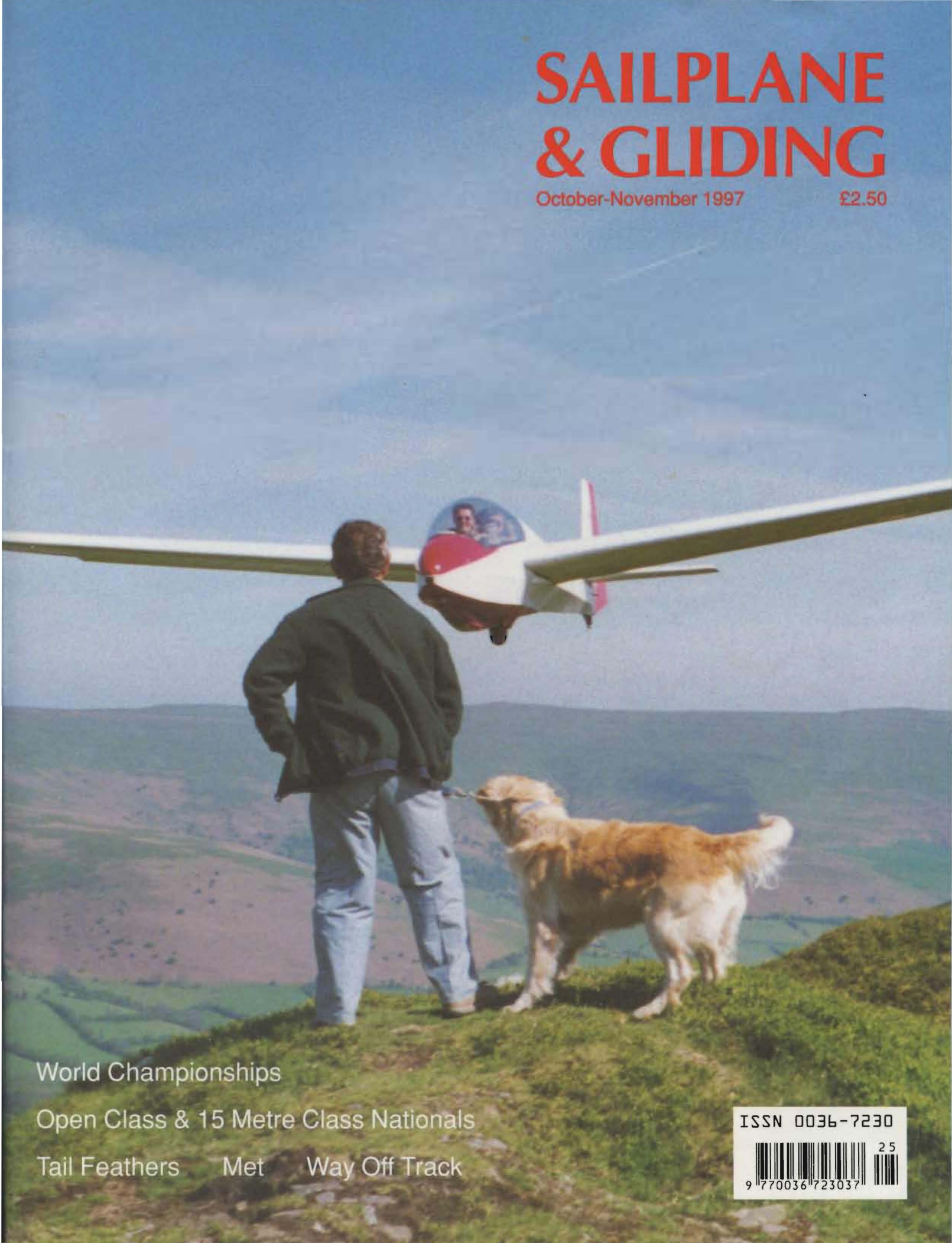
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October-November 1997
Volume XLVIII No. 5

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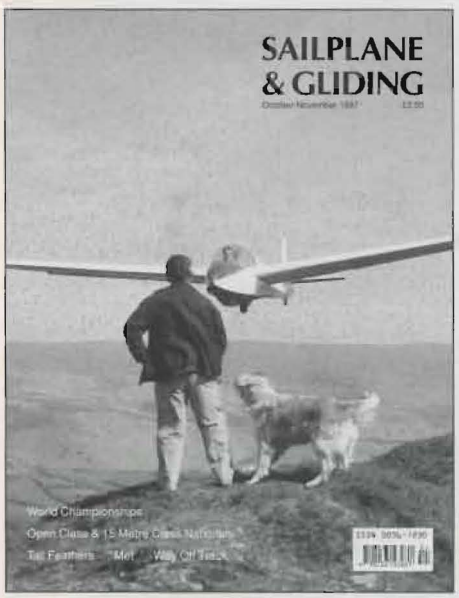
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C. Pollard

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Cover: Trevor Davies photographed Black Mountains GC's instructor, Nick Kelly, flying their K-13 near Talgarth, spurred on by fellow member Robbie Robertson and his dog Amber.

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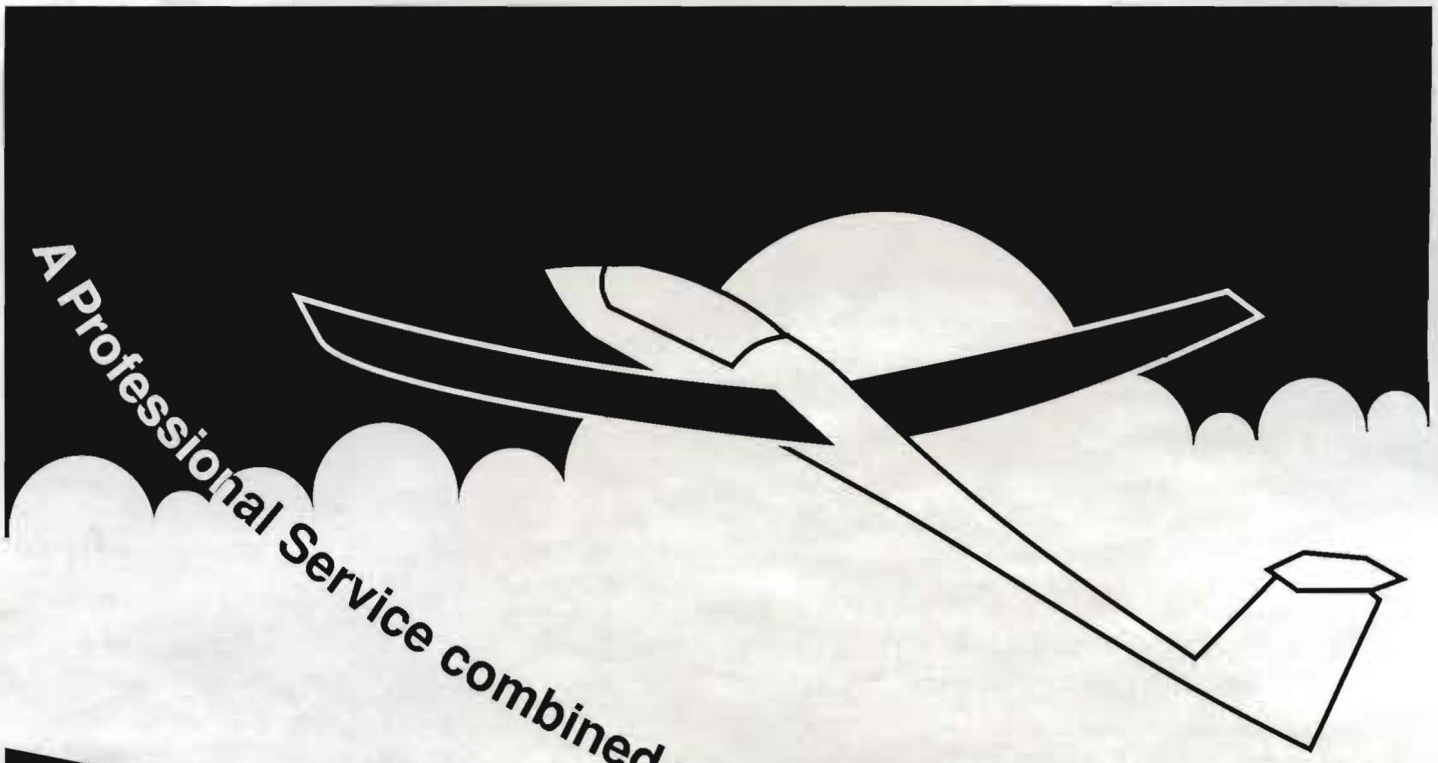
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YOUR LETTERS

"DROP-A-DAY" RULE

Dear Editor:

I was troubled to read of the "Drop-a-Day" rule in place for the Overseas Nationals. Not that the concept is bad - properly done, it could be an interesting innovation. But to implement this as "throw away the day on which you scored the fewest points" is surely wrong. The text of the rule refers to dropping the "worst day's score", yet Russell Cheetham was required to throw away a day that he won.

Can we agree that a pilot's worst day is the one on which he finished farthest out of Ist place (in points)? If so, the right way to "drop a day" is something like this: "At the end of the competition each pilot's total score will be increased by the largest difference between his daily score and the day winner's score."

JOHN GOOD, *Salem, New Hampshire, USA*

ROLLOCKING - WHY DO WE DO IT?

Dear Editor,

Having recently suffered the indignity of a rollocking by a petty official of a minor club for no good reason, I mused on just why we persist in doing it.

It doesn't appear to happen in similar sports. Sailing is an example. Perhaps it is because the early aviation training was a military one where rollocking (usually spelt with a B in the forces) was based on a rank system with all that that implies.

Well does it achieve anything? Usually not what was intended and often the complete opposite. I know an aviation minded university professor who was permanently disenchanted by the sport through being continually rollocked by a young slip of a girl whilst on a course.

In my opinion an instructor's ability appears to be inversely proportional to his use of rollocking as a training aid. Instructors with the ability of, say, Brian Spreckley never have to resort to it. For some of us it is a stated reason to become an instructor.

So come on chaps! Why not make your club a non-rollocking one with posters to advertise the fact? Ground any instructor who persists in this most stupid of tactics. Then we shall all be better able to enjoy this magnificent sport for what it is and should be.

DOUG EDWARDS, *Ferndown, Dorset*

TURNING PREFERENCES

Dear Editor,

This interesting topic, raised by Bert Barker in the last issue, p199, in relation to instructing, has turned up before in various contexts. Here are some observations around the subject, arising from letters in *New Scientist* in October and November 1995 and elsewhere:

- Horses tend to have a preference for left turns. Whether this is learned (riders generally get on from the left side) or physiological is not known.
- Horse riders kept to the left of the road to leave space on the right to wield swords, until the French Revolution. Then it didn't pay to behave like an aristocrat, so people kept to the right. Napoleon spread this rule across Europe.
- The starboard (right) side of a ship comes from steer-board, *ie* side on which the steering oar was mounted, as in Viking ships, "Brendan", gondolas etc. When the helmsman stood on the right it would make sense to keep left to get a better view of passing traffic - and repel boarders. How and when did the present rule become established? It is called 'the Rule of the Road at Sea".
- The rules of the air were framed in consultation with mariners, so their conventions regarding keeping right, significance of lights and giving way were adopted.
- Propeller-driven aircraft turn more easily one way because of torque reaction - usually left. This may condition power pilots but not those who have only flown gliders.
- The different functions of the left and right hemispheres of the brain may affect the issue.

ALAN SELF, *Staffordshire GC*

MORE ON THE FIRST GLIDING CLUB

Dear Editor,

Following on from the article by Jasper Merriam, June issue, p143, and the letter by Denis Hardwick in the last issue, p199, I would like to add that the site of what was probably the first gliding club, which operated from 1912 to 1914, was Amberley Mount on the South Downs and overlooks Parham Airfield, the present home of Southdown GC.

It was from this site on June 27, 1909, that Eric Gordon England flew for 58sec and rose 40ft in a glider designed and made by José Weiss and set an unofficial world record. Gordon England was then 17 years-old and later became chairman of the BGA.

JOAN CLOKE, *Haywards Heath, West Sussex*

(Joan has sent us a copy of the article mentioned by Denis, written in 1930, which we have reprinted on p271.)

GLIDING IN AMERICA

Dear Editor,

Like Neil, see the last issue, p215, I was working in America in 1994 and wanted to continue gliding. I had exactly the same experience as Neil and even flew at Woodbine.

However, it was very different last year in California where I did have to complete my "Biennial Flight Review". This consisted of a lengthy ground briefing and three check flights, one of which was a "non-accidental" wave off at 300ft! How things change! Prices, though, seem to be still very expensive.

SIMON KRONER, *Ashford, Middlesex*

THE WINCH LAUNCH ANSWER

Dear Editor,

Maybe you are aware that Cell-net, Orange and all the other mobile 'phone boys are scouring the country for sites for their transmission towers. So all we have to do is offer them a site on the airfield, at a reduced rate for one or two tiny modifications to their tower, *eg* the tower has to be 3000ft high with two 40ft arms at the top. Oh, and a baby one ton electric (pollution free) winch at the bottom.

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With the cheap cost of running electric winches and the off-set of the income for the tower rent, we could pay **you** £1/launch.

Cable breaks would be the same, but we could offer some really wicked stall practice by winching you up by the nose hook. One small point - it would be best to face away from the tower on release.

Just think how easy a tower would make it to find the airfield and we could hire it out to the parachutists when were not flying.

What are you waiting for?

BRECK MACEY, *Guildford, Surrey*

THEFT OF GPS UNITS

Dear Editor,

Regrettably, it seems that these rather desirable objects have a habit of growing legs on airfields. I would like to suggest a couple of possible ways of making them less attractive to thieves.

The first relies on the manufacturers and is an idea already being mooted for consumer goods in general. Add a PIN code (yes, another!) to the unit, without which it will only display the owner's name and postcode. This should make stolen units effectively unsaleable.

Alternatively, a central group (the BGA?) could maintain an index of serial numbers and owners, as notified by the original buyer. Prospective buyers of second-hand units could check this register - perhaps *via* a Web site - to see whether the unit had the provenance claimed for it.

CHRIS FOX, *Mold, Flintshire*

GLIDING AND CHARITIES

Dear Editor,

Alice Anson's heart is clearly in the right place and I commend her charitable instincts (last issue, p200). But I couldn't think of a better way for gliding to shoot itself in the foot than by raising funds for charity by virtually challenging people to take "sponsored" flights.

Alice cites parachuting and bungy jumping as two sports which help charities by offering sponsored jumps - in which the fearful and the timid are more or less shamed by their friends into making such jumps, or voluntarily demonstrate their *machismo*.

Both, of course, are perceived as "dangerous" sports and that helps their effectiveness in this particular form of fund raising.

But to pander to this perception and to promote gliding as dangerous would be a two-edged sword. It would certainly not make it any easier for anyone fighting local aviaphobes and nimbyists for planning permission for a gliding site.

I'm not suggesting the soaring community is any less charitable than any other group of sports people. We can just as effectively raise money for good causes by donating air experience flight vouchers to charitable auctions where they usually reach a very good price.

My own club did this recently and the flight - normally £25 with a month's temporary membership - was instantly snapped up by a benefactor for a staggering £500.

He much enjoyed the flight.

BOB RODWELL, *Ulster GC, Bellarena, Co Derry*

➡

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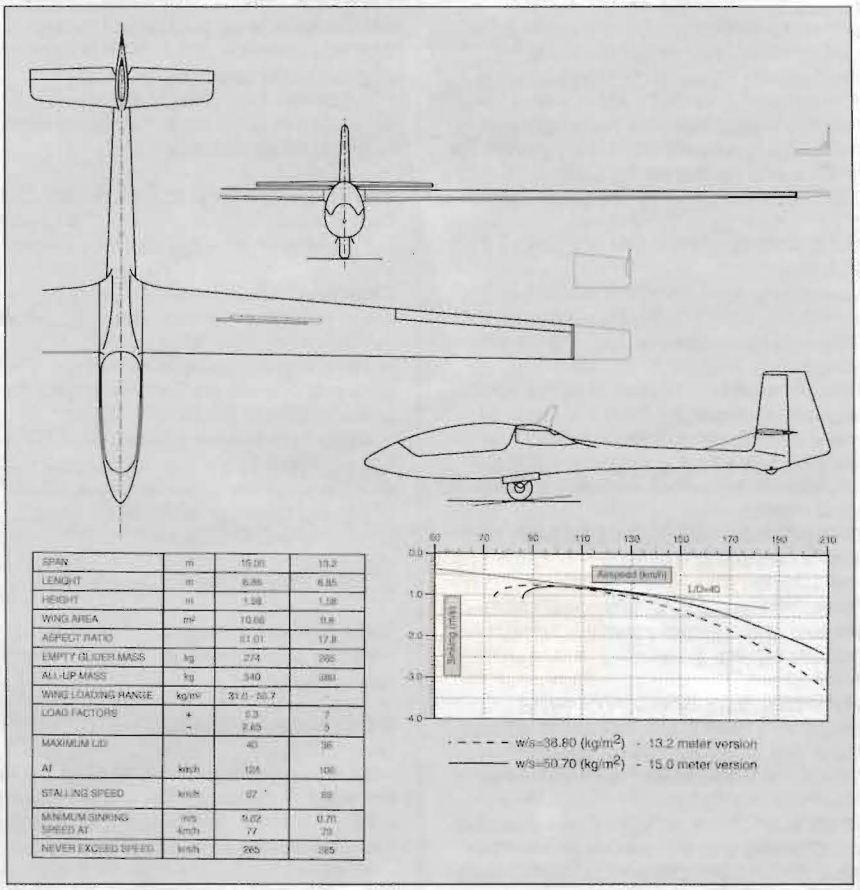
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CAMBRIDGE RECYCLES GLIDERS

Dear Editor,

Platypus does indeed exaggerate (last issue, p204) when he accuses the Cambridge Gliding Club of chucking gliders into the Irish Sea and the North Sea. It was the same *glider* both times. (He meant, of course, the old Cambridge University GC which became the Cambridge Gliding Club last year.)

He speculates that "Since the 1950s either 1) The C(U)GC has sobered up greatly **or** 2) They are more skilled at keeping their adventures out of the public eye **or** 3) The original bizarre stories were much exaggerated".

The truth is that 1) CGC is a very big, successful, and sober modern gliding club, but that 2) Former members of CUGC are still undertaking mountain expeditions in the old tradition, but indeed "out of the public eye" and 3) The original bizarre stories were not exaggerated.

The CUGC archive is in my care, and includes the pilot's report of the little Irish Sea incident. Since he is probably reading this, let him tell the story himself! I would be very happy to receive from old members any material relating to the pre-sober history of CUGC, either for copying or keeping. The archive will eventually be housed in the Cambridge University Library, and I hope to make it the basis of a full history one day.

Meanwhile, good luck to the Alan Purnell/Duncan Cumming thermal mapper which Platypus describes. (Incidentally, Alan was CUGC as well as Duncan.)

ANTHONY EDWARDS, *Gonville and Caius College, Cambridge, CB2 1TA*

(Platypus did indeed use the club's full name but conscientious editing removed the "U". Ed.)

THE FIRST FEW SECONDS

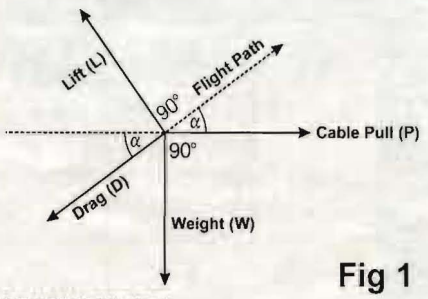
Dear Editor,

The above entitled article by "Charlie" in the June-July issue concludes that most cable breaks in the initial phases of launch are more likely to be due to forces induced by excessive rates of rotation than to rotation-induced drag.

While this is undoubtedly true, his analysis is somewhat fictitiously based on the concept of increased cable forces brought about by a rotation-induced increase in the **weight** of the glider. Weight, of course, being glider mass times the acceleration due to gravity, is constant throughout a launch. Weight also acts initially at right angles to cable pull, so cannot directly affect this.

While these facts do not invalidate the conclusion of Charlie's article – which has the advantages of being based on a pictorially presented analysis – the following is offered as an alternative account of the physical forces operative during launch.

Consider the forces acting on a glider during the initial stages of a cable launch when cable pull is roughly horizontal. Fig 1 shows these for a climb at an angle α to the horizontal.



Forces arrows not drawn to scale

Fig 1

Assuming, as does Charlie, that the glider has reached flying speed and that the horizontal velocity over ground is constant, while the vertical velocity is increasing in the climb, then resolution of the horizontal and vertical forces and the use of Newton's 2nd Law gives, at any time

$$P - (D \cos\alpha + L \sin\alpha) = 0$$

$$L \cos - (D \sin\alpha + W) = \frac{W}{g} f$$

where (W/g) is the mass of the glider and f is its vertical acceleration at that instant.

Eliminating L and solving for P yields

$$P = [D + W (1 + f/g) \sin\alpha]/\cos\alpha$$

and neglecting D = 5% weight at this stage

$$P \simeq W (1 + f/g) \tan\alpha$$

This equation shows, as Charlie states, that a vertical acceleration f = 0.5g (at constant α) would create a 50% increase in the load P imposed on the cable, thus possibly causing it – or the weak link – to fail. However, the increased load on the cable is caused by lift (induced by pulling back in the initial rotation) rather than due to any increase in the weight of the glider.

The vertical acceleration can be shown to be given by

$$f = \frac{V}{\cos^2\alpha}\left(\frac{d\alpha}{dt}\right)$$

where V is the forward launch speed and $(d\alpha/dt)$ is the rate of rotation*. Hence, the cable load can be expressed as

$$P = W \tan\alpha \left[1 + \frac{V}{g\cos^2\alpha}\left(\frac{d\alpha}{dt}\right)\right]$$

In this relation the term W tanα is the "static" cable load for an established steady climb. The bracketed term is the "dynamic" factor by which this static load is increased due to the upward acceleration of the glider on rotation – Charlie's accelerated weight. The dynamic factor depends strongly on the angle of climb α, as well as the rate of change of this in rotation – as Charlie also observes.

This analysis thus accords with Charlie's claim that his ski jump model, in which the rotation is done early at lower angles of climb and then relaxed, is less aggressive than the constant-rate launch; but heed his cautions on associated stall risks at low altitude.

*I am indebted to Charlie for this suggestion and for other comments on my analysis.

IAN HURLE, *Glyndwr Soaring Centre*

Charlie Goulthorpe replies: I am glad to have Ian's support for my conclusions, even though he has reservations about the way I reached them. I wanted to present the topic pictorially, without any maths other than some triangles of forces and velocities (which are much used in gliding). That approach has its limitations and no doubt the more rigorous way he puts the argument will be welcomed by many.

I hoped that pilots would make sense of the notion that weight changes under *g*. The sensation that weight increases when pulling *g* is a familiar one to them. But it seems I'm not to get away with it.

To be more precise, I should have said *apparent weight* or *load-factored weight* and Ian is right to take me to task on the point. Like Humpty Dumpty, "When I use a word, it means just what I choose it to mean..." ➡

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THE THIRD TREBLE TREES



Ian being congratulated after his solo flight at Fenland GC by CFI Martin Pyke.

Dear Editor,

My son Ian recently went solo and I am writing to ask your readers if the British gliding movement might have passed a milestone with this event. Ian is the third generation direct descendent glider pilot.

It all started with my father *Ray Stafford Allen who infected me with the bug and now I have infected Ian. I do not feel any guilt since it is so much fun! Are there any other British families who can match this?

PETER STAFFORD ALLEN, *Kings Lynn, Norfolk*

*(*Ray was the BGA chief technical officer for ten years until his sudden death in 1974. The family Comp No. is 333, hence Ian making it "treble trees".)*

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FLYING IN CANADA

Dear Editor,

I was most impressed by the article by Justin Wills in the last issue, p217, since I had had one of my most memorable flights from Golden in British Columbia. But I am much saddened by the postscript advising that Uwe Kleinhempel had been injured and Rocky Mountain Soaring shut down.

I hope this is only temporary as it would be disastrous if gliding access to the magnificent scenery and soaring opportunities in this area was restricted by the loss of the enthusiastic and friendly operation provided by Uwe.

As a postscript to Justin's article, Uwe's briefing before sending me off in his Pilatus B-4 was "Don't get out of range of the airfield - at the mountain level the peaks are jagged and unless you fancy landing on a glacier there is literally no where to land out.

"The floors of the steep sided valleys are not generally available since almost every inch is covered in trees. In an emergency you could try the highway, if you can find a stretch not filled with a fast travelling juggernaut timber truck, or you could try to find a shallow part of a river, but this also poses difficulties as one of the other major tourist attractions of the area is white water rafting."

BRIAN COLE-HAMILTON, *Glasgow*

We welcome your letters but please keep them as concise as possible and include your full name, address and tel/fax number. We reserve the right to edit and select but point out that the views expressed in letters and articles are not necessarily those held by the BGA.

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ANN WELCH

WAY BACK WORLDS - 1956 St YAN

Ann, who has been to most of the World Championships since the war, starts a series of looking back at some of the more memorable competitions with this story of their adventures in France, host of the 1997 contest, when she was team manager

Ever since World Championships restarted after WW11 they had been held in the country of the previous winner. At Camphill, in 1954, the Champion was French, Gerard Pierre, flying a Breguet 901 so, as expected, the world set off for France in 1956; to St Yan, near Paray-le Monial in the Massif Central.

As was normal at the time teams lived on the airfield, at St Yan in army tents, with good French food plus plenty of red wine in the restaurant marquee. Each table seated eight and was not served until full, thus encouraging a mix of competitors; in real terms Championships were much less expensive than they are today. In every way the town tried to welcome visitors, even to the local pottery making special glider decorated crockery for use throughout the event. The "informations" were also helpful:

- "A washing and ironing service is established...deposit the linen before ten hours. This linen will be sent back to you washed and ironed as you like it 48 hours after the depositing. A pressing service is forseen."
- "Buses will specially carry persons who want to go to church every Sunday."
- "The tow planes will follow a determinate way to lead to the glider at the letting-loose altitude. The glider will be let loose at the signal of the plane (flutterings)."
- "The competition will command workshops to mend cars or gliders...(They) will work during the night to supply...sailcloth, wood, stick and so on." We discovered the stick was glue!

The British team set off in shiny new cars lent by Standard and watched anxiously at the ferry terminal as the trailers with their precious contents were swung wildly in the air by cranes to be deposited as deck cargo - and equally wildly off again by French stevedores. It was a relief to finally bowl along the almost empty roads of France.

The Championships were flown in single-seater and two-seater classes. Philip Wills, 1952 World Champion, and Geoffrey "Steve" Stephenson, first to soar across the English Channel, would fly Skylark 3s while Nick Goodhart and Frank Foster would look after the Two-seater Class in the Slingsby Eagle B - known affectionately as Beagle.

Altogether there were 58 entries made up of gliders of a very wide performance range. Nineteen fifty-six was before the days of glass-fibre but a few designers were working hard to improve performance at higher speeds - even if their products were no longer so easy to plop down in little fields. The design leader at the time was Yugoslav Boris Cijan of Belgrade University, who was responsible for three very efficient gliders: the elegant Orao, the two-seater Kosava and the metal Meteor which, with L/D 40, was so good that it was still competing in World Championships 12 years later.

The Germans also had a new generation glider in the V-tail HKS, but at the other end of the performance range there was the Bergfalke, veteran Condor 4 and the L/D 25 Jaskolka. But for most pilots it was the enjoyment of competing and this was certainly the case for four countries entering for the first time - New Zealand (Dick Georgeson), Hungary, Japan and Turkey.

For towing the French provided 20 Stampes of the St Yan National Flying School, which got the 58 gliders up in 28min - and achieved a total of 1000 tows without incident.



St Yan Airfield on the opening day.

The first task, on June 30, was free distance in a SW wind towards Luxembourg, but with no scoring beyond French territory. It was won by the Argentinian Cuadrada flying a Slingsby Sky, who landed at the Belgian frontier 431km away, while Paul MacCready, USA, flying a French Breguet 901, came 2nd with 389km; a remarkable performance as he had done no gliding since competing at Camphill two years earlier and had not previously flown the Breguet.

Even more remarkable was the performance of the Turkish Rhönschwalbe two-seater of Yaykin and Argun who flew 386km, sailing over the frontier into Belgium and taking three days to overcome border red tape before returning to St Yan. This was not the only Turkish enlivenment. A few days later the rudder fell off their AIR-102 which continued thermalling for 20min with the pilot wondering why it was yawing about so much and why all the other gliders left the thermal. Both glider and rudder landed safely.

There was no flying on July 1 as retrieving was still in progress, so the Turks remained in 1st place with the Beagle at the bottom of the list with only 329pts to the Turkish 800. The task for July 2 was a short goal race to St Etienne, 99.8km, but the start was delayed due to cloud shadow from a huge cu-nim anvil until 1630hrs, when a new, nearer thunderstorm brewed and there was a stampede to get inside it and make a dash for goal. But it was not that easy.

Cuadrado shot up to 26 250ft - and landed 18km out! The British team radio calls were exciting with Steve at 9000ft, Philip on oxygen at 10 000ft and Nick and Frank in the Beagle at 14 000ft surrounded by "tremendous flashes". Within a few minutes they - and many other gliders - set course for the 100km dash, Philip from 21 0000ft and still climbing, the Beagle at 16 000ft with Steve down to 12 000ft and "needing to go into cloud". Only seven arrived at St Etienne. The Beagle landed first, but fastest was Saradic in the Meteor at 87km/h. Overall, MacCready shot up to 1st even though the slowest finisher, while Beagle climbed from bottom to 3rd place.

The weather in this Championships had a mind of its own and was a real headache for Met man, M Gerbier - not made easier by briefing in four languages. The Brits were very happy to have Wally Wallington with them.

On July 3 the weather switched to a thunder free north-westerly blowing a mistral down the Rhone valley, so the task was distance on a fixed bearing through Cuers Airfield, 390km to the south near Toulon. To begin with it was easy with thermals along the route all filled with gliders, but as the Rhone valley itself was reached they broke up, with downflowing air over the valley. In this area the hills became a series of transverse ridges so pilots resorted to slope soaring and as soon as high enough making a dash for



The British team, l to r, Frank Foster, Nick Goodhart, Geoffrey Stephenson, Philip Wills and Ann Welch, the team manager.

the next ridge downwind.

There was relief when this lift finally gave way to wave. Bill Ivans, USA, holder of the world altitude record, reached 21 0000ft in his Olympia 4 and MacCready 11 000ft, while Philip used four waves to over 10 000ft. No two-seater reached Cuers but the Beagle's 339km took Nick and Frank into overall lead. The three single-seaters that landed at Cuers were Philip and Bill Ivans who both arrived with 10 000ft in hand, followed by Saradic in the Meteor. Landing just before dark they were convinced that they had flown furthest, but unbeknownst to them Paul MacCready had continued overhead to land at 2115 at a lighted military airstrip on the coast. He was now top overall for the second day running with Philip in 7th place and Steve 14th.

The following day was again devoted to retrieving, but by July 5 the wind had died. The morning Met balloon ascended vertically with flying delayed until noon for a 116km triangle into weak, sparse and crowded thermals. Several gliders did not even make the first TP but those, like MacCready, who waited until after 3pm did better. Only eight single-seaters got round; Paul at 44km/h followed by Arbajter in the Orao at 43.7km/h. So MacCready stayed at the top, but with Juez of Spain, who had been quietly plodding along in his Sky, in 2nd place.

Free distance was set on July 6 with a 45km/h wind towards Switzerland only 153km away. Steve landed there, losing some distance points, but the Beagle overflew it to regain French territory with 179km. However, two pilots decided to work across wind in a more southerly direction. Toutenhoofd, Holland, at only 20th place in his Skylark 3 reached Mondragon, 245km, landing in the dark, while the two-seater Kosava made 211km, to Montelimar - so another retrieve day to follow.

This was disappointing to pilots who had flown only short distances in the Swiss direction as the day after, July 8, became so weak that although the task was a goal race to Beaune, only 95km away against a light wind, 38 pilots got no further than 8km to Paray-le-Monial Airfield. The only excitement came from Thomsen, Denmark, desperate for even one more point, who landed in the middle of town in the unoccupied market place. The day did not score, the next day it rained so now just one more task to go.

The final day began early with a northerly gale at 2am, causing the Beagle's crew to bale out of their tent to tie the trailer to their car. Inevitably, the task was given as a dash down the Rhone valley with St Auban as the goal. The mistral was blowing at 75km/h low down and 130km/h higher up. The director, M Agesilas, tried to reassure pilots with the promise that people would be waiting at goal to hold down any glider that reached there! It was also mentioned, almost in passing, that the EW ridges that had been so beneficial on the previous excursion south would this time be in cloud - and the air would be very turbulent.

Philip was one of the seven pilots who reached St Auban, doing so by letting himself be drawn up into cloud on each of the ridges, head into wind watching his Cook compass, then turn and dive down into the next valley before hitting the following ridge. It was fortunate that further south the air cleared with 14 000ft possible in wave. Both Philip and Steve arrived at St Auban at 10 000ft.

MacCready and Toutenhoofd also arrived, but much later having spent time working little hills below cloud. Toutenhoofd was so late arriving that, again, he landed after dark visible only as a shower of sparks from his skid. Bill Ivans crashed on one of the ridges, injuring his back, but was helped by Persson, 1948 World Champion, who had just landed nearby. The seven who celebrated thankfully at St Auban were Nietlispach, Switzerland, flying his Elfe, Philip and Steve, Feddersen, Denmark in an Oly, Dommisse, S Africa, Breguet 901, with slowest, MacCready and Toutenhoofd, who took over 8hrs. In spite of this MacCready held on to 1st place - and so did Nick and Frank in the Beagle although beaten on this day by Rain and Stepanovic in the Kosava.

After yet another day spent retrieving the prizegiving was held on Friday, July 13, with the weather still in impish mood. Starting in brilliant sunshine the ceremony finished inaudibly in the hangar from the noise of rain and hail on the roof. Very wisely everyone stayed there for the excellent final party. St Yan had been a memorable contest.

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OPEN CLASS NATIONALS

Enstone, July 5-13

Mike, who flew his ASW-22 to 4th place, has a fresh approach to competition reporting

The usual format of Comps reports is the day by day account. Nothing wrong with that, but for variety, I shall try a different approach, based on the discovery by modern magazine researchers that the typical reader has an attention span of 30 seconds (a result of watching too much television) and only wants to look at the pictures anyway. The hard, blow-by-blow stuff is in the table of statistics: pick the bones out of that if you wish.

Ed. What you mean is that although you flew all eight days, you can't remember a thing?

MB. No, I remember some personal things vividly, like several escapes from 500 or 600ft, but that is not a majestic overview of the entire proceedings that conventional narratives require.

Ed. Oh well, do it your way.

Eight smallish tasks for big birds

I don't know how little gliders might have fared from July 5 to 13, but I feel it was a purpose-built big-wings week. Out of 238 contest flights only ten exceeded 300km (the Day 1 finishers). Only one pilot exceeded 100km/h (Ralph Jones on Day 5) and by the morning of Day 5 jokes were being made about organising a special bus to take most of the pilots to the finish line so they could have a close look for the first time. However, the steadily improving trend in the weather, coupled with the reduction in task length, produced many more finishers.

The first four days averaged 26% crossing the finish line; the next four averaged 87%. As a relatively inexperienced contest director myself, but a fairly grizzled old contest pilot, I think people like to get back. Correction - I know for sure that people absolutely love to get back.

Cloud flying in UK Championships is not yet dead

Conventional wisdom says that while we needed to cloud fly in the 1950s, it is no longer necessary. There were at least two days when it was a boon, or would have been if one had got one's act together. At my next Comp I shall have a decent artificial horizon, and not just a turn and slip. Eighty feet of wing and a plain T&S is a combination that is just too stressful when it gets dark and cold and rough. The other thing I shall do is carefully study my maps in advance and mark up the airspace where serious cloud climbs are worth attempting. For instance, it was a bad mistake on Day 3 not to remember that at Didcot one could go to 8500ft: it was galling to see or hear Chris Rollings, Russell Cheetham and other better-informed pilots on their final glides long before the last TP, where I struggled to stay airborne at 900ft under a slate grey sky, scraping back home a good half-hour in arrears.

I have just realised that is what the two-seaters offer: a calm, totally switched-on navigator amid the icy turbulence.

For the record I am obliged to mention that several of our former Open Class Champions were away in France polishing the Alps for their country, so that the full, unbridled ferocity of Open Nationals rivalry was not experienced this year. That will have to wait for Lasham 1998.



David Innes (2nd, Nimbus 3T) on the left, looked as if he would stroll away (he is a real gentleman, and is never seen to be hurrying anywhere) with the competition in the early stages, winning Days 1, 2 and 6, but slowed appreciably on the last two days with 13th and 12th. His howldunit speeches mainly consisted of courteous thanks to other pilots for rescuing him from holes. He is probably the grandaddy of this Nationals, having been competing since the days when contestants were bungy launched off vertiginous crags. Ken Sparkes, competition director (right), some will say owing to having led a blameless life, was blessed by eight contest days out of nine. This followed immediately after six weeks of the worst weather since Noah's Flood. It is not clear whether his method (Ken's, not Noah's) is analytical or intuitive, but having directed and task set 24 competitions, always combining the two roles, he is probably getting the hang of it by now.



The startling appearance of Mike Bird (4th place flying an ASW-22) in the pink in the June issue, p160, prompted so many letters of outrage, cancelled subscriptions and requests for enlargements that we chose to show him here decently clothed in a glider. He is not about to repeat his 1996 trick of painting a long white streak of gel coat on Enstone's asphalt; he will make a graceful, low and slow circuit around the tower as soon as his brain locates the, er, undercarriage lever; the oops! rather late in the day, waterballast jettison switch; and, ah yes he knew there was something else, the finish line.







Left: If this competition had lasted the more customary five or six days, Russell Cheetham (5th, ASH-25) would have been Open Class Champion, having taken the lead on Day 3 and only losing it on Day 7. The leading member of the Burbage Five (see box) lost three places after a stewards' ruling. His ASH-25 spans 27.2 metres; the wings' similarity to the Hans-Werner Grosse machine featured in *S&G*, August issue, p204, 1994 stems from the fact that both gliders have been extensively modified by Walter Binder. Centre: Peter Sheard (1st, ASH-25) is notorious for attempting to defy Einstein by flying at the speed of light, and a bit more on good days. This being a survival Comp, where the main thing to be defied was Isaac Newton, the only explanation must be that the P2s (Carr Withall and, from Australia, Miles Gore-Brown) were equipped with reins attached to a bit between Pete's teeth, which could be gently tugged with a cry of "Woah!" whenever the ASI crept over 100kts. Pete won no day prizes but was highly consistent, with 2nds, two 3rds and never worse than 7th. Right: Ralph Jones (3rd, Nimbus 4) was in such a benign, sunny mood on the first two days of the Comp (he didn't remark even when Mike Bird blatantly carved him up) that his many friends were about to club together to buy him a get well card. We noticed it was affecting his flying adversely. Thereafter we saw a welcome return to his usual not-suffering-fools-gladly irascibility, and witnessed his chew-out of a hapless power pilot who was just trying to find out on our frequency where all the gliders were so he could avoid them. This recovery to robust health was accompanied by winning performances on Days 3, 5, 7 and 8th.

The Bogus Burbage

A turning point in rule making and interpretation?

What does it take to foul up the perfect competition? An error in the BGA TP book printed months before the Comp, that's all. The GPS co-ordinates for the road junction in the village of Burbage - which I'd never heard of, though the actor-manager Richard Burbage, who died in 1619, was Shakespeare's partner and built the original Globe Theatre in Southwark (get on with it, Ed) - were wrong by about two-and-a-half miles. Five pilots, including the Championships leader at that stage, Russell Cheetham, rounded the GPS point and headed home, satisfied that they had done the necessary; most of the rest said "What the @#*! is going on?" as they looked down the port wing at nothing but trees, then sped off, crawled off or meandered off - depending on the weather at the time and their navigational skills - in search of the real Burbage.

Garbage over Burbage

This caused Mike Thick (ASH-25) to land out: arriving low at a TP under dirty stratus is bad; having then to search for a second a TP under even filthier rubbish is a formula for disaster. Mike belonged to the group who asked whether the whole wretched day should not be scrubbed.

No verbiage over Burbage

Oddly enough, there was no discussion of this on the radio that I could hear. I naturally thought my GPS was playing up, or that I'd entered the co-ordinates wrongly. I think it took enormous confidence to say "The GPS must be right" and ignore the evidence of one's eyeballs. When I found the real Burbage in a patch of sunshine, thankful for a nice thermal drifting me over the road junction, I was able to take several pictures at my leisure, while rehearsing the expected argument with the organisers when I got back.

Outrage over Burbage

The director hoped, for the sake of a quiet life, to treat the day as if it had been an alternative TP task - making every flight valid . However there was tumult at the barrack-room-lawyers' meeting on the morning of the last day, and the inevitable protest was sent, with £10 subscribed by a line-up of the Usual Troublemakers to the stewards. This rather enjoyable uproar was only spoilt by the weather suddenly improving and forcing us all out of the tent and into the air. The stewards pronounced, some days later, that according to the rules a TP was a solid object on the ground, visible to the human eye, not an abstract set of co-ordinates in space only visible to an electronic device. The Burbage Five, stripped of hundreds of points, appealed furiously in their turn, but were defeated.

Tough justice, rough justice, or no justice?

A smart New York attorney could have got the Five off, I believe: there have been other Comps in which GPS actually determines and defines the turn. Or astute plea-bargaining might have got the Five off with a penalty of (say) 100pts.

Sadly, then, there was no prizegiving: apart from the jury still being out at the end of the competition, there was nothing to present anyway: the trophies for 1st and 2nd place had not been returned by their 1996 winners. Some people!*

The director was at least relieved that the Number One spot was unaffected by this dispute, being won fair and square by Pete Sheard, whose speed on the last two days was well ahead of Russell Cheetham's.

What would Richard Burbage himself have said to the unbending stewards? "The quality of mercy is not strained, it falleth as the gentle rain from heaven..."

A fat lot of good that would have done him, too.

*** Deeply embarrassing footnote:** Apparently the pots for 1st and 2nd places had been left at Dunstable before the Nationals, and should have been taken to Enstone by - er - Mike Birds. Some people!

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Met: issued by Derek Sear

Saturday, July 5: Moderate to strong convection expected for most of England and Wales.

Sunday, July 6: Moderate soaring conditions with patches of spreadout expected.

Monday, July 7: Moderate soaring conditions again but with the potential to spreadout.

Tuesday, July 8: Amounts of convection cloud expected to increase during the day - most late morning and afternoon.

Wednesday, July 9: Small risk of thundery showers developing, otherwise moderate but variable soaring conditions.

Thursday, July 10: Moderate soaring conditions developing.

Friday, July 11: Variable soaring conditions. Some areas having patchy cloud, others with moderate soaring conditions.

Saturday, July 12: Moderate convection developing with an increasing risk of showers.

Sunday, July 13: Outbreaks of rain dying out. Becoming soarable towards the afternoon with a small risk of showers.

For Met information, contact the London GC, tel 01582 663419, fax 01582 665744, e-mail: info@gliding.powernet.co.uk

FINAL RESULTS
Open Class Nationals

Pos	Pilot	Glider	Day 1.6.7 313.21km Kettering, Cleveley, Northampton South			Day 2.6.7 295.23km Newport Pagnell, Pewsey, Mursley			Day 3.7.7 241.25km Chinnor, Chilbolton, Buckingham			Day 4.8.7 270.62km Norman Cross, Mursley, Pitsford			Day 5.9.7 162.72km Oxford East, Hurstbourne Tarrant, Oxford East			Day 6.10.7 180.1km Sirdlip, Banbury, Northleach			Day 7.12.7 182.29km Oxford East, Burbage, Calvert rail junction			Day 8.13.7 162.72km Oxford East, Hurstbourne Tarrant, Oxford East			Total Points
			Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Dist	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	
1	Sheard, P. G.	Ash-25	82.3	2	965	75.5	2	986	69.2	3	946	207.1	5=	573	83.0	7	546	69.3	7	781	86.3	3	785	89.0	3	687	6279
2	Innes, D. S.	Nimbus 3T	83.2	1	1000	78.2	1	1000	68.5	5	923	182.0	15=	492	95.9	4	571	76.7	1	841	76.3	13	680	71.0	12	484	5991
3	Jones, R.	Nimbus 4	68.8	7	814	(207.5)	22=	526	67.6	1	986	207.1	5=	573	102.8	1	833	74.6	2	818	90.7	1	922	90.3	1	702	5984
4	Bird, M.	ASW-22	72.5	5	936	61.3	8	914	72.4	12	783	182.1	26	431	89.2	9=	512	72.1	4	791	82.0	5	740	86.2	6	605	5691
5	Cheetham, R. A.	ASH-25e	80.2	3	884	75.3	3	965	68.8	2	952	230.6	2	642	84.3	6	557	71.0	5	780	(78.0)	26=	141	81.0	9	597	5648
6	Throssell, M. G.	Ventus CT	71.1	6	828	(230.8)	16=	586	67.6	6	917	217.9	4	606	80.4	14=	434	62.5	15	687	77.7	7	695	51.1	27	260	5122
7	Smith, R. J.	ASH-25	72.2	4	864	66.1	5	938	(208.8)	14	617	183.6	14	497	82.7	12	454	(82.1)	28	160	75.5	14	671	89.4	2	692	4993
8	Gorringe, J. P.	ASH-25	68.5	8	812	(207.5)	22=	526	(196.5)	22=	522	175.9	19	472	78.5	16=	417	73.0	3	800	77.6	8	694	84.7	6	538	4981
9	Taylor, D. P.	ASW-22-24m	66.3	9	888	(207.4)	15	614	72.5	8	812	183.0	15=	492	78.0	18	411	53.3	19	589	77.4	9	692	61.7	22=	379	4887
10	Harvey, P. J.	ASH-25	(276.5)	20	690	61.7	7	916	61.7	4	944	232.4	1	647	96.3	3	575	(137.8)	24	307	(78.0)	26=	141	88.5	4	682	4872
11	Kalin, R.	Humbug 3	(294.2)	11=	705	65.7	6	935	(232.3)	10	598	207.1	5=	573	74.9	22	376	62.2	16	685	74.1	16	656	48.8	29	234	4763
12	Hartley, K. J.	ASW-20c	(280.9)	19=	674	66.5	4	940	(205.2)	18=	547	192.5	13	526	80.5	14=	434	62.8	14	691	57.9	22	478	67.2	15	442	4732
13	Thick, M. J.	ASH-25	(294.2)	11=	705	(252.9)	11=	660	71.8	9	810	182.0	15=	492	91.3	8	531	70.6	6	775	(96.0)	25	175	76.1	10	542	4690
14	Lysakowski, E. R.	Nimbus 3os	(281.0)	18=	674	(259.7)	10	683	DNF	30	0	229.7	3	639	97.7	2	567	65.0	11	714	77.9	6	697	83.5	7	625	4619
15	Findon, D. E.	Nimbus 4ot	(294.2)	11=	705	(252.9)	11=	660	(221.2)	16	566	150.2	29	398	81.2	13	440	63.9	12	703	68.1	30	594	74.2	11	520	4615
16	Rollings, C. C.	Duo-Discus	(257.3)	23=	613	(276.1)	8	734	78.5	7	855	196.5	10	539	74.7	21	383	(160.7)	20=	368	75.0	15	666	68.5	14	456	4614
17	Glossop, J. D.	Nimbus 3ot	(276.5)	21	690	(230.8)	16=	595	(196.5)	22=	522	183.0	25	434	(126.8)	29	133	68.9	9	737	87.3	2	796	87.5	5	670	4536
18	Hatton, A. P.	Nimbus 2cm	(276.2)	16=	660	(244.0)	13	634	(215.1)	17	577	198.9	9	546	68.8	27	330	60.5	18	667	72.5	17	640	68.8	13	457	4514
19	McLean, R.	Ventus C	(282.2)	26	598	(232.2)	18=	563	63.1	13	750	199.8	8	550	77.7	19	409	62.9	13	693	51.4	23	418	69.0	25	349	4360
20	Foreman, M. C.	ASH-25	(294.2)	11=	705	(230.3)	19=	593	69.7	10	795	194.4	11=	532	95.0	5	563	68.8	8	756	(78.0)	26=	141	(34.3)	30	26	4111
21	Burton, A. J.	LS-6C 17.5m	(230.9)	30	491	(208.8)	21	580	66.3	11	770	192.0	15=	492	78.6	16=	417	66.9	10	735	(103.2)	24	188	66.0	16=	428	4103
22	Teagle, C. J.	Nimbus 2x	(232.6)	27=	541	(207.5)	22=	526	(196.5)	22=	522	165.4	24	440	72.4	24	362	61.3	17	675	63.0	21	540	49.6	28	245	3851
23	Smith, D. W.	Ventus CT	(276.2)	18=	663	(136.0)	28=	320	(205.2)	18=	547	194.5	11=	532	71.4	25	353	(144.6)	23	322	71.5	18	630	63.3	18	397	3764
24	Moulang, A. P.	ASH-23	(294.2)	11=	705	(241.3)	14	628	(205.2)	18=	547	153.1	28	406	DNF	30	0	(108.1)	26	234	85.5	4	777	66.1	16=	428	3723
25	Mountain, A. T.	Ventus B	(242.1)	29	569	(226.7)	20	583	(191.4)	28	507	170.8	22=	455	65.3	28	299	(96.5)	27	204	76.5	12	682	60.5	24	365	3664
26	Stephenson, E. K.	ASW-20c	(232.6)	27=	541	(126.2)	30	290	(196.5)	22=	522	170.8	22=	455	73.3	23	370	(160.7)	20=	368	76.8	10	686	62.8	20=	392	3624
27	Kirschner, P. M.	ASH-25	(268.6)	22	645	(207.5)	22=	526	(196.5)	22=	522	171.9	20	459	87.9	11	500	(120.7)	25	247	(78.0)	26=	141	61.7	22=	379	3419
28	Flickering, K.	LAK-12	(232.6)	27=	541	(186.9)	26=	320	(196.5)	22=	522	156.2	27	420	74.9	20	384	(71.5)	29	127	66.7	19	600	63.1	19	394	3308
29	Giddins, J. B.	ASW-22	69.1	10	693	(142.2)	26=	335	(130.4)	29	524	DNF	30	0	89.3	9=	512	DNF	30	0	76.8	11	685	58.4	26	342	3270
30	Ell, S. R.	Nimbus 2c	(257.4)	23=	613	(142.2)	26=	335	(205.2)	18=	547	171.0	21	456	70.0	26	341	(160.7)	20=	368	(78.0)	26=	141	62.8	20=	392	3193
No. of finishers			10			8			13			None			28			19			*28			29			
Fastest speed (km/h)			82			82			99			None			103			77			91			90			
Median speed			72			68			78			None			80			67			76			67			
Slowest speed			65			61			63			None			65			59			51			49			

* = 5 penalised

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LEARNING *NOT* TO FLY

The ramblings of a (female) student aged 29

Upon reading Eagle Eyeman's article in the June issue, p163, my brain surged into life. Did I write this article? I am not alone, there is someone out there who has experienced the joys of learning to glide. I felt the need to tell you my account of learning to glide from a female point of view.

My love for anything that flies started when I was about six and has continued, much to the bemusement of my friends and colleagues. The "How does a glider stay in the air if there is no wind?" brigade. You know what I mean.

At the age of 26 I committed myself to a week's gliding course at a large club, hill based, winch and aerotow, flying K-21s and K-13s. There were thermals everywhere and I had around 20 flights. It was fantastic, so much so that I booked another course a few weeks later.

I began to wonder how I had survived not being in the air. I used to drive home looking through the car sunroof thinking it was the canopy (very sad). I had two instructors on these weeks who were excellent. When my courses finished they told me to have a few lessons to tidy up my landing and then I would soon be sent solo. I couldn't wait. My lessons were limited to weekend flying due to work and without fail I turned up with logbook clutched in hand, sun cream on and ready to go.

The next year was a nightmare. The club had around 50-60 instructors and I think I flew with nearly all of them. Very few actually looked at my logbook let alone took me seriously.

You may not know this, but a female does not have the same responses as men when it comes to flying - they expect you to scream and let go of the controls during a stall or spin. At least this was how some of the instructors felt.

Sometimes it was very hard to get the instructor to discuss my flying. When I asked how I did the reply was "OK" - all very constructive. One instructor who thought I was up for a joy ride finished the lesson by asking me out on a date.

Two wouldn't take me through spin practice because they said they didn't like doing it. My logbook looked terrible. Scrawled comments of "OK". "Could be better." "Needs working on" and "More practice". But **what** needs more practice? All of it? Should I not bother to fly? Am I safe? Help!

I felt let down with nothing to aim for, no learning pattern and was distressed by the lack of instruction. I don't think some of the instructors had a clue about teaching or even communicating, however many hours they had or how many fields they had landed in!

The club consisted of 90% men and when I spoke to other members they were shocked I hadn't gone solo in the 90 or so flights.

I questioned myself and decided that I was intelligent, confident, willing to take criticism and listened to what I was being told. I am not the tottering on high heels, giggly type. My drive to the airfield was getting difficult as I wished for rain and a reason to drive straight past.

I then had an aerotow at Sutton Bank with a rather arrogant instructor who was totally bemused when I handled the tow very well and continued flying along the hill quite happily. He admitted that he didn't think I was going to cope.

Eventually I asked my course instructor why I wasn't getting anywhere. He could hardly read some of the comments in my logbook and then explained that there were only a handful of instructors worth flying with at the club and said I should have gone solo by now, suggesting I should fly with him midweek.

On the same day I had an enjoyable flight with a visiting competition and airline pilot who said my flying was excellent and if I had a few more flights I should be solo within the week.

And there it ended. I moved house due to work and decided to have a break from gliding. The money supply, enthusiasm and patience had dissolved.

But this season I am looking forward to motor glider training at a small club. This way I can book an instructor and glider and avoid long hours waiting at the launch point. It probably won't be any more expensive than joining a gliding club.

I ask myself why people become gliding instructors. I always thought it was to enjoy teaching the skill of flying and getting pleasure from watching us succeed; to be interested and give criticism and help when we have weak points. I am obviously wrong.

PS. Don't talk to me about the string!

A Pioneer Gliding Club

Following the letter from Denis Hardwick in August, p199, Joan Cloke has sent us Edgar Brynildsen's article published in the April 1930 issue of Air. See also her letter on p261

At the present time, when we are likely to see a serious revival of gliding in this country, it may be of interest to recall the fact that a successful gliding club existed as long ago as 1912.

Early in that year about a dozen students at the Polytechnic Institute Aeronautical Classes, who had formed themselves into a gliding club, started practical experiments. The club was extremly fortunate in the matter of equipment, having had presented to it two Weiss monoplane gliders, the "Olive" and "The Joker" by Mr José Weiss and a controlled Wright biplane glider "Vaughan 11" by Mr Horace W. H. Vaughan.

The question of ground presented some difficulty as the members, all of whom were Londoners, wished it to be as near at hand in order to be able frequently to attend and get as much sport as possible.

Eventually Amberley Downs, Sussex, which were very suitable for the purpose, was decided upon and a permanent camp was established on Amberley Mount. Here several of the slopes had each a number of ledges running at right angles at different heights which were the remains of fortifications built by Romans who had camped on the summit. These ledges so kindly provided by the Roman warriors were found to be ideal for the purpose of launching the Weiss gliders. The Wright glider, however, was always launched from a starting rail with the assistance of two runners.

Regularly members came down for the weekends to attend for instruction and practice. Mr Graham Wood, who was a qualified pilot, was the chief instructor and owing to his careful tuition, in spite of the great amount of gliding done by members, on no single occasion were any of the machines completely out of action. The championship straight glide of the club was held by Mr Graham Wood, with a distance of over 1000ft, which was one of the best on record before the war.

When alterations had been carried out - or the winds were particularly high, the Weiss pilot-carrying gliders were sometimes loaded with sand bags to the weight of an average man and launched uncontrolled.

The excellent behaviour of those machines in the air in such circumstances can be judged from photographs. *(Unfortunately we don't have copies. Ed.)* The machines also invariably made perfect landings without any breakages, except when they hit some obstacle after touching the ground.

It was the practice of the club never to commence gliding from any particular slope until a test of conditions in the air had first been made with a model.

Had it not been for the war those pioneers of club gliding would no doubt have carried on their experiments, and would probably have been among the most successful gliding organisations in the world today.

TOM BRADBURY

FOG FORMATION

Tom says that fog troubles sailplane pilots less than power pilots but only because such weather is seldom soarable

Airfields report fog when the visibility is less than 1000 metres. When the BBC talk of fog they mean visibilities of 200 metres or less. Table 1 below shows the number of days when there was 200m fog at 0900 GMT in the 16 year period 1981-1996.

Table 1
Days of fog inland at 0900 GMT

Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec
34	38	17	3	2	0	0	2	8	21	36	29

In autumn and winter most fogs develop when the ground is cooled by nocturnal radiation, hence the term "radiation fog". Cooling is greatest on clear, calm nights - 86% of fogs occurred with an anticyclone, ridge or col. Only 14% formed in a cyclonic situation. In the last season most fogs occurred when the pressure was between 1018 and 1032mbars.

Condensation of droplets

Both cloud and fog form when moisture condenses out of the atmosphere as microscopic droplets of water. The air only needs a tiny amount of supersaturation (about 0.01% to 0.02%) to produce a dense fog. The droplets condense on microscopic nuclei, usually sodium chloride or ammonium sulphate, which are widespread in the atmosphere. The droplets also contain insoluble particles such as dust or smoke. Smoke makes fogs much thicker. Since the introduction of smokeless zones London has had 50% more sunshine in winter. (In December 1890 Westminster had no sun at all.)

Droplet size and concentration

Most fogs consist of water droplets of 10-20 microns in diameter. (A micron is one thousandth of a millimetre.) With droplets of this size it takes a concentration of 0.1 to 0.2gm/cubic metre to bring the visibility down to 100 metres. Dense fog can hold up to ten million droplets per cubic metre. In the UK fogs are almost always of liquid water, even in sub-zero temperatures. The term "freezing fog" is used in frosty weather because the super-cooled droplets freeze on contact and deposit rime ice. It needs an arctic climate with temperatures of -20°C or less to produce ice crystals in the free air.



Photos A and B. Fog over the Malvern Hills.

Radiation cooling

The surface of the ground radiates heat in the 4-50 micron range of wavelengths. Wavelengths of 8-13 microns escape into space but the rest are absorbed by carbon dioxide and water vapour in the air above. This is the so called "greenhouse effect" which keeps in the heat. On a cloudless night about three-quarters of the ground radiation is absorbed by the atmosphere. A sheet of cloud makes an even better blanket; 90 to 100% is trapped and much of it radiated back to earth.

Heat transfer

The nature of the soil and type of surface affects the cooling rate. Heat travels up to the surface by molecular conduction and is carried away by the air above. The thin skin of air in contact with the ground acts as an insulator unless it is stirred up by the wind. This insulation is so good that a ground frost can develop while the air temperature is still plus 4°C. By day the difference can be much greater. Over sunny deserts the sand can be more than 20°C hotter than the air.

Fog over low ground

When air is cooled it becomes denser and tends to flow down into valleys. One can often feel the temperature fall when cycling down a hill at night. In the UK the lowlands get some fog on 5%-10% of cloudless nights in late autumn and winter. Satellite pictures show branching patterns of fog filling the valleys like water flowing up an estuary.

Windspeed and inversions

Strong winds aloft cause turbulent mixing which spreads the cooling over a deep layer and prevents an inversion from forming. A temperature inversion is almost essential for fog because it isolates the lowest layer of air from any breezes aloft. If the 2000ft wind is 17kts or less the low level turbulence dies out as the surface cools. When the wind is light enough this cooling produces an inversion of 5-10°C in the lowest few metres. Then the air below becomes practically calm.

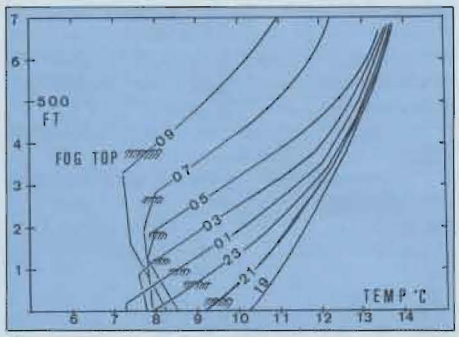


Fig 1. Growth of inversion and deepening of November fog from 1900 to 0900 next day. Curves show temperature/height at 2hr intervals.

Photo B.





Photo C. Fog along the Cotswold Edge SW of Nympsfield

Fig 1 is a temperature/height diagram showing the progress of cooling on a foggy night in November. Temperature (°C) is marked along the bottom and height in feet up the side. The temperature curves are labelled with the time at two hourly intervals starting at 1900 GMT. The wavy line with shading marks the top of the fog. This formed by 2100 GMT and by 0900 GMT next day the fog top had nearly reached 400ft

Stages in fog formation

1. Fog does not appear immediately the temperature falls below the dew point. The excess moisture first settles on the surface as dew. This tends to dry out the lowest layer of air.
2. If there is lots of moisture higher up it will diffuse down to replace that lost as dew. However if the upper layers are too dry there will not be any surplus to condense into fog. South or south-easterly winds bring moister air so fog is three times more likely with a southerly flow than with a northerly.
3. Downward transfer of moisture requires a small degree of turbulence but this ends when the inversion forms. Then no more moisture is deposited as dew; instead the excess starts to form a shallow layer of fog. The critical windspeed is about 1kt near the ground and 5kts or less at 33ft.

Photo D. Puffs of Cu formed over the Cotswolds and blowing out over Severn Valley fog.

4. Once a shallow layer of fog has developed the cooling process is modified:
a) The fog starts to act like a cloud: the ground is shielded from heat loss but the fog top continues to cool by radiating heat away.
b) Continued fog top cooling lifts the inversion and the fog grows deeper.
c) Although the fog top gets colder the ground temperature hardly changes. Warmth from the ground can cause very weak convection currents to stir the fog producing small undulations in the previously level top.

Persistence of fog

In December and January one in three fogs last all day. In November and February the proportion is only one in six. Most of these clear by 0900 GMT on the second day but up to 10% persist beyond midday on day 2. Fogs last longest in eastern districts.

Factors which clear fog

1. Sunshine:

Fog reflects much of the sunlight and solar radiation is only weakly absorbed. Thick fog usually obscures the sky when it is 150ft deep; thin fog needs to be 300ft deep. If the sky is obscured at dawn the winter sun is most unlikely to shift the fog.

The sun angle must be high enough to penetrate the fog and warm the ground. From November to February the sun angle is nearly always too low to burn off fog.



2. Increase of wind:

The 2000ft wind needs to be 17kts or less for fog to form but once the fog becomes deep it can persist under its inversion until the wind aloft reaches 30kts. Sometimes the wind simply moves the fog. It may blow away from the flat lands of East Anglia as a southerly wind picks up to 20-25kts but in the Vale of York the fog just gets deeper.

3. Arrival of cloud higher up:

A sheet of stratocu almost always prevents radiation fog forming and it will often clear the fog when it spreads over. The cloud prevents the fog top losing heat by radiation. If the cloud is fairly low the downward radiation from the cloudbase starts to thin the fog. The clearance is helped by heat rising up through the ground. This lifts the fog into stratus which generally disperses in less than 3hrs.

High or medium level cloud is not much use for clearing fog. The upper cloud is too cold to warm the fog top and it merely delays clearance by obscuring the sun.

Artificial fog dispersal

During WW2 fog was such a hazard that selected airfields had miles of perforated petrol pipes laid beside runways. Fuel was pumped in and lit to burn off the fog. This highly extravagant use of precious fuel was called FIDO (Fog Intensive Dispersal Of).

Early experimenters found it tricky to get the right fuel/air ratio. At first the fog was made worse by impenetrable black smoke. It worked in the end and the hot air burned a narrow channel in the fog. The approach between lines of flame could be turbulent.

Years later helicopters tried hovering over shallow fog to clear it by blowing warmer air down from above the inversion. Seeding the fog with "dry ice" was tried in the hope that the water droplets would freeze and fall out as snow. None of these methods are much use for advection fog which blows in on the wind.

Advection fogs

Fogs which form in one area and are then moved elsewhere are called advection fogs. Winter fogs which linger all day in wide valleys may be moved up gentle slopes to higher ground by a change of wind. This can come as a nasty surprise when it reaches airfields which have enjoyed several hours of sunshine. A sudden breeze brought fog from the Trent Valley rolling in over the Lincolnshire edge in the middle of a sunny February afternoon causing several hasty diversions.

Upslope fog

Even very gentle slopes can cool moist air enough to form fog when there is an upslope breeze. A light south-easterly wind off the Wash may bring fog to the airfields near Lincoln. A similar effect occurs over the Cotswolds when a SE breeze brings fog up from the Thames and Avon valleys. Steep slopes such as the NW face of the Chilterns and Cotswolds tend to hold back valley fog. Cold air rarely climbs steep slopes until the wind gets strong. Then hill fog is the problem. ➡

Hill fog

Mountains, especially those near windward coasts, are frequently cloud covered and climbers become enveloped in fog. Hill fog is a major hazard to power pilots. ATC Valley kept a map showing where at least a 100 aircraft had crashed on the mountains of North Wales. Some sailplane pilots have been caught out too when cloud slots filled in during wave flights.

Air cools when it blows up a slope and the moister it is the lower the cloud forms. An approaching warm front often causes hill fog before the front itself arrives. Cloudbase also lowers when falling rain moistens the air. Steady drizzle brings the cloud low enough to obscure quite small hills. This is "Scotch mist" or (in Cornwall) "mizzle."

Fog over snow

In the British Isles mild air is seldom far away, even during a cold spell. When warm air arrives over a snowfield it starts a thaw and produces a widespread dense fog. At first there is just a sheet of stratocu. Then thin wisps of low stratus form which can be very hard to see against the grey sky. When the stratus reaches 300ft it gets misty and fog soon follows.

Training flights relying on winch launching can usually see what is happening in time to turn back and land before the airfield disappears. Motor gliders which venture further afield may have to divert.

Sea fog

Sea fog forms when the dew point of the air is higher than the temperature of the sea. The UK gets sea fog from two main directions:

a) In south-westerly winds from the Atlantic, usually in warm sectors. The fog can go round Scotland and reach our east coasts *via* the North Sea.

b) In south-easterly winds from the Mediterranean when these still retain their moisture after crossing Europe.

Sea fogs can exist in strong winds. Although the wind is often only 10-15kts it can rise to 25kts near our coasts and may exceed gale force out in the Atlantic.

Fog only lasts a few days off the UK coasts but it can persist for several weeks off the coast of California in spring. The Grand Banks off Newfoundland, where warm air from the Gulf Stream passes over the cold Labrador current, have fog on 50% of the days.

Seasonal variations

The sea temperature is very slow to change. It lags months behind the air temperature. The waters round the UK remain relatively cold until after mid-summer. Consequently sea fogs are more common in late spring and early summer when the sea is colder than the air. The effect is reversed in autumn because the sea remains warm long after the air has cooled.

Temperature gradients

The sea surface temperature is far from uniform. There is often a cold strip along the east coasts of Scotland and England which causes many fogs. (See photos E and F which illustrate two successive days in April.) North Sea fog can temporarily blot out coastal airfields in most months but in some years it is particularly troublesome during fine hot spells.



Photo E. Sea fog along the East coast on April 26, 1984.



Photo F. Sea fog spreading inland the next day. Both photos by printed by courtesy of Dundee University.

Spread of fog

At night an east wind can carry North Sea fog or very low stratus across the Midlands as far as the Welsh border. It keeps mainly to low ground and stops when it meets the mountains. Fog can flow right round high ground such as the Yorkshire Moors (see photo F). In Scotland sea fog readily flows up the Forth and at Portmoak the top of Bishop Hill can turn into an island in the fog.

Dispersal of sea fog

Fog normally disperses when it is carried over a warmer sea. It usually lifts into very low stratus before clearing completely. A cloud layer is less effective in clearing sea fogs than land fogs.

On sunny summer days sea fog quickly burns off when it is blown inland. It often dissolves as it crosses the coast, but the air long remains too cold for thermals. Sea fog which penetrates far inland overnight may take most of the morning to burn back to the coast. Watch out for reports of drizzle. It usually means the fog will take even longer to clear.

Cumulus above fog

Radiation fog is commonly a feature of anticyclones when the air is very stable below and too dry for cloud aloft. However, fog does sometimes form near a filling low which has unstable air aloft. Then cumulus can build over sunny hills before the fog has cleared from the valleys. Photo D shows fragments of cu blowing off the Cotswolds across Severn Valley fog. The fog persisted all day in spite of the fresh breeze over the hills.

Thunderstorms above sea fog

The warm humid south-easterly winds which bring us North Sea fog in summer can also carry thundery rain from the continent.

In this case the cu-nim have a high base, far above the fog top, so the two occur at the same time. It can come as a surprise to have the quiet drizzly fog suddenly disturbed by flashes and bangs.

Steam fog

Most people only see steam fog when running a hot bath but it occurs outside when the air is much colder than the water surface. "Arctic sea smoke" is a steam fog which occurs when very cold dry air from the ice fields blows across open water. The initial difference in temperature may be as much as 40°C.

The water evaporates rapidly into the very dry air and almost immediately condenses into fog. In Norwegian fjords it can become 500ft deep. Strands of fog sometimes rise in long narrow tendrils (not in the least like thermal bubbles). One such column was seen to twist like a dust devil.

In the UK one seldom sees more than a shallow fog steaming off warm lakes and rivers after sunset. Wisps of steam fog also rise when strong sunshine heats tarmac roads and ploughed fields after a shower.

Fog can do strange things. A Canadian bush pilot gave an account of landing his floatplane one fine evening on a glassy calm lake. He was chiefly concerned about making a smooth touch down on such a featureless surface and he got rather a shock when his landing produced a thick fog over the water. ■

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COMPETITION ENTERPRISE

Sutton Bank, June 28 - July 6

Gliding competitions range between the extremes of "blister my gel coat/one finger up to the opposition", and "my glider is a great deal more authentically restored than yours". The majority are races, apparently designed to have you on the ground and into the bar as quickly as possible. Unless you are an alcoholic this is a shameful waste of the soaring day. Racing is exciting and challenging, but by its very nature is burdened with complicated rules and regulations which are custom made for arcane disputes. A handful of pilots seem to think these are the only things that make gliding worthwhile. Possibly so, but racing is not to everyone's taste and less fleeting enjoyment can often be had elsewhere.

Enterprise's reputation among the more dottily self reverential members of the competing fraternity is for being, well, rather peculiar! It's certainly different! Speed points are not awarded - which is not to say that speed doesn't count! The scoring is simple, and can change from day to day. For example, it might be 50pts for every TP you rounded, a 100pt bonus for landing back where you started, plus 1pt/km (handicapped). Tasks are flexible. John Fielden, task setter and Enterprise's genial guiding light, added an extra TP for one day at the suggestion of some of the pilots. As it turned out nobody could have reached it, but that wasn't the point.

It exercises gliding muscles most racing fails to meet

There are none of the irritating gnat swarms associated with the held start. You launch and start whenever **you** judge the time is right, which tends to result in most pilots waiting until a few "key figures" (not naming any names here) decide to launch. Enterprise also exercises gliding muscles that most racing fails to reach.

The first briefing (Saturday, June 28) began with competition director Jim Hill quoting an obscure prophecy of Mother Shipton's which foresaw continuous rain for Enterprise 1997. Remarkable! Introductions over Tony Kane, our Met man (tough luck), described how a low effectively anchored to a North Sea oil rig was responsible for the general dampness.

One of the competition's ground rules was created during this first briefing. It was suggested (by one of the 36 competitors) that any pilot who made an official complaint not related to flight safety should be docked 5pts immediately. This was accepted. I assume none of us argued the point because, strictly speaking, that could be regarded as an official complaint! The unofficial bitch, so to speak, remained unrestricted, and yet, apart from cursing the weather, the competition was free even of these. Argumentative boy racers would run up big negative scores here. Serve them right; it should happen more often!

As predicted, the weather for the first four days was dreadful. Yawning amounts of time were taken up with what Rod Witter described as "aural (oral?) gliding". But JH kept us entertained with quiz evenings and visits.

Based upon TK's forecast for Sunday, June 29 (5% chance at 1400hrs of a useful break in the weather), the task was a *get around as many TPs as possible*; Ripley North, Rufforth, Burn, Woolley Service Station, Gamston. Given the likely strength of the thermals the winner would obviously be the pilot who could fly with the lowest wing loading. In my case this would have meant liposuction, so I was quite relieved when the task was cancelled.

On Wednesday, July 2, TK observed another slot of "good" weather approaching. Taking this news positively, JF set a task that was *go to as many TPs as possible, each one once only, and get back*; Home-on-Spalding Moor, Finningley and Wetherby racecourse. Easy peasy? Not a bit of it. Cloudbase was about 1300ft above Sutton Bank (2200ft out in the valley). Thermals were very variable, and a long line of showers drove quickly in from the east. The previous weeks of rain meant that very little hay had been cut, so the field situation was poor.

If you knew how to cloud fly, you were well equipped for the day - not to mention the entire competition - and by the last day my slightly rusty skills in this department were honed to perfection. Dick Dixon (LS-6) won the day with an O/R to Home-thingummy (114km) which included a cloud climb and lots of messing about in the rain. This splendid effort was precisely what one should expect from a chairman of the BGA. Mike Woods (K-6E) came 2nd with an O/R to Wetherby (70km), and Nick Gaunt (LS-7), 3rd - also to Wetherby.

During the Thursday briefing/prizegiving, JF thought the previous day's 3rd prize should be awarded for something unusual. Most of us keep quiet about that sort of thing and nobody could think of anything. Derek Piggott (piloting the strange looking PW-5) stood up to warn pilots that the freezing level today would probably be as low as yesterday's. "...nearly half an inch of ice on the leading edge" he said, "and when I was at 9000ft...". Immediate and general applause. Third prize awarded.

TK then stood up, slightly bowed by the weight of the bad news he was bearing. IF the temperature stayed within a 1°C wide band, it would be soarable!! We all laughed politely. Landing a research probe safely on Mars seemed a dead cert ➡

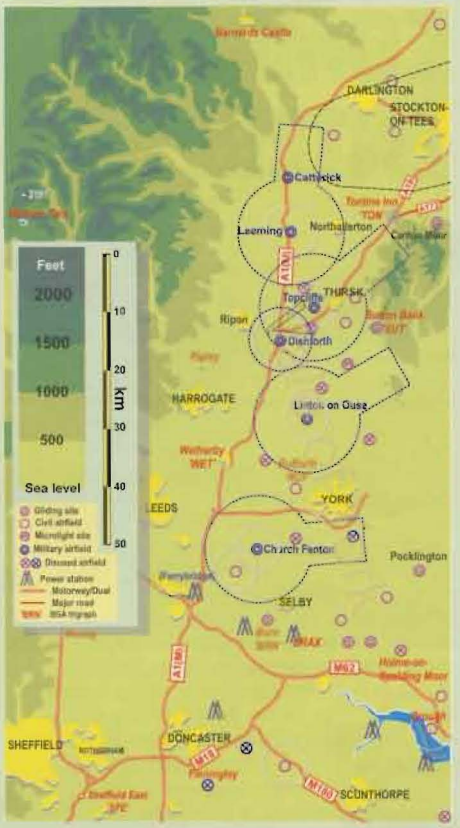
by comparison, so the Great Treasure Hunt by car - prepared earlier by Rachel and Co - was activated. It was a great success.

Friday, July 4. Today's task was *round as many of the set TPs as possible, Tontine first. Go round Tontine again if you can.* The TPs were Tontine Inn, DRAX power station, Finningley. Cloud flyers again had an advantage, particularly later in the day when there were large areas of nothing. Chris Nicholas (K-6E) rounded Finningley and after a cloud climb to 10 000ft just south of the Bank, rounded Tontine again and flew back to win the day (261km). Second place went to John Prosser (ASW-20) with what turned out to be the longest flight of the entire competition, 274km. *(Steve (K-6E) came 3rd with 256km but was too modest to say! Ed.)*

Saturday, July 5. *Make your own triangle from* Brough AF, Sheffield East (J31, M1/A57), Malham Tarn, Wetherby, Barnard Castle. This kind of task is one of Enterprise's great strengths. You actually had to think about the tactics. What was the largest possible task for a soaring day of indeterminate length (how long is a piece of string)? You were allowed to go to ALL the TPs if you wished and then select your triangle afterwards, but if the day died at an inappropriate moment you could easily land out and miss the day's *get back* bonus of 100pts.

Initial cloudbase was low and the clouds that worked were supported by tiny 1-2kt thermals. I can't speak for other pilots' decisions, but Brough seemed a good first choice. The visibility, cloudbase and thermal strength were all dreadful when I got there. But, having finally rounded the TP after a number of timid and ineffectual attempts just to get near it, I popped out of the general murk to discover that the next cloud was miles away, straight down the centre of the Humber Estuary. Flying at best glide, I reflected that while this wasn't exactly "fun", it was very definitely keeping my attention.

Malham Tarn was my next TP, or so I thought, but for various reasons there was no way I could go in even approximately the right direction. It was largely a question of staying in the best weather and hopefully working round to go northwestish - eventually. Such was the visionary sweep of this tactical diversion that it seemed silly not to round Sheffield East (SFE). With that out of the way, heading north, conditions were for a while quite good. Then the thermals became broken and weak, and high cover and blue



Steve's map of the TPs.

conditions came spilling in from the north-west. There wasn't any chance of making another sufficiently distant TP, perhaps not even Sutton Bank. However, as people will tell you, I can be very obstinate when it suits me and I made it back. Many other pilots had the same problems, and were just as determined to return, and did so. Despite not getting back, Mike Brook (SHK) won the day with 272km. Apparently he also had the lowest flight of the day! *(Steve was 2nd with 240km. Ed.)* Steve Thackeray (ASW-20) was 3rd with 257km.

The evening party was excellent and congratulations and thanks to Liz and all in the kitchen for a fantastic spread, not to mention the effort they had put in during the previous days.

The task for Sunday, July 6, was either an *O/R to anywhere* or, *fly home.* There was a bonus for a successfully completed O/R. The forecast was quite good, but even TK seemed slightly suspicious of it. In the event, we were treated to the spectacle of gigantic clouds attached to pitiful thermals, and conditions that for most of the time cycled between dead and nearly had it. John Cadman (Libelle 301) flew 236km back to Bidford, and Ron Davidson (SB-5) flew 199km back to Husbands Bosworth, which made them day winner and 2nd respectively. Conditions were not at all easy so these were very good flights indeed.

Enterprise now looked like a decimated bomber squadron after a particularly wounding mission. A small group of people, some of whom had absolutely nothing to do with the competition, waited outside the clubhouse to hear the final results. Nick Gaunt (LS-7) was 1st with 1630pts, winning the *Telegraph* trophy for the 3rd time in a row. Steve Thackeray (ASW-20) showed that consistency and persistence pay off, and came 2nd with 1532pts. I fell, more by luck than judgment, into 3rd place with 1521pts.

Don't think that Enterprise is just quiz nights and the occasional flight! About half way through one crew managed to recycle their pilot's transport and retrieve vehicle into unsorted scrap. Nobody was hurt, but the pilot had to withdraw from the competition and, more seriously, would probably have to sell his glider to buy a new vehicle. Unknown to the victim of this double-whammy, JH first made a successful plea for a loan retrieve vehicle. That covered the competition. He then asked for donations towards a new vehicle. Within a short while £900 had been raised, not quite enough for a student-proof tank perhaps, but very impressive nonetheless. No doubt both astonished and embarrassed, the pilot was able to continue competing.

Many thanks to all who organised and helped at Enterprise, and to the host club, Yorkshire GC. It's a pity the two lads in control, Jack and Wallace, didn't get more opportunity to exercise their tart wit. Maybe next time! Our thanks to Yorkshire Sailplanes and Hill Aviation Insurance Services for the prizes. They got off pretty lightly in the circumstances!

If you think there's more to gliding than racing, or even if you just want to give Enterprise a go, next year's 25th anniversary competition is at Lleweni Parc from June 20 - 28. Perhaps we will all be soaring Snowdon.

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The L-13 Acro Blanik prototype. Photo: Jochen Ewald.

SAILPLANE NEWS



The DG-800B with 18m winglets.



The Glasflügel 304cz. Photo: Jochen.

Flying the Glasflügel 304cz

Jochen Ewald, who flew the new Glasflügel 304cz manufactured by HPH at Kutna Hora in the Czech Republic, reminds us of the background before giving his impressions of the flight.

The Glasflügel sailplanes of the 1960s have been through an unceratin phase. The H-30, developed by the Hütter brothers as a wooden glider with the extremely light GRP version built by Eugen and Ursula Hänle, became the father of the Std Libelle which was followed by other successful designs.

Just before the maiden flight of the Mosquito in 1975 Eugen Hänle was killed in an aircraft and the factory continued as Holighaus & Hillenbrandt GmbH. The Mosquito wing was used by Schempp-Hirth for the Mini Nimbus. The factory changed hands and was closed in 1981. Eventually HPH, who are well known for their small scale aircraft models, bought the licence and showed the Glasflügel 304cz prototype at the AERO '97 trade fair.

All the good features invented by Eugen Hänle are found in the 304cz. It is easy to rig, has winglets to improve stability and low speed performance, a carbon/aramide fibre safety seat shell and a large adjustable headrest. The empty weight is 235kg and with 115kg waterballast the wingloading can be up to 45.5kg/m².

The cockpit is very user friendly and only the positioning of the airbrake lever needs some more thought. On aerotow I found that with a positive flap setting there wasn't any tendency for the wing to drop and the tailwheel gives good directional stability.

The 304cz has all the good Glasflügel characteristics - stability, receptive controls and excellent cockpit visibility. The stall, with my AUW of 315kg, was gentle. The trailing edge airbrakes are effective at low speeds and extremely efficient at higher speeds.

It is especially nice for field landings with a slow touchdown speed meaning a short ground run and less danger of damaging the glider.

This is a well designed and excellently built 15 metre flapped glider which is fun to fly. The only drawback is that the new racing class gliders have a bit better performance. But at 64 500DM (+VAT) it is less than most Standard Class ships and if competition flying isn't high on your list of priorities it would be worth considering. For Jochen's full report, send a sae to *S&G*.

Maiden flight of the DG-505MB

Wilhelm Dirks, DG's chief designer, flew the latest DG-500M version, on its maiden flight in June. The test results are said to be promising with a 25% increase in static thrust and a 12% increase in performance compared with the earlier model. The climb rate at sea level was approximately 6kts and in horizontal flight with the 6500rpm engine it cruised at 78kts. The noise level and cockpit vibration are low.

The powerplant uses the DG-800B concept, including automatic fuel injection for starting, but with a more powerful 65hp Solo 2625 engine and a larger propeller (1.60m diameter). The engine and exhaust system are inside the fuselage, which absorbs the noise, and a larger silencer can be fitted.

There is a choice of 22m wingspan or 20m with winglets similar to the DG-500/20 Elan. The first deliveries are scheduled for next spring.

Winglets for DG-800 18m wingtips

This autumn it will be possible to have 20in high removable winglets fitted to the DG-800. They use a new design philosophy developed with DG and the Delft Technical University. Flight tests claim a gain of 1.5pts on the L/D and a better performance, even at high speeds.

News from Czechoslovakia

The new Blanik L-13A, as well as the L-23 and L-33, has an extended life of more than 9000hrs. These gliders from the LET factory are robust, economical and give an adequate performance.

The L-13AC is yet to be flown, but it has the L-23 cockpit with a large single canopy, the L-13 tail with the conventional tailplane and L-23 wings shortened to 14.1m for dual aerobatic training. Wingtips (an optional extra) will increase it to the normal Blanik span.

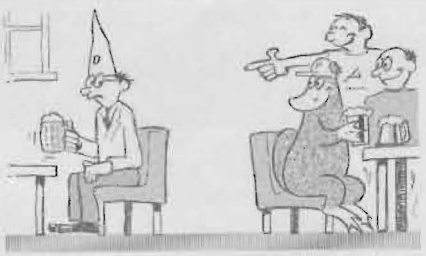
The Tost factory are manufacturing an aerotow rope retrieve winch for motor gliders. This will speed descent and avoid the risk of the rope catching trees and other gliders. For more information contact the agent.

Details from Jochen Ewald

TAIL FEATHERS

I counted them all out and I counted them all back - well most of them. anyway

Some thoughts about contest rules. In the UK a day can be1000 pointer even if everybody lands out. But the rules downgrade tasks that last under two-and-a-half hours. This pushes task setters into setting tasks that are likely to last three hours or more, since a devalued day is seen as not a proper contest day, and something of a humiliation for the task setter. The result is, we increase the task length to the point



A humiliation for the task setter.

where the risk of devaluing for short duration is less - but the risk of outlandings is much greater.

In the USA a day is severely downgraded if too few people cross the finish line. I think that is an excellent rule, since it helps minimise last-



Too few people cross the finish line.

ditch struggles which might end up, well, in the last ditch. The reason is that if you are struggling and can guess that there will be many landouts, you will know that stretching the glide a few kilometres further is going to gain very few points. Better to land at this nice safe airfield even though I have 1000ft in hand. It encourages directors to set tasks to get large proportions of finishers. Admittedly, these tasks may be downgraded through being too short in duration, but that is better than mass D-Day landout with the fatigue and field and retrieve damage. We should reduce the current downgrading for short duration tasks and introduce a steep downgrading for landouts.

It's in the balance, fatties

One terror that faces all pilots in international competitions, and in national championships in which I have I have flown in America and Australia, is having your glider randomly weighed before launch on any day to make sure it doesn't exceed the all up weight limit for the contest. This weight limit may well be less than the safe limit stipulated by the manufacturer or the airworthiness authorities, so the rule is a matter of fairness as much as safety.

However there's one country where I have never seen that solemn ritual - the finger point-



The finger pointing at the chosen glider.

ing at the chosen glider, somewhat like the National Lottery; the tedious measuring process under a relentless noonday sun; the red-faced shame when a few kilos of excess weight are discovered by the high priest; the pilot's face turning pale and stricken as points are deducted far beyond any advantage gained - and that country is Britain.

So we find that, in the home of the 1kt thermal, contest ships stagger around the course weighing 200lbs more than would be allowed in Texas, home of the 10kt thermal.

When I pointed this paradox out to a fellow contestant, while waiting on the grid at nearly 4pm for the third re-brief of the day (you can tell it was England) a few weeks ago, he said "So what? It can't do them any good!" Possibly not, but clearly many pilots believe it can do them good. And maybe it does, especially if the task is short and the final glide is a large proportion of the total distance.

One day I started a final glide 500ft higher than one of these airborne reservoirs, thinking "I've got you cold, mate!" only to see it streak away from me at a good 10kt faster than my MacCready speed, despite my height advantage. When I was calling "Finish line, one minute" I could see the four plumes of water streaming from its tanks as it pulled up to win the day.

Food - or drink, anyway - for thought. With global warming we might soon see an alien ritual become as British as, say, Burger King and Foster's.



The Jeep from Hell

In a small town that I will not name, somewhere in the western USA, there's a man bowling happily along in a spotless Jeep with getting on for 150 000 miles on the clock. My friends know the garage where he has it serviced; there's no doubt that he is a contented owner of a fine set of wheels. And so he should be. That Jeep he bought was like George Washington's axe, which, as the museum owner said, is the original apart from the new head and new handle. I should know, because I sold the Jeep to him, converting his cheque into sterling and skipping the country. There are parts of the USA where they don't use lawyers, and instead of getting mad they get a licence to take a rifle into public places like restaurants, lavatories and glider hangars.

In 1995 I was planning a trip with an ASH-25 around the USA. At my request Marion Barritt bought a used Jeep: Plat was sure that four-wheel-drive was essential. Having sampled in previous years an alfalfa field, a set-aside meadow and a dry lake bed, I felt sure I would land out in some inaccessible place in 1995. An old Chevy or Ford car would not do.

When the glider was unloaded from the RO-RO-RO (known in the seagoing trade as Roll On, Roll Off and Roll Over) at Jacksonville docks, the first thing Marion found was that if she towed at more than 40mph the normally well-behaved ASH-25 trailer, veteran of all of Europe, Australia, and the USA in the World Championships in 1991, wanted to force the Jeep to sniff the flowers, first at one side of the road then the other. As soon as I arrived in Florida I tried it, and simply couldn't keep it straight. "Ah" said the nice man who sold tyres in Orlando, "those tyres are the wrong spec. The guy who you bought the Jeep from economised by putting skinny little tyres on when the previous lot wore out." A pity, since the skinny tyres were fairly new. When the improvement with the big, chunky new tyres proved to be barely detectable, the even nicer man who sold steering components said we needed new steering components; there was far too much play in the old ones. At 50mph the Jeep and trailer were now tolerable so long as there were no side winds, bends in the road or trucks going by. Of the 12 000 miles of driving we did with that trailer, I doubt if I did a thousand. Marion did all the rest.

When in May we got to Tom Knauff's airfield in Pennsylvania to fly the amazing Appalachian ridges, I asked Tom if the Jeep's engine really ought to clatter like that. We had weaved and clattered through six states without any serious symptoms apart from the clattering getting more strident.

"No, it shouldn't at all! That engine is finished." he said, and he was right. So in the nearest town we found a lovely guy who sold as-new engines. His team made heroic efforts to install a new engine (well, it had survived a wreck in a pretty new vehicle) in time for our trek westwards across the USA. In Ohio late the next day when I asked a garage-hand what might be causing the rear windscreen to film over with thousands of tiny oil droplets, he said he only sold gasoline but he was sure it was bad news. He knew a man who

would fix it. It turned out that in the wreck from which our engine had been rescued the cover that goes over the tappets and valves and other bits had been cracked, and oil was spewing everywhere. Total seizure of Jeep (and Plat) was imminent. You can probably tell that I know nothing about cars; so could they, by my glazed look and the reflex move of my shaking hand towards my wallet. This dire news entailed another heroic 24hr engineering effort.

For the crossing of Missouri, Kansas and Colorado the Jeep behaved itself. However, in the middle of the Utah desert, on a long, slow gradient, the engine boiled over and the temperature soared into the red. We just waited for an age, put in fresh water and gently pressed on. For some arbitrary reason, the engine behaved itself till we reached Nevada, despite steeper mountains and more pitiless sun. Like unruly children, the other bits of the Jeep felt it was their turn to clamour for attention. I won't list them all except for one special favourite in my memory.

The electric window winding and door-locking mechanism died and was replaced, seemingly satisfactorily. In July my friends Robin, Paul and Pete from Dunstable came out, pining for long distance soaring in the ASH-25. The conditions did not suit closed-circuits, so a straight distance record flight was made by Robin and Paul, 900kms eastwards towards Grand Teton. On the lonely drive through Idaho Pete got out of the Jeep at 2.30am while the engine was running. The engine was using vast quantities of water again. The Jeep promptly locked all four doors and tailgate. He carried no spare key.

Walking back towards civilisation - a thousand miles if you're fussy - along this deserted road, Pete eventually met a policewoman, who drove him back to the Jeep and offered to shoot the lock off. One alternative was to let the car run out of gas in a few hours' time, then maybe the electrics would allow him ingress. Or they could stuff something up the exhaust and stop the engine, with whatever side-effects that might have. At 3.30am a locksmith came out for a fraction of what they charge in England - and got into the Jeep. After that, one never got out without clutching the key tightly in one's fist.

I ought to say in fairness that although the essential items like engine, doors, wheels and steering failed, the luxury items behaved well, if you call the continuous blast of cold air from the air-conditioning a luxury. The radio fed us with non-stop reports of the O. J. Simpson trial, and, in Nevada, with tales of extra-terrestrials in collusion of the US government The cassette-player entertained us with unabridged novels, marketed for long-distance drivers who can't stand talk-radio.

Did I ever use the Jeep's four-wheel drive during that year? No. Did I ever use the Jeep for a retrieve in a whole year's flying? No. But Fate lays perverse traps for the unprepared; if I had not had an all-terrain vehicle, who knows where I would have ended up? In 1998 I'll drive a Ford Bronco, a steady towcar with a monster V8 engine. Marion bought this one too, from a pillar of society, like the man who sold us the Jeep. My brow is unclouded by worry.

(Can I commission you to write "The Ford Bronco from Hell" in 12 months' time? Ed. Just watch this space. Plat.)

BLAST FROM THE PAST

Sarah spends time looking back

I often amuse myself on unsoarable days by reading through past copies of *S&G*, discovering the world of gliding before my time. It is always fun to find references to people who are familiar by name, reputation or personal acquaintance, especially as I uncover the histories of their gliding careers and when they achieved those first important gliding certificates. One such example was a mention of my club's current CFI having flown his Silver distance back in June 1978, when I was still a whippersnapper!

So I have decided to look back to the gliding world 20 years ago, before I became a player, and a decade ago when my own gliding career was just beginning. In 1977, at the age of nine, I was busy making up my mind to be a fighter pilot with thoughts rather a long way from gliding. So maybe I didn't quite manage that - but gliding has turned out to be most interesting...

Twenty years ago the then chairman of the BGA, Roger Barrett, was celebrating the success of the British team (in his review of the 1976 gliding season). George Lee had won the World Open Class Championships in Finland. Countrywide, glider pilots had experienced amazing soaring conditions and many records were broken. Chris Garton set a new UK O/R record of 801km and Roger Barrett was speculating that it wouldn't be long before the first 1000km flight in the UK would be accomplished. On a gloomier note, because of the increase in flying activity the accident rate had risen to 141 incidents, the worst since 1973.

The 1977 Nationals were held at Dunstable and heralded a change in structure with the introduction of four different Classes, each producing a National Champion - Open, 15 Metre, Standard and Sport. After trials of the "held start-line" the previous year this rule had now become mandatory and already some pilots were seeking devious, but legal, ways around it!

Of course 1977 will be remembered as the Queen's Silver Jubilee and, aside from my memories of street parties, the gliding world was not forgotten when CFI Derek Piggott (Lasham Gliding Society) and Ted Warner (Cambridge University GC) were honoured with the Queen's Silver Jubilee medal.

A subscription for a whole year's *S&G* in 1977 was only £3.90 and if you still have copies of those magazines they're worth another look if only to enjoy the hairstyles!

Ten years later a much glossier magazine had appeared. At this point I had been solo in a T-31 (yes, as an Air Cadet, and no I hadn't yet abandoned the fighter pilot idea!) and began taking a glimpse into life at competition level. I crewed in the 1987 GEC Avionics Open Class Nationals at Lasham. Flying as P2 in the back of a Janus C on the first day of the competition I have fond memories of successfully controlling the urge to be sick. I can still picture my first experience of a cloud climb, popping out of the top of a cumulus at 6000ft into brilliant sunlight, wishing my sandwiches had not frozen to the fuselage. Unfortunately, as competitions go the weather was not kind and the umbrellas plastered all over Mike Evan's October centrespread tell their own story.

Reading David Starer's article in the same issue on how e-mail could herald the future for providing information to glider pilots, brought to mind my own first experience of using the information highway ten years on. Earlier this year I visited an acquaintance who was connected up to the Internet with the idea of sending a message to my husband, busy getting his last Diamond in South Africa. I discovered I could contact a number of worldwide organisations connected with gliding.

So after a bit of experimentation I sent for a photographic view of Gransden Lodge Airfield at that precise moment in time. A handy idea if you live a couple of hours away and are wondering if it's worth paying a visit. When I was somewhat puzzled by my computer being sent a hazy black picture it was gently pointed out to me that since it was about 8pm in January this was to be expected!

I've yet to be convinced that the Internet will ever be able to take the place of parties of glider pilots sitting round in bars on summer evenings re-telling epic yarns about the 500km that got away. Just as well really, because other clumsy computer users like me might miss out on all the gossip!

Let's Learn From This

Another in the series of true accounts written by members of the team of accident investigators

High speed winch cable abandonment

Despite having made all the appropriate signals to the winch driver, you still find yourself **at least half way up** a winch launch, and the speed increasing. What can you do?

You may either:-

1. Elect to lower the nose, accepting the increase in speed and a lower launch height but without loading the glider, or
2. Abandon the launch.

The problem comes if you lower the nose, increase the speed, as in the first option, but change to option two and pull the release.

You now run the risk of flying into the parachute or the winch cable.

So if you wish to abandon a launch at this stage, **release the cable whilst still in the climb attitude.** Your excess speed will give you plenty of time to gain a little more height whilst you return the glider to the normal attitude, thus giving an increase in separation between you and the parachute.

MARY MEAGHER



Grant Smith took this photo of Cerdanya wave from his DG-300.

GRANNY GOES MOUNTAIN FLYING IN SPAIN

Mary discovers a new dimension in gliding at the European Soaring Club's base at Cerdanya, in the Spanish Pyrenees

Brian Spreckley spoke soothingly from the back seat of the ASH-25: "Just move in a bit closer to the side of the hill". I cranked the great floppy beast a notch nearer the rocks. "That's it" he encouraged: "You have to **dominate** your mountain." Oh Lord. Now I've got all the confidence in the world when Spreckley is sitting in the back seat. I'm absolutely certain he's not going to let me cream £80 000 worth of glider into the Sierra de Cadi. But when it comes to tackling the Spanish Pyrenees by myself, moving in close to the mountain takes more nerve than this old lady has got.

The Spaniards don't care for it either. And they live there! They tow up an ancient Blanik every weekend, with an old Rallye and a very thin bit of rope, and don't go anywhere near the side of the hill. Straight up the middle of the valley, broad and wide, up to ten grand QNH, and isn't it a lovely view?! Snow capped peaks as far as the eye can see and not a French glider for miles. They are all soaring the Alps, dodging Germans.

There are a few brave Spanish glider pilots - Javier Garcia Marcos for one, who keeps a Nimbus 3 at Cerdanya. When I asked him which tow plane he wanted, the Spanish or the British, he asked for Brian's Robin, flown by young John Tanner whose pedigree includes Lemmy Tanner and flying the tug at Aboyne.

I had my check flight in the K-21, Dave Allison in the back, following that tug up the side of a gully and through the cracks round the back of Mt Ginebreda on the road to Meranges. It is extremely disconcerting to follow a tug that is climbing steadily and the ground keeps coming up after you. Rough as old boots, too. After a particularly spectacular bounce, a large bow developed in the rope and Dave pulled off before it twanged and devoted the next ten minutes to scouring the declivities in search of a bit of convergence. "I'll just watch and see how you do it" I replied, when he asked if I would like to try it.

"The thermals lift off halfway up the hill," David explained. I had a go at turning once we had enough space for comfort, but I was still shaken from that terrifying aerotow and my speed control was erratic, to put it kindly. I settled down eventually, however, and after an hour of pottering round the peaks I managed to land the dear old boat with no difficulty on that splendid Spanish runway.

"Be gentle with me John," I said as I took off in the European Soaring Club's (ESC) Pegasus which creaked, rattled and moaned all round the sky because I couldn't get the undercarriage up.

Elaine Townsend, who answers the 'phone for the ESC in London, has been flying in the Pyrenees for eight years and she told me that you get used to it. Smooth conditions are seldom encountered, though there is a large fleet of Spanish microlights in the hangar at Cerdanya, so it can't be all that bad. But the combination of a large and safe runway in the middle of a great vat of a valley, with semi-derelict terminal buildings empty except for a couple of starving cats, and the warm welcome accorded visiting Brits by the Catalan people, makes Cerdanya a great place to go gliding for the ultimate buzz in mountain flying.

The next two days were extremely bouncy, the western wind pouring up the valley and setting off snow showers on the peaks. Eventually the wind swung round to the north-east. It can be raining all over Europe, but the valley of Cerdanya will be sunbasked and protected. A north-east wind brings good wave conditions, with wave directly overhead which is quite easy to contact from the thermals halfway up the hills. I took another ride with Dave Allison and he showed me how easy it was. For him.

I got back in the Pegasus and took a launch. Seiji Fujimoto (Sonic) took the wingtip at my special request - I had noted his incredible speed and stamina. (Sonic confessed he had won prizes on the track.) But just at the moment when he let go, the wind did a back flip and blew 20kt from the rear. I careered left to right, completely unstuck, and if I could have found the release handle I would have released...but the good old Peg took off herself, thanks to the forward hook.

When John Tanner started turning over the valley town of Puigcerda I saw we were in lift and pulled off. I cranked away for a while, then noticed the K-21 on the slope climbing nicely and slid underneath it, boldly caressing the hill. It wasn't so bumpy now. I could get used to this! Working out the way the warm wind was moving up the side of the mountain, funnelling up the gullies; S-turning in the sweet spots and, just as advertised, the thermals lifted off halfway up the hill and became incredibly strong.

I spent the rest of the afternoon expanding my confidence on one slope after another with always the safe return to the valley available. Next day when Brian turned up I kindly let Sonic fly the Pegasus and spent the morning nobly helping out at the launch point. All the Brits, rejoicing, were contacting the wave and soaring to 17 000ft and better. And when Brian came down in the ASH-25 I just happened to be available, loitering with intent.

The last time somebody took me up in an ASH he didn't let me near the critical bits. Brian told me how to do it and let me get on with it. Take-off, aerotow, hill soaring, approach, circuit and landing. Just a bit of gentle coaxing here and there, and the initial marginal scraping away from the ski resort at La Molina. After that we swam along the Collada de Toses, intently followed by Sonic in the Peg. He kept right up with us at every turn until we slid across to the other side of the valley - and pursuit of an ASH by a Pegasus in straight glide is not practical.

The question of whether or not your glider is going to make it through that dip in the range ahead requires care and anticipation, even in an ASH, because the wrong side of the ridge can abruptly dash down even big wings. Look at the cloud streaming over the mountainside, think about the upper wind, the valley wind, the angle that the ridge presents to the airflow. It took the buzzards a million years of evolution to work out how to do this, and the ones that didn't work it out didn't contribute their genes to the next generation.

We flew round a few corners and Brian pointed out the duty free shopping at Andorra, "Completely unlandable" he warned, and the airfield at Seu, and **then** he showed me how to dominate a mountain. Wow. First you make it shrink away below. Then you come over the top, **inches** away, and go tearing down the slope, dive over the side and **that's** what mountain flying it all about. Fantastic fun!



A large and safe runway in the middle of a great vat of a valley. Photo: Anna Buttarazzi.



Alister Kay, the 15 Metre Champion.

NEIL STUART LAWSON

15 METRE CLASS NATIONALS

This year they were held at RAF Syerston from June 7-15 and reported on and photographed by NEIL



Garry Stingemore, the competition director.

For those unfamiliar with the airfield at Syerston, it would become immediately apparent what an excellent site this was to hold a major Comp. By virtue of sheer size and on-site facilities military fields tend to have the advantage over most other club venues. Not content to leave it at that, the hosts, Four Counties GC, and the general organisation cannot be commended highly enough. The catering will probably be a lasting memory of most pilots and crews, being nothing short of spectacular on occasions.

The weather, however, fell into a somewhat different category, with only four contest days.

Day 1 (apparently), Saturday, June 7

Despite an unpromising looking start, meteorologically speaking, the tasking department was typically reluctant to concede the first round to the weather. Taking a hint from the abandonment of the cricket at Edgbaston a swift about face was imposed on the task, saving the indignity of battling off into mountainous cu-nims and a steady 35 knotter. Belvoir, Lutterworth, Belvoir and back to Syerston emerged as the targets for the day.

Some rather creative departures were witnessed due to the wind strength, several being definitely X-rated and, as such, their descriptions not suitable for publication. The field continued to launch into progressively threatening skies until Richie Toon (Discus B), the first to launch, landed back. This produced a lengthy tactical interlude and few got much further than lurking around just outside the circuit.

Day 1 (really), Sunday, June 8

Task: 300.2km alternative O/Rs, Boroughbridge, Castle Howard.

This task gave the choice of Boroughbridge or Castle Howard. There was at least an air of optimism about the weather viewed from the ground. However, this was a day in which experienced pilots would learn a lot about flying in extreme conditions. (Apparently this is known as "character building", but some were heard to use other terms containing more adjectives.)

Bar stories ranged from the adventures of static charged cockpits, and being sucked up into unbelievable off-the-clock type rates, to the exact opposite - specifically Neil Passmore (Discus BWL) who was remorselessly "thrown" to the ground two fields from home, suffering minor damage to the glider. John Gorringe (LS-6) became the further ground-born tourist of the day, landing virtually at Castle Howard, ironically within walking distance of somewhere called Slingsby.

Day 2, Monday, June 9

Task: 400.6km quadrilateral, Bury St Edmunds, Cambridge West, Sheffield East.

This was a better looking day all round with cu popping nicely by 1000hrs.

The first launch at 1100 was into well formed fluffy stuff at about 3500ft. The reality from the pilots' point of view was a little different. Poor conditions for the first 60km down track.

The task brought some of the field back over Syerston at around 1600hrs by which time Alister Kay and Steve Jones were thrashing across the finish line. The key to the success of Alister and Steve was taking the best possible advantage of the conditions many found illusive on the first leg. This created a critical points gap between Alister and Steve and Mike Young (LS-8), one of the few to stay with the Ventus 2A boys for the first leg.

Day 3, Tuesday, June 10

Task: 192.1km triangle, Chesterfield, Pontefract.

The day began by looking pretty unsoarable, but things were to change - it got worse. A poor south-easterly with an energy sapped sky claimed several relights before the start. This was not a day for tactical starting. It was a case of positioning as closely as possible to the start sector and going on the gun. There seemed to be some improvement and gliders disappeared down track in an effort to delay the inevitable - that is the impending weather which would eventually claim the entire field on the return journey, if not a sizeable percentage before.

When the final relights reported landing out at about 1700, it became clear that the day was pretty well unsoarable, certainly in the remaining task area. The A46 suddenly became the venue for some weird kind of trailer convention.

Day 4, Friday, June 13 (did not one notice?)

Task: 157.5km triangle, Crowland Airfield, Billinghay.

Cloud climbs or cabbage patches. Ted Lysakowski (Ventus 2C) went for the clouds and won, but everyone got to meet a farmer by the end of the day.

The grid launched at roughly 1600hrs and with the majority starting between 1630 and 1640, despite those at the rear taking off in rain. Half a dozen potential relights landed back but only two were able to fly again before there was a serious deterioration in the weather over the airfield. The first retrieves were leaving as the last of the relights were setting off on track. As for Day 3, virtually everyone declared a start within 10min of each other.

A number of pilots were lured off to the east after the TP at Crowland, chasing an obvious looking cloud which gave up nothing except a small cabbage patch near Spalding, the soon to be landing site of a fine formation of six gleaming white sailplanes.

Ted's account of a 7½kt climb to over 8000ft in cloud produced a communal gasp from the assembled masses at the following morning's briefing, many competitors settling for the euphoria of a 1½kt climb to 2500ft.

Once again everyone landed out, the difference being some did it 11.7km from the airfield while others waited until they were 131.7km away. The day's top six places were shaken up slightly, but did little to upset the overall placings.

Alister Kay and Steve Jones made no secret of the fact that they would use this as an opportunity to practise pair flying in preparation for the World Championships. Although they didn't win every day between them, their combined efforts were enough to ensure a 1st for Alister and 2nd for Steve.

The competition was opened by Air Chief Marshal Sir John Willis, president of the RAFGSA, and closed by Air Vice Marshal Tim Jenner, chairman of the RAFGSA. Alister Kay thanked Four Counties, and director Gary Stingemore in particular, for an efficiently organised Nationals. ➡

FINAL RESULTS
15 Metre Class

Pos	Pilot	Glider	Day 1.8.6 300.2km Alternative O/R Boroughbridge, Castle Howard			Day 2.9.6 400.6km ■ Bury St Edmunds, Cambridge West, Sheffield East			Day 3.10.6 192.1km ▲ Chesterfield, Pontefract			Day 4.13.6 157.5km ▲ Crowland Airfield, Billinghay			Total Points
			Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Dist	Pos	Pts	Dist	Pos	Pts	
1	Kay, A. E.	Ventus 2A	85.5	2	986	95.7	1	1000	127.2	9=	270	102.6	8=	234	2490
2	Jones, S. G.	Ventus 2A	80.3	4	946	95.5	2	998	126.3	13=	266	102.7	8=	234	2444
3	Watt, D. S.	LS-6C	87.3	1	1000	85.1	5	875	127.3	2	320	98.8	36	173	2368
4	Young, M. J.	LS-8	70.7	10	872	89.6	3	929	115.3	11=	268	100.2	13=	227	2296
5	Jeffery, C. P.	LS-8	52.4	21	731	87.5	4	903	115.3	11=	268	100.2	2	344	2246
6	Scott, T. J.	LS-8	72.1	9	882	82.5	9	845	126.2	3=	316	85.6	33=	184	2227
7	Crabb, P. G.	LS-8	65.5	16	832	82.2	15	791	121.3	5=	295	85.8	33=	184	2102
8	Dawson, M. R.	Ventus A	74.5	7	901	72.5	21	727	126.3	13=	266	85.7	33=	184	2078
9	Coward, P. J.	LS-8	74.8	6	904	81.6	11	834	126.3	3=	316	0.0	40=	0	2054
10	Morris, G. D.	ASW 20L	62.7	19	810	84.4	6	867	67.2	29	103	97.3	20	218	1998
11	Johnston, E. W.	LS-6A	74.3	8	899	78.3	13	796	11.7	34=	0	102.8	7	235	1930
12	Crabb, S. J.	LS-8	(222.5)	25	574	82.1	10	841	121.3	17	245	102.5	8=	234	1894
13	Cheetham, R. A.	LS-8	81.6	3	956	(373.5)	37	422	121.3	5=	295	97.6	18=	219	1892
14	Metcalfe, G. C.	ASW-24	75.5	5	909	63.0	34	616	93.9	24=	176	87.9	26	190	1891
15	Edyvean, J. R.	LS-6	(231.8)	24	610	75.5	17	763	127.3	9=	270	102.0	12	232	1875
16	Shelton, P. M.	Discus BWL	62.9	18	812	67.3	32	666	98.5	19=	196	86.4	27=	186	1860
17	Howes, N. J.	ASW-20	62.0	20	804	68.3	29=	678	67.5	28	104	104.8	3=	241	1827
18	Dale, G. G.	ASW-24W	(216.1)	26=	549	75.6	16	764	136.5	15	260	88.0	25	191	1764
19	Lysakowski, E. R.	Ventus 2C	(213.6)	29	540	68.4	28=	679	93.8	24=	176	131.7	1	350	1745
20	Marsh, B. C.	LS-8A	(183.4)	35	422	74.8	18	754	136.3	1	359	86.5	27=	186	1721
21	Hurd, P. L.	LS-6	69.0	12	859	67.8	31	672	0.0	34=	0	86.4	27=	186	1717
22	Fox, R. L.	Discus B	51.4	22	723	73.4	19	737	23.0	34=	0	104.4	5=	240	1700
23	Cheetham, H. E.	Discus B	(210.8)	30	529	69.0	25	687	115.3	18	219	100.2	13=	227	1662
24	Cooper, B. L.	LS-6	67.7	15	849	78.1	14	793	24.4	34=	0	17.7	40=	0	1642
25	Wilton, N.	ASW-20C	(216.1)	26=	549	83.1	7	852	17.0	34=	0	88.7	24	193	1594
26	Smith, G. N. D.	LS-7	70.5	11	870	(193.2)	48	210	120.9	7	293	97.7	16=	219	1592
27	Langrick, D. J.	Discus	63.3	17	815	68.7	26=	683	36.1	32=	21	11.7	40=	0	1519
28	Westwood, D.	LS-4	(179.2)	38=	406	70.0	24	697	96.7	22	188	86.4	27=	186	1477
29	Gardner, D. H.	LS-3A	(177.6)	42	400	70.4	23	702	93.9	24=	176	89.4	23	195	1473
30	Harvey, P. J.	LS-6	68.9	13	857	(317.4)	42	355	17.3	34=	0	104.5	5=	240	1452
31	Toon, R. J.	Discus B	(190.9)	34	451	78.6	12	798	120.9	21	193	0.0	40=	0	1442
32	Starkey, C. G.	ASW-20	68.1	14	851	(313.9)	44	351	36.2	32=	21	88.4	27=	186	1409
33	Jordy, M. J.	LS-6C	(22.4)	46=	0	83.0	8	851	119.6	8	287	97.5	16=	219	1357
34	Housden, S. R.	ASW-20CWL	(193.4)	33	461	63.4	33	620	17.0	34=	0	102.5	8=	234	1315
35	McCoshin, J. A.	ASW-24	(179.2)	38=	406	68.3	29=	678	0.0	34=	0	95.2	22	212	1296
36	Passmore, N. J.	Discus BWL	(243.7)	23	656	(336.8)	41	378	17.0	34=	0	95.8	21	214	1248
37	Forman, M. C.	LS-7WL	(179.3)	38=	406	(316.6)	43	354	98.5	19=	196	104.6	3=	241	1197
38	Hatton, A. P.	ASW-20F	(216.1)	26=	549	(373.0)	38	421	23.1	34=	0	97.6	16=	219	1189
39	Freestone, I. P.	LS-4	(181.0)	36	413	58.7	36	565	0.0	34=	0	86.5	27=	186	1164
40	Nunn, A. V. W.	SZD-55-1	(193.1)	37	410	73.2	20	735	16.8	34=	0	0.0	40=	0	1145
41	Rebbeck, H. A.	LS-4	(207.6)	31	516	(363.5)	40	410	87.1	27	158	17.8	40=	0	1084
42	Murphy, T. J.	LS-7WL	(179.3)	38=	406	62.1	35	605	0.0	34=	0	0.0	40=	0	1011
43	Browne, R.	LS-6C	(117.0)	45	176	(366.9)	39	413	86.3	23	182	100.2	13=	227	998
44	Durham, M. W.	LS-7	(11.5)	46=	0	71.0	22	709	113.2	16	259	28.9	39	21	989
45	Aldis, C. J.	LS-4	(168.4)	43	364	(295.0)	45=	329	0.0	34=	0	81.5	37	172	865
46	Lyttleton, C. C.	LS-6C	(17.1)	46=	0	68.8	26=	683	0.0	34=	0	62.3	38	115	798
47	Throssell, M. G.	ASW-19 club	(194.1)	32	463	(259.0)	47	287	41.7	31	34	0.0	40=	0	784
48	Dalling, R.	ASW-19 club	(23.1)	46=	0	(294.9)	45=	329	57.9	30	78	15.6	40=	0	407
49	Gorringe, J.	LS-6	(119.3)	44	180	(0.0)	49	0	0.0	34=	0	16.7	40=	0	180

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WAY OFF TRACK



The Penguin Pulitzer

One of the odd things I do for love is to receive and scan, for the BGA, those cuttings from the British national, regional and local press, and occasional specialist magazines, concerning gliding in mainland GB - though not, I note, nearer home on my side of the ditch, where I maintain our own informal watch.

I have to give credit to 117 year-old Durrants' Press Cuttings for the thoroughly professional job they do. That is not something I can honestly say for a minority of my own profession who write or sub the stuff.

There haven't been any causes for formal complaint or even laboured correction but, almost weekly through the season, I groan over cliché laid on cliché. News pix of smiling pilots are almost always captioned "Flying High" and the atmosphere is full of "air pockets".

Occasionally, intrepid feature writers return from a mundane trip in a Puchacz or a K-21 writing of their terrors and miraculous survival, clearly inviting the admiration we might otherwise waste on an orbital space-walking *Mir* cosmonaut and hoping to bask in their workmates' hero worship evermore.

There are many honorable exceptions and, generally, I have to conclude the provincial press serves us well. The Alps collision trial - verdict still awaited as I write - was covered in a very fair and unhysterical fashion by the regional papers around Jonathan May and Phil Woodruffe's respective homes; Marchington GC members must have relished the scarcely concealed sympathy of the *Walsall Express & Star* in their largely successful battle against nimbyists around their intended new home; the *West Sussex Gazette*, *Cornish Times*, together with the *Caterham, Coulsdon & Purley Advertiser* and the splendidly named *West Briton & Royal Cornish Gazette* (which once distinguished itself by turning me down for a job when I was very young) all ran exceptionally good features of

likely benefit to the Southdown, Surrey Hills and Cornish GCs.

Barrel scraping, oddly enough, was the glossy *Men's Health*. It ran a lavishly illustrated full-colour feature which was quite grotesque and which suggested the author's mental health was the well-being most at risk. A feature carried in the *Gateshead Post* on the Northumbria GC was written by a woman (I'm not being sexist, honestly!) with obviously less technical or scientific comprehension than the average cat.

Displaying a tendency which used to drive dear old Doc Slater mad as long ago as the mid-1930s, despite field landings increasing perhaps a thousandfold since then, the *Wolverhampton Express & Star* still can not distinguish between a controlled field landing and a crash. After reporting the latter, when Gary McCurdy landed in its parish on a goal flight from North Wales to Oxfordshire, the paper went on to concede that he "escaped unscathed" and the glider was landed "without even any damage."

So what, exactly, constitutes a crash?

On the basis of my research through several months' cuttings - a file three inches thick - the Vectis GC can congratulate itself on having perhaps the best relationship of any club with its local organ, the *Isle of Wight County Press*. Gliding notes and stories appear almost weekly, wholly accurate, are in far greater detail than *S&G's* Club Notes could run and are, I suspect, written by someone in the club itself. Well done!

Forget the white stilettos - it's the paranoia I can't stand

A depressing feature of my cuttings watch is to be made aware of the extent of anti-aviation hysteria which exists in the English countryside - I emphasise the word English as, thank God, we are free of it over here. The horror about any kind of airfield seems to increase the further south one goes in England, reaching its apotheosis in the neurotic home counties (I write as an expatriate Londoner so no one can accuse me of being a provincial bigot).

So if Marchington (see earlier) was more or less successful in East Staffs, piloting its new site application through against intense opposition and losing out only on the question of aerotows, have pity for the poor souls of the Essex & Suffolk GC fighting to ease crippling restrictions imposed by the Colchester Borough Council.

Some residents around Wormingford, some of them merely weekend home owners, even formed a pressure group called SWAT (Stop Wormingford Air Traffic). SWAT's case rested on such arguments that both winch launching and gliders overhead were "not countryside noises" (I would have thought the sound of a winch was wholly agricultural, like the engineering of most). The sound of a glider overhead was said to be "like chalk being scraped on a blackboard".

A winch launch was "a crescendo of whining sounds which could be heard for about 30sec and then there's a distinctive pop as the cable falls away". (This was obviously from a musicologist who at least understands what *crescendo* really means.)

And gliders infringed the protesters' privacy - even if pilots and passengers were not looking down directly on whatever it is the greater Colchester gentry get up to on their lawns.

"It's in your mind if something like a big bird is overhead and, even if it's not looking down, your impression is that you are being watched." So the *East Anglian Daily Times* reports the testimony of chief SWATter, one Nick Durlacher.

It sounds like there's a market for psychiatrists who have majored in persecution complex in a part of Essex where, as a wartime evacuée, I spent my early childhood in 1939 - 1943 beneath infinitely more threatening airborne noise.

For Minsk read Mink

Most small clubs have one or two child hangers-on - local kids who always seem to be around the site, sometimes being helpful and other times a pest.

For our first two or three years on site ours was the very young Kevin from our adjacent housing estate. He stopped appearing on the Bellarena field a year or so ago.

He reappeared in July, bigger in all three dimensions and particularly - because of his insatiable appetite for sweets and canned coke - much more expansive round the waist.

"Got a couple of jernables at home now," Kevin said when Penguin greeted him.

I pondered this odd word for a second or so and decided it must be "gerbils".

"Oh, they're nice pets," I said. "My children all had them in their time."

"Uh?" a puzzled Kevin replied. "These aren't pets - they're Russians."

It transpired that his mum and dad were hosting two of a large party of Belarussian children, irradiated downwind victims of the Chernobyl nuclear disaster holidaying around Bellarena and a number of whom we were later to fly during their three-week stay.

Don't drop me a line - I'm in the cybernetherworld

The post which brought my last *S&G* - one of the best issues ever in my 30 years' experience - also brought a letter from the Ed, in which she pointed out her new e-mail address on the letterhead and on the masthead of the magazine itself.

"I'm reluctantly lurching into this century," Gillian wrote.

My heart sank, since the Ed and I have been getting on famously for many years aided by nothing more than the Royal Mail, the old-hat steam telephone and, in the past decade or so, by fax. So I'm glad Gillian was gracious enough to be pretty leaden footed about it all.

But now, in the nature of even reluctant converts, and as sure as God made little apples, I bet she'll be needing Penguin to get wired up.

I confess! I bought a modem several years ago. It is still lying in a dust-covered box amid the clutter of the NW corner of my office. I dumped it there willingly after struggling for a few minutes with the accompanying gobbledegook which purported to be instructions. I simply wrote off the modest sum it cost me in a clearance sale. It is probably wholly obsolete and an interesting technological curio now.

I'm not totally against technology and enthusiastically transitioned from a Cosim to mechanical then electrical varios although, without the manual, I was totally lost with all but two functions of a C3 in Benalla's Nimbus 2c which I hired last year.

I've even started hinting to Hen Penguin that a down-market modest GPS would be a nice thing to find in my stocking next Christmas, while recognising that they haven't started making, and pricing, them *that* modest yet.

I thank Ed Johnston for his courteous comments on my bleat in the last issue, p200, while noting that, for all his command of computery, his spellchecker couldn't cope with the gallic-rooted word *riposte* or distinguish between flogging something, peddling, or propelling it - by pedalling.

Such are the limitations of technology.

(And a black mark to S&G proof reading! Ed.)

...and rightly so

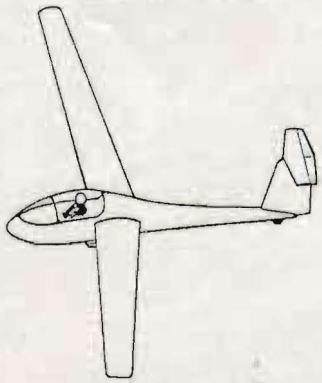
Even as Hen Penguin was dandering down the road to post to the Ed my corrected proofs of this piece, I was opening a package from Barry Rolfe which included a copied e-mail from Martin Fellis, of the Northumbria GC, and Barry's response.

Martin may well have done us all a sterling service of which more, perhaps, anon. But it was interesting to note that his five-and-a-quarter substantive lines were almost buried and certainly hard to find amid another **28 lines** of addressing and routeing guff. To find his address for Barry to reply to him required a phone call to the Northumbria GC.

E-mail efficient? Bah!

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25TH WORLD GLIDING CHAMPIONSHIPS

St Auban, France, June 30 - July 12

St Auban is in the heart of the Provence-Alpes-Cote d'Azur region in the south of France, south of Sisteron and 100km north-east of Marseilles. It's a stunning region of France, famous for its beauty and, of course, its gliding.

After a disappointing practice period, the weather cleared up to provide a fantastic day for the opening ceremony: and as the flags of 17 nations were raised above the St Auban soil on June 29 the 25th World Gliding Championships were declared open.

During the practice period the WGC organisation highlighted the fact that 60% of the gliders taking part in the competition had registration details of 330mm (factory standard size), somewhat smaller than the required 400mm. Despite being accepted in all recent World Champs, the French decided that rules were rules and the pilots set to their gliders with paint, pens and fablon in an attempt to bring their numbers up to the required size: these attempts had varying levels of success as shown below!



Some of the artistic measures to enlarge registration numbers to conform to the 400mm rule.

Anti collision strips on the wings were also compulsory for the duration of the competition: whilst these were initially unpopular they were a safety measure, and did point out those gliders flying in the Worlds.

Another, slightly more serious, incident occurred during the measuring of wingspans at the start of the practice period. It was found that 60% of the 15m craft competing in the event were up to 50mm over span. There was talk of introducing a daily penalty based on how over span each glider was - this was naturally not an option the 15m pilots wished to consider: eventually, the pilots of the offending craft took to their wings with hot air guns to soften the resin and pushed the tips in to bring them into line with regulations.

The British contingent have been team flying more and more in recent competitions, but this year saw an unprecedented level of team flying within the Classes, envied by many of the other nations. There is no doubt as to its effectiveness - the French and Germans have been leading the field in team flying for many years with superb results.

During the first day's briefing the Met man, Guy Sennequier, gave a comprehensive forecast for the day. He was followed at the microphone by the task setter who'd set tasks into the worst conditions. Brian Spreckley raised the question of whether the task setter knew something about the weather the Met man didn't. The result was that both tasks A and B were scrapped and a new task eventually set into the best conditions available. This *faux pas* on Day 1 did raise the question of whether the left arm was speaking to the right !



The British team, l to r: Phil Jones, Robin May, Ed Downham, Andy Davis, Bob Bickers, Brian Spreckley, Alister Kay, Steve Jones, Martyn Wells and Justin Wills. Photo: Lizzie Wells.



Lizzie Wells, who has been to World Championships for the last 12 years with father Martyn. A marketing manager, she has a PPL and also enjoys paragliding.

THE COMPETITION

Day 1 (S), Monday, June 30

This was a contest day for the Standard Class flying a task of 212.19km, but the Open and 15 Metre Classes were cancelled. The weather forecast predicted a very unstable airmass, with heavy showers from midday. However, the day proved to be better than forecast with the only rain experienced at the third TP, Vinon. As the Standard Class pilots crossed the finish averaging speeds in excess of 90km/h, there was a



Amanda Deadman, the aviation painter, whose sketches of the Championships illustrate Lizzie's write-up (see p287). See also her paintings on p309.

TASKS

Open Class: Day 1, 349.62km, 56, 9, 95, 19, 84, 45. Day 2, 187.84km, 155, 37, 5, 35. Day 3, 384.87km, 159, 37, 5, 41, 78, 107. Day 4, 508.83km, 157, 104, 17, 33, 114. Day 5, 472.9km, 159, 22, 34, 43, 17, 154. Day 6, 453.58km, 157, 22, 13, 105, 28. Day 7, 533.24km, 154, 61, 5, 84, 9. Day 8, 337.98km, 154, 5, 84, 29, 107. Day 9, 365.54km, 157, 17, 96, 1, 114.

15 Metre Class: Day 1, 312.33km, 156, 5, 19, 105, 35. Day 2, 170.13km, 159, 101, 62, 3. Day 3, 343.83km, 157, 109, 74, 86, 85, 116. Day 4, 439.35km, 56, 93, 35, 175, 34, 107. Day 5, 402.6km, 154, 20, 70, 53, 115. Day 6, 427.79km, 156, 1, 8, 87, 90. Day 7, 477.48km, 159, 30, 34, 35. Day 8, 290.17km, 152, 62, 88, 87, 107. Day 9, 341.86km, 159, 75, 34, 64, 116.

Standard Class: Day 1, 212.19km, 153, 95, 5, 107, 35. Day 2, 273.51km, 157, 62, 37, 86, 59. Day 3, 301.35km, 56, 79, 95, 1, 69, 114. Day 4, 404.38km, 159, 1, 17, 80, 116. Day 5, 388.51km, 56, 34, 22, 86, 45, 115. Day 6, 395.58km, 152, 74, 43, 44, 75, 45. Day 7, 448.46km, 157, 20, 69, 43, 70, 59. Day 8, 276km, 158, 1, 86, 44, 114. Day 9, 318.15km, 158, 22, 36, 46, 115.

general feeling that the organisation had acted too hastily in cancelling the other two Classes: a mistake they were to make again later in the Comp. The day was won by the youngest entrant, 21 year-old John Coutts (LS-8A) of New Zealand in his first World Championships. The British members, Martyn Wells, Andy Davis, and Brian Spreckley, all flying LS-8s, came 10th, 12th and 15th respectively.

Day 2 (Standard), Day 1 (Open and 15 Metre), Tuesday, July 1

This was the first day with all three Classes participating. The tasks were 349.16km for the Open, 312.33km for the 15 Metre and 273.51km for the Standard Class.

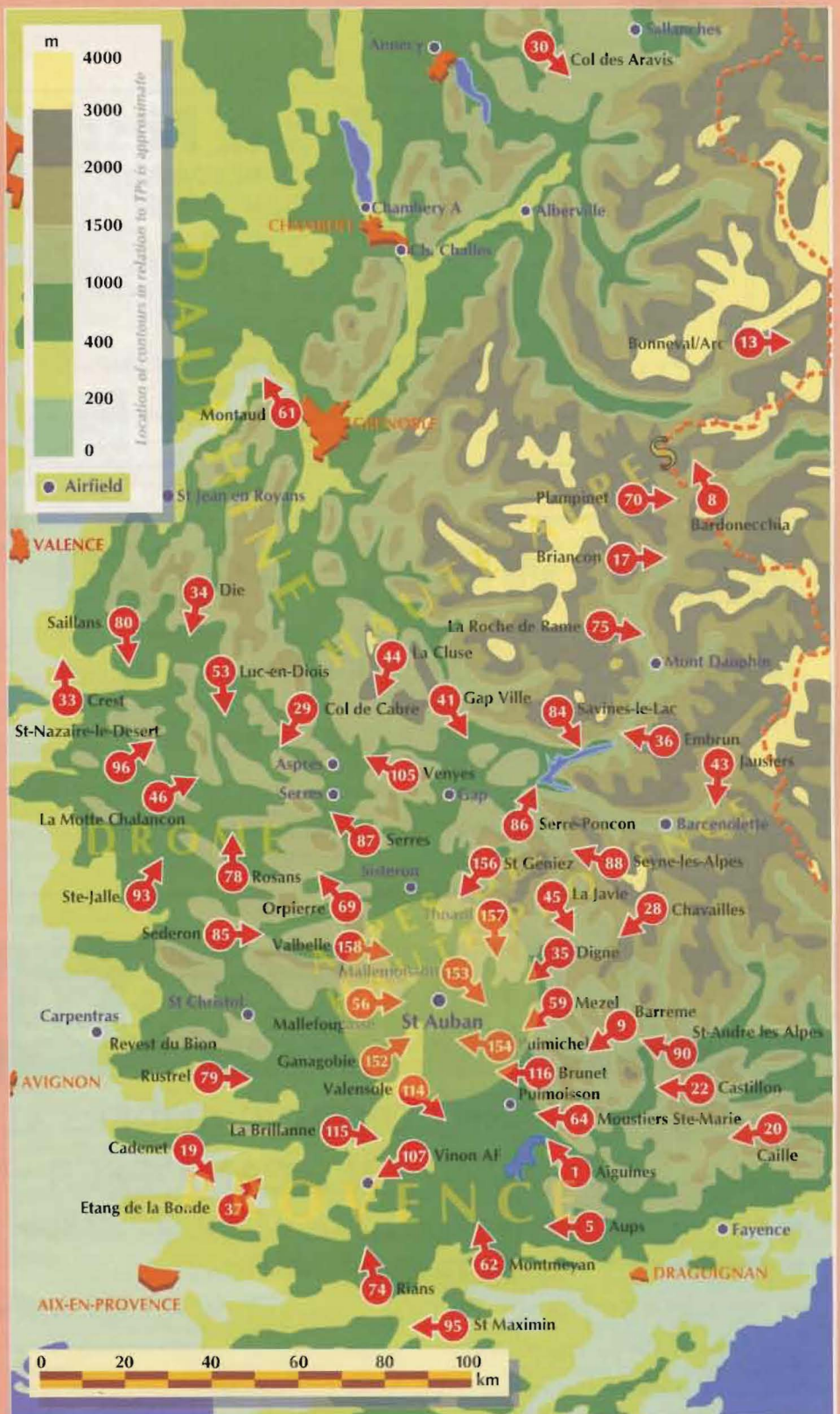
In the 15 Metre Class Justin Wills (ASW-27), Steve Jones and Alister Kay (both flying Ventus 2AS) came joint 17th. In the Open, Robin May (ASH-25) and Phil Jones (Nimbus 3DT) came 8th and 10th, and in the Standard Class, Andy, Brian and Martyn came 6th, 9th and 13th.

Wednesday and Thursday, July 2 and 3 were scrubbed.

Day 2 (O and15M), Friday, July 4

Tasks of 187.84km and 170.13km were set for the Open and 15 Metre Classes respectively. What initially looked like a difficult day turned out to be one of the fastest and underset days of the Championships with Michael Grund Ventus 2A), of Germany, completing the task in less than 1¼hrs to win the 15 Metre Class at an average speed of 138km/h.

Justin raced round the task at 137km/h, receiving just 4pts less than the winner, taking 3rd place for the day. Steve and Al were joint 18th for the day flying at speeds of 130km/h. The last placed pilot in the 15 Metre Class flew at



A map of the area showing the TPs, drawn by Steve Longland.

110km/h! Robin and Phil came 12th and 14th respectively in the Open Class at speeds in excess of 120km/h. Frustration within the Standard Class, who were stood down at 11am, mounted throughout the day as the conditions got visibly better and better. The forecast suggested that the window available was insufficient to get three Classes launched: this was certainly not the case and the general feeling was that the decision to scrub had been made far too early.

Martyn and Andy and crews drove up to the Open Class's last TP and arrived just in time to see the big wings turn on to their final glide. If the sky itself didn't convince them, Steve's comment to Alister of "how about going around again then?", and the knowledge that Sebastian Kawa of the Polish team did in fact do just that (through necessity rather than choice), confirmed to the Standard Class guys that they too should have been tasked.

Day 3, Saturday, July 5

Gridding to the north seemed a little strange with a strong south-westerly blowing, but as briefing started the mistral turned north-westerly with gusts of up to 30kts forecast.

The Open Class were sent into the northern



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Alps on a 384.87km task, which Robin completed in just over 3hrs with an average speed of 124km/h to take 1st place for the day. Phil secured 4th place.

The 15 Metre Class went out to the east and north on a 343.83km. British places were Justin 17th, Alister 19th and Steve 20th.

The Standard Class was also tasked north, just beyond Gap on a 301.35km task. Martyn came 11th, Andy 18th and Brian 23rd for the day.

Day 4, Sunday, July 6

Although locally very poor, conditions were extremely good in the higher mountains. Due to this, starts were largely taken after high climbs in mountains as far out as 25km from the start zone, at heights approaching 10 000ft.

With 508.83km for the Open, 439.35km for the 15 Metre and 404.38km for the Standard it was a good racing day for all Classes.

Day 5, Monday, July 7

In the Open Class, Phil and Robin came 11th and 13th on a 472.9km task.

The 15 Metre Class covered 402.6km, Justin coming 6th and Steve and Al 10th and 11th.

The Standard Class were sent on a 388.51km with Brian, Martyn and Andy coming 13th, 18th and 23rd for the day.

Interestingly, the winners speeds in all three Classes were within 2km/h of each other.

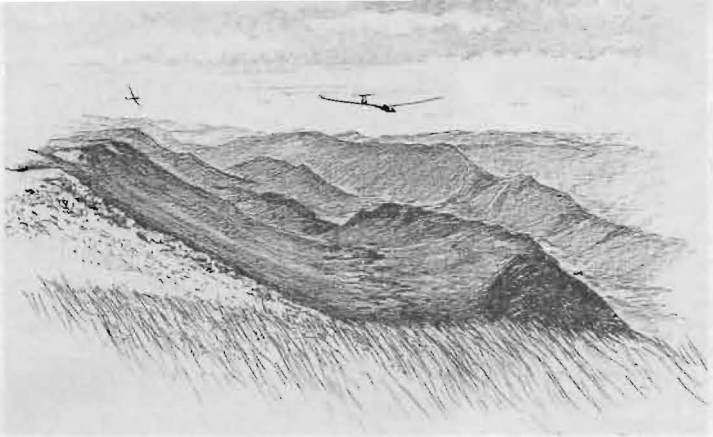
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Day 6, Tuesday, July 8

The 15 Metre Class were sent towards Mt Blanc on a 427.79km task. Whilst the Met had suggested that the weather in this area "may" be good, unfortunately for the 15 Metre guys, the "may" did not come to fruition. Descending from 12 000 to 5000ft and travelling over 40km without a climb, they flew through cols and passes with the cloudbase getting lower and lower. The cloudbase was descending all the way to the next turn making conditions very hard. Steve, Al and Justin flew up to the Mont Blanc area with the clouds below the mountain tops.

In order to stay on the upwind side of the turn they diverted off track, flying 600ft above the bottom of a high valley. Three or four half knot thermals eventually helped them out of the valley into lower ground to the west. A very difficult and tense day.

Steve mentioned that at one stage they were flying with a col just 10ft beneath them and a few metres distance away either side. Justin, Steve and Al completed the task on a day when 13 of the 15 Metre Class landed out. They were placed 12th, 13th and 14th for the day.

A tricky day too for the Open Class who were sent on a 453.58km, Castillon, Bonneval/Arc, Veynes, Chavailles. Having received advice from many sources not to go out to the east over the Italian border as this route took them over a col into unlandable terrain, Robin and Phil headed north through the Modane valley. Over 1½hrs struggling to cross a 9000ft col, Phil got out at about 5pm, though Robin was somewhat later after a couple of unsuccessful attempts. A slow and difficult run back to St Auban had Phil landing at 8.30pm. Robin unfortunately ran out of day and did a GPS finish, missing the last turn. Phil was 15th for the day, Robin coming in 16th. The majority of pilots with local knowledge took the route Phil and Robin had been warned against: luckily for them the gamble paid off with better conditions out to the east.

Thomas Gostner (Ventus 2A) of the Italian team had a very lucky escape, on track north of Grenoble. Flying round the side of a mountain relatively low, he saw some wires coming down the mountain into the valley below. Spotting them just in time Thomas rolled his wings parallel with the wire. The underside of one wing, belly and tailwheel scrapped along the wire but miraculously there was no structural damage.

He was overheard to comment that he thought the glider was breaking up until he realised the noise he could hear was just the tailwheel spinning! Thomas continued to complete the task.

Day 7, Wednesday, July 9

A blue thermal day with tasks of 533.24km (Open), 477.48km (15 Metre) and 448.46km (Standard).

Justin, Steve and Al flew the task together taking 12th, 13th and 14th places in the 15 Metre Class. Robin and Phil came 11th and 12th in the Open Class.

Nine pilots in the Standard Class, including Brian, scored nil points for the day as they took their start without entering the correct sector (therefore not having officially started at all). Five others (including the three French pilots in the lead) were lucky to have entered the sector earlier in their flight and lost only 200pts each.

Thursday, July 10, scrubbed

Day 8, Friday, July 11

Severe thunder and lightening over the start sector on a very unstable and stormy day delayed many departures on a day when early starts proved critical.

The 15 Metre Class (on a 290.17km task) had a hard time in very difficult conditions, particularly around Vinon, their last TP. On the way to their last turn, Steve and Al made the decision to remain on the Lure for half an hour and wait for the sun to come out in the valley toward Vinon. The more aggressive pilots with them set off towards the last turn, only to land out in the valley.

Steve and Al's decision was spot on on a day when the winner's speed was just 65km/h and 27 out of 34 competitors landed out. Al and Steve flew cautiously and well to secure 3rd and 4th places, just over 20pts below the day winner's score.

Unbelievably, after the problems on Day 7, Eric Napolean (Ventus 2) of the French team (and twice World Champion) failed to make a correct start and therefore scored zero. This nil score took away Eric's hope of a third world title: his place was filled by one of his team mates.

The Open Class were set a 337.98km task and the Standard Class a 276km.

Day 9, Saturday, July 12

If everyone was hoping for a good racing day to end on they got their wish - almost. Whilst the weather remained stormy to the east of St Auban, the day had over developed by the time the Standard Class reached the first TP. Heading out towards the second TP, however, they flew into better weather with classic racing conditions thereafter. It obviously suited Andy who came 1st for the day at 125km/h around the 318.15km task. Brian and Martyn came 10th and 30th for the day.

Justin also had a good day in the 15 Metre Class (341.86km) taking 2nd place for the day. Steve and Al came 12th and 29th.

On a 365.54km task in the Open Class, Phil came 11th at 112km/h, with Robin taking 16th place for the day at 108km/h.

The competition gave France two World Champions - Gerhard Lherm (ASW-22) won the Open Class and Jean-Marc Calliard (LS-8A) the Standard Class. The 15 Metre Class Champion is Werner Meuser (Ventus 2A) from Germany.

To sum up

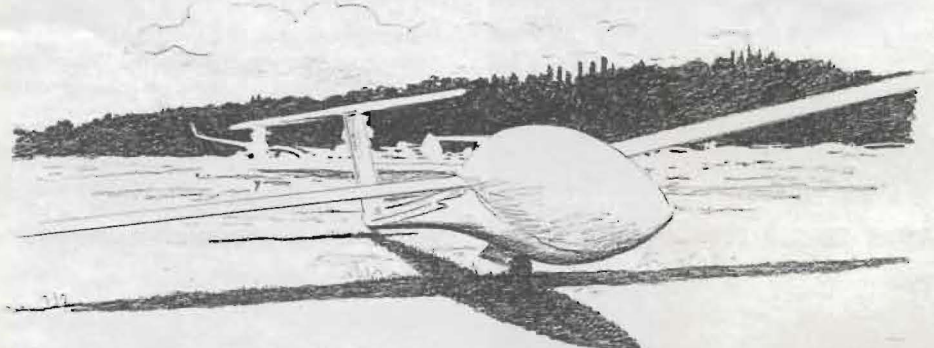
When we talk about precision flying...

The competition rules state that anyone landing after sunset will be scored back to their last TP: timing is therefore critical - right down to the last second as proved by Steve! Steve landed out at 2118.58 on a day when sunset was 2118. When the organisation looked to penalise Steve by 60pts, Bob Bickers (team manager) stepped in to save the day (as he did many times during the course of the Comp). After much negotiation it was decided that the cut off for landing was in actual fact 2118.59 and Steve was therefore in...by 1sec! Now if that isn't precision flying, what is!?

The Met man, Guy Sennequier of Meteo France, did a fantastic job providing up to the minute and comprehensive meteorological information. There was no doubt as to the amount of time and effort which went into his role in the Championships: effort which was acknowledged by all pilots in the final briefing.

St Auban is one of the most testing sites used for a World Championships with its unforgiving territory. For this reason many of the pilots at this year's event arrived with feelings of trepidation: indeed, many nations sent smaller teams as selected pilots turned down places on their national team. Every morning new stories emerged, heightening the need to be aware and respectful of the surroundings. Whilst two pilots were unable to finish the competition due to aircraft damage, there were no serious injuries.

And as the flags at St Auban were lowered on July 13 signalling the end of the 25th World Gliding Championships, I think that there was an air of satisfaction throughout the British team - we'd survived St Auban!





Leigh Wells and Matthew Jones, Philip's son, at the opening ceremony. Photo: Lizzie Wells.



Above: Bob Bickers, the British team manager, keeping up standards. Below: Gillian Wills at work on Justin's ASW-27.



JUSTIN WILLS

To the relief of everyone concerned the 1997 World Championships turned out to be a well run, safe event. The ingredients of this success included the very deft direction by Michel Fache, accurate weather forecasting and tasks cleverly designed to keep the three Classes apart. In addition, every contestant was required to apply two-self adhesive red panels inboard of each wingtip, thus making the gliders more visible, differentiating them from non contest gliders and acting as a constant psychological reminder of the necessity for a good lookout.

These measures, coupled with the lower overall number of entrants, made this the safest World Championships in which I have flown. Such minor accidents that did occur appeared to arise from very late field selection over widely landable areas.

Also impressive was the degree of official support. For much of the contest the airway from Lyon to Nice was suspended so that the only flight restriction was an overall altitude limit of FL195, although start altitudes were limited to 3500 metres QNH. The French gliding community clearly feels that this assistance and the financial support it receives is a direct result of the international success of the French team.

Interestingly, other countries including Britain have been less successful in capitalising on World Championships and World Champions. Sweden in particular has seen a steady contraction of its gliding community since holding he World Championships in 1993 and sent only two pilots to St Auban, whilst the New Zealand Gliding Association has suffered a very marked reduction in membership since Omarama in 1995, together with a dramatic loss of G Class airspace.

The thistle shaped TP zone was very popular

The contest rules contained some interesting innovations: adoption of the thistle shaped TP zone was very popular, whilst the semicircular start zone of 3km radius (giving a startline 6kms long) looked straightforward but proved tricky for those approaching it at an acute angle. As a result several top pilots including Brian Spreckley and Eric Napoleon scored zero points on one day, and the entire French Standard Class were lucky to avoid the same fate, having flown fortuitously through the start zone while local soaring half an hour before their intended start. The rules also included provision for a POST type task, stating this was "at the request of Tor Johannessen". The significance of this remark was not lost on the competitors who knew that Tor is the chairman of the IGC rules committee responsible for the **Sporting Code** which has been widely criticised: clearly the French were seeking to deflect any criticism arising from the use of this task, which was modelled on a similar task flown in the 1996 European Championships, but with added bonus points for landing on certain airfields, and an extra bonus for landing at St Auban.

Whilst strongly in favour of alternative tasks, I



A Ventus was rigged in Buckingham Palace grounds w contingent representing Britain in international competit

MONDIAL '97 II

JUSTIN WILLS, who came 5th in the 1 view of the Championships and specu

felt this task had not been properly thought through and its proposed scoring was not compatible with the scoring of fixed tasks. I also felt that new tasks should not be introduced at World Championships without competitors having had the chance to practise them. Thus the organisers' eventual decision not to set such a task met widespread approval, including from those of us who felt its ill conceived usage might jeopardise the acceptance of alternative tasks in the future. The BGA POST task appears the best designed to date, and if the IGC adopted it as a general standard it could be practised by WGC pilots in

Left without a task, the Standard Class pilots and crew Photo Amanda Deadman.





when HRH Prince Philip, patron of the BGA, met the
titions this season.

N HINDSIGHT

15 Metre Class, gives a competitor's
culates on future prospects

their own Nationals prior to World Championships. Sadly, I doubt whether the IGC could muster the unity or resolve to enact any new task.

As one would expect at a World Championships the performance of all the aircraft within the three Classes was very similar. In the Open Class all the models were well known as manufacturers are reluctant to invest in a new design when there is so little interest in the Class. In the 15 Metre Class the general view was that the ultimate performance demands a dedicated 15 Metre design, with the Ventus 2A topping the

w watched the Open Class on their final turn on Day 2.



popularity stakes. Both this and the ASW-27 have distinctly thinner lines than earlier designs and in comparison the Standard Class, dominated by the LS-8, looks positively dumpy, although the performance difference is undoubtedly very small.

The interesting advances at St Auban lay in the increasingly sophisticated use of GPS technology. Improving wind measurement displays, especially in the Zander system, are beginning to help pilots anticipate thermals at some distance, and in due course may well provide the basis for a remote lift detection system which could revolutionise the achieved cross-country speeds of existing aircraft. There is also fascinating potential in the ability of GPS systems to transfer flight information *via* data links.

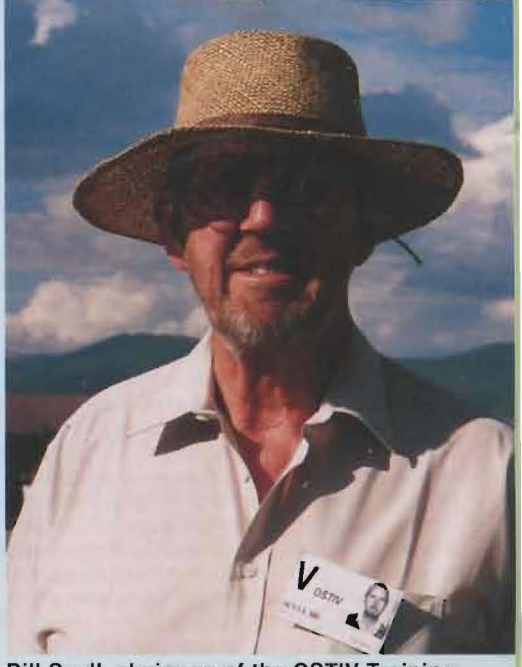
Communication with contest headquarters and displaying the results on a large screen could provide greater crew involvement in the flight progress and engender much more public interest than was evident at St Auban. Links between competing aircraft might greatly reduce or enhance the advantages of team flying depending on how the information is disseminated. The job of team managers could become one of smoky intrigue with late night deals based on "I'll show you mine if you show me yours" and shifting allegiances as the contest progresses. Ultimately such inter aircraft links could become the basis for a whole new system of air traffic control.

Despite being cheaper and more accessible for the majority of competitors, St Auban attracted the same number of entrants (91) as Omarama with the same preponderance of large teams - nearly 60% of entrants came from just seven countries out of 24. Clearly a number of nations decided to have minimal or no representation based on their view that they stood no chance against the combination of local knowledge and the very well practised co-ordinated tactics of the larger teams.

I have little doubt that this progression will continue, resulting in organisers seeking to maintain numbers by allowing ever larger teams from the leading countries which in turn will exacerbate the situation further, leading ultimately to a Championships of perhaps ten countries each fielding a team of nine pilots. It will be interesting to see if the smaller countries then set up an alternative event, independent of the IGC, with rules and technical limitations designed to measure individual pilots' abilities and flair.

The results confirmed the widespread predictions made before the contest started: the French did best, followed by the Germans and the Italians. The British were disappointed not to upset this order, and could (and perhaps should) have done better. Nevertheless the winners flew outstandingly well and fully deserved their success.

Inevitably in a World Championships one becomes immersed in one's own situation and often fails to obtain a perspective of events in other Classes. This was particularly the case at St Auban where the daily contest bulletins lacked any pilot information apart from the basic scores. Opportunities for socialising were limited to areas around the minimalist Portakabins which comprised the international village and a hangar with bad acoustics and dubious catering arrangements. Notable absentees from these



Bill Scull, chairman of the OSTIV Training and Safety Panel, doing his Vincent van Gough impersonation. Photo: Tony Segal.



Above: The British team at briefing. Below: Justin Wills contemplating the day ahead. Photos: Lizzie Wells.



areas were the French team who enjoyed excellent facilities at a separate building 1km away. Thus it was only on our return to the UK that we saw the Internet reports of the contest and I realised how close the outcome of the Open Class had been. The results in the Standard Class were also fairly compressed, although this was exaggerated by the French team's start penalty. However, the 15 Metre Class exhibited a much larger points spread, with over 650pts separating the first six places. I have never understood why the 15 Metre and Standard Classes behave so differently, but it is a fact that gaggling is much less prevalent in the 15 Metre Class, with pilots actively seeking to avoid it.

An illustration of this occurred on Day 5, when conditions went blue half way round the course and most of the Class found itself in one large gaggle. The frustration around me was almost tangible as we all made the long glide round the penultimate TP and began to run ridges southwards. Soon a breakaway group formed comprising the British and Germans and managed to gain a couple of minutes on the rest. I pushed on across the lower ground reaching Montagne de Lure a little below its eastern rim ahead of the pack and climbed in slope lift towards its higher peak. Unfortunately the wind dropped as I progressed and by the time I had returned to my original spot the others had caught me up. Infuriated, I dived over the downwind side through the sink and ran straight into a good thermal just short of the last turn whilst gliders poured in underneath. At least I was back first.

The 15 Metre Champion was Werner Meuser whose final score was only 237pts below maximum over nine days - an average deficit of just 26pts per day. This remarkable achievement was undoubtedly helped by his team colleague Michael Grund who came 2nd, and together they provided an outstanding demonstration of efficient team flying. They had been practising this technique in contests over the last five years, and had trained intensively in the St Auban area for a similar period. The conditions also lent themselves to their system.

In general there was more cloud with deeper development than is typical in the area, so more of the lift assessment was based on sky rather than ground features with rapid cycling making timing critical. Tasks were set conservatively in relation to the weather forecast, and this resulted in some very high speeds, compressed results and four days devalued because of winner's completion in under 3hrs. In these circumstances it was vital to avoid any major mistakes as it would prove extremely difficult to pick up substantial points deficits thereafter.

Unfortunately I put myself in this position on the first day. Having set off at the right time I failed to establish the rhythm of the flight, soon got low and badly mishandled the process of regaining cruising altitude. By the time I reached the first TP I was conscious of having lost 10min and I allowed this to lead me into further errors and an overall deficit of 22min - very expensive at 10pts/min. Fortunately the next day I recognised the improving conditions and started late, ending up just 45sec behind the day winner, which was important for morale although it made little overall difference - 2min more and I would have been 12th! However, I managed to settle into the routine of minimising losses whilst looking for an opportunity to excel, of which there were three possible opportunities.

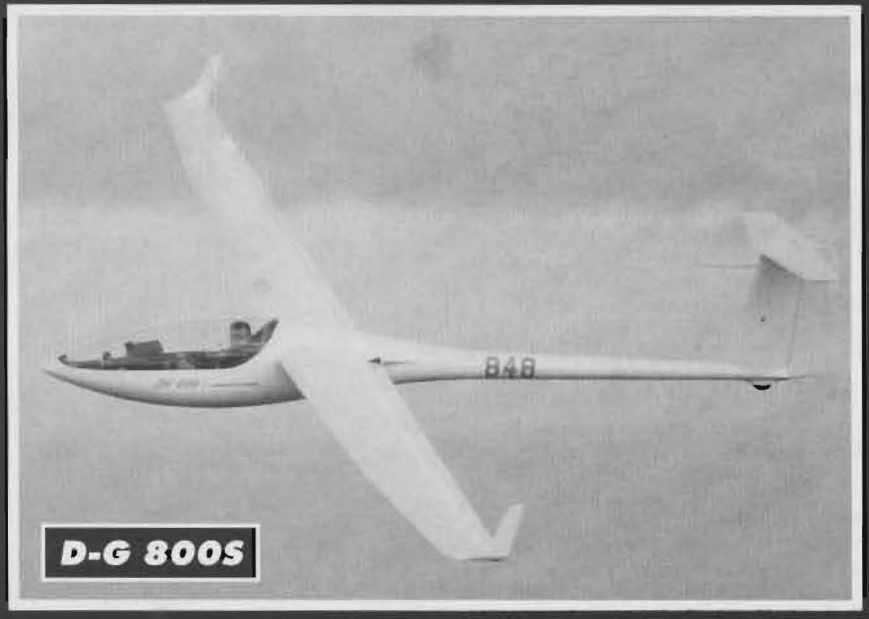
The first came on Day 4 when the wind was unexpectedly lighter than forecast and the wave did not materialise, whilst thermals were rather weak. With 469km to fly and a difficult final leg, I managed to catch the leading gaggle at the Montage de Lure *en route* to the final turn at Vinon. Spread out in a 3km line seven of us hunted for the elusive blue thermals, and after a long struggle in ½kt 30km out, six of us scraped across the line with Regis Kuntz of France landing below the airfield 1km short. There was only one other finisher and I was 3rd for the day.

The next opportunity came on Day 7, with a 477km task northwards to a mountain pass west of Mt Blanc. The forecast was for a cloudbase of 11 000ft around St Crepin, lowering to 8500ft in the north. In fact after a very fast start we found deteriorating conditions to the north with cloudbase below 6500ft lowering and becoming more extensive.

I was the first to reach the turn and then had a choice of whether to proceed down the second leg along the western side of the valley running south past Grenoble, or retrace my steps more

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to the east. I chose the former, failing to recognise the additional moisture being sucked in from the Rhone valley. I was soon caught by a large number of other gliders as we nervously crossed the Vercours ridge. Here we were confronted by two problems: extensive cloud below the tops, and a very high plateau so that even at cloudbase we were still at field selection height.

I was fortunate to climb away from a quarry in the middle of the plateau and debated whether to follow a low ridge towards a distant col on track which might possibly work but offered no outlanding prospects should it fail. I elected to follow lower ground to the west and eventually effected my escape, albeit slowly. Several of those in front of me in the overall standings landed out so my result was not disastrous, but it could have been so much better - one pilot who followed the eastern route after the first turn had the fastest time home and I would have loved to have won this most interesting day.

The final opportunity arose on the penultimate day. With an obvious risk of storms we were set a short 290km task close to the main Durance valley. Inexplicably the organisers delayed launching by 15min so that by the time the 15 Metre Class took off at the back of the grid our start point was rapidly disappearing under the leading edge of a large storm. We all started promptly and I had a good run as far as the third TP to the north, with just Vinon remaining to be rounded before returning to St Auban. Unfortunately the storm around the start point had spread and flattened out over an 80km area along the direct track so I began deviating to the east, which initially worked well. I pulled up under the last healthy looking cumulus with an Open Class glider leaving from its base for Vinon.

For two turns the lift was 4kt and then rapidly halved and halved again. I retreated to the next cumulus to the east, and the same thing happened. Reluctantly I began to glide towards Vinon with the American ASH-25 under the overcast, but it looked so discouraging that I turned left through 75° and headed to the hills near Digne, where Martyn Wells was ridge soaring. Here we climbed to the top and then moved south to the next ridge which unexpectedly refused to work.

Desperately we returned to the original hill where the lift had also stopped working, leaving us with no option but to glide out towards track under a hopeless sky. I followed the southern edge of a shallow valley finding bits of reduced sink whilst Martyn landed ahead. With a little extra height I managed to reach the junction with the Durance valley and very slowly scraped back up to hill top height (500ft above the valley floor) and then gradually up to 2000ft in an odd patch of lift that behaved like thermal wave.

Meanwhile Alister Kay and Steve Jones were soaring in front of the Lure and I advised them to wait in the hope of conditions improving. From the top of my climb I floated down to Vinon but could not find the vital extra lift to get me back to my junction hill, and landed 5km short of it on the last leg. I was able to advise Alister and Steve and subsequently watched them trickle past and climb away which just got them home, 2nd and 3rd for the day. I later learnt that the American ASH-25 had found a band of ½kt lift running for 25km along the Durance valley down to Vinon and back to St Auban!

The last day proved more successful for me, and in good racing conditions it looked as if I had finally won a day, until Michael Grund's GPS showed him 20sec faster. My performance had certainly improved during the contest, yet I was fortunate to end up 5th overall after such a bad start. However, I was disappointed that my flying lacked the additional inspiration and consistency essential for success. When all is said and done the ultimate challenge remains: how to produce one's best performance when it matters, which is how it should be.

So how can we improve British results at future World Championships?

Most encouraging is the popularity and ever increasing standard exhibited at the British Junior Championships. However, compared to the way the French and Germans train and financially assist their top pilots the present British approach appears insufficiently focused with resources spread too widely and too thinly.

Hitherto it has been BGA policy to enter the maximum number of pilots permitted by the organisers of major international contests, and to spread the financial support amongst the maximum number of pilots. We have entered and supported pilots in European and even World Championships who have had little or no special competition training and no previous international contest experience or track record.

Predictably they have produced poor results which has been depressing for them and for the British gliding movement. In future we need to concentrate our efforts and financial support on those most likely to produce good results. This policy would raise several questions:

1. Do we need to revise the method whereby we identify our stars and potential future stars?
2. Should we seek to amalgamate our team squad into a total of 20 or less, to include seniors, juniors and women?
3. Should we set up team training sessions in the UK with a degree of financial support?
4. Should we assist squad members to obtain international experience by providing financial support to enter foreign nationals and quasi internationals such as Hahnweide, Rieti and Vinon?
5. Should we restrict entries to World and European Championships to those with reasonable prospects of success?
6. Should Britain bid for a European Championships so that we can all see the standard required?

The underlying elitist philosophy to the above may be uncomfortable, but the quest for international competitive success in gliding is becoming increasingly hard nosed. We have the interesting choice as to whether to go along with it or to accept a lower likelihood of British World and European Champions in the future.

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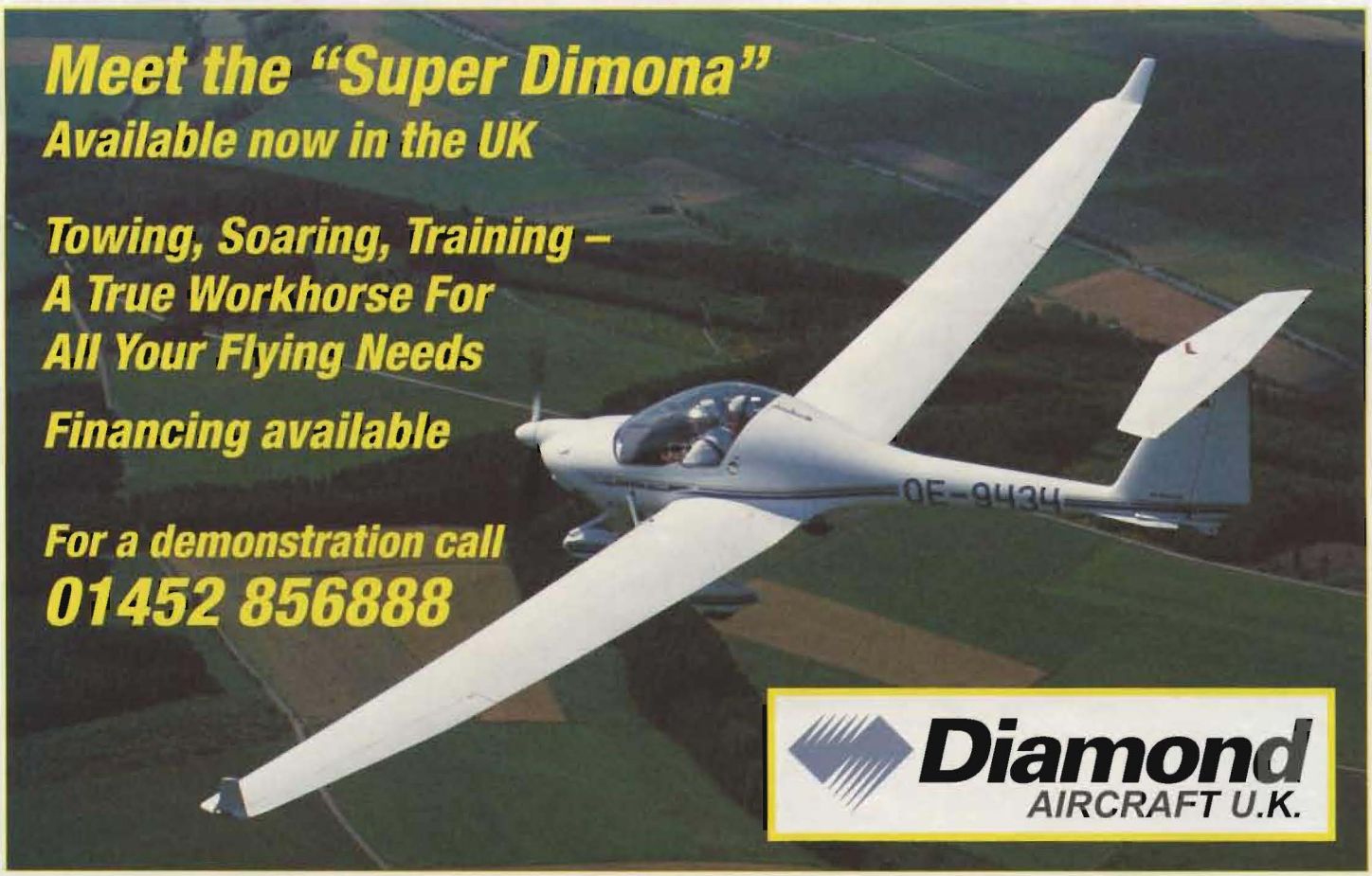
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It was a glorious couple of weeks for all those lucky enough to attend the 25th World Gliding Championships in St Auban this year. (Although we sometimes found it difficult to remember to eat the recommended daily intake of at least five pieces of fruit.)

Whilst the weather during the first week tested the versatility of everyone's wardrobe, celebrities were out in force. Luckily no one was caught out too badly in conditions which ranged from cold and raining to temperatures in excess of 30°C. We took care not to have aromatherapy massage with citrus oils before stretching out in the sun or heading off sightseeing!

On July 4, the American team held a gorgeous little Independence Day party: the only entry requirement was that you had to be dressed in red white and blue. The British team



did Queen, Country and Joan Collins proud in their attire that evening. With Brian, Andy and Pammy, losing none of their legendary romanticism, sporting glorious little numbers "that they just happened to find at the back of their wardrobe" (strange then they should be seen in the local supermarket bulk buying USA baseball caps !).

Little Matthew (Sweetie Pie) Jones wiped the floor with the other nations in the under 10's model glider competition. An event which was taken very seriously, with gliders being checked for correct number sizes, measured and weighed by the WGC stewards. Tony Segal also entered this event (although not the under 10's!), and whilst in presentation his aircraft took many votes, regrettably its inability to fly took away any hopes of a further victory for the British team.

It took the South African team to point out to Leigh Wells that he was sporting a real fashion no no, when he stepped on to the grid in black trousers and a navy shirt: luckily this embarrassment was very short lived as he changed as soon as this *faux pas* was pointed out to him and re-emerged looking sensational and radiant once more ! (So guys if you want to get a feel of Paris in the summertime think more along the lines of oranges and rusts blending subtly with vibrant pink.)



It's surprising that so much attention was paid to fashion criticism by Team Africa though when you consider their own attire (not a rainbow glitter nail varnish in sight!). As our photo shows, their outfits left us in no doubt as to their wish to remain out of the spotlight. There are no two ways about it. make-up hasn't been this much fun since the Seventies!

Beryl (I'll have another bottle of gin, thanks) Hartley, Team Oz, was reputedly spotted drinking neat tonic during the opening ceremony. Fears of libel forced us to check out this claim, and, no it wasn't an impostor - the gin had been added to the tonic bottle earlier in the day!

During the New Zealand team night, once again the Brits came up trumps, only just missing first place in the international talent competition. Kate Moss and boyfriend Johnny Depp were seen arriving hand-in-hand. Bob Bickers and team took the lead early on in this prestigious event to be overtaken by two young children from the Czech Republic. Performing a song in their native language, the Czech team took the lead proving that children and animals really do pull the old heartstrings. Team POM, however, were not to be disheartened, and put in a second late entry — Joan Bickers, Lizzie Wells, Amanda Deadman and Jill Burry - *les enfants Anglais* - singing Frere Jacques (on the basis that it would endear them to the natives!). Alas, despite serious fraternising and bribing of the judges, the cute little Czechs could not be shifted from first place.

Carl Heinz joined in the celebrations, interrupting his hectic schedule as global goodwill ambassador for "UNICHEF", to bring us a very convincing impression of a sleeping policeman. Unfortunately the bubbly prankster was a tad too believable this time and ended up with a broken leg (our sympathies go out to him)!! Meanwhile, unaware of the dramas going on around him, Guy Sennequier, the Met man, was demonstrating his Saturday Night Fever routine on the dance floor

During a whirl of glitz and glamour, at the end of competition party, it wasn't just the outfits that were worth watching. Our photographer managed to capture this cheeky chappy "Marty (where's the picnic) Wells" embarking on a possible international incident, utilising his aerodynamic skills to launch an offensive on the Dutch team. In particular Baer Selen appeared to take the brunt of the friendly attack of the red plates!



Just after the grand banquet had finished and before the couples lined up for some romantic dancing, certain members of the British and Finish team reciprocated tokens of international affection in the form of "The Sharing of the Evian" which took the form of a jolly good drenching!!!!

This did have a rather exciting and unexpected effect on the female fashion conscious among the gathering throng. It appears that the perm is most definitly on its way back.



Curly and wavy hairstyles were suddenly everywhere to be seen. Whatever you decide, remember that the size of the rollers used is all-important: big ones will give you a gentle wave, while tiny ones will result in tight curls or frizz (Bruce Taylor be warned - there's just no scope for "another" bad hair day!)!!!!!

For some people, it was just all a little much - the only option was to run, hide and hope you're not spotted.

PS : Oh there was gliding too !

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Open Class

Pos	Pilot	Glider	Day 1.1.7 349.62km	Day 2.4.7 187.84	Day 3.5.7 384.87km	Day 4.6.7 508.83km	Day 5.7.7 472.9km	Day 6.8.7 453.58km	Day 7.9.7 533.24km	Day 8.11.7 337.98km	Day 9.12.7 365.54km	Total Points
1	Lherm, G.	ASW-22	804	365	788	975	953	988	990	727	944	7533
2	Hauss, D.	Nimbus 4	852	380	785	894	965	990	996	712	950	7523
3	Schroeder, R.	ASW-22BL	917	374	795	1000	997	905	945	630	961	7518
4	Schwenk, U.	ASW-22BL	961	369	794	999	967	907	945	525	920*	7380
5	Tabery, R.	ASW-22	903	357	734	919	931	1000	903	501	913	7161
6	Thut, D.	ASH-25	799	272	886	850	1000	846	861	695	908	7106
7	Schild, R.	Nimbus 3	816	338	766	850	1000	852	866	693	909	7080
8	Kawa, S.	ASH-25	826	362	741	892	953	750	1000	501	973	6980
9	Breidahl, H.	Nimbus 3	888	340	412	792	891	877	909	697	779	6577
10	Andersen, J.	Nimbus 4	914	357	751	826	316	691	938	957	816	6543
11	Gerbaud, G.	Nimbus 4D	823	383	722	976	328	693	948	649	827	6327
12	Binder, H.	Nimbus 3T	844	324	524	443*	960	726	958	687	771	6217
13	Jones, P.	Nimbus 3DT	836	335	848	472	914	492	884	501	791	6037
14	Haggenmüller, R.	Nimbus 4D	651	241	433	680	954	49	843	613	686	5873
15	Renner, I.	ASH-26	815	341*	859	682	499	537	874	432	707	5713
16	May, R.	ASH-25	166	336	1000	447*	898	347	899	501	720	5287
17	Mozer, E.	ASH-25	875	336	584	769	192	251	919	615	761	5283
18	Bourgard, P.	Nimbus 3	0	202	381	458	471	209*	515	567	722	3507

15 Metre Class

Pos	Pilot	Glider	Day 1.1.7 12.33km	Day 2.4.7 170.13km	Day 3.5.7 343.83km	Day 4.6.7 439.35km	Day 5.7.7 402.6km	Day 6.8.7 427.79km	Day 7.9.7 477.48km	Day 8.11.7 290.17km	Day 9.12.7 341.86km	Total Points
1	Meuser, W.	Ventus 2A	860	287	812	985	992	251	978	1000	935	7800
2	Grund, M.	Ventus 2A	859	290	810	989	987	951	979	820	989	7674
3	Galetto, G.	Ventus 2A	907	246	786	995	930	1000	979	831	966	7640
4	Navas, G.	Ventus 2A	890	251	856	984	922	813	966	977	862	7521
5	Wills, J.	ASW-27	685	286	747	991	938	924	911	787	984	7253
6	Raimond, S.	ASW-27	874	270	813	829	936	882	850	972	709	7135
7	Ghiorzo, S.	Ventus 2A	627	245	742	846	926	994	977	807	962	7126
8	Kuntz, R.	Ventus 2	634	251	858	850*	918	854	1000*	858	866	7089
9	Gostner, T.	Ventus 2A	818	246	860	573*	919	978	852	807	967	7020
10	Krejcirik, P.	Ventus B	576	271	774	790	944	904	896	977	760	6954
11	Kay, A.	Ventus 2A	693	254	729	812*	927	940	897	981	653	6896
12	Jones, S.	Ventus 2A	692*	254*	729*	779*	926*	741*	897*	979*	788*	6848
13	Ittner, G.	Centus CA	873	271	651	791*	923	804	936	807	778	6834
14	Hauser, F.	Ventus 2A	856	277	853	821*	809	726	795	763	863	6763
15	Napoleon, E.	Ventus 2	888	251	856	985	920	950	964	0	938	6752
16	Rabeder, K.	Ventus 2C	682	250	744	844	872	701	956	763	792	6604
17	Pettersson, A.	Ventus 2	803	283	412	-	792	594	946	807	814	6451
18	Dedera, M.	Ventus C	627	273	776*	827	1000	934	419	763	781	6425
19	Van Bree, M.	LS-6A	690	268	756	827	459	668	854	820	808	6150
20	Thaler, M.	DG-600	610	219	645	846*	849	757	967	528	729	6149
21	Janssens, P.	LS-6	632	252	381	790	768	762	806	763	889	6043
22	Bulukin, B.	LS-6	804	258	626	827	891	704	405	763	743	6021
23	Pristavec, B.	DG-800S	673	219	723	839	782	765	404	763	745	5913
24	Bartell, W.	Ventus 2B	850	269	766	844*	924	931	403*	0	787	5774
25	Theisinger, M.	ASW-27	858	281	821	853	972	883	389	0	521	5578
26	de Orleans-B, A.	ASW-27	630*	231	575	844	0	807	841	763	798	5489
27	Jansen, D.	LS-6	778	255	467	402*	764	737	393	643	653*	5092
28	Hostettler, C.	ASW-27	712	274	847	844	463	0	404	763	720	5027
29	Stouffs, P.	Ventus 2S	576	285	703	491	910	315	164*	763	815	5022
30	Falkensammer, W.	Ventus 2B	621	261	699	844*	0*	859	363	573	687	4907
31	Goudriaan, L.	ASW-27	906	240	724	403*	917	762	316	0	45	4313
32	Bradley, R.	Ventus 2	24*	233	622*	494*	234*	576*	403*	704*	661*	3977
33	Kepka, F.	ASW-27	630	0	585*	444*	0	392	362	629	–	3042
34	Andersen, K.	Ventus C	0	176	304	253*	166	515*	321	721	168	2624



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Standard Class

Pos	Pilot	Glider	Day 1.30.6 212.19km	Day 2.1.7 273.51km	Day 3.5.7 301.35km	Day 4.6.7 404.38km	Day 5.7.7 388.51	Day 6.8.7 395.58km	Day 7.9.7 448.46km	Day 8.11.7 276km	Day 9.12.7 318.15km	Total Points
1	Calllard, J.	LS-8A	594	683	828	938	928	973	792	763	771	7270
2	Barrois, J.	LS-8A	594	682	729	937	927	973	792	731	771	7136
3	Lopitaux, J.	LS-8	594	681	738	799	926	977	794	762	785	7056
4	Hartmann, P.	LS-8	643	713	695	916	661	868	954	781	795	7026
5	Selen, B.	LS-8	618	770	693	780*	732	941	943	757	772	7017
6	Davis, A.	LS-8	617	729	694	805	651	922	881	733	818	6920
7	Borgmann, E.	Discus	530	667	720	886	664	1000	903	751	738	6859
8	Avanzini, L.	LS-8A	559	526	656	799	918	861	794	821	723	6657
9	Kozar, J.	Discus B	548	729	499	968	832	553	893	724	768	6514
10	Haemmerle, H.	LS-8	594	616	709	791*	432	830	937	778	771	6458
11	Jacobs, D.	LS-8A	640	771	549	796	838	884	908	752	296	6434
12	Wells, M.	LS-8	621	685	671	789*	678	905	808*	468	627	6252
13	Weiss, H.	LS-8A	478	733	442	790	1000	707	922	429	741	6242
14	Walker, J.	Discus A	290	728	690	744*	714	749	834	708	735	6192
15	Taylor, B.	LS-8A	408	402	304	996	836	821	814	761	785	6127
16	Costa, C.	LS-8	555*	655	650	796*	914	822	597	413	672	6074
17	Ternholt, L.	LS-8	527	689	442	941	347	878	771	759	705	6059
18	Ichikawa, M.	LS-8A	617	420*	650	646	715	881	746	665	702	6042
19	Kubovcik, V.	Discus CS	576	441	311	799	716	744	867	807	739	6000
20	Achleitner, G.	ASW-24	662*	686*	699*	798*	197*	770*	816*	604*	668*	5900
21	Buchanan, J.	LS-8A	599	661	304	796	520	702	790	757	750	5879
22	Triebel, C.	LS-8	245	708	758	959	347	711	690	468	741	5627
23	Ottosson, C.	LS-8	548	626	302	796	660	737	829	513	597	5608
24	Spreckley, B.	LS-8	600	717	550	789*	733	866	0	581	758	5594
25	Kuittinen, M.	Discus A	563	510	644	412*	668	975	632	438	722	5564
26	Rossier, G.	LS-7	213	499	652	1000	848	879	892	435	52	5470
27	Van Dyk, A.	LS-8	669	552	447	956	636	947	0	565	599	5371
28	Coutts, J.	Discus	694	392	640	780*	943	874	0	295	660	5288
29	Gaumann, M.	Discus B	514	721	530	966	646	920	0	533	330	5160
30	Bonniere, D.	ASW-24	623*	280*	264*	741*	601*	876*	684*	435*	639*	5143
31	Sorbye, E.	Discus BT	606	683	471	806	589	780	0	438	737	5110
32	Jaime, J.	Discus	280*	635	623	356*	432	795	823	497	655	5096
33	Pankka, A.	Discus A	638	689	0	806	691	604	623	372	631	5054
34	Inaebnit, E.	Discus B	503	660	304	796	457	870	0	533	632	4755
35	Raudsandmoen, G.	LS-8	550	531	442	485	514	696	0	475	645	4338
36	Louzecky, P.	Discus CS	200	583	664	365	506	785	0	533	567	4203
37	Aske, O.	LS-7WL	622	93	442	762*	584	540	0	449	579	4071
38	White, G.	LS-8	660	550	484	813	-	-	0	-	-	2507
39	Spiegelberg, G.	LS-8A	479	559	621	806	-	-	0	-	-	2465
40	Schmitt, C.	ASW-24	199*	320*	177*	0	311*	350*	354*	389	270*	2370

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BGA & GENERAL NEWS



FROM THE BGA CHAIRMAN

Dick Dixon explains some of the many activities of the Competitions and Awards Committee and how they work for all levels of glider pilots from the badge hunters to record holders and top international competitors

I have previously written about the workings of your Executive Committee and described the activities of the Instructors' and Safety Committees.

In this issue I'll write a few words about an organisation which I am sure must be something of a mystery to many - namely the Competitions and Awards Committee.

The members of the committee, including its chairman Graham McAndrew, are all current competition pilots of varying levels of attainment, and give of their time entirely voluntarily. As you will gather from what follows, this is no small commitment!

Although not, perhaps, as much in the public eye as some of the more high profile committees, it is vital to the orderly operations of the BGA. Imagine a situation in which there was no framework of rules within which our regional and national competitions could take place - no system for confirming national gliding records, and no way of authenticating and validating the multitude of badge claims which arrive at the office in Leicester day after day throughout the season.

But these are only some of the areas in which the Comps and Awards Committee operates.

In the season, members of the committee hold forums at all National and Championship events to monitor the application of the rules and identify topics for further consideration during the coming winter. The national team manager, Bob Bickers, who is an ex officio member of the committee, attends as many international events as possible where our teams are competing. He provides administrative and operational support as well as facilitating the training and logistics which are so necessary for success in the highly competitive environment of modern international competition.

The success of this approach has been demonstrated by the very encouraging results achieved by the British team in the World Championships at St Auban and the Women's European Championships in Slovakia.

During the "closed season" the committee is involved in a multitude of activities, such as:-

- Compiling results and producing priority listings for next season.
- Setting dates and venues for next year's contests.
- Revising the competition handbook.
- Holding monthly meetings - often lasting all day.
- Selecting the teams for next year's international events.
- Setting and agreeing budgets - and monitoring expenditure.
- Working through the proposals from the previous year's competition forums.
- Advising and briefing our representative to the IGC (International Gliding Commission).

And so on...

Well I hope this has thrown some light on the wide ranging activities of the Comps and Awards Committee, and demonstrated that their sphere of influence spreads throughout the gliding movement from the rarefied environment of international competition to the soaring pilot registering a first leg of a Silver badge.

Changing the subject, as I write this the BGA is involved in a complex and crucially important negotiation with the CAA over future rights of access to Class A airspace. Within the last few days I have received two separate reports of gliders flying into airspace which was absolutely prohibited to gliders.

Please do respect the rules. If you don't know what they are, then find out. You shouldn't be flying solo if you are ignorant of the airspace rules. Image what effect this sort of report can have on our negotiations. Quite apart from the serious consequences if you are caught! So do please act responsibly and obey the airspace rules. You know it makes sense!

NATIONAL LADDER

Pilots who aspire to 300km flights but who are constitutionally unable to stay awake for more than three hours at a time have done well his year. Having taken full advantage of the disappointingly few reasonable days this season, Mike Young heads a strong contingent of Cambridge pilots in the Open Ladder while London and Lasham are chasing hard in the Weekend Ladder.

Open Ladder

Pilot	*Club*	*Pts*	*Flts*
1. M. J. Young	Cambridge	9492	4
2. J. L. Bridge	Cambridge	7769	4
3. P. E. Baker	Cambridge	7248	4
4. S. M. Smith	Cambridge	6620	4
5. C. Lovell	Lasham	6435	4

Weekend Ladder

Pilot	*Club*	*Pts*	*Flts*
1. J. L. Bridge	Cambridge	5918	4
2. R. King	London	5756	4
3. S. M. Smith	Cambridge	4843	4
4. C. Lovell	Lasham	4056	3
5. M. Newland-Smith	London	4054	4

Please send your final submissions as soon as possible after September 30.

John Bridge, *National Ladder steward*

NAOMI RETIRES AS PRESIDENT

Naomi Christy, BGA development officer for many years, has handed over as president of the British Women Pilot's Association to Diana Britten, the first female British Aerobatic Champion.

Naomi, a Lt Col in the Army, started gliding when she was posted to Germany and whilst serving in Ulster set a Northern Ireland altitude record with a wave flight to 9500ft in an Olympia. She joined the Association 34 years ago and became their first president in 1988, having been their chairman. She made national news by wing walking to celebrate her 80th birthday.

The Association are to present the Naomi Christy Award in her honour.

BGA 1000 CLUB LOTTERY

The **July** draw results are: First prize - D. W. Bayliss (£48) with the runners-up - M. Cater, G. H. N. Chamberlain, A. W. Doughty, P. J. Wilby and D. Oddy - each winning £9.60.

August: First prize - F. Thomas (£48.50) with the runners up - J. Allen, M. J. Wilshere, R. M. Lambert, R. C. Brett and C. I. Harris - each winning £9.70.

AIRSPACE NEWS

The CAA has decided to stop **ALL** airway crossings from November 6. This is being done on the perception that there is a theoretical risk factor which exceeds the accepted Target Levels of Safety of $1x10^{-7}$. The Safety Regulation Group do not wish this anomaly to continue despite no evidence that the present crossing by gliders flying VFR is unsafe.

All club chairmen were notified with full details of this sudden decision and were asked to comment to the director of Airspace. There are some clubs that are badly affected by this draconian measure and talks are continuing to help with obtaining local agreements.

The Scottish Air Traffic Controllers have been very constructive and helpful. Manchester Air Traffic Controllers are also looking at specific club requirements. Crossing with radio clearances may be possible.

Talks continue. Full details will be in the next issue.

Carr Withall, *BGA Airspace chairman*

COMPETITION RESULTS

The !8 Metre Class Nationals, hosted at Tibenham by Norfolk GC, was won by Alan Clarke.

Gillian Spreckley was 2nd in the European Women's Championships ' Standard Class at Slovakia.

There will be reports in the next issue.

TEST FLYING AIRSPORTS AIRCRAFT

At Boscome Down on November 27 there will be an afternoon meeting to talk about test flying, held under the auspices of the Test Pilots and Light Aviation Groups of the Royal Aeronautical Society.

Two talks are planned: Testing Historic Aircraft by Darrol Stinton and Testing Flexwing Aircraft by Bill Brooks. This will be followed by a forum, chaired by BAE's test pilot John Farley, to discuss topics sent in advance. For example, flutter, rudder overbalance, stall behaviour or whatever pilots would like to talk about.

There will be a small registration fee to cover refreshments and copies of the papers. To get on the circulation list please send your name and address to the RAeS Light Aviation Group, 4 Hamilton Place, London W1V 0BQ.

This will be the first get together of test pilots of light and heavy aircraft, microlights, hang gliders and gliders so put the date in your diary.

Anne Welch, *Light Aviation Group RAeS*

DEVELOPMENT NEWS



Roger Coote, BGA development officer, has more good news but also warms of a disquieting practice facing cross-country pilots



The official presentation of the cheque at Seighford with Roger Coote and Jean Beynon in the foreground by the Duo Discus. Barry Rolfe, BGA secretary, is far left with Simon Adlard, who was running a BGA soaring course for young pilots, who are seen in the background.

Foundation for Sport and The Arts
On Monday, July 28, there was a double presentation at Seighford Airfield, home of the Staffordshire GC. The Foundation's administrator, Jean Beynon, formally presented a cheque for a £74 000 grant towards the cost of the BGA's new Duo Discus which was on site for a young person's soaring course run by Simon Adlard.

Staffordshire GC's new K-21, for which the Foundation provided £35 000 grant funding, proved its soaring capability when Terry Joint delivered it by air from Lasham only two days before. The two presentations were made and commemorative photographs taken with both gliders in the background.

Two years ago the Foundation extended the scope of its grant funding to include gliding. Since then ten separate awards, amounting to over £300 000, have been made to gliding clubs. The presentation gave an us an opportunity to express our gratitude to the Foundation on behalf of our sport.

More Lottery successes
London GC has been awarded £41 000 towards the cost of a new K-21 with trailer and equipment and Devon & Somerset GC a grant towards two new gliders and additional storage facilities at North Hill.

Field landing charges
One of the saddest aspects of cross-country gliding this season has been the number of complaints about demands for landing fees. The Code of Conduct agreed between the BGA and the Nationals Farmers' Union is as valid now as when it was first established in 1972. The pilot must carry insurance to cover compensation for any damage resulting from his landing, but we never agreed to pay landing fees (other than at licensed airfields).

The Code has been reprinted as RP40 in the latest edition of **Laws & Rules for Glider Pilots** and is worth taking with you in case of a dispute with a farmer.

More landowners are demanding payment of landing fees, sometimes with menaces and under threat of impounding the glider. If such threats continue it may be necessary to take a landowner to court on a charge of demanding money with menaces.

Meanwhile, it is important to adhere closely to the Code of Conduct and to ensure that all glider pilots are seen to keep their side of the longstanding bargain.

Nene Valley's open day
Nene Valley GC held an open day on August 2 to formally start operations from their new strip adjacent to its previous site at RAF Upwood.

The old strip was within the fenced MoD area and, whilst ideal for field landing practice, was cramped for training purposes. The new strip, leased from the well-known glider pilot and farmer, Marshall Papworth, is long and broad. A hangar and clubhouse complex are well on their way to completion.

Visitors to the open day included members from Bicester, Peterborough & Spalding and Welland GCs. Max Bacon and Dick Stratton represented the BGA. There was a must useful discussion and CFI Roger Emms, as host, ensured there was sufficient soaring to keep the club fleet airborne.

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FATAL ACCIDENT
James Wootton-Davies was killed on July 26 whilst flying a K-23 at the Long Mynd. During a winch launch the glider dived into the cable which became entangled with its port wing.

Despite the guillotine being used, the cable remained attached to the winch and flicked the glider inverted when it tightened at a height from which the pilot was unable to recover.

OBITUARY

EDWARD MOLE (1907-1997)
One hundred and forty seven consecutive loops in a glider, flew 148 different types of aircraft and gliders, by his own admission "knew" more than 149 women, No. 6 A badge in the UK, co founder of the BGA, the London GC, the Popular Flying Association etc, etc.

Back in 1930 when he started, a high performance sailplane delivered to an English port, crate included, cost £109 and 15 shillings and *Sailplane & Glider* was a weekly with a cover price of three pence in old money!!

What a man, in today's parlance strictly PC incorrect - us oldies remember when flying was dangerous and sex was safe - Edward Mole lived and played during the classic growth period of RAF and private flying. Happily for us, he left his autobiography behind him - **Happy Landings**. published in 1948 by Airlife Publishing, Shrewsbury, UK.

On landing after 25 minutes of continuous looping to break the world record, he stepped out of the glider and promptly fell straight over backwards.

His many and varied stories, the aircraft, the people, the women including Barbara Cartland who bought him a glider, make wonderful reading; a life certainly worth recording.

I implore you to read the book and if you can emulate just any small part of Edward's flying achievements, when your time comes people will rightly say "What a man".
WALLY KAHN

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	*Name*	*Club*	*1997*
528	Lyell, James	Lasham	29.4
529	Eastburn, Melvyn	Aquila	1.2

DIAMOND DISTANCE

No.	*Name*	*Club*	*1997*
1/766	Eastburn, Melvyn (in Australia)	Aquila	1.2

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DIAMOND GOAL

No.	Name	Club	1997
2/2537	Hamilton, Roderic	Booker	14.5
2/2538	Justice, Richard	Midland	14.5
2/2539	Good, Paul	Bicester	14.5
2/2540	Bertoya, Elizabeth	Black Mountains	14.5
2/2541	Peaks-Woods, Robert	Burn (in France)	9.6
2/2542	Speeding, Nigel	Stratford on Avon (in Australia)	4.12.96
2/2543	Stevens, David	Lasham (in Australia)	13.1
2/2544	Moyes, Terry	Four Counties	24.5
2/2545	Bastin, Richard	Lasham	24.5
2/2546	Rowley, Kenneth	Wolds	14.5
2/2547	Dillon, Kevin	SGU	5.10.96
2/2548	Albert, David	Cambridge (in Australia)	11.3

DIAMOND HEIGHT

No.	Name	Club	1997
3/1396	Lyell, James	Lasham (in Spain)	29.4
3/1397	Reilly, David	Devon & Somerset (in Spain)	21.4
3/1398	Chappell, David	Four Counties (in France)	20.3
3/1399	Darke, Steven	Fulmar	26.4
3/1400	Caton, John	Lasham (Spain)	29.4
3/1401	Lambert, Graham (Spain)	ESC	21.4
3/1402	Chaplin, Geoffrey (USA)	Lasham	26.3
3/1403	Turner, Graham (USA)	Vale of White Horse	26.3

GOLD BADGE

No.	Name	Club	1997
1984	Stafford Allen, Peter	Fenand	25.5
1985	Peaks-Woods, Robert	Burn	9.6.94
1986	Cossey, Simon	Deeside	1.2
1987	Moyes, Terry	Four Counties	24.5

GOLD HEIGHT

Name	Club	1997
Moyes, Terry	Four Counties	31.3
Bedingfeld, John	Glyndwr	12.1
Chappell, David	Four Counties (in France)	20.3
Darke, Steven	Fulmar	26.4
Mills, Stuart	Mendip	28.3
Gregson, Nigel	Glyndwr	4.5

GOLD DISTANCE

Name	Club	1997
Hamilton, Roderic	Booker	14.5
Justice, Richard	Midland	14.5
Good, Paul	Bicester	14.5
Bertoya, Elizabeth	Black Mountains	14.5
Stafford Allen, Peter	Fenland	25.5
Peaks-Woods, Robert	Burn (in France)	9.6.94
Cossey, Simon	Deeside (in Australia)	1.2
Speeding, Nigel	Stratford on Avon (in Australia)	4.12.96
Stevens, David	Lasham (in Australia)	13.1
Terry Moyes	Four Counties	24.5
Bastin, Richard	Lasham	24.5
Rowley, Kenneth	Wolds	14.5
Albert, David	Cambridge (in Australia)	11.3

SILVER BADGE

No.	Name	Club	1997
10 212	Dixon, Peter	Four Counties	24.5
10 213	Walsh, Leslie	Nene Valley	25.5
10 214	Dickson, John	Northumbria	24.5
10 215	Boerdijk, Marielle	Phoenix	20.4
10 216	Bull, David	Lakes	25.5
10 217	Ascroft, Alan	Bicester	31.5
10 218	Robertson, David	Derby & Lancs	29.5
10 219	Postlethwaite, David	Wyvern	31.5
10 220	Padgett, Annabe	Fenland	25.5
10 221	Winn, Terence	Wolds	16.8.96
10 222	Martindale, Lyn	Lakes	25.5
10 223	Orr, John	Lasham	28.5
10 224	Hales, Martyn	Lasham	25.7.96
10 225	Burton, Mark	London	14.5
10 226	Jarvis, Stephen	East Sussex	8.6
10 227	Black, Kathleen	SGU	12.2
10 228	Kilby, Brian	The Soaring Centre	17.6
10 229	Cope, Peter	Midlands	14.5
10 230	Holden, Gerard	Portsmouth Naval	25.5
10 231	Rathbone, Neil	Buckminster	25.5
10 232	Chaplin, Geoffrey	Lasham	23.3
10 233	Bharadia, Milan	Lasham	6.7
10 234	Kirk, Philip	Southdown	18.4
10 235	Richards, John	Midland	8.7
10 236	Bramley, Paul	Lasham	9.7

UK CROSS-COUNTRY DIPLOMA

Part 1

Name	Club	1997
Hales, Martyn	Lasham	25.7.96
Sanderson, George	Cambridge	23.5
Hatfield, Andrew	Nene Valley	25.5
Hodson, Tizi	Booker	13.4

APATHY TO FLYING

There is at best apathy in the UK to flying and at worst total opposition to all forms of aviation. The General Aviation Awareness Council works to overcome the potentially harmful effects of these attitudes, but points out that the relevant people they should be in contact with are ever changing, especially with a new government.

For this reason they are anxious to know of anyone in a position of authority who might be willing to help general aviation and the things that affect it, as well being made aware of those against. If you can help, please contact Tom Hardie at Burnbank, Rafford, Forres, Moray IV36 0RT, fax 01309 673912.

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CLUB NEWS



Nick Brookes of Oxford GC, who went solo on his 16th birthday, with instructor Howard Stone.



Connel GC's John Thomson with CFI Malcolm Shaw. Photo: Robin Worters.



Above: David Weeks (Dartmoor GC) who soloed on his 16th birthday. Below: Aberdeen University GC member, Paul Marshall, with instructor John Dransfield at Deeside GC.







Copy and photographs for the December-January 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 October 14 and for the February-March issue to arrive not later than December 9.
E-mail gbs.sandg@virgin.net

GILLIAN BRYCE-SMITH *June 11*

All but one of the photographs on these two facing pages are of first solos

BANNERDOWN (RAF Keevil)
After early set-backs our twin drum winch is giving excellent launches.

Richard Fretwell flew 3hrs the day after going solo. Arthur Huskie (Astir), Andy Blake (Astir) and Mike Knell (K-6E) reached Lasham, Andy and Mike for their Silver badges. John Dawson (Ventus) was late on a 500km but made 400km plus. Steve Ayres, Phil Raistrick and Dan Gillians have AEI ratings and Derek Seager, Steve Ayres and Simon Foster SLMG PPLs.

Al Stacey flew our T-21 at Sandhill Farm with other vintage types - we have a Slingsby collection of seven, plus Dave Shrimpton's motor Tutor.
D. C. F.

BATH, WILTS & NORTH DORSET (The Park)
A small group took their gliders to Le Blanc. While Mike Thorne flew his DG-300 his 17 year-old son Patrick managed all three Silver legs after several valiant attempts at The Park when he missed 5hrs by a few minutes each time.

We have had several successful flights in the Inter-Club League for 1st and 2nd places. Simon Northway, who recently gained a Silver badge, flew his Skylark 3A to Halesland to reclaim the Halesland-Park cup.

Sue Cutler and Jan Smith catered well for our enjoyable fifth birthday party on August 9.
J. L.



Joy Chadwick of Devon & Somerset GC.

BLACK MOUNTAINS (Talgarth)
Summer is our quiet and peaceful time, but we look forward to the return of our flatland friends in the autumn. Hamish has completed his Silver and Dave Unwin has an AEI rating.The July hangar band and barbecue was a great success.
J. C.

BOOKER (Wycombe Air Park)
Our (free) Regionals were a great success with seven competition days, but more entries from other clubs would be welcome. Entries ranged from a K-6E to an ASW-22 with pilots of varying experience. Our thanks to those who helped.

Despite the awful June we are almost on target for the launch rate. Those completing Silver legs and badges include Ed Garner (our first cadet Richard's younger brother) who has already achieved Silver height and duration.

Work has started on the blister hangar to make access easier for the Pawnee tug (due soon).
R. N.

BORDERS (Galewood Airfield/Milfield)
Our new site facilities were handed over on August 9. We look forward to some good flying and to take advantage of Milfield this autumn with a



Above: Steve Simpson of Dukeries GC.

Below: Left, Driving instructor Eddie Hicks and right Ken Jones, both of Mendip GC. Photos: Keith Simmons.

welcome to visitors we can now accommodate.

It was a great disappointment that our new K-21, bought with National Lottery funds, was damaged in a trailer accident on the M20 on its way from the German factory and probably won't be ready to fly until October. We have several new members and a group of microlight pilots from Popham returned in July for a week of gliding.
R. C.

BUCKMINSTER (Saltby Airfield)
Things are moving along well with our new lease. Our thanks to everyone involved with the July Inter-Club League and the August task week when the thermometer nudged 30°. We are hosting the National Aerobatics Championship in September
N. R.

BURN (Burn Airfield)
The BGA cross-country course run by Gee Dale was a success despite some awful weather.

Our thanks to Bill Thorpe for the excellent R/T course and for his patience. Dave Peters has joined the committee; Austin Craw has his PPL; Pierre Clayton is a tug pilot and Alan Jenkins and Tony Flannery are assistant instructors.

Runway improvements continue.

It is with great sadness that we report the untimely death of Terry Cust. Always an active and popular member, he will be much missed. Our sympathies go to his family.
S. J. K.

CAMBRIDGE (Gransden Lodge)
Most of the following were achieved during another successful cross-country course:- Julian Murfitt and Peter Thelwall (300kms), Stuart Crawshaw and Mike Atkins (100km diplomas); Steve Woolcock (Silver badge in one flight), Ray Jenkins, Stuart Crawshaw, Graham Howat and Mike Naylor (Silver distance) and Bill Murray (5hrs).

Martin Boycott-Brown has an assistant instructor rating.

Even though this year has underperformed in cross-country kilometres, former member Michael Foale is still notching up points in the Mir spacecraft.
K. M. B-S.

CONNEL (North Connel Airfield)
The annual dinner, again arranged by Helen Anderson, was very successful. The CFI's shield went to our chairman, Bill Miller. At the peaceful AGM Bruce Miller became our new secretary.

Gary MacCuish and John Thomson have gone solo and Iain MacArthur has re-engined our winch, Our fleet has been joined by a Zugvogel 3B and a Vega.

Fulmar GC stayed in May and again made our open weekend in July an immense success. We owe them and their CFI John Hull a great debt of gratitude for their practical help, their aerotowing skills and the stimulus and pleasure their visits bring.
R. W.

CORNISH (Perranporth Airfield)
We had a successful expedition in July to Chauvigny Aero Club in July. Ten of us (six flying) with four gliders joined Mo and Barry Meeks and two German clubs. The warm welcome in-



Dominic Finch receiving his wings from instructor Geoff Tilley at Surrey Hills GC after going solo on his 16th birthday.



Patrick Thorne, aged 17, of Bath, Wilts and North Dorset GC with his father's DG-300 which he is now keen to fly having achieved his Silver badge.



Above: Vicky Wilkinson (East Sussex GC) with instructors Fred Bishop (left) and Geoff Tilley. Below: Three of Staffordshire GC's junior members celebrating. Left to right, Richard Hodgetts (who soloed shortly after his 16th birthday), Lara Davies (who made it a birthday solo with a specially arranged flying day) and Jonathan Gill (who went the day after his 16th birthday).



cluded a reception attended by the mayor and a dinner in the hangar for almost 200 from all four communities. Shaunne Shaw won the cup for her first 300km triangle and Barry the cup for the shortest flight - 9min! with 50km and 5hr cups going to a number of German pilots. John Trick flew Silver height and we notched up a lot of flying hours.

We have had many visitors to Perranporth, have a task week before the autumn and are hosting the next Inter-Club League meeting.

We now have six members who are CAA certified fire fighters.
S. S.

COTSWOLD (Aston Down)
Following our AGM the club has been restructured to reflect the need for a more modern management style. It is hoped that team leaders, who will handle such things as trial lessons, holiday courses to operational matters, will involve the maximum number of members, keeping enthusiasm high and attracting newcomers.

Miles Wigfield is our new chairman. The task week at the end of July had three reasonable flying days with Class A won by Ken Lloyd/Darryl Tucker with Steve Ferguson 2nd and Tony Parker 3rd, and Class B by Chris Marsh and others flying the K-13. Richard Burgoyne was 2nd and Mike Shailes/Frank Birlison 3rd.
M. S.

DARTMOOR (Brentor)
The summer has been poor with few cross-countries. However, a visitor managed 15 000ft in the local wave and was still climbing. A few went to 10 000ft and we had many flights to 8000ft.

The Inter-Club League at North Hill was greatly enjoyed but proved we had much to learn. The next weekend at Brentor was stopped by the poor weather.
P. W. W.

DEESIDE (Aboyne Airfield)
We bought our new Discus with a lot of help from the Foundation for Sport and the Arts. Our ASW-19 has been superbly refinished by Andy Lincoln and given a new trailer. Thanks to generous aid from KADET (Leader 11 European funds) and the Lottery Sports Fund we have the latest GPS/loggers and "go faster" instrumentation.

Paul Howe and Paul Marshall have soloed. Jenny Aukland caused a stir by arriving in her hang glider from Glenshee (40km) and jumping into the Puchacz to continue her instruction.

We won the third leg of the Inter-Club League. Duncan McKay (Oly 2B) won the Novice Class.

We had an expedition to Bicester and members have been flying competitions nationwide.
J. D.

DERBY & LANCS (Camphill)
Chris Haslett has an AEI rating; Clive Thrower 5hrs; Bruce Curran Silver distance and 5hrs and Ron Farnell Silver distance just over six months after having quadruple heart bypass surgery - he is a great inspiration to us all. Nigel Howes was 17th in the Standard Class Nationals.

In July CFI Dave Salmon flew King Hussein of Jordon and his son in the Grob. They were in the area visiting Judy Leden, the hang gliding champion, and enjoyed the flight.

Bob and Miranda have made an excellent start as steward and stewardess. Our thanks to Chris Haslett and family for the enjoyable Camphill Games evening.
W. T.

DEVON & SOMERSET (North Hill)
The interesting mix of weather in June and July gave few really good cross-country days. These were exploited by Dave Reilly, Ron Johns and Simon Minson (single-seaters) with Phil Morrison and Chris Wool taking the K-21 on an O/R to Salisbury. Justin Wills visited us and flew an O/R to Perranporth, the venue for the Inter-Club League which was a wash out.

Paul Carpenter has Silver distance and Martin Davies and Joy Chadwick have soloed. The air experience evenings and summer courses have already been very successful.

We have been granted a Lottery Sports Fund grant towards two new gliders and a hangar so that club gliders can stay rigged.
S. C. L.

DUKERIES (Gamston Airfield)
The club Janus has arrived. Steve Simpson went solo in the K-7 which replaces the T-21 as our primary trainer. Lucy Martin is our youngest female to go solo. The main runway is being resurfaced and by mid summer 1998 we will have a grass strip its entire length.

The launch control bus is proving invaluable and is amazing the committee on its ability to raise revenue by selling food and soft drinks.

Important for visiting pilots: You must not cross runway 03-21 below 1500ft as you contravene ATC. This is causing some friction with Gamston control and ourselves. They do have the power to withhold our permission to operate from the site, so don't spoil it for us.
D. P.

EAST SUSSEX (Ringmer)
Steve Jarvis and Alan Pemberton completed their Silver badges with distance flights and Vicky Wilkinson became our first female pilot to go solo on her 16th birthday. She joined two years ago as a junior flying member and her training showed with a classic flight.

Nick Pearson flew 5hrs in marginal conditions and others achieved Bronze legs and cross-country endorsements. Richard Tingle getting his 2hrs in his Vega.

The club T-21 is back after a two year restoration and is popular on our flying evenings, generating a lot of interest among the juniors.
R. S.

FENLAND (RAF Marham)
Ian Stafford Allen went solo on his 16th birthday and soon gained both Bronze legs. Ian has been flying since he started chewing on rusks and has his eyes set on dad's shiny Ventus. (See p265.)

Mike O'Brien has a Silver badge and Colin McInnis Gold distance and Diamond goal.
N. M.

FULMAR (RAF Kinloss)
We were hit by floods in early July. The Acro R50 floated out of the hangar with little harm done but the K-13 has a serious case of rising damp.

We enjoyed the ASH week in June and again helped Connel with their open weekend. We had a great time with dozens of aerotows and it must have been the only place in Scotland that escaped the terrible rain that weekend.
J . P.

KENT (Challock)
Tim Gardiner came 12th in the Overseas Nationals and members competed in the Open Class Nationals and four Regionals.

Our scholarship scheme is progressing well with two already flying the K-8.

Thanks to Nigel being with us all season we are able to fly seven days a week.
A. R. V.

Obituary - Roy Hubble



Roy Hubble, a founder member of Kent GC when it was at Detling, died on July 14 after a long illness, aged 72.

His flying career started in the Fleet Air Arm in 1943 when he flew a variety of aircraft, including Seafires and Spitfires, before the Firefly on carrier operations in the Pacific.

Roy was CFI for almost 22 years from 1958 and involved during the frustrating series of moves before the club settled at Challock. He soldiered on combining his task as CFI with all the planning necessary for building the club's new site.

He was a member of the BGA Instructors' Panel and a regional examiner. Well known for his strict discipline, Roy combined a special attention to the training of young instructor material with encouragement of the less talented. His dedication was recognised in 1966 when he was awarded the Royal Aero Club's bronze medal for his contribution to gliding.

Roy had a passion for flying he pursued to the last. A characteristic grin was on his face as he stepped from the club Junior for the last time before returning to hospital for more treatment.

He will be missed by his wife Stella and family and by all the "less than natural" pilots he inspired. The gliding movement has been built by people like Roy and he is a great loss.
Dick Verity

LAKES (Walney Airfield)
Peter Redshaw achieved another club first in July by flying the first 500km from Walney. On a

marginal day it took almost 8hrs at 69km/h around Staindrop, Worksop and Helmsley. A magnificent achievement.

Janet Holden has gone solo; Mark Johnson has a Bronze badge and Chris Bell has resoloed. Alan Dennis has an assistant instructor rating.
A. D.

LASHAM (Lasham Airfield)
Dave Dripps, ground equipment maintenance engineer, is installing a new more powerful engine in one of our Tost winches to give the heavier two-seaters better launches.

The General Motors Mark V 8.2 litre V8 engine produces 450hp and 550lbs/ft of torque. It has a turbo-400 hydromatic transmission fuelled by propane.

Steve Jones flew in the World Championships, Jane Lewis the Women's European Championships and Peter Masson and Afandi Darlington the Junior European Championships.

The Standard Class Nationals and Regionals we are organising are fully booked and we have held four cross-country courses.

Our cross-country ladder is headed by Chris Lovell, Peter Masson and Afandi Darlington.
A. M. S.

LONDON (Dunstable)
It has been quiet with our manager Bob Bickers seconded to the management of the British team with the club's approval. However, John Heath has gained a £41 000 lottery grant for a new two-seater and we are polishing an application for funds to help restore our listed clubhouse.

Ed Downham won the Open Class in the Northern Regionals.

We have three ASW-27s with two more coming. Expeditions are planned to Talgarth, the Long Mynd and Aboyne.

There has been a sighting of a very large cat, possibly a cheetah, on the airfield which has greatly improved the nocturnal bladder control of the caravan site dwellers.
R. C.

MARCHINGTON (Tatenhill Airfield)
The weather severely curtailed June flying. The BGA soaring course was successful. The committee thought they had learned much through the lectures and what practice the weather allowed and felt that a repeat course would be very popular.

July brought some improvement with Piet Walton Knight (DG) clocking up 4½hrs and we have had a healthy number for trial instruction.

We have gained outline planning permission for the new site. Flying continues at weekends and on Wednesdays.
I. N. R.

MENDIP (Halesland Airfield)
We have been very successful in the Inter-Club League with a fine weekend in July on home ground. We look forward to the final at HusBos.

Ken Jones and Eddie Hicks have gone solo. Dave Hatch flew 80km in the club's K-18 for a Silver distance but forgot to switch on his barograph. Bill McGrath (Skylark 4) missed his 5hrs but gained Silver height.

The second of our Bocians has been refurbished and is resplendent in the club livery. The third Bocian will get the same treatment to give us a matching fleet.
K. S.

MIDLAND (Long Mynd)
Obituaries - Peter Wullf
Peter Wullf died suddenly on June 1 in St Petersburg whilst on holiday in Russia. He was 74.

He began gliding in Germany in 1937 and became a Luftwaffe bomber pilot flying He-111s over Russia. Later he transferred to a fighter station to fly Me 410s, only to be shot down on his first two operational missions. Peter switched to FW 190s and on New Year's Day 1945 was shot down again to become a prisoner of war in England. In a recently published book on Allied and German wartime pilots a chapter was devoted to Peter.

He joined the Midland GC in 1952 later gaining a PPL and becoming an instructor. His pupils benefited from his all round flying experience including such gems as "Speed is life".

Peter was in the 41 red Skylark syndicate and later joined a Shobdon based syndicate, also flying at Haverfordwest and Talgarth.

He was a keen power pilot. Flying his new RF 4 from the factory Peter's arrival at Luton without radio, lights or a night rating was delayed until after dark. The Luton controller was upset and pointed out the dangers of the night flight, only to be told "If I could do it in the war when being shot at it's easy enough now!"

For six years he was a personal pilot for a Pembrokeshire industrialist and later owned an ultralight which was the last aircraft he flew. He also had a love of cars.

He will be greatly missed and remembered as a gentleman, ever immaculate and as a most capable pilot whose enthusiasm for flying was highly infectious. In accordance with his wishes, his ashes were scattered on the bungy point at the Long Mynd.

Ron Hayes
Ron Hayes died suddenly in May aged 76. In recent years he had uncomplainingly borne several serious threats to his health.

A jeweller, he started gliding with us in 1962 and found it was a sport he could readily pursue despite his gammy leg. He joined a syndicate Dart 15 and enjoyed power flying.

He joined the committee in 1965, was secretary for six years and treasurer for 12 until a serious illness compelled him to resign in 1984. He was made a life member in recognition of 18 years' sterling service.

Ron was a dedicated family man and we send our deepest sympathies to his wife Louise and the family. He will be much missed by us all.
Keith Mansell

NENE VALLEY (Upwood)
The open weekend in June helped boost funds following our recent move. The clubhouse and hangar buildings are nearing completion and we are hoping to attract new members.

Our August task week was an enormous success. It started with the official opening of our new site, attended by visitors from the BGA, Husbands Bosworth and Lyvedon. There were barbecues at Nene Valley and at Lyvedon with the "boomerang" flown each way on numerous occasions.

We have had the following achievements:- Mick Myles (solo); Simon Denchfield (resolo after a 20 year break); John Young (300km and 1000hrs solo); Gary Nutall (100km part 2); Guy Brooks (Bronze badge, cross-country endorsement and Silver height); Ron Sibley (2hrs); Mick Myles and Tony Challis (Silver height) and Paul Cooper (Bronze legs).

Our thanks to Fay Keddie, who is going to California, for her work as secretary. Les Walsh has taken over with Chris Hill as chairman.
A. F.

NORFOLK (Tibenham)
We hosted the first 18 Metre Championships in July with six competition days. It was won by Alan Clarke (Ventus C) of Cranwell.

Edward Wood went solo on his 16th birthday. Matthew Cook completed his Silver badge with 5hrs and flew his Oly 2B on a 109km triangle.

Woody collected Snoopy from Crowland and deposited the flightless Penguin in exchange.

At our AGM we voted to inaugurate a rota system involving **all** members in the many and various tasks associated with running an airfield.
B. W.

NORTH WALES (Bryn Gwyn Bach Farm)
Having picked the worst possible weather (torrential rain, gales and 6in of snow) for our early May club week, we were rewarded with good weather for both open days with trial lessons resulting in several new members.

Harry McNee, John Moore, Ian Samples and Bill Snow have Bronze badges and Steve Butler has gone solo.
N. D.J. C.

OXFORD (Weston on the Green)
Our cadets are making excellent progress and the scheme is a great success. Maz Makari has Silver distance and Paul Rogers also surprised us with his first cross-country flight.

Nick, the son of former CFI Peter Brookes, soared for over 2hrs in a club K-8 soon after going solo on his 16th birthday.

The Midland Inter-Club League was a tight finish with Oxford just squeezing out Aquila on the last weekend.

The weather started to co-operate for our last cross-country week with the BGA DG-500 in great demand.
J. G.

PETERBOROUGH & SPALDING (Crowland Airfield)
Our task fortnight had an interesting start with our pundit Roger Gretton landing in an onion field whilst flight checking Frank McClurg - Frank resoloed and gained a Silver leg. There were also Silver legs for Paul Davey, David Mason, Frank Panter and Bryon Smith.

Adam Laws won the Novice Class with Chris Hatton 3rd in the Pundit Class in the East Anglian Inter-Club League at Wormingford.

Our Pirat is now in demand following its eventful return journey to Poland for wing modifications towed by Bob Darby and Bob Sharman.

After five months our Pawnee tug is back following a total refurbishment and a new livery. ➡

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Left: Ulster club stalwart and thrice World Championships contestant Jeremy Bryson flew his mother Rosemary in a Capstan at Bellarena on her 90th birthday in August, watched by about 30 family members. Right: Stratford on Avon GC's Olympia 2A syndicate, left to right, Colin Bushell, Jeff Gale and Derek Phillips, who celebrated the anniversary of the glider's first flight 50 years ago. Photo: Mark Pedwell.



King Hussein of Jordon being given a flight in Derby & Lancs GC's Grob.

Country member Ian Thwaites has a PPL and Jeff Howlett is an assistant instructor.
F. P.

SCOTTISH GLIDING UNION (Portmoak Airfield)
A large number of members have enjoyed various competitions, some with creditable results. At last we had excellent weather for the Inter-Club League meeting and the Air Cadets had a successful soaring camp, run by Tony Spirling, with a crop of good achievements.

Cadet Kit Mclean, Richard Hungerford and Graham Whyte have gone solo, Graham on his first course after only 28 flights. Richard Rigby has resoloed after 33 years and Chic Cermanni flew 50km for his Silver while his syndicate partner Steve Back did the same at Le Blanc.
G. S. G.

SHALBOURNE (Rivar Hill)
The K-7 has been resprayed and looks like new and we have added an Astir to our club fleet.

The June washout seriously affected our open day but conditions have improved with Anette and Geoff Purcell going solo on the same day and Simon Mcdowell resoloing after an eight year break. Alan Messenger and Keith Lovesey have a Bronze leg and Roger Ingham his 5hrs. Kay Draper, Martin Jones and Phil Morgan have Silver heights and Phil flew his 100km.

Our team performed well in the last Inter-Club League with Alan Joyce flying 165km for part 1 of the UK diploma.

Alan Sparrow and Dave and Kay Draper have Bronze badges and Jim Gavin an AEI rating.
C. N. H.

SHENINGTON (Shenington Airfield)
Summer has finally arrived! Dave Heath and Paul Barnes went solo, Dave soon gaining Bronze legs and Silver height; Jacqui Miles has a Bronze leg; John Vella-Grech a Bronze badge; Nigel Barnard and Robin Adam Silver height and Nigel Barnard his 5hrs. Arthur Carpenter has an assistant Cat rating and John Harwood a full Cat and SLMG PPL.

Various members have been in competitions, Chris Kidd winning the cup for the best newcomer at Booker Regionals.

We have taken over the running of the bar (previously run on our behalf) and have new office equipment and another clubhouse shower.
T. W. W.

SOUTHDOWN (Parham Airfield)
Derek Payne has joined our maintenance team and Dave Felix has retired from instructing after many years' valuable service both here and at East Sussex GC.

Adrian Noard, Roger Moore, Mike Holmes, Andrew Switherland, Giles Thomas, Chris Offen and Pat Simmons have gone soloed; Julian Hall has Silver height and Phil Mackie and Phil Kirk have Diamond goals. Ray Jones flew the task but forgot his barograph!.

The "Columbus Club" have flown some splendid cross-countries - Eddie Hahnefeld (410km), Craig Lowrie (430km), Julian Hitchcock (442km), Bob Adam (447km) and Ian Ashdown (510km).

The club is making itself known thanks to the efforts of Duncan Stewart, our new PRO. We are represented wherever possible from air shows to shopping centres (see photo).
P. H.



Sarah Harland, who won the Eastern Regionals, at work instructing at Cabair's London School of Flying, Elstree.

SOUTH WALES (Usk)
After a slow start to the season we have had decent soaring weather with Enzo Casagrande and Brian Compton achieving 5hrs. Enzo, who with Hugh Rattray gained Bronze cross-country en-



Shona Buchanan of Southdown GC at the Fareham shopping centre.

Left: Fulmar GC's flood damaged K-13. Right: Outgoing chairman of Burn GC, John Stirk (left) receives a vote of confidence from incoming chairman Derek Wilson.







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dorsements, then completed his Silver badge with a 50km. Nigel Kerr has gone solo. Tony Hooper is now a tug pilot. We have a new retrieve vehicle provided by Sportlot.
N. P. W.

STAFFORDSHIRE (Seighford)
Jean Beynon, administrator for the Foundation for Sport and the Arts, presented us with a cheque towards our new club K-21 and one to officials for the BGA's Duo-Discus. (See BGA News.) This was in time for the young persons' soaring course for six of our members. It was a great success with most going cross-country with BGA instructor Simon Adlard in the Duo Discus.

Despite poor weather the task week was enjoyable and well attended with many caravaners ensuring an early start on some mornings.

We have a new clubhouse and shower.
S. K.

STRATFORD ON AVON (Snitterfield Airfield)
On July 27 we celebrated the 50th anniversary of Derek Phillip's first flight in his Olympia 2A which is now syndicated with Derek, Colin Bushell and Jeff Gale. They cracked a bottle of champagne after some excellent soaring flights.

After a poor June we have had some of the best soaring conditions for years with a number of 250/300km attempts for the club ladder.

June Harris, David Johnson, Lee Ingram, Barry Monslow and Eric Lown have AEI ratings; Andy Balkwill a Silver badge; Mark Pedwell and Chris Wooler Silver height and duration; Matthew King and Simon Calvert have gone solo and Martin Round has resoloed.

A very beautiful Capstan arrived from Lasham with Phil Pickett and Mark Parsons soon proving its cross-country ability. Geoff Butler is replacing his Dart 15 with a Pegasus.
H. G. W.

SURREY & HANTS (Lasham Airfield)
Rick Bastin has Gold distance and Diamond goal; Milan Bharadia, Paul Bramley and Nigel Pocock Silver badges and Ian Brice and Ron Beecroft Bronze badges.

Both Discus panels have been rewired with L-Navs fitted and radios overhauled. Joint Aviation have given the club a new parachute.
A. M. S.

SURREY HILLS (Kenley Airfield)
It's funny how the composition of a club can change. A year or so ago the proportion of solo pilots to *ab-initos* was such that we sold an under used K-8. But now so many have soloed (too many to mention, though we must record Dominic Finch's on his 16th birthday) the K-7s are being used for solo flying.

Our longest day on June 20 got off to a good start with even the first trial lesson soon after 7am. But by 1230 the rain appeared and the rest of the day was lost. The happiest man was chairman Ross Charlton who won the sweepstake on precisely when the rain would start!
P. B.

THE SOARING CENTRE (Husbands Bosworth)
Despite a poor season our courses have been well subscribed and our two Discus fully booked. Unfortunately due to a fair amount of crashery we have had to hire a second K-8. We now have a Stemme on site.

Our Regionals and the Club Class Championships had good weather and an excellent entry. The Crab twins, Steve and Paul, came equal 1st in the Regionals with the Club Class won by local pilot Mike Jordy for the second year running.

Our peritrack is to be resurfaced over the winter and we are having a new shower block.
T. W.

ULSTER (Bellarena)
We are levelling and seeding the hitherto unusable one-quarter of our field, giving us from next summer space to host substantial competitions.

In July we flew a dozen teenage Chernobyl nuclear fall-out victims and their interpreters. There was good ridge lift and they loved it. We are also flying supporters of Action Cancer.

Several members with five aircraft competed in the washed-out Irish Nationals at Kilkenny, the Dunstable Regionals and flew at Bicester and in Bavaria. Five members of Nordrhein-Westphalia's Hilden club came on from Kilkenny with a K-21 and LS-6 and enjoyed a super SE wave day on August 10, when Fred Parkhill and Bernard Silke gained Silver heights and visitor Gerald Arendt cruised around Ulster and the neighbouring Atlantic in his new LS-6 for more than 9hrs.

Recent achievers include CFI Harry Hanna (PPL); Reg Browne (Gold height at Minden, USA); Cavan Weir (Bronze badge); Rachel Neill (Bronze legs) and Stephen Johnston and Philip Frizzell (going solo). Our oldest active pilot, James McLeod, was made an honorary life member 64 years after his maiden solo on his 21st birthday in a DH Moth at Renfrew in 1933.
R. R. R.

VECTIS (Bembridge Airfield, Isle of Wight)
In spite of the foul June weather Darren Card flew a Bronze leg on the cliffs and Clive Lewis a sea breeze front Bronze leg the day after going solo. Adrian Flatt also has a Bronze leg but Mike Squib missed 5hrs by a few minutes.

Our thanks to Peter Hearne for his help which made the paperwork for our annual visit to Thouars, France, painless. Martin Parsons (SHK) flew 400km for Gold distance/Diamond goal and a 150 O/R at 100km/h. Jenny Stewart (K-6E) broke the 200km barrier in her search for Gold, reaffirming our opinion of the hospitality and kindness of French farmers. Adrian Flatt (K-8) gained a Silver height, cross-country endorsement and a second Bronze leg. We had a lot of fun in cheap old timber gliders while the glass jockeys are trying to beat this at HusBos.
J. E. K.

WREKIN (RAF Cosford)
Despite poor weekend weather we have made good use of weekday evenings with a lot of training and have introduced many to gliding.

Cosford and Wrekin GC hosted the RAFGSA AGM in June, giving the Executive Council an opportunity to view our new facilities.

Steve Fulcher has a Silver and Barny Barnbrook a Bronze badge. Barry Mould and Mike Robinson have gone solo and James Prosser has Gold distance and Diamond goal.
N. E. R.

YORK (Rufforth)
We have a new clubhouse which is a considerable improvement on the old one. There is a reception area near the office for visitors and the majority appreciate the change to a non-smoking clubhouse. Much of the work was done by Brian Mennell with a few hardworking helpers.

The launch rate at busy times is much improved by the second tug which came in July.
M. D. C.

YORKSHIRE (Sutton Bank)
The Northern Regionals was a success with Ed Downham winning the Open Class and Paul Whitehead the Sport Class. We hosted Competition Enterprise (see p275). Bill Payton has gone solo and Paul Foster has Diamond goal.
C. L.

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Mike Jordy, on the right, being presented with the Champion's cup by Barney Toulson, chairman of The Soaring Centre. Photo: Sid Gilmore.

CLUB CLASS CHAMPIONSHIPS

Husbands Bosworth, July 26-August 3

This Championships was started last year to encourage pilots with less than state of the art gliders to compete with a more level playing field than, in say, a typical Regionals where the latest in the Standard Class could be flying against 20 year-old gliders. The maximum handicap allowed was 104, making the LS-4 the "best" glider allowed. Waterballast was banned and while winglets were accepted, from now on they won't be. This is to keep the competition in line with the European Championships, for which a place was available for the winner of the UK contest.

There was a very healthy entry of 38 gliders, very much in keeping with the philosophy of the Championships with a large selection of Cirrus, Libelles. ASW-19s and LS-4s.

The five contest days were directed by Derek Westwood, ably assisted by Ron Bridges, with Derek Sear advising on the weather. A magnificent trophy was awarded to the Champion by the Royal Sun Alliance.

Saturday, July 26 was scrubbed under a grim looking sky.

Day 1, Sunday, July 27. An anticyclone to the SW with a ridge NE across most of the UK brought moderate soaring conditions, the south affected by cirrus and altocu.

A 202km triangle, Newmarket, Caxton Gibbet, was set but the sky looked decidedly tricky when the first launch was announced at 1230hrs. However, it cleared up allowing climbs to 3500ft before the start with good cloud streets forming as the afternoon progressed. Everyone completed with Peter Masson (DG-101G), one of the last starters, 1st at 98km/h.

Day 2, Monday, July 28. A 207km triangle, Didcot, Kettering, was set with high pressure covering the south and moderate soaring conditions developing with isolated showers later.

The good conditions ended shortly after Northampton with a large blue hole extending to the edges of Oxford. Most tiptoed through this to the better weather nearer the TP where racing could begin again. The unlucky ones landed in the Bicester area with 20 finishers. The winner was Mike Cuming (LS-4) at 69km/h, claiming he had to win as his daughter needed a new T-shirt.

Day 3, Tuesday, July 29. A ridge of high pressure was forecast, to decline slowly as an occluded front moved east, with moderate, possibly strong conditions, and cumulus bases rising to 4000ft. The 15kt wind rising to 20kts.

With a good forecast slightly tempered by a potentially early cut-off from high cirrus, most opted for an early start on the 248km triangle, Bury St Edmunds, St Neots. Conditions rapidly improved with climbs to 4000ft possible before the start gate opened, going to over 5000ft further on track. The run to the first TP was relatively straightforward with many pilots reporting climbs in excess of 4kts. The run back, against an increasing wind and possibly weakening conditions, was easier than expected with 6000ft climbs. Everyone completed with Damian le Roux (Std Cirrus) in the lead at 87.14km/h.

Day 4, Wednesday, July 30. A cold front was forecast to clear by early morning with moderate to strong conditions developing, broken convection distorted by 20kt winds but becoming better organised later. There was yet another trip to East Anglia with a 239km butterfly, Caxton Gibbet, Northampton West, Norman Cross.

With such a strong wind cloud streets were going to be important and there was an easy leg to Caxton Gibbet with climbs to 5000ft at the TP. The leg to Northampton was similar though slower against the 20kt headwind, although conditions were deteriorating with spread out.

Then the afternoon improved to allow most to turn Norman Cross and battle against the headwind with 29 completing, Peter Masson winning at 80.32km/h. The story of the day, however, was Gee Dale coming 2nd at 64.56km/h flying the Edgeley EA-9, which has a performance similar to the K-6E. Surely proof that it is often not just the glider...

Thursday, July 31 and August 1 were scrubbed with an overcast sky and rain.

Day 5, Saturday, August 2. A ridge of high pressure was building over central areas with a cold front remaining near the south coast. There were variable amounts of cumulus with spread out weakening local thermals.

Everyone thought this was going to be the day (a 500km was set in the 18 Metre Championships) and Derek was confident until the real weather turned up! A large bank of high cirrus kept local convection to a minimum and the grid wasn't launched until 3.30pm on a 142km quad, Hinckley, Towcester, Eyebrook reservoir dam. For a short time the weather improved and reasonable speeds were possible, but those who were a little slower were left with a dying day.

Mike Cuming, one of the late starters, won at 72km/h in under 2hrs.

So Mike Jordy successfully defended his title in what was a close contest all week. The handicapping in this Championships is proving very successful with the Libelles and Cirrus giving the LS-4s a hard time all week. Not carrying water seems to even up the field.

The atmosphere was lighter than for a Nationals, although mutterings were heard in many camps regarding the status of the contest as a Championships as apposed to a Nationals, when there were nearly three times as many entries as in the 18 Metre Class Nationals that week.

After two well subscribed years it now looks as though the Club Class Championships is really taking off and has a bright future within the UK competition calendar.

All eyes will be on Mike to see if he can make it a hat trick in 1998.

			Day 1.27.7 202km ▲ Newmarket, Caxton Gibbet			Day 2.28.7 207km ▲ Didcot, Kettering South			Day 3.29.7 248km ▲ Bury St Edmunds, St Neots			Day 4.30.7 239km Butterfly Caxton Gibbet, Northampton West, Norman Cross			Day 5.2.8 142km Hinckley, Towcester, Eyebrook			
Pos	Pilot	Glider	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Total Points
1	Jordy, M.J.	Pegasus	98.7	2	960	(67.2)	3	982	83.7	8	898	(74.6)	11	882	65.3	8=	888	4609
2	Le Roux, D.	Std Cirrus	91.8	4	903	60.6	9	925	87.1	1	1000	76.5	4	945	58.5	19	812	4585
3	Fritche, P.C.	LS-4	98.4	5	898	62.0	10	912	68.8	3	853	80.2	5	943	64.0	13	858	4566
4	Cuming, M.F.	LS-4	88.0	11	789	69.5	1	1000	84.4	10	894	76.4	10	892	72.4	1	982	4557
5	Masson, P.J.	DG-101G	98.1	1	1000	(197.2)	22	543	84.4	4	853	80.3	1	1000	65.3	2	915	4411
6	Jeldin, A.	Std Libelle	82.8	12	776	61.3	7=	942	83.1	5	948	68.0	15	836	61.3	11	865	4367
7	Housden, S.R.	ASW-19	85.0	13	771	64.0	4	951	86.5	2	961	69.0	19	814	63.0	12	862	4359
8	Rebbeck, H.A.	LS-4	86.7	14	770	60.1	14	891	83.6	13	882	80.4	3	946	61.9	17	826	4315
9	Freestone, I.P.	LS-4	90.6	9	827	59.7	15	886	83.2	18	875	72.2	16	835	65.8	7=	881	4304
10	Williams, J.	Std Libelle	78.1	17	706	58.5	10	912	77.4	21	851	73.7	7	920	58.7	18	824	4213
11	Atkinson, P.	LS-4m	78.5	25	649	64.9	5	947	81.8	20	853	75.6	12	880	65.1	9	875	4204
12	Rebbeck, J.N.	Std Libelle	77.0	18	703	61.6	6	946	79.8	29	736	70.1	13	868	63.9	4	904	4157
13	Davidson, R.I.	LS-4	77.2	28	632	60.4	13	894	83.6	13	882	69.0	22	792	63.6	14	851	4049
14	Rice, P.F.	Sport Vega	74.8	22	670	48.4	19	790	77.5	17	867	73.5	6	930	56.8	20	779	4036
15	Booth, D.A.	DG-300wl	83.1	7	863	64.5	7=	942	83.7	12	884	(230.7)	31	310	64.9	10	871	3870
16	Hood, L.	Std Cirrus	69.1	8	861	47.9	20	771	73.1	26	765	63.1	24	754	57.2	25	691	3842
17	Date, G.G.	EA-9	76.2	6	878	(134.9)	25	410	86.4	31	656	64.6	2	978	54.0	7=	881	3803
18	Armstrong, P.	LS-4	72.0	34	554	58.1	2	964	79.8	23	821	76.8	9	897	(133.0)	33	332	3568
19	Allan, M.	LS-4	86.6	15	768	61.2	12	903	82.8	18	866	(101.0)	28	108	65.9	5=	886	3531
20	Mee, M.	LS-4	82.0	19	700	(178.5)	24	455	75.8	27	757	77.6	8	908	62.9	24	692	3512
21	Tribe, A.	LS-4	80.3	10	807	(37.0)	35	46	87.2	6	939	70.3	20	809	63.0	15	842	3443
22	Nunn, A.	PW-5	69.6	20	695	(135.9)	26	393	84.4	28	752	49.3	30	662	58.0	3	905	3407
23	Healy, P.	ASW-19	84.8	16	765	(202.2)	21	548	79.8	22	845	72.4	14	862	(133.6)	30	340	3380
24	Parish, A.	Std Cirrus	74.2	26	635	61.5	18	815	(187.2)	38	166	80.4	21	802	58.3	21	773	3193
25	Wright, J.	Pegasus	70.3	35	541	58.4	17	839	65.7	33	696	60.1	29	686	(134.2)	32	337	3099
26	Head, T.	Pegasus	76.5	27	632	(44.5)	30	69	89.3	30	664	69.6	23	770	62.2	16	840	2975
27	Matson, D.	LS-4	78.1	23	658	(39.1)	34	52	65.9	34	599	70.9	18	817	58.5	22	746	2872
28	Stephen, J.	LS-4	85.9	3	904	(44.5)	31	68	82.6	19	865	(186.2)	33	225	58.5	22	746	2808
29	Hibberd, G.	LS-1	77.4	21	683	(42.6)	31	68	80.3	11	886	59.4	27	702	(134.4)	29	350	2689
30	Meagher, M.	Pegasus	78.0	24	654	(144.3)	28	352	75.8	25	769	60.2	28	683	(74.4)	36	149	2617
31	Glover, G.	Std Libelle	72.5	29	620	(139.3)	28	362	75.2	24	814	59.9	25	719	(0.0)	DNF		2515
32	Moufang, A.P.	ASW-15	67.3	36	529	(143.5)	27	370	58.1	37	514	60.0	26	710	(130.2)	31	339	2461
33	Brown, V.	Std Cirrus	73.0	30	616	56.5	16	876	60.9	9	895	(68.5)	39	46	(0.0)	37		2434
34	Tiefema, R.	Std Libelle	70.8	31	594	(191.6)	23	528	65.4	30	648	(189.4)	32	242	(131.0)	29	348	2357
35	Garwood, M.	Janus A	71.0	33	584	(25.6)	36	14	61.7	35	542	(160.9)	34	200	51.0	28	672	1992
36	Eddie, E.	ASW-19	71.4	32	588	(39.1)	33	54	64.0	7	917	(165.3)	37	187	(100.6)	35	238	1834
37	Clempson, D.	Cirrus 17.7	55.3	37	325	(23.0)	37	7	60.4	36	531	(127.1)	36	164	47.7	27	630	1660
38	Johnson, R.	SZD Junior	DNF			DNF			DNF			(121.4)	35	175	(95.8)	34	249	424
HORS CONCOURS																		
	Marsh, B.	LS-8	93.8		845	62.6		906	88.4		946	74.0		835	67.1		884	4416
	Wright, W.	Nimbus 15	80.0		790	59.9		868	85.8		875	74.1		825	58.5		722	4080







Left: Mountain Duo - ASH-25s. Centre: ASW-24 finishing at Booker. (Painting owned by Al Kay). Right: An LS-3 and Bergfalke over the Murray river delta, Australia. (Painting owned by Jill Burry.)

Amanda's Work

Amanda Deadman was at the World Championships (see p284) as part of the Wells' clan as well as spending much of her time sketching and painting. Above are examples of her painting. She says she can't remember a time when she didn't paint and has always been encouraged by her family. She has had a varied training at two art schools, covering painting, design, photography and ceramics. Amanda first became interested in gliding in 1987 and joined Shalbourne GC. Soon after she started painting glider portraits which, she says, were little more than a coloured background with a glider in the centre. She joining the Guild of Aviation Artists, won an award for the best sport flying painting and has been a committee member. Since then Amanda has exhibited regularly. When asked what she considered made a good gliding painting, Amanda summed up: "Well obviously the composition is all important - where in the picture the gliders are positioned. This bit is instinctive. It just looks right or it doesn't! I always try to have interesting backgrounds and paint gliders that I know. I do preparatory sketches and take a lot of photos of the aircraft, especially details like any colour markings, tinted canopies etc. If it is a commission then a specific background might be requested. If this is the case, then it is really important to agree on the sketches before I start the painting. I have in the past used oils and acrylics but find they take too long to dry and don't suit the way I like to work - quite quickly and precisely - so now I only work in watercolour. I also paint portraits, horses being a particular favourite." Amanda can be contacted on 01844 217364.



Vintage Glider Club National Rally

Ian Dunkley's photo shows a busy start to the day at Camphill, home of Derby & Lancs GC, when they were hosting the Vintage Glider Club National Rally at the end of May. Ted Hull's Scud 3 is in the foreground.

The weather was excellent with seven days giving a mixture of thermal, ridge and wave resulting in 276 launches and 175 flying hours. And, apart from a minor incident before the Rally started, it was damage free.

More than 26 aircraft took part, excluding club gliders, with over 100 pilots and crew making it the largest event at Camphill since the World Championships in 1954. There was also a lively social side with even a revival of the "Camphill Song Book".

It is hoped the "Camphill Rally" will become an annual event. - Details from Ian Dunkley.

Soldiers Taught To Glide

Our photograph is of members and instructors at one of the ten gliding courses held this year by the Army at Achmer, home of the British Forces Germany Gliding Centre.

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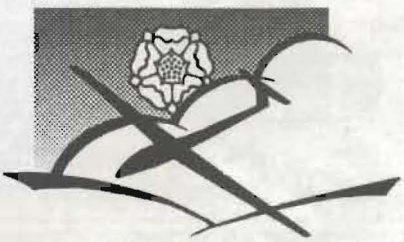


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IN A CLASS OF THEIR OWN?

Rod writes about the first UK motor glider competition, held at Bidford from May 31 to June 8, with a brief report of the days by Pete, director and task setter

Congratulations to all those involved at Bidford in organising this excellent new competition. Their objective was to demonstrate to the BGA the viability of motor/turbo gliders competing under normal gliding rules - with the exception of not having to land out, but to be scored to the position where a task was abandoned and an engine started. The driving force originating the competition was David Findon with direction/task setting from Peter Freeman and scoring by Tim Newport-Peace.

Twelve pilots completed with Ian Cook 1st, flying his new Ventus 2ct superbly, David Findon (Nimbus 4DT) 2nd and the double act of Ralph Jones/Simon Marriott (Nimbus 3DM) 3rd. There were six competition days with only one day (June 8) producing no finishers as cu-nims washed the fleet out of the sky.

The organisers were rigorous in applying normal rules as far as possible. Thus on Day 1 a competitor who "landed out" only a few miles down the track was barred from scoring his later more creditable effort. The *modus operandi* was to run the engine briefly after an aerotow launch (in the case of the turbos) to prove the engine detection system.

Thereafter a start was made in the normal way and the task stopped at the point where the engine was started. Naturally GPS position logging was used with little or no recourse to photographs. This led to a particularly laid back competition with all pilots back at Bidford enjoying tea and cakes in the late afternoon, whilst the scorer plugged the black boxes and barographs into his computer to produce provisional results within minutes.

Competitors appreciated this relaxed atmosphere and the avoidance of jeopardising their expensive toys by putting them into farmers' fields. They agreed it was a test of soaring skills rather than a field landing and trailer racing exercise. They seemed responsible about field selection and decision heights in case of engines failing to start.

It was noticeable that on a very wild and windy day pilots were deploying their engines at safe heights of perhaps 1000 to 1500ft agl, whilst on a calm day 600 to 700ft on a pattern into a field was more the norm. In such situations a non motor competition pilot would surely soar away from a lesser height on finding a saving thermal.

At the end of the week we held a forum to gauge how the pilots would like such competitions to develop in the future. All (with one exception) wanted to be allowed to fly in Regionals and Nationals with engine available - although everybody understood the difficulties this presented. The arguments revolving around supposedly fair or unfair advantages or otherwise of motor gliders against pure gliders were examined at length.

Many of these may turn out to be imagined rather than real, for a number of countries now successfully permit integrated competitions, with the corollary that pure gliders may be GPS scored to their furthest position on track if they desire to abandon the task.

It was agreed that Bidford 1997 was a great success and to ask the BGA Competitions Committee to grant rated status for 1998. There would seem to be no reason why pure gliders might not compete if they wish next year. The organisers certainly deserve this recognition.

Pete's account

Day 1, Saturday, May 31. Task: 140.6km triangle, Ludlow, Tewksbury North. *Met: 3000ft inversion with 20kt easterly wind.*

A very amusing first day with Ralph Jones running over his own wingtip. Ian Cook won at 67.7km/h. Pete Roberts (Ventus BT) would probably have won the day but logger failure cost him a lot of points.



Ian Cook, the winner, checking on the weather. Photo: Tony Moulang.

Day 2, Sunday, June 1. Task: 188km triangle, Telford, Winchcombe. *Met: Very blustery with a 25 to 30kt north-easterly.*

A very windy day but everyone elected to go. Rod Witter (Ventus CT) won the day with 92km/h, attaching an invisible rope to Ralph and following him everywhere.

Day 3, Monday, June 2. Task: 249.9km triangle, Shrewsbury, Enstone. *Met: 25 to 30kt north-easterly.*

Again a very windy day but everyone elected to go. Ian Cook won the day followed closely by Tony Moulang (Ventus CT).

Day 4, Wednesday, June 4. Task: 168.7km triangle, Buckingham, Pitsford reservoir. *Met: overcast but humid with 5kt variable wind.*

After the non contest on Tuesday, this was the only day a Schempp-Hirth glider didn't win and the only pilot to complete the task was Frank Jeynes (ASH-26E) at 61.8km/h with a very marginal final glide.

Day 5, Saturday, June 7. Task: 159.9km triangle, Stourport, Aston Down. *Met: 20 to 25kt southerly with some showers.*

The wind was back with a vengeance but from a different direction. Most pilots rounded the first TP but the into wind leg to Aston Down proved very difficult. Ian Cook won his third day with 58.5km/h. Ralph would have done better had he rounded the second TP correctly.

Day 6, Sunday, June 8. Task: 157.7km polygon, Stourport, Tewksbury North, Enstone. *Met: 25 to 30kt south-westerly wind with lots of showers.*

Yet again the wind was against us as well as a big cu-nim forming over Worcester half way through the task. Pete Roberts was the only one to reach the second TP, winning the day at 70.6km/h.

FINAL RESULTS
Motor Glider Competition

			Day 1.31.5 140.6km ▲ Ludlow, Tewkesbury North			Day 2.1.6 188km ▲ Telford, Winchcombe			Day 3.2.6 249.9km ▲ Shrewsbury, Enstone			Day 4.4.6 168.7km ▲ Buckingham, Pitsford reservoir			Day 5.7.6 159.9km ▲ Stourport, Aston Down			Day 6.8.6 157.7km polygon Stourport, Tewkesbury North, Enstone			
Pos	Pilot	Glider	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Dist	Pos	Pts	Total Points
1	Cook, I	Ventus 2CT	67.7	1	680	64.6	4	817	67.1	1	889	(80.0)	11	150	58.5	1	773	61.4	2	177	3486
2	Findon, D. E.	Nimbus 4DT	67.6	4	648	(134.8)	9	395	56.8	3	805	(158.9)	2	435	43.1	2	699	63.7	3	162	3144
3	Jones, R.	Nimbus 3DM	69.9	3	662	97.9	2	946	(195.6)	5	494	(87.4)	5	229	(107.8)	3	472				2840
	Marriott, S.																	36.9	7	37	
4	Roberts, P.	Ventus BT	(67.5)	8	127	62.1	3	818	(178.4)	6	472	(100.6)	3	316	(73.2)	5	333	70.6	1	240	2306
5	Denne, J.	Discus BT	57.9	2	664	(180.2)	5	735	(103.8)	7	237	(67.3)	6	217	(56.3)	6	240	9.5	9=	0	2093
6	Aldous, R.	Discus BT	(87.6)	6	235	(179.1)	6	728	(174.0)	4	564	(63.4)	9	202	(0.0)	10=	0	37.7	9=	0	1729
7	Sesemann, M.	Ventus CT				(0.0)	12	0							(92.1)	4	457				1679
	Moulang, A.		(57.9)	9	92				53.0	2	826	(86.0)	4	258				36.2	5	46	
8	Witter, R. B.	Ventus 2CT	(12.4)	10	0	92.0	1	960	(105.6)	8	211	(76.3)	6	217	(58.1)	7	205	36.9	5	46	1639
9	Costin, M.	DG 400	(99.8)	5	276	(180.4)	7	692	(34.6)	11	30	(56.4)	10	159	(58.1)	8	181	29.1	8	25	1363
10	Jeynes, F.	ASH-26E	(77.9)	7	165	(77.3)	11	214	(96.9)	9	177	61.8	1	546	(25.3)	9	15	48.4	4	57	1174
11	Osbourne, M.	Nimbus 3DT	DNF	10	0	(159.5)	8	489	(0.0)	12	0	(83.1)	8	215	DNF	10=	0	DNF	9=	0	704
12	Attwood, S.	Discus BT	(0.0)	10	0	(86.4)	10	289	(59.2)	10	93	(33.5)	12	70	(0.0)	10=	0	0.0	9=	0	452

BGA Competition Scoring Program by Specialist Systems Ltd

SERENDIPITY

1000KM IN NORWAY

For the last ten years a group of mainly German pilots who all fly *Langohren* (long ears), an appropriate name for Open Class gliders, have held a task week in different parts of Europe. This event is called EuroCup and on alternate years they glide from airfield to airfield (or outlanding) or fly from a fixed base.

This was a fixed based year and the country chosen was Norway, perhaps better known for snow and other forms of inclemency than for good gliding weather. The group arrived at Elverum, the national gliding centre about 100 miles NNE of Oslo, on May 29 at the beginning of a period of improving weather.

On May 31 a 1000km yo-yo task was set which three completed. For Manfred Dick and Bernhard Jürgenhake it was the second 1000km flight while for Wilfried Grobkinsky (ASW-22) it was just one of the nicer of his 36 (yes, 36) 1000km flights!

The group flew 26 000km in seven gliders on eight days, making the 10th EuroCup the most successful.

If anyone would like to experience gliding in Norway they can contact (in English): John Erik Laupsa, Ole Reistad Senter, PO Box 312, N-2401 Elverum, Norway, tel 0047 6241 2398.- Translated by Alan Harris from *Aerokurier*.

A MODEL PILOT

During a recent 50km attempt by Mark Parker, Cotswold GC's youngest cross-country pilot, he landed in a field and went to tell the farmer.

"OK, you can go and fetch it, son," replied the farmer.

"But it's a full size one - I was flying in it" protested Mark.

"So where's the pilot?" the farmer asked.

The saga continued until Mark showed him the glider and demonstrated the controls, at which point the farmer believed young Mark actually was a pilot and the glider not a lost model. **NB**. When Mark completed his Silver badge a few weeks later he decided an airfield landing would be simpler!
MIKE SHAILES

WEATHER ON TELETEXT

Teletext on ITV and Channel 4 have launched a weather section aimed at those interested in flying and climbing. The flying information divides the country into north and south and includes the overall weather, surface wind and cloud cover, updated daily at 9am.

DEREK ON DISCOVERY

Included in the Discovery Channel's aviation programme, Flightline, was a splendid sequence in August with stunt pilot Brendan O'Brien test flying a K-21 with the help of Derek Piggott.

There were some spectacular shots and the satisfying conclusion from Brendan that this was "wonderful, fabulous, magical.

"This is the Zen of flying. Now I've always believed in reincarnations. I've always wanted to come back as an eagle, but if I can't I'm going to come back as a glider pilot", he added.

BOOK REVIEWS

Staffordshire and Black Country Airfields compiled by Alec Brew and **Fairey Aviation** compiled by John Taylor, from The Chalford Publishing Co Ltd at £9.99 each.

While strictly not gliding, these attractive books will appeal to anyone interested in aviation and their format is very acceptable. They rely on photographs from the archives with neat captions taking the reader along at a gentle pace.

Staffordshire had one of the first aerodromes in the UK - Dunstall Park, Wolverhampton - where the first all British flying meeting was held in 1910. Over 200 photographs chronicle the good and bad times of flying in that area.

Aircraft designed and built by Fairey Aviation were at the heart of World War 2, a fact recognised in this book of 220 photographs, as well as remembering the other milestones in the company's illustrious past.

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BGA ACCIDENT SUMMARY

Compiled by DAVID WRIGHT

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Pilot/Crew Age	Injury	Hrs
29	K-13	1746	Minor	13.3.97 1332	Long Mynd	40 16	None None	690 0

P1 carefully monitored how the ab-initio student completed his pre-flight checks and prompted where needed. After a 40min flight P1 demonstrated a medium banked turn and prompt recovery. At this point the canopy opened and slid off the hinges, smashing on the wing before trailing on the restraining strap. P1 made a successful field landing.

30	Ventus CT	R24	None	16.3.97 1715	Dishforth	34	None	528

In strong gusty winds the pilot decided to approach at 60kts and selected full landing flap on finals. At about 500ft he reduced flap to aid roll control. Just before touchdown he closed the airbrakes slightly "to arrest the high rate of descent" but the glider "arrived" and groundlooped after the left wing dropped and caught in the grass.

31	K-13	R41	Minor	16.3.97 1433	Halton	45 15	None None	429 0

During the training flight P1 and his student checked the canopy was shut by applying upward pressure. However, at about 150ft the canopy opened. P1 released and shouted "I have control" but P2 froze on the controls and P1 had to hit him on the shoulder before he let go. P1 landed safely as P2 recovered and held the canopy closed.

32	DG-800A motor glider	G–	None	–.3.97 –	Incident Report	69	None	1429

The motor glider took off across the normal launch direction because of the crosswind. At about 20kts during the ground run the steerable tailwheel hit a rut in the rough grass. A spring detached from one side of the wheel and the aircraft groundlooped.

33	Skylark 4	1123	W/O	26.3.97 1309	Challock	35	Serious	20

The pilot was briefed for a short ridge soaring flight before taking a winch launch. As the wingtip holder let go the wing dropped and was not lifted before the nose rose and the glider left the ground. The wing continued to drop until it was vertical and the glider nosed into the ground before falling on to its back. The pilot's leg was broken.

34	K-8	n/a	Minor	8.3.97 1600	Challock	70	Minor	160

After a normal winch launch the pilot flew into lower cloud that had started to form. He became confused as to his position and flew away from the airfield. He lost height before getting his bearings and flying towards the airfield. He was too low and made a hurried stalled landing in an unsuitable field on top of the local ridge.

35	Astir CS	3196	Minor	27.3.97 –	Long Mynd	21	None	21

The visiting pilot was given two successful check flights in different conditions and was cleared to fly solo on the local ridge. Failing to find lift he entered the circuit but, probably worrying about curl over, misjudged his height and, in trying not to overshoot into a pond, landed heavily in rough ground.

36	Vega	2715	Subst	28.3.97 1329	Dunstable	31	None	100

The glider, a Vega with wingtip extensions, was being winch launch when the left wing dropped and touched the ground. As the speed increased the glider lifted off with the tip still on the ground. The pilot released and the glider was seen to groundloop, nose first, into the ground.

37	K-18	R43	Subst	26.3.97 1500	Near Lleweni Parc	42	Minor	47

Climbing in wave, the pilot trimmed the glider and put on his oxygen mask. While doing this he drifted back beyond the wave bar and found he could not push back into it without entering cloud. He found he had to make a field landing due to cloud on the hills. The area had poor fields and the glider was substly damaged hitting the far hedge.

38	W8 Tailwind	G–	Subst	–.3.97 –	Incident Report	54 28	None None	800 200

The power pilot was making his first visit to this airfield and misunderstood ATC instructions to land on the grass beside the main runway and did not touchdown until the upwind end. He applied full power but did not become airborne before the aircraft hit the far hedge.

39	K-8B	2418	Minor	22.3.97 1100	Seighford	42	None	t

The early solo pilot had a check flight then took a solo winch launch. At about 5ft the winch power failed and so the pilot released the cable and landed ahead. As he landed the glider drifted slightly sideways and the front skid was damaged.

40	Capstan	–	None	–.3.97 –	Incident Report	50	None	

On initiating a landing ahead after a cable break P2 was unable to open the airbrakes. P1 landed the glider after freeing the brakes. Subsequent examination showed that a protruding bolt on the left airbrake paddle had fouled the airbrake box.

41	K-13	3493	Minor	11.4.97 0940	Dunstable (near)	60 51	None None	1011 0

After two demonstrations of a spin to the right and recovery P2 was being talked through a recovery to the left when there was a bang as the left hand turnbuckle on the rear cockpit cable failed. P1, in the front seat for this flight, maintained control sufficiently to land in a nearby field but hit a fence due to the lack of any rudder control.

42	Astir CS77	R60	Minor	13.4.97 –	Dishforth	60	None	66

Upon "take up slack" the glider overran the winch cable so the pilot released. However, the cable was jammed in the wheel and the glider was launched as the winch driver did not react to a "Stop" order. At 700ft the cable released and the glider bunted, opening the brakes, before the pilot recovered, closed them and made an untidy landing.

43	Falke Motor glider	G-AYZW	Minor	11.3.97 –	Portmoak	71	None	3600

While taxying downwind on a track the wingtip caught a small uprooted bush. The motor glider slewed to the left and despite applying full opposite rudder, spoilers, handbrake and cutting the engine the propeller hit a pile of debris and was damaged. The normally clear track had reduced clearance due to debris from ditch clearing work.

44	K-21	3639	Minor	18.4.97 –	Sutton Bank	49	Minor	0.15

On his second solo flight the pilot found he was undershooting so closed the airbrakes. Because of this the glider bounced back into the air after a firm initial landing. He overcorrected and the glider next hit the ground nose wheel first. At this point his head struck the canopy cracking it with the metal stud on his cap.

45	PA18 Cub Tug	G–	Minor	–.4.97 –	Incident Report		None	6000

The visiting pilot was giving an aerotow when, after taking up slack, the glider overran slightly then the rope broke when it was snatched by the accelerating tug. Despite cutting the power the tug pilot could not prevent the aircraft nosing over on to its propeller at low speed, bending the tips.

46	K-8B	–	Minor	–.4.97 –	Incident Report		None	

The glider was towed out to the launch point behind a car then left as the driver attended a briefing. After this, another person was asked to move the car but drove off not realising the glider was still attached. The glider's wing hit another car.

47	K-21	n/a	Subst	–.4.97 –	Incident Report		None None	

The glider in its four wheeled trailer was being driven home at a steady pace on a straight downhill road when the car driver lost control and crashed into a lamp post. The car and trailer were written off and the glider substly damaged.

48	Vega	–	None	–.3.97 –	Incident Report	36	None	143

After a soaring flight the pilot found he could not lock the undercarriage down so he landed on the grass. This was successful and no damage was caused. The rod which carries the undercarriage lever was found to be bent.

49	Not Known	N/K	Minor	17.4.97 1500	Lasham	58	None	2.7

The early solo pilot made a normal approach until he encountered wind shear/turbulence late in the approach. He moved the stick forward to maintain speed but then hit the ground on the skid before he could initiate a flare. The glider ballooned back into the air then, after entering a pilot induced oscillation, landed normally.

50	Not Known	Y4	Subst	12.4.97 1130	Lasham	48	None	38

The glider lifted the left, into wind, wing during a winch launch. As the pilot overcorrected for this he applied elevator and the glider became airborne in a high nose up attitude and rolled to the right. After releasing the pilot tried to level out but the glider, travelling at 90° to the launch, hit the ground with the tip and nose.

CLASSIFIED SECTION

TO PLACE AN ADVERTISEMENT IN THE CLASSIFIED SECTION, please send your remittance together with a copy of your wording to Debbie Carr, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE (Tel 0116 2531051 or Fax 0116 2515939), before November 5th for next publication. Any advertisements received after this date will be carried forward to the next edition of S&G. Rates 70p per word with a minimum of £14.00. Black & White photographs accepted £6.00 extra. Box No. £3.00 extra. Prices include VAT.

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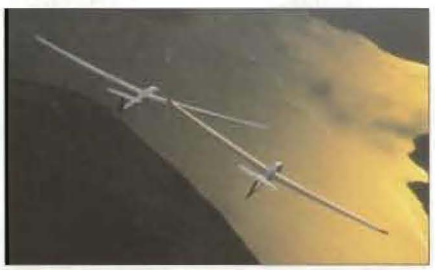
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