16th birthday and on the same day flew both Bronze legs. Tony Goldsmith and Chris Haslett have Silver distance. Chris came 6th in the Aerobatic Championships. John Hogarth and Caroline Roberts have AEI ratings.

We were 2nd in the Inter-Club League final and the DG-500 syndicate won the Two-seater Comp, while Ken Blake and his team came 4th to win the best in the Wooden Class.

The summer courses were ably run by Jack Stephen, our course instructor. We have had some excellent soaring with several 300km and 500km flights and heights exceeding 20 000ft.
W.T.

DEVON & SOMERSET (North Hill)
The cross-country log reveals: five active days in August; September - none. Even the task week went missing, in spite of the best endeavours of task setting magician, John Fielden. However on the Saturday the remaining task week pilots set themselves a 102km triangle with Dave Reilly (Libelle) completing four circuits, John Pursey (SF-27A) three and Ian Beckett (Duster), Peter Craggs (Oly 463) and Simon Leeson (Junior) a single circuit each. The same weekend Ian Mitchell (Foka 4) flew with Mendip GC in the Inter-Club League.

David Greig (K-6CR), Joe Watt (K-6CR) and Ian Anderson (Junior) have flown Silver distance and Ian a 5hrs. Dave Reilly is back at the top of the club ladder.
I.D.K.

DORSET (Eyres Field)
Strong winds dampened our August task week but much fun was had local flying with members of the Dutch club, ZC Flevo, who brought their own K-13, resplendent in its original factory colours.

One of the Dutch team, 22 year-old Vanessa Hemrika from Lelystad, completed her 1000th glider flight. Vanessa, a solo glider pilot at just 14, is also an experienced microlight pilot.

Meanwhile, Dorset member David Bamber made his first solo flight just a little later in life. A social evening saw clog dancing and a special Dutch club song. Dorset are now working on a Wurzel dance and club anthem.

Membership has been growing steadily and, thanks to BGA help, we have a regular supply of new and enthusiastic instructors.
D.S.

DUKERIES (Gamston Airport)
Mark Etherington, aged 17, has gone solo and Beryl Clarke has Silver distance, making her our first female to have a Silver badge.

John Swannack, David Clarke, David Prosolek and David Urpeth achieved at least one 100km flight in August. Dave Prosolek is now an AEI. Our August barbecue was very successful.
J.C.P.

EAST SUSSEX (Ringmer)
More than 50 years were spanned when Steve Blackman (aged 17) and Jim Elphick (aged 74) went solo in the same week. Tony Bartlett and Heather Willis have also soloed, Heather becoming the first female winch driver in living memory.

Adrian Lyth has a Silver badge and James Warren, John Williams and Graham Fudge have Bronze badges, Graham completing his while on honeymoon!
L.M.

ESSEX & SUFFOLK (Wormingford)
A successful end to the season saw Phil Duffen, Pete Nichols and Kevin Bye fly 300kms. Adrian Nurse, Phil Hudson and Sophie Lambert (Sophie being another University Club member) went solo and Chris Price and Mike Benson completed their Bronze badges.

The clubhouse saga continues and is almost ready for occupation.
M.J.F.

FENLAND (RAF Marham)
Nick Millikin, Jim Simpson and Richard Bowen have Silver heights, and Liz Peel, Chrissy Thompson and Richard Bowen Bronze badges. Gordon Toon flew 5hrs in our K-18 the week before he gained his Bronze. Richard Moss has gone solo and Andy Evans flew Silver distance.

Our privately owned Motor Falke is providing an excellent medium for advanced training, Bronze checks, field landing checks etc. It is available most weekends at a very modest rate.
A.R.M.

FOUR COUNTIES (Syerston)
The summer has been good. Steve Walker completed his Silver badge landing in a good field three miles from the nearest road with no field access!

We have been well represented in most competitions. John Wilton flew 500km and won the Midland Regionals. Richard Hood flew 50km and 5hrs; John Davies 5hrs; Sue Armstrong 300km and we have too many solos to mention.

Nottingham University have bought a K-13 from Germany, which was flown in the Inter-University Comp we hosted in August.

We have several "new" gliders; a T-21; Ian Tunstall has a Lo 100 in which he came 2nd in the Aerobatic Championships' Novice Class and Paul and Sue Armstrong and Trevor Gorley have a new LS-4.

The bar has been totally revamped, thanks to Tony Povey, Colin Davey and Co. Graham Heady, who has been an invaluable deputy chairman, has been posted to Scotland and Kev Mason is taking over.
D.M.R.

GLYNDWR (Lleweni Parc)
Once again, many superb wave flights in the high teens, thermals and soaring on our 16 mile ridge, which was recently traversed both ways (total 49km) in 19.5min in the fully ballasted Nimbus.

George Davies and Brian Allen flew Silver distance, Brian with a non functional barograph, and Mike Sanders gained Silver distance and height when, after scratching for 4hrs, he found wave to 10 000ft. Ian Hurle, Paul Asbridge and Bob Robertson have Bronze legs, Mike Clark gained a Bronze leg a few minutes after going solo and Mike Abbott completed his Bronze in three days.

Graham Stanford, hoping for his 5hrs, was tempted to try a 100km but though successful missed the duration by 3min. Another week he climbed to 12 100ft in wave for Gold height and 5hrs. Rod Witter missed 3rd place at the Cambridge Regionals through a photographic problem. Henry Morris (K-6) was 9th in the Junior Nationals and 7th in the Northern Regionals winning the wooden glider trophy.

He also flew a 500km at 101 km/h (not in the K-6) and has a tug rating. Henry's Manchester University GC (based at Lleweni Parc) has expanded to become North West Students GC comprising Manchester, Bangor and Salford Universities, and shortly the Liverpool colleges. The K-6 is available for all UK students to hire - more details from our office on 0745 813774.

A visiting "Flatlander" who, despite seeing our K-13 winch launched directly into wave, insisted on a 3000ft aerotow. He was happy with 11 500ft but could have gained Gold height straight off the wire!
B.L.

HEREFORDSHIRE (Shobdon Airfield)
The surge of activity continues. Alex Chappell flew 70km for Silver distance to Bidford and soared the local hills until dusk from his aerotow retrieve. Charles Boutcher completed an O/R to Bidford, a real scratch taking 5hrs. We are planning another wave week in March.
R.P.



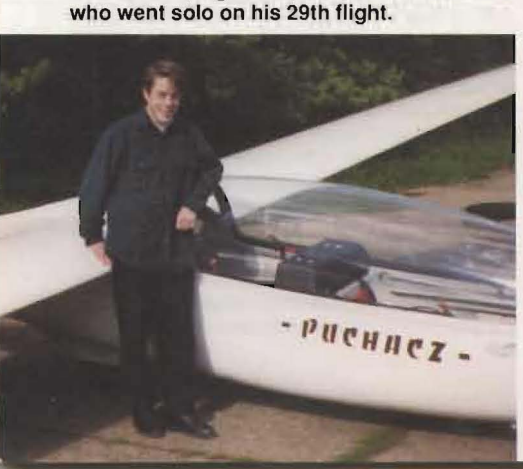
Some of Dartmoor GC's older members, l to r, Frank May (70), Tom Richards (65), Peter Rogers (72), Phil Brett (71 and DCFI) and Dick Toop (75) giving their total ages as 353.



Kay Whittaker of Derby & Lancs GC photographed after her 16th birthday solo with her instructor Dave Salmon (CFI) and, far right, her father Alan.



Above: Bob Adams photographed the weathervane on the Essex & Suffolk GC's new clubhouse at Wormingford. Below: Robin Kirk, aged 16, of Buckminster GC who went solo on his 29th flight.





An elated Angus Glen of Shalbourne Soaring Society after going solo.



A view of the grid at Pocklington during Wolds GC's Two-Seater Comp. Photo: Jim Hird.



Above: John Kitchen (l) and Nigel Bartle after a field landing in the Bocian during the Two-seater Comp. Below: Andy Holmes of the Midland GC who was sent solo on his 16th birthday by CFI Chris Harris on the left.



HIGHLAND (Easteron Airfield)
Our open day was very successful with beautiful weather. We had lots of visitors and many had trial lessons resulting in quite a few full members. One visitor was a founder member of the pre-war Elgin GC, Sandy Martin. We had a balloon race with one balloon reaching Norwich and £100 was donated to Cancer Research.

Teresa Bruce-Jones has an AEI rating. With poor weather we only had two flying days during our October week, but Mark Whittaker (Fulmar GC) gained 5hrs. We were grateful to Fulmer for their tug.
A.G.V.

ISLANDERS (Jurby, Isle of Man)
We continue to grow steadily and the K-2 has been kept busy. Ralph Furness, Brian Goodspeed and John Richman have resoloed. We now have a Skylark 3F and an Auster tug.

A speculative expedition to a hill site in August produced some soaring but the tug has obviated the need to look further for the time being.

Many in the UK have been helpful and supportive such as Malcolm Gay who found and vetted our winch and two-seater and flew the tug over to us on a long and tiring trip.

Our secretary's tel No. is 01624 816550.
B.G.

KENT (Challock)
During our annual task week, the brothers Moulang won League 1 in their ASH-25, whilst the other League was won by the club K-13 flown by Mike Miller. Caroline Whitbread has a Gold badge; John Northern a Silver badge; Graham Drury and Bob Shallcrass have AEI ratings as well as a Diamond goal for Graham.
A.R.V.

LAKES (Walney Airfield)
Through a stroke of good luck we now have a new clubhouse to replace the old one which was nearing the end of its life. It is exceptionally well equipped with the prospect of a licensed bar. The grand opening party is November 5. Roger Copley and Graham Welch flew their 5hrs at the Long Mynd.
A.D.

LASHAM (Lasham Airfield)
We are delighted to welcome Graham McAndrew as our new CFI. Many thanks to "Phil" Philips for combining the posts of manager and CFI over the summer. We have had two successful events - the International Vintage Glider Rally (directed by Colin Street), and the Junior Class Nationals (directed by Paul Davis). Chris Lovell has completed two declared 500km flights.

Surrey & Hants GC had a fruitful cross-country season with six Silver distances, two 100km diplomas and two 300km Gold distances. There were 29 100km, ten 200km and eight 300km flights in club gliders.

A very well attended thanksgiving service for the life of Hilary Trice was in September with a tribute by Bill Scull. Hilary was widely recognised as a superb aerobatic pilot in both power and gliders. Her lively determined personality will be greatly missed by her family and friends.
A.M.S.

LINCOLNSHIRE (Strubby Airfield)
We again invaded the Wolds Two-seater Comp with John Kitchen and Steve (team captain) Crozier sharing the flying in our Bocian. The lads did well and several members experienced the joys of cross-country flying. Jim Evans has completed his Silver badge with a distance flight to Kirton Lindsey. He then took another winch launch and flew back. Patricia Ridger has gone solo, the last of our rapidly growing group of female members to do so. Finally on a very sad note we have lost Reg and Jack over the last couple of months.
R.G.S.

Obituaries - Reg Brown
Reg was a village blacksmith by trade. When he heard that a gliding club was forming on Strubby Airfield he made sure that he was in it as a founder member. He knew the airfield well having served there during its time as an RAF airfield.

When not flying his Oly 463, Reg could be found driving the winch. As No. 1 winchman he was at the business end for many a first solo. Eventually failing health forced him to give up winching. Reg, undaunted, made himself a new niche at the launch point in his car, logging, signalling and doing air traffic control all at the same time. Allied to this his skill as a metal worker has come to our rescue on many occasions.

Though no one is indispensible, Reg was almost. We will miss him.

John (Jack) Taylor
Jack had been a member for only about a year when he collapsed on the airfield and died shortly afterwards. He had recently gone solo, a great thrill for him. Always on the airfield early, Jack was a cheerful and enthusiastic clubman.

At his family's request his ashes have been scattered over the airfield. He will remain with us always.
Richard Skerry

MENDIP (Halesland Airfield)
Daryl Mansbridge has Silver distance to complete his badge; Mick Longhurst UK diploma; Lawrence Anderson 5hrs; Chris Crabb Gold distance and Diamond goal; Kirstie Turner has a PPLA and Peter Turner is an examiner for restricted motor glider instructor ratings.

We came 2nd in the South-West Inter-Club League with the fourth meet at Halesland producing an all time club record of 4360km over the weekend. The best day was Sunday when 2968km were flown. This was a good result after missing one day of competition.

Our last open day went reasonably well given the inclement weather.

The diesel winch is being refurbished and should be back to launch our new acquisition, a K-18, on November 5. We hope there will be another motor glider (Falke) syndicate in the new year.
G.W-S.

MIDLAND (Long Mynd)
I record with sadness the death of Ken Markham, a much loved member.

We had a tremendous weekend on August 13-14 for our 60th anniversary. This was ably organised by Denise Hughes, the high point being the magnificent party on the Saturday evening held in the clubhouse and specially decorated hangar. Two hundred and forty guests enjoyed a meal from Liz Platt's kitchen, and music was provided by a superb brass band. Much fun was had and there was lots of flying in good weather as well.

Andy Holmes (on his 16th birthday), C. Oakes, Robert Rutherford, Steve Taylor, John Turner and Mike Woolley have soloed. Stephen Lewis and Marcus Rowson have Bronze badges. Silver height and durations were gained by R. Copley and George Crawford. Gill Reeman, G. Welch and Jon Welch gained durations. John Lewis has completed his Silver with the distance.
A.R.P.

Obituary - Ken Markham
Ken Markham was tragically killed in a gliding accident on Friday, August 26, at Preston Wynne near Hereford in his beloved Discus. Ken was always interested in flying and had a collection of radio controlled gliders. He originally learned to fly with the Surrey Hills GC before joining the Midland GC in July 1986. His love of gliding was evident to us all, as was his lovely sense of humour and kindness to all his friends at the Mynd.

He was very proud of the fact that he was a Londoner and never lost his accent. He fell in love with the Mynd and deliberately chose to live and work in Shrewsbury so he was near at hand. Ken was a keen member of the evening courses some years ago and caused much amusement during his aerotow training. On one occasion he towed to 5000ft as he thought he had to wait until the tug waved him off before he could release.

On another he thought he saw the tug rock its wings and pulled off promptly at about 500ft. Paul Fowler says he still remembers sitting in the back trying to push the yellow knob back in to hang on to the tow rope!

Ken will be sadly missed by us all and we send our deepest sympathy to Jean, Hilary and Andrew on their tragic loss.
Chris Harris (CFI)

NENE VALLEY (RAF Upwood)
We had bad weather for our task week but still managed some good gliding. Gary Johnson flew the first 300km from our site for Diamond goal followed by Roger Morrisroe in the same Std Cirrus on the next day.

Al Mellor has part 1 of the UK diploma; Dave Hubbard and Gareth Cherriman Silver distance with Silver heights for Ted Dickerson, Dave Mansfield, Brian Palmer, Frank Locke and Roger Thorogood.

Clive Winn was one of the first for many years to go solo in the T-21 and John Young completed two 100kms in a K-7 with a student on the same day. There were numerous dual cross-countries incorporating training in map reading and soaring. John Young has his full Cat rating and Nigel Perry an assistant Cat rating.

Our weekend at RAF Cranwell gave members a chance to get some different types in their logbooks.

We are now in our new clubrooms and celebrated with a successful barbecue.
R.T.

NORFOLK (Tibenham)
The autumn task week was most enjoyable. Alf Warminger is still holding off the competition at 74 years of age. The Anglia TV cup weekend was won by Cambridge University GC.

We hosted ten veterans of the disastrous Kassel war-time raid when they re-visited their old base in September, 50 years later.

An instructors' course was held at Tibenham and Mark Manning and Brian Kennard have become assistant instructors. Ray Hart, Jeffrey Langburg and Malcolm Stoodley have Diamond goals (Malcolm's in Spain) and Neale Banks, John Herring and Tim Davies Silver distances. Neale and Tim did theirs on the same day and were both retrieved by Steve and Jackie Bradford - no mean feat as they had flown in opposite directions.
B.W.

Obituary - Mike Harvey
It is with great sadness that we report the tragic death of Mike Harvey from a heart attack while flying.

Previously an RAF pilot and instructor and a flying instructor with CSE Oxford, he started gliding with us in 1982. In recent years, the purchase of a Marina had led him to pursue his other love, water-sports.

His return, full of enthusiasm for flying, in the spring of this year was welcomed by all his friends old and new. Our deep sympathy goes to his wife, Jane.
Roy Woodhouse

OXFORD (Weston on the Green)
Nicola Field, Steve McCurdy and Nick Bown have gone solo. Peter Awcock and Chris Woodcock completed their Siver badges with 5hr flights and Peter Turner has Silver height. One of our 1950s members, Richard Carter, was persuaded by his syndicate partners that it was about time he flew Silver distance which he did with a flight to HusBos.

Andy Butterfield completed his Diamond goal in the K-6E and Chris Emson (Std Cirrus) flew Diamond distance on the last day of the Standard Class Nationals. On the same day that he flew 500km last year, Phil Hawkins (Mini Nimbus) did it again this year.

We again reached the final of the Inter-Club League and although we weren't in the first three we didn't disgrace ourselves.
F.B.

PETERBOROUGH & SPALDING (Crowland Airfield)
We hosted the Inter-Club League in August with good weather allowing tasks up to 280km. We also entered the Anglia TV trophy weekend at Tibenham where Andy Griffiths won the Novice Class and came 3rd overall in his Skylark 3.

Snoopy has also completed a return journey to Tibenham, being rescued in record time by Trevor Nash in his Std Foka at an actual speed of 103km/h. Trevor also has an AEI rating and Roger Gretton and Steve Turner have become instructors.

Les Rigby completed his Silver with a 5hrs and Jonathan Sugden gained Silver height. Manuel Williamson has a Bronze badge and Adam Laws both Bronze legs two months after going solo. Tony Fidler flew his Libelle 230km to Talgarth to have his vario repaired - we still wonder why the vario needed attention!

We wish Norman Brown, who has been in hospital, a speedy recovery.
G.E.W.

PHOENIX (RAF Brüggen)
Obituary - John Gee
It is with great sadness that we announce the tragic death of John Gee in March.

It can be said in truth that gliding was a major part of his life and that his crash shocked us all. John was one of Phoenix GC's civilian members. He had served 22 years with the RAF and finally settled in Germany with his wife Kathe, his three children and grandchildren.

He was always on the airfield doing some important job that no one else had thought of. Five months later we are still finding jobs that have to be done that John did without prompting or recognition. He was loved by us all and it will take a long time for the wounds of our loss to heal. We send our condolences to his family.
Martin Clegg

PORTSMOUTH NAVAL (Lee on Solent)
Geoff Clark was our first member in 20 years to fly Diamond goal from this site.

We had a highly successful end of summer course producing solo pilots: David Drain, Alistair Horton, William Elles, Kieran Murray, James Astor, Chris Moore, Robert Curry, Richard Shepherd, Jessica Coryton, Charles Field, Vicky Matthews, John Young and Kirsty Leighton.

We were represented in the Inter-Services Regionals by Martin Henneghan, Ken Stephenson, John Bradbury, Steve Micklewright, Tony World, Nigel Gilkes and Pete Pengilly who won the Goodhart trophy.

We have an expedition to Aboyne in October. Our winch master, Ken Stephenson, has started work on our third winch.
J.P.

RATTLESDEN (Rattlesden Airfield)
Mark Taylor gained Diamond distance to become our first member with all three Diamonds. Kay Lee flew Gold distance/Diamond goal; Ian Smith and Ian Hembling have soloed; Keven King, Andy Page, Ian Macro and Pat Gold have Bronze badges and David Simpson his Silver.

Members are now regularly achieving 300km. After many years of dedicated service John Barnes has retired as an assistant instructor. His quiet manner and professional approach to flying has been valued by many new members. We all wish him many happy hours of solo flying in his own glider.
M.E.

SACKVILLE (Risley)
Lots of cross-country kilometres were flown in a good soaring summer with Jonathan Bailey, Lesley Wright and Howard Mason going solo. Ann Fewtrell, Dian McDonald-Smith, Nigel Cowley and Dave Mole have Bronze badges. There are autumn expeditions to Lleweni Parc and Aboyne.
D.C.W.

SCOTTISH (Portmoak Airfield)
Richard Allcoat won his Class in the Northern Regionals. The winter started early with a vengence on September 16 when Ian Trotter flew to 22 000ft for Diamond height. The next day Kevin Hook, Mike Edwards and Mike Carruthers flew 300km for Diamond goal. David McLellan, aged 16, has flown Silver distance.

Our evening courses were very productive with many solos and Bronze badges. A special thanks to Colin Hamilton who has retired as DCFI after many years' of hard work. Our southern friends are here wave hunting and we have our first K-21. Any offers for the existing fleet?
G.S.G.

SHALBOURNE (Rivar Hill)
The task week weather was not kind although members were able to do some flying as well as socialising! We are using a second winch while Geoff Nicholls overhauls our hard-working Tost winch.

Jenny Cook and Angus Glen have gone solo, Angus flying for 1hr on his fourth solo flight for a Bronze leg. Martin Hoskins also has a Bronze leg; Bill Cook completed his Gold badge with a 300km Diamond goal flight and Chris Dearman flew Silver distance for his Silver. Dave Owen (Cirrus) came 2nd in the Cambridge Regionals.
J.R.

SHENINGTON (Shenington Airfield)
We came 2nd in our region of the Inter-Club League on our first attempt. Mark Hampson, Sheila James and Mark Evens have Bronze badges with Silver height for Mark; Brenda Glover has Silver distance and Arthur Carpenter has a PPLSLMG.

CFI duties are shared between Paul Gibbs (weekends) and Mike Cuming (week days) The winch now has an enclosed cab, we will have winter courses and Saturday evening lectures.
T.G.W.

SOUTH WALES (Usk)
Geoff Williams, Paul Ridghill and Ian Helme have gone solo, Ian rapidly followed it with a Bronze leg. Rod Weaver flew 300km and Greg Scott is a full Cat instructor.

A BGA cross-country course, despite being held in September, produced some cross-countries and a number of wave flights. On October 8 we celebrated 25 years at this site with a party for members past and present.
M.P.W.

SOUTHDOWN (Parham)
We have had an active autumn with visits to Husbands Bosworth and Sutton Bank and the Shoreham Air Display where our Foka 5 attracted a lot of attention.

The 12m Federov Me7 was test flown by our technical manager Peter Wells. (See article in this issue.) Guy Westgate was 1st in the Junior Nationals, 3rd in the National Aerobatic Championships' Intermediate Class and gained Diamond height at Aboyne.

Excellent soaring weather late in the season gave a number of cross-countries including a 500km for Paul Fritch, with a Diamond distance for Michel Carnet and Silver distance for Trevor Miller. We played a full part in the Storrington

Festival and if the constant stream of visitors to our airfield is significant, than we should have plenty of recruits for years to come.
P.J.H.

STAFFORDSHIRE (Seighford)
The club has had its best season in many years. More hours have been flown and more tasks and badge flights have been completed than every before.

Of recent achievements Peter Wills has reactivated his instructor's rating; Graham Bowes and Chris Bee have Silver badges and Philip Ware and Neil Craddock Silver height.

We had indifferent weather for the August task week but it was enjoyable. The grass is growing well on the new aerotow strip and should be in operation early in the new year. We have an October wave expedition to Borders GC and the annual dinner-dance on December 2.
I.G.P.M.

Obituary - Alan Davies
We are sad to report that Alan Davies who joined us from the Avro GC died on October 5 after a short illness. Alan joined the Avro Aero Club at Woodford as a power pilot. In 1989 he soloed in gliders and when Woodford was closed for gliding he moved to Camphill.

When Avro joined with the Staffordshire GC Alan moved to Seighford where he was particularly active in motor glider operations. He held a Bronze badge and PPL with IMC and night ratings. Alan is survived by his wife Marjorie and their three children.
Ian Martin

THE SOARING CENTRE (Husbands Bosworth)
We look back on an excellent year in which we competed in all the Nationals and Regionals with great success.

Jamie Cartwright has gone solo and Roger Goodman, our tug master, is tugging in South Africa for the winter at Brian Spreckley's operation. The Crabb brothers will soon have an LS-8 and Iain Freestone has a Discus. There were numerous first 300 and 500km flights and hardly a week went by without somebody on a course going solo.

We have wave expeditions to Lleweni Parc and Feshiebridge. Again we have weekend courses in aerobatics, cloud flying and aerotowing. Our Sport Vega is for sale and the Pegasus, Discus and a Puchacz are based at Dishforth for the winter.
T.W.

ULSTER (Bellarena)
Nine members of the London GC defied a lousy forecast to come over for an autumn long weekend and were rewarded by some excellent ridge lift, reasonable wave and two great evenings. We hope for many more such visits in 1995; have offered to host the National Vintage Rally and, at press time, anxiously awaited the VGC's response.

By the end of September we had equalled the launch figure for the whole of 1993.

Fred Parkhill's son David was in France on his 16th birthday so he soloed on the first flying day after his return. Trevor Busby and Harry Boyle gained their 100km diplomas while Alan McKillen and William McNair later went to HusBos to become full Cats.
R.R.R.

VALE OF WHITE HORSE (Sandhill Farm)
Our annual trip was to Denbigh, taking the club K-13 and K-18 with some experiencing ridge and wave soaring for the first time.

Steve Parsonage and Hugh Young took the club K-13 on an O/R to Lasham. Simon Renfry has his Bronze badge, Graham Turner Silver badge and Jonathan Huband Silver distance. Hugh Young has soloed and Ed Foggin has resoloed after a 16 year gap. Mike, Pauline and 16 year- old David Leach are keeping it in the family by all achieving their Silver badges.
A.J.W.

VECTIS (Isle of Wight, Bembridge)
Tony Downer and James Coleham have soloed, James after just 26 launches having joined on the June open day. We had another good response for the August Bank Holiday open days from both Islanders and visitors and both events have increased our membership. We were helped again by Portsmouth Naval GC who provided us with another two-seater and instructors. It is thanks to Dave Wadham, Tom Edwards and Chris Jolly this is a success.

The expeditions to Thouars, France and Husbands Bosworth were a great success with John Kenny, Alastair McLean and Jenny Stewart having good cross-country flights along the Loire Valley and Jim Britton, John Leonard and Malcolm Huddart doing likewise in the Midlands. John Leonard completed a leg of the UK diploma and Malcolm Huddart completed his Silver badge in a week flying a K-6E.
M.J.H.

WOLDS (Pocklington)
We have flown more than 22 000kms which is probably the most ever in a year, which shows the drive for more cross-country flying is working.

Jon Smith, Tony Spirling, Mike Fox, Bob Fox, Brian Stott and Alan McWhirter have entered competitions with Bob Kirbitson, Chris Price (CFI), Roy Kirk and John Norman taking part in our Two-seater Comp which went well (see report this issue).

Dave Bowes has Diamond goal and Bob Walker has soloed.

The trip to France was very successful, with Tony Frazier, Colin Milner and John Paskins flying 300kms.
M.K.

WREKIN (RAF Cosford)
The last two months have been very productive with Paul Linney, Alan Jacobs, Roxy Taylor, Dennis Maddocks and Bob Beale going solo. Tiffany Rolfe (BGA mole) and Bob Whilley have resoloed. Paul Linney, Dave Hayward and Chris Enmarch have a Bronze leg and Steve Wright a Bronze badge.

Neil Withers completed his Silver with a height and distance leg after 20 years and 1500hrs gliding with the ATC. Unfortunately our hosting of the Inter-Club League was unsuccessful due to poor weather.
I.C.

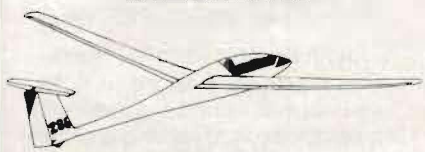
YORK (Rufforth Airfield)
Although late summer was a mixed bag weatherwise, Gilly Rakusen, Bill Sage, Melvyn Mason and Jay Smith flew Silver distances. A week later Jay got his UK diploma. Alan Wrigley and Andy Todd also managed 100km; Howard McDermott-Row and Tom Stoker flew 300kms, John Ellis and Bob McLean took their DG-500M 418km, Mark Boyle flew a 500km in Spain.

Paul Isherwood and Dave Wakefield went solo, Dave then flying a Bronze leg on each successvie Sunday.
H.McD-R.

YORKSHIRE (Sutton Bank)
We've finished the season with a record number of 300 and 500km flights and autumn wave has brought flights of over 17 000ft and cross-countries in excess of 300km.

Stan Loynes has Silver distance and Mike Brook won the Cambridge Regionals' Club Class. Mike and David Watson have also become instructors.
C.L.

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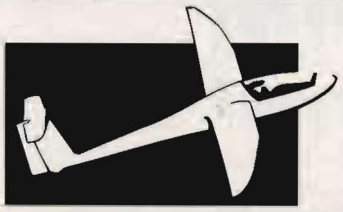
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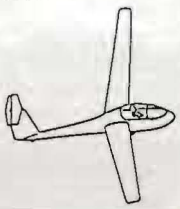
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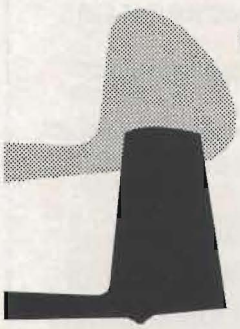
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REGIONALS' RESULTS

EASTERN REGIONALS – Tibenham, May 28 – June 5

Pos	Pilot	Glider	Day 1.28.5 113.2km ▲	Day 2.29.5 137.3km ▲	Day 3.30.5 303.4km ▲	Day 4.31.5 248.7km ▲	Day 5.5.6 165.7km	Total Points
1	Shelton, P. M.	Discus	101	731	824	845	800	3301
2	Wall, N. H.	Discus	101	812	782	959	780	3234
3	Fox, R. L.	Ventus B	333	642	752	833	611	3171
4	Bromwich, R. C.	LS-6	175	674	757	843	680	3129
5	Aknai, D.	Janus C	39	658	683	858	518	2756
6	Pike, M.	Discus	178	694	711	312	711	2606
7	Arthur, E. A.	ASW-20L	90	576	657	766	455	2544
8	Nash, S.	Ventus B	31	807	623	772	247	2280
9	Beringer, J.	Pegasus	92	608	707	126	542	2075
10	Warminger, A. H.	Ventus B	88	540	699		540	1867
11	Clowes, N. L.	ASW-20CL	88	308	581	824	54	1855
12	Hill, D., Sargeant, B.	LS-6C	82	697	192	833		1804
13	May, J. I.	LS-4	0	618	7	1000		1625
14	Rice, P.	K-21	124	543	242	234	184	1327
15	Tapson, B.	Janus C	194	220	157	294	223	1088
16	Holland, M., Thornhill, A.	Astir Twin	0	536	142	218	26	922
17	Hart, R. J.	Kestrel 19	229	504	4	104	54	895
18	Baldwin, P.	Astir CS	0	0	59	0	DNF	59
19	Ryland, P.	IS-28B	0	0	15	DNF	DNF	15
20	Helliwell, M.	IS-28B	0	0	0	0	0	0

BOOKER REGIONALS – June 11-19

Single Class

Pos	Pilot	Glider	Day 1.11.6 144km polygon	Day 2.12.6 197km ▲	Day 3.13.6 262km ▲	Day 4.14.6 205km ▲	Day 5.15.6 102km ▲	Day 6.1.6 212km polygon	Day 7.17.6 252km polygon	Total Points
1	Stone, A.	Ventus A	864	975	750	912	446	747	610	5304
2	Bird, M.	ASW-22	647	957	763	950	419	698	606	5040
3	Brice, P., Aspland, W.	ASW-24	771	962	842	958	314	842	93	4783
4	White, S.	LS-7WL	663	977	840	272	434	810	632	4628
5	Warren, J., Morris, B.	LS-7WL	633	938	695	630	0	834	213	3943
6	McCoshim, J.	Pegasus	465	722	680	267	306	755	493	3688
7	Thompson, R.	Vega	0	801	778	693	432	663	220	3587
8	Hegner, A.	ASW-24	670	961	102	630	0	831	0	3194
9	Angell, J.	Discus	644	227	768	480	495	175	0	2789
10	Byass, D.	Pegasus	80	889	0	DNF	487	793	350	2599
11	Lamb, D., Elgsas, S.	LS-4	705	297	93	439	0	391	342	2267
12	Allison, G., Mellor, P.	Pegasus	508	48	660	431	242	128	70	2087
13	Denne, J.	Discus BT	754	461	173	0	0	247	136	1771
14	Gliddon, D.	Junior	384	0	393	435	284	55	200	1761
15	Hughes, A.	ASW-19	286	408	375	369	0	0	145	1583
16	Hirst, A., Cooper, D.	Pegasus FW	237	295	83	192	0	0	0	807
17	Wells, P.	Discus BT	795	0	0	0	0	0	0	795
18	Smith, A.	ASW-15	0	59	110	385	0	0	76	630
19	Staff, D.	K-6E	143	0	244	236	0	0	0	622

BIDFORD REGIONALS – June 25 – July 3

Pos	Pilot	Glider	Day 1.25.6 121.8km ▲	Day 2.27.6 169.6km ■	Day 3.28.6 223.9km ▲	Day 4.29.6 165.8km ■	Day 5.30.6 329.7km ■	Day 6.1.7 147.8km ▲	Day 7.3.7 101.1km ▲	Total Points
1	King, P. A.	LS-7	438	0	923	747	978	975	601	4662
2	Hatton, A. P.	Nimbus 2C	482	51	901	831	1000	1000	0	4265
3	Evans, I.	Hornet	172	148	408	904	771	875	487	3765
4	Adlard, S.	LS-4	162	42	826	804	958	833	138	3763
5	Reid, A. G.	Mosquito B	73	333	349	596	786	725	459	3321
6	Tribe, A. D.	K-21	171	0	752	993	834	530	0	3280
7	Fack, R. J. H.	Discus BT	101	71	464	639	678	474	361	2788
8	Hertz-Smith, N. P.	Pegasus	39	182	605	390	795	22	487	2520
9	Ellis, J.	DG-500m	119	15	74	648	844	123	540	2363
10	Johnson, R.	DG-101	7	3	296	384	306	422	0	1418
11	Wright, N.	LS-6C	82	0	194	595	0	DNF	DNF	871
12	Fox, C.	Janus C	0	92	106	265	225	DNF	DNF	688
13	Bland, D. M.	LS-6B	420	16	125	0	DNF	DNF	DNF	561
14	Palmer, R.	ASW-20	25	DNF	DNF	DNF	DNF	DNF	DNF	25

MIDLAND REGIONALS – Husbands Bosworth, June 25 – July 3

Pos	Pilot	Glider	Day 1.25.6 141.1km ▲	Day 2.27.6 159.5km ▲	Day 3.28.6 216.2km ▲	Day 4.29.6 200.6km ▲	Day 5.30.6 511.1km 4 legs	Day 6.1.7 150.4km ▲	Total Points
1	Wilton, J.	Kestrel	263	521	989	777	981	860	4391
2	Murphy, T.	ASW-20	379	241	954	951	988	840	4353
3	Marsh, B.	ASW-24	3	244	943	1000	971	950	4111
4	Harvey, P.	ASW-22	257	301	958	685	926	872	3999
5	Booth, D.	DG-300	328	250	1000	687	953	780	3998
6	Fox, R. L	Ventus	144	518	914	894	913	785	3968
7	Gilbert, C.	Discus	102	301	899	741	931	892	3866
8	Fairston, B.	Ventus	200		921	777	1000	817	3715
9	Browne, R.	LS-6C	343*		543	734	993	899	3512
10	Hamilton, C.	ASH-25	276	197	810	702	747	731	3463
11	Corbett, C. G.	Ventus	170		882	660	934	715	3361
12	Scott, K.	Kestrel	304	228	983	347	932	333	3127
13	Langrick, J.	LS-4	82	250	53	915	971	669	3120
14	Ellis, R.	Discus	227	247	530	626	760	705	3095
15	Manwaring, A.	ASW-20	46	265	572	580	890	712	3065
16	Hindley, S.	LS-7	344	247	422	545	722	694	2974
17	Nash, J.	Ventus	358		556	682	946	375	2917
18	Pozerskis, F.	ASH-25	208	197	853	439	856	317	2870
19	Cheetham, H.	LS-7WL	189	244	157	232	984	830	2636
20	Woodhouse, C.	LS-6	99*		288	717	867	654*	2625
21	Wright, R.	Discus	160		358	525	895	287	2225
22	Freestone, I.	Glasflügel	218		352	884	377	271	2102
23	Eddie, A.	ASW-19	0	257	379	647	418	360	2061
24	Payne, K., Large, R.	Jantar	170	260	452	452	350	337	2021
25	Bastin, J.	Ventus	0		195	881	887	0*	1963
26	Meagher, M.	Pegasus	0	253	447	DNF	765	464	1929
27	Johnson, R.	Pegasus	343*	253	14	499	421	328	1858
28	Thomas, B.	Discus	0	247	347	602	375	222	1793
29	Reeves, K.	Astir	54	188	262	639	282	216	1641
30	Popika, J.	ASW-15	43	185	255	316	319	485	1603
31	Costin, M.	DG-400	148	181	831	174	195*	0	1529
32	Asquith, D.	Discus	0	221*	0	495	760	0	1476
33	Head, A.	ASW-19	0	223	DNF	DNF	DNF	DNF	223
34	Chantler, P.	Std Cirrus	0	0	DNF	DNF	DNF	DNF	0

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LASHAM REGIONALS – July 9-17

White Class

Pos	Pilot	Glider	Day 1.9.7 277.7km 4 legs	Day 2.11.7 268.9km 4 legs	Day 3.12.7 284.6km 4 legs	Day 4.14.7 380km 4 legs	Day 5.16.7 251.7km 4 legs	Day 6.17.7 207.8km 4 legs	Total Points
1	Dale, G. G.	ASW-17	1000	1000	1000	580	742	1000	5322
2	Burry, J.	LS-6c	761	942	808	35	900	898	4344
3	Bird, M.	ASW-22	957	754	388	575	926	687	4287
4	Innes, D.	Nimbus 3T	941	790	797	12	869	785	4194
5	Browning, T.	ASW-20	697	756	786	449	631	697	4016
6	Hurn, T.	Ventus	391	826	859	459	659	800	3994
7	Nash, S. R. Nash, J.	Ventus B	712	807	766	439	500	704	3928
8	Copeland, D. D.	Nimbus 2	674	661	809	461	606	702	3913
9	Jones, R.	Nimbus 4	708	847	348	557	667	716	3843
10	Short, C. J.	Nimbus 2BW	982	884	868	0	37	698	3469
11	Slater, T. W. Farthing, R.	ASH-25	575	795	814	14	606	657	3461
12	Webber, P. G.	Ventus	452	702	401	494	645	647	3341
13	Gardner, T. R.	Nimbus 3	446	674	818	42	636	528	3144
14	Pickering, K.	LAK-12	700	584	650	16	350	650	2950
15	Day, M. T.	Ventus CT	694	660	0	33	727	700	2814
16	Hoolahan, J. B.	ASW-20	599	600	708	0	21	474	2402
17	Jobar, S.	Nimbus 2B	96	676	795	341	0	200	2108
18	Watson, A. J. Metcalfe, P. J.	Mosquito B	589	291	471	25	0	541	1917
19	Williams, D. Swann, C.	Kestrel	463	667	56	62	16	636	1900
20	Parsons, R.	Ventus	459	564	106	367	16	251	1763
21	Harwood, H. K.	ASW-20F	127	762	376	43	DNF	177	1485
22	French, A.	ASW-22	691	0	DNF	DNF	DNF	DNF	691
23	Gardiner, T. I.	ASH-25	85	DNF	DNF	0	DNF	DNF	85
24	Cousins, R	ASW-20	0	DNF	0	0	DNF	DNF	0

Red Class

Pos	Pilot	Glider	Day 1.9.7 180.7km ▲	Day 2.10.7 106.1km O/R	Day 3.11.7 172.8km 4 legs	Day 4.12.7 301.4km 4 legs	Day 5.14.7 309.9km 4 legs	Day 6.16.7 184.1km O/R	Day 7.17.7 139.8km ▲	Total Points
1	Ward, O.	Discus	876	0	862	1000	306	495	838	4377
2	Marsh, B. C.	ASW-24	868	205	914	980	23	377	878	4245
3	Chaplin, B.	Pegasus	846	8	769	913	458	500	727	4221
4	Marczynski, Z.	SZD-55	645	208	805	544	363	488	822	3875
5	Murray, W. J.	Discus	349	208	672	991	267	329	867	3683
6	Piggott, A. D.	Astir	792	171	652	512	397	5	942	3471
7	Shelton, P. M.	Discus	737	6	535	970	407	15	796	3466
8	Ellner, J. P.	Discus	545	194	743	649	0	496	826	3453
9	Eade, D. J.	Discus	854	0	711	544	363	0	864	3336
10	Bradney, P. G.	Discus	853	0	689	599	333	14	794	3282
11	Bridges, R. C.	Discus	533	0	795	587	23	263	967	3168
12	Nicholson, B.	Acro Twin 3	521	0	728	725	33	16	971	2994
13	Healy, P.	ASW-19	201	0	739	996	26	0	883	2845
14	Enck, A. J.	K-6E	290	0	277	679	370	382	832	2830
15	Elgsas, S. Lamb, D.	LS-4	596	0	724	896	17	0	591	2824
16	Thomas, C.	Acro Twin 3	402	0	606	909	50	16	796	2779
17	à Court, J. W.	Discus	544	0	725	649	23	0	799	2740
18	Hill, S. E.	Pegasus	360	137	448	534	270	390	533	2672
19	Hyett, C.	DG-300	488	0	591	635	51	15	849	2629
20	Allison, D. W. K.	LS-4	760	0	0	986	24	30	807	2607
21	Riggott, N. MacDonald, G. D. E.	DG-101	591	9	250	880	184	0	665	2579
22	Dowding, M. Dowding, H.	K-21	478	0	579	786	48	33	643	2567
23	Lipscombe, T. M.	Astir CS	439	0	759	0	23	365	878	2464
24	Atkinson, J.	Libelle	401	0	487	686	13	0	669	2256
25	Davies, C. J.	K-6E	0	0	648	679	121	35	669	2155
26	Brown, V. L.	Std Cirrus	162	0	537	687	0	0	736	2122
27	Carnet, M. P.	Discus	193	0	694	603	38	0	582	2110
28	Sinclair, D. A.	Pegasus	360	0	459	603	25	0	586	2033
29	Strange, R.	ASW-24W	344	0	606	413	91	13	538	2005
30	Brooks, M. Garwood, M.	Pegasus	229	0	714	393	0	182	469	1987
31	Johnson, R.	Std Libelle	176	10	601	717	DNF	365	DNF	1869
32	Stewart, K.	Discus	162	0	691	520	23	69	DNF	1465
33	Mummery, S.	Pilatus	195	0	293	0	0	0	DNF	488

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NORTHERN REGIONALS – Sutton Bank, July 30 – August 7

DNF=did not fly *=penalty

Open Class

Pos	Pilot	Glider	Day 1.30.7 223km O/R	Day 2.2.8 141km ▲	Day 3.5.8 231km dog leg	Day 4 221km O/R	Total Points
1	Fox, R. W.	Ventus	944	887	943	725	3499
2	Blackmore, R. H. J.	ASH-25	915	664	871	790	3240
3	Taylor, J. R.	LS-6c	898	766	1000	517	3181
4	Hurd, P. L.	Vega	719	755	957	729	3160
5	Roberts, P. L.	Ventus BT	926	693	703	701	3023
6	Ell, S. R.	Nimbus 2c	628	744	889	645	2906
7	White, D. A.	Vega	463	753	899	755	2870
8	Armstrong, M.	DG-500	731	552	783	617	2683
9	Howes, N. J.	ASW-20FP	268	790	864	754	2676
10	Kalin, R.	Nimbus 3	449	725	738	751	2663
11	Davey, C. M.	Discus	167	802	854	789	2612
12	Hunt, S. J.	LS-7	739	837	862	0	2438
13	Stringer, M. G.	ASW-20CL	337	523	769	614	2243
14	May, J.	Janus C	937	0	657	648	2242
15	Sharp, D. J.	Kestrel 19	609	0	802	714	2125
16	Ramsden, P. McDermott-Row, H.	Kestrel 19	678	–	849	–	2114
17	Thackray, S. Parsonage, S. J.	ASW-20	–	581	–	18	2088
18	Rice, J. W.	Kestrel 19	471	591	325	0	1812
19	Ellis, J. Ketelaar, J.	DG-500M	171	666	809	0	1646
20	St Pierre, A. H. G.	DG-200	170	556	248	656	1630
21	Teagle, C.	Nimbus 2B	21	629	777	0	1427
22	Turner, P.	Kestrel	0	192	609	584	1385
23	Goodall, J. T. Goodall, T.	Diamant	103	–	586	0	1309
24	Wright, A. C.	Vega	196	256	79	0	531

Sport Class

Pos	Pilot	Glider	Day 1.30.7 167km O/R	Day 2.2.8 125km ▲	Day 3.5.8 195km O/R	Day 4.6.8 221km O/R	Total Points
1	Allcoat, R.	DG-300 Elan	675	897	953	819	3344
2	Tillett, N.	ASW-15B	647	845	917	892	3301
3	Marriott, R. J.	Cirrus	277	943	846	801	2867
4	Robson, D.	LS-4	229	954	925	612	2720
5	White, H. Mills, J.	Libelle	– 225	996 –	– 597	814 –	2632
6	Beardsley, G. Davis, K. G.	LS-4A	– 427	1000 –	– 480	696 –	2603
7	Morris, H. T.	K-6CR	264	905	660	732	2561
8	Pritchard, B. W.	Astir CS 77	234	996	509	643	2382
9	Wearing, G.	Open Cirrus	268	754	650	547	2219
10	Wood, M. J.	DG-300	240	198	847	850	2135
11	Clarke, N. A.	Pegasus	380	722	954	0	2056
12	Griffin, B. J.	DG-100	372	888	632	0	1892
=13	Peters, D.	Phoebus	213	557	280	581	1631
=13	Spirling, A.	Cobra	295	276	679	381	1631
15	Noad, S.	Discus B	198	679	675	0	1552
16	Fellis, M. A.	DG-100	135	844	538	2	1519
17	Stott, B.	SHK 1	66	256	637	481	1440
18	Webster, S. Baines, R.	Libelle	– 31	– 771	122 –	– 0	924
19	Fairman, M. C.	ASW-19B	0	628	208	0	836
20	Stephen, J. A. Davidson, J. W.	Puchacz	133 –	265 –	– 317	DNF	715

ROLEX WESTERN REGIONALS – Nympsfield, August 6-14

Pos	Pilot	Glider	Day 1.7.8 175.4km ▲	Day 2.8.8 302.1km ■	Day 3.9.8 109.4km ▲	Day 4.13.8 309.8km ▲	Day 5.14.8 406.2km ■	Total Points
1	Johnston, E. W.	LS-6A	838	762	550	1000	1000	4150
2	Alldis, C. J.	LS-4	753	699	437	758	943	3590
3	Morris, G. D.	ASW-20L	623	661	304	829	801	3218
4	Jordy, M.	ASW-20	713	341	408	802	923	3187
5	Housden, S. R.	ASW-19	626	500	356	860	763	3105
6	Parry, N.	LS-4	488	641	361	744*	834	3068
7	Merritt, K. R.	Kestrel 19	669	729	36	729	875	3038
8	Ferguson, S.	Mosquito	397	648*	403	713	825	2986
9	Clarke, C. J.	Vega 17L	509	692	361	640	733	2935
10	Smith, D. W.	Discus B	605	121	359	702	824	2611
11	Ward, P. J.	Discus B	590	123	358	797	672	2540
12	Parker, A.	Mosquito B	426	673	265	579	606	2467
13	Stuart, T.	LS-6C	365	81	447	677*	844	2414
14	Slater, T. W.	LS-4	778	123	290	596	272	2057
15	Roberts, D. G.	SF-34	579	0	367	608	439	1993
16	Smith, I. D.	Ventus B 15m	71*	75	246	812	779	1983
17	Wright, J.	Pegasus	394	463	196	502*	379	1934
18	Bateman, S. M.	SZD Junior	303	578	191	351	309	1732
19	Burgoyne, R. Clarke, R.	K-21	344	91	236	380*	248	1299
20	Szabo-Toth, G.	LS-3A	120*	0*	278	509	264	1171
21	O'Regan, A. J.	ASW-20F	577	134	392	DNF	DNF	1103

INTER-SERVICE REGIONALS – RAF Bicester, August 16-25

White Class

Pos	Pilot	Glider	Day 1.16.8 147.8km ■	Day 2.18.8 164.3km ▲	Day 3.19.8 165.1km ■	Day 4.20.8 400.1km polygon	Day 5.21.8 263.3km ■	Day 6.24.8 263.3km ■	Day 7 202.8km ■	Total Points
1	Weir, N.	Ventus C	301	770	674	688	1000	786	848	5067
2	Elliott, B.	Nimbus 3DT	513	714	554	537	862	889	718	4787
3	Jones, R.	Nimbus 4	507	0	800	843	919	409	812	4290
4	Rae, D. A.	LS-6C	297	594	646	542	941	580	381	3981
5	McLean, P.	Nimbus 2B	295	401	546	587	754	614	700	3888
6	Stewart, D. R.	Ventus B	334	846	764	614	811	260	0	3629
7	Garrity, A. J.	Ventus CT	326	556	618	1000	736	255	0	3491
8	Arnall, R.	Janus C	290	629	656	417	709	246	340	3287
9	Smith, I.	Janus C	290	479	403	519	681	200	471	3043
10	Marren, C. A.	DG-400	324	464	418	375	660	0	0	2241
11	Moules, K. A.	Kestrel 20M	149	0	558	463	576	0	0	1746
12	Harmer, P. M.	Nimbus 3DM	170	194	174	243	685	0	0	1466

Blue Class

Pos	Pilot	Glider	Day 1.16.8 108.7km ▲	Day 2.18.8 164.3km ▲	Day 3.19.8 122.4km ▲	Day 4.20.8 303.2km ■	Day 5.21.8 263.3km ■	Day 6.24.8 167.3km ■	Day 7.25.8 143km ▲	Total Points
1	Hallam, J.	Discus	515	841	616	847	1000	543	704	5066
2	Throssel, M. G.	Janus C	537	810	511	938	903	528	689	4916
3	Barker, K. D.	Discus	585	856	552	656	997	477	657	4780
4	Smith, E. R.	LS-4	515	808	465	800	996	294	599	4477
5	Arnold, J.	Discus WL	492	649	451	589	994	238	682	4095
6	Woodruffe, D. P.	Janus C	512	625	563	544	788	133	703	3868
7	Pike, M. I.	Discus	566	678	72	916	814	266	483	3795
8	Gordon, D. J.	Discus	313	659	385	847	690	0	700	3594
9	Gough, N. J.	Discus	359	381	565	727	245	458	602	3337
10	Dobson, J. B.	Janus C	58	800	509	706	779	0	478	3321
11	Tribe, A. D.	LS-7	265	435	503	640	806	532	0	3181
12	Pengilly, P. J.	Pegasus	204	701	373	562	615	0	605	3060
13	Stephenson, E. K.	Pegasus	128	657	372	562	627	250	412	3008
14	Kummetat, F.	ASW-19	548	616	550	466	543	0	211	2934
15	Passmore, N. J.	LS-4	312	685	399	492	757	19	227	2891
16	Evans, R. M.	Discus	31	680	433	547	835	266	44	2836
17	Ossedat, M.	Pegasus	204	608	395	271	822	0	489	2789
18	Dean, M.	Janus B	199	624	445	535	626	0	0	2429
19	Elliott, A.	Discus	0	432	527	208	624	0	576	2367
20	Richardson, J.	Discus	60	594	194	680	584	0	44	2156
21	Heneghan, M. J.	Discus	60	445	274	327	580	80	295	2061
22	Kirschner, M.	Vega	185	328	477	158	741	0	0	1889
23	Sherlock, C.	Discus	228	536	165	0	545	26	0	1500
24	Earnden, K. C.	Discus	194	497	118	117	543	0	0	1469
25	Matthews, G.	ASW-19B	132	287	250	136	425	0	166	1396
26	Smith, R.	Discus	194	680	507	0	0	0	0	1381
27	World, T. M.	Std Jantar	28	0	24	10	573	0	0	635

Red Class

Pos	Pilot	Glider	Day 1.16.8 85.9km ▲	Day 2.18.8 98.4km ▲	Day 3.19.8 106.3km ▲	Day 4.20.8 102.1km ▲	Day 5.21.8 154.8km ▲	Day 6.24.8 152.3km ■	Day 7.25.8 118.9km ▲	Total Points
1	Harris, T. D.	Astir CS	78	484	791	71	854	533	199	3010
2	Mitchell, T.	Acro	0	393	889	160	735	448	22	2647
3	Armstrong, P. W.	K-21	0	354	882	424	781	75	0	2516
4	Harkins, A. O.	K-21	30	369	794	152	695	332	0	2372
5	Marwaha, T. S.	SZD Junior	0	430	789	40	498	269	173	2199
6	Akerman, T.	Astir CS	24	380	829	68	661	0	209	2171
7	Pitchfork, G. R.	Std Cirrus	133	395	650	66	615	227	0	2086
8	MacKenzie, B.	Astir CS	0	490	773	68	701	0	48	2080
9	O'Fee, P.	Astir CS	24	355	626	135	507	0	165	1812
10	Coughlan, J. R.	Astir CS77	0	336	734	84	638	0	0	1792
11	Joynson, J.	Astir CS	0	158	116	415	501	189	0	1379
12	Knowles, M.	Astir CS	0	117	164	166	566	225	0	1238
13	Cooke, P. G.	K-21	0	221	0	0	648	237	0	1106
14	Gilkes, N. J.	Astir II	1	175	149	66	580	54	15	1040
15	Micklewright, S. Micklewright, J.	SZD Junior	0	378	0	166	270	0	173	987
16	Fox, R. W.	Astir CS77	0	355	0	110	518	0	0	983
17	Lamb, S. J.	K-23	30	0	870	0	0	48	0	948
18	Peck, J. D.	DG-100	23	299	0	136	459	0	0	917
19	Pengelly, M. A.	Astir CS77	0	0	164	134	503	0	0	801
20	Mason, A. D.	Astir	12	0	0	166	0	0	0	178



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CAMBRIDGE REGIONALS – Gransden Lodge, August 20-28

Club Class

Pos	Pilot	Glider	Day 1.20.8 249km ▲	Day 2.21.8 154km ▲	Day 3.22.8 140km O/R	Day 4.24.8 150km ▲	Day 5.26.8 230km ▲	Day 6.27.8 183km ■	Day 7.28.8 152km ▲	Day 8.29.8 192km ▲	Total Points
1	Brook, M. F	SHK 1	463	631	985	849	846	858	981	767	6380
2	Owen, D.	Cirrus	451	624	936	1000	856	993	812	609	6281
3	Atkin, P.	ASW-19	454	725	900	810	923	996	366	761	5935
4	Mee, M.	LS-4	542	623	594	733	851	768	769	779	5659
5	Dixon, R. H.	LS-4	598	772	782	797	432	687	740	757	5565
6	McCoshim, J.	Pegasus	414	514	853	834	816	624	610	717	5382
7	Welford, R.	Pegasus	164	553	850	834	717	742	900	612	5372
8	Baker, P.	Grob Twin 2	35		727			973		915	5338
	Baker, R.			737		375	788		788		
9	Darby, M.	LS-4	410	798	DNF	798	1000	986	352	923	5267
10	Smith, J.	Std Cirrus	214	668	886	871	686	680	375	857	5237
11	Witter, R. B.	Dart 17R	282	670	549	0	860	1000	915	890	5166
12	Weatherhead, A.	Std Cirrus	374	657	857	755	347	536	794	773	5093
=13	Maisonpierre, R.	Libelle 301		700		840		676		714	4637
	Sleigh, S.		172		682		749		104		
=13	Payne, K.	Std Jantar	195	632	817	151	793	601	721	727	4637
15	Popilka, J.	ASW-15	239	609	525	704	413	519	608	826	4443
16	Tolson, P.	FK-3	53	481	399	397	825	672	737	787	4351
17	Turner, R. N.	Libelle 201	175	605	701	464	371	538	728	562	4144
18	Longland, S. N.	K-6E		570	778		837		784		4090
	Slipper, T. W.		175			155		419		372	
19	Haley, V.	ASW-19	167	663	919	0	153	612	749	669	3932
20	Smithers, C. R.	Pegasus	164	129	421	820	311	612	823	576	3856
21	McWhirter, A.	Libelle 201	185	527	666	696	254	641	10	710	3689
22	Woollard, S. J.	Std Cirrus		492		683	812		720		3677
	Woollard, M. G.		172		103			641		54	
23	Babb, B.	Libelle 201	175	635	431	87	690	453	107	631	3209
24	Birch, J. T.	Pegasus		634		0		455	633		3201
	Birch, J. L.		189		99		466			725	
25	Johnson, R.	SB-5E	37	470	113	624	702	403	0	491	2840
26	Morris, J.	Phoebus 17C	5	323	448	338	389	276	649	302	2730
27	Langton, M. H.	ASW-19		693		174	136			364	1837
	Cornish, D. M.		66		0			343	61		
28	Garwood, M.	Pegasus	164	521	0	5	355	358	252	133	1788
29	Andrews, P.	IS-29D	186	486	0	0	0	465	201	448	1786

Sport Class

Pos	Pilot	Glider	Day 1.20.8 276km ■	Day 2.21.8 211km ▲	Day 3.22.8 166km ▲	Day 4.24.8 198km ▲	Day 5.26.8 252km ▲	Day 6.27.8 266km ■	Day 7.28.8 152km ▲	Day 8.29.8 282km ■	Total Points
1	Young, M. J.	Discus	900	1000	988	1000	856	1000	925	1000	7669
2	Starkey, C. G.	Ventus 15	877	829	1000	854	1000	870	901	953	7284
3	Crabb, S. J.	Discus WL	920	988	788	943	897	825	778	786	6925
4	Gardner, D.	LS-3A	867	906	966	703	914	910	641	843	6750
5	O'Regan, A.	ASW-20	862	883	768	719	872	811	992	814	6721
6	Crabb, P. G.	LS-7	563	997	848	728	897	805	1000	812	6450
7	Franks, H.	ASW-20	810	794	876	690	782	781	920	781	6434
8	Pentecost, R.	LS-6	878	854	880	652	935	847	292	950	6288
9	Welsh, S.	Kestrel 19		705		729		703		746	6140
	Gaunt, R.		854		732		839		832		
10	Browne, R.	LS-6c 17.5	158	841	783	705	888	844	992	745	5956
11	Croote, P.	Kestrel 19	468	787	894	646	548	836	800	845	5824
12	Redman, S. J.	LS-6	886	916	525	DNF	897	888	658	810	5580
13	Poskerskis, A.	LAK-12	590	812	796	705	770	770	247	712	5402
14	Poskerskis, F.	ASH-25	824	668	700	621	692	595	686	434	5220
15	Glazebrook, G.	Kestrel 19	520	774	415	646	737	849	472	525	4738
16	Sanderson, P.	Kestrel 19	149	690	766	735	349	584	803	656	4732
17	Freestone, I.	Glasflügal 304	484	781	510	769	121	548	797	699	4709
18	Knight, R.	LS-7WL	166	856	376	735	857	839	253	593	4675
19	Scott, K.	Kestrel 19	151	695	370	563	698	672	848	546	4543
20	Fairston, B.	Ventus 17.6	273	782	353	677	720	727	246	696	4474
21	Ellis, R.	Discus	158	614	424	800	319	555	899	388	4157
22	O'Donald, P.	LS-7	306	773	313	407	727	611	243	635	4015
23	Russell, M. C.	ASW-22					477	424	655	665	3965
	Snape, K.		122	423	655	544					
24	Baker, I.	Vega 17	290	632	345	656	91	735	290	485	3524
25	Bromwich, R.	LS-6c 17.5	430	809	DNF	DNF	DNF	800	605	724	3368
26	Falke, G.	ASW-20		0		548		227		630	2808
	Verdier, R.		0		316		272		815		
27	Thackray, S.	ASW-20	298	668	468	618	376	DNF	DNF	DNF	2428
28	Marks, P.	ASW-12 20m	19	DNF	719	25	563	600	283	126	2335
29	Ferguson, J.	Nimbus 2	145	241	0	256	0	63	DNF	DNF	705

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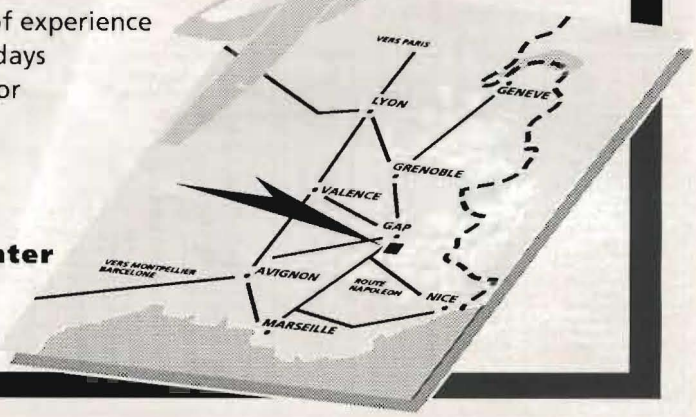
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DUNSTABLE REGIONALS – August 20-28

Gourmet Class

Pos	Pilot	Glider	Day 1.20.8 317.2km 4 legs	Day 2.21.8 220.1km 4 legs	Day 3.22.8 138.6km 4 legs	Day 4.24.8 134.3km 3 legs	Day 5.25.8 106.5km 2 legs	Day 6.26.8 211.9km 4 legs	Day 7.27.8 209.6km 3 legs	Day 8.28.8 187.3km 2 legs	Total Points
1	Reed, J. R.	ASW-20	818	911	564	753	227	912	843	916	5944
2	Jeffries, J. J.	K-21	847	918	522	786	356	817	791	771	5808
3	Brimfield, R.	Pegasus	894	777	222	767	243	864	927	926	5620
4	Lynn, S. R.	ASW-20L	814	820	604	260	360	903	713	935	5409
5	Payne, G. K.	ASW-20	884	929	169	98	255	1000	1000	975	5320
6	Newland-Smith, M.	ASW-20C	761	953	514	248	284	843	779	925	5307
7	Hutchings, A. R.	ASW-20C	924	841	0	275	223	880	867	1000	5010
8	Craig, G. W.	Ventus B	912	1000	0	484	181	885	949	324	4735
9	Birch, M.	K-6E	927	927	5	283	244	347	862	907	4502
10	Coles, T. Smith, G.	ASW-24	945	861	178	493	75	832	763	311	4458
11	French, A.	ASW-22	444	715	538	183	356	775	676	171	3858
12	Corbett, C. G. Marshall, J.	Ventus CT	451	892	0	84	62	784	595	854	3722
13	Spencer, J.	DG0-600	970	134	587	274	DNF	919	756	DNF	3640
14	Zeally, T. S.	ASW-24	451	548	178	290	203	821	717	414	3622
15	Danbury, A. Rackham, P.	ASW-15	654	629	222	258	256	248	422	888	3577
16	Dalrymple-Smith, J. Callen, J.	LAK-12	681	415	200	96	270	789	93	823	3376
17	Tillett, R.	ASW-15	587	704	83	113	160	137	591	440	2815
18	Stammel, P. Rupasina, C.	ASW-15	792	467	0	24	256	64	756	451	2810
19	Ward, R.	Mosquito	355	821	0	408	106	131	481	378	2680
20	Moore, G. Jones, B.	ASW-24	194	45	0	101	241	658	136	918	2293
21	Concannon, P.	Cirrus	764	474	0	218	0	186	480	0	2122
22	Lewis, P.	Libelle	0	573	0	94	98	257	617	0	1637
23	Bolton, M.	ASW-20L	174	364	0	89	18	561	159	0	1365
24	Roch, A. Sorace, C.	K-23	0	152	216	162	131	58	440	0	1159
25	Garfield, A. Cornelius, D.	K-21	199	358	0	0	0	358	165	9	1089




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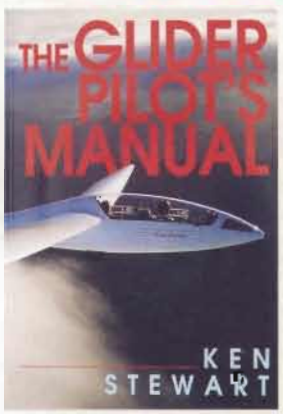
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