Sailplane & Gliding



Banjo
Flight test

MORE AND TALLER TALES
Your stories of T-21s

COMP RESULTS & RATINGS

Dec 2001 – Jan 2002
£3.50 Vol. 52 No. 6
ISSN 0036-7230
9 770036 723037 49



SOUTHDOWN AERO SERVICES LTD

The Leading Edge In Glider Technology.

CAN OTHER REPAIR ORGANISATIONS OFFER THESE FACILITIES?

TEN FULL TIME ENGINEERS?
AUTOCLAVE FACILITIES?
TWO LARGE COMPUTER CONTROLLED CURING OVENS?
DEDICATED SPRAY OVEN?
DEDICATED CUTTING BAY?
CLEAN ROOM FOR COMPOSITE LAMINATING?
STAFF AVAILABLE 363 DAYS OF THE YEAR?

WE BELIEVE THE ANSWERS TO THE ABOVE QUESTIONS ARE NO.

BOOKINGS FOR C OF A INSPECTIONS NOW BEING TAKEN. PLEASE PHONE OR EMAIL FOR A PRICE LIST.

FACING THE COMPETITION HEAD ON.

Christmas Gift Vouchers

SOUTHDOWN AERO SERVICES LTD

LASHAM AIRFIELD
LASHAM
ALTON HANTS

Phone: 01256 381359
Fax: 01256 381816
E-MAIL: info@southdownaero.com

The magazine of the
British Gliding Association

December 2001 ~ January 2002
Volume 52 No 6

Editor: Helen Evans

7 Ollney Road, Minchinhampton,
Stroud, Gloucestershire, GL6 9BX

tel: 01453 889580
email: *helen@sandg.dircon.co.uk*

Please note the change of editorial contact details (email remains the same)

Deadline Dates

February ~ March 2002

Articles	December 11
Letters	December 11
Club News	December 11
Advertisements	December 17
Classifieds	January 5

April ~ May 2002

Articles	February 12
Letters	February 12
Club News	February 12
Advertisements	February 25
Classifieds	March 4

Publisher
British Gliding Association
(email: *bga@gliding.co.uk*)

Advertising in *S&G*: Debbie Carr
(email: *debbie@gliding.co.uk*)
Subscribing to *S&G*: Beverley Russell
(email: *beverley@gliding.co.uk*)

Kimberley House, Vaughan Way
LEICESTER LE1 4SE
tel: 0116 253 1051 fax: 0116 251 5939
www.gliding.co.uk

© British Gliding Association 2001
All rights reserved. Views expressed herein are not necessarily those of the Association or the Editor

***S&G* annual subscription:** £21.00 in UK
US $45 for airmail; $35 for surface mail



The ProFe Banjo is the first glider to be certified by the German authorities in the country's new "microlight glider" class. Jochen Ewald converted to it at the Wasserkuppe and, on page 18. gives us his verdict
(photo: Jochen Ewald)

Sailplane & Gliding

18 **Banjo-wagon**



Could microlight gliders bridge the gap between gliding and airsports such as hang- and paragliding? **Jochen Ewald** thinks these new aircraft might have a big future

34 **Homeward bound**



The concluding instalment of **Guy Westgate**'s epic journey across Europe with motorglider and toothbrush. This issue: from Poland to the South Downs

38 **More and taller tales**



Thanks to everyone who sent us their stories of T-21s. We print some of the best tall tales – plus the first chapter of the T-21 story by **Frank Irving** and **Ann Welch**

42 **A taste of competition**



Andy Davis recalls a practice flight for the 2001 worlds that illustrates why he loves flying cross-country in competitions

50 **K-8s versus the Juniors**



Andrew Bates and **Guy Hall** of Edinburgh University GC, went south to challenge the hotshot boy racers at this year's Junior Championships – in K-8s

4-5 **News**

7 **Your letters**
Derek Copeland; Ary Ceelen; Rod Witter (reply by Ron Bridges); Barry Smith; David Roberts; Andy Davis; Peter Saundby (reply by Al Eddie); Anthony Edwards, the Arm-Chair Pilot; Michael Strathern; Ian Champness; John Stirks (reply by David Roberts); John Hickling

13 **BGA Development News**

14 **Reviews**

16 ***Tailfeathers* by Platypus**

24 **Trigger points and feeders**

26 ***Gliding Gallery:* sun and snow**

28 **Using slopes, sun and wind**

30 **Soaring Spanish sierras**

32 **Old, bold and Wolds**

41 **Ratings and comps for 2002**

45 ***Nationals:* 15-Metre Class**

46 **Competition results 2001**

52 **Club History: Northumbria**

53 **Club News**

61 **Obituaries**

62 ***Salutary Soaring:* no elevator...**

62 **More on winching**

63 **Accident/incident summaries**

64 **BGA Badges**

65 **Classifieds**

66 **Advertisers' index**

Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale

From the BGA

THE RECENT Club Chairmen's conference on October 27, 2001, provided a useful forum for discussion of topical issues by those who attended *(see also page 13)*.

I felt it was a pity that less than half the UK clubs were represented, and I really would encourage other chairmen or their deputies to make the effort to come in future. Ask your own chairman if he or she went and if so, what information they gleaned.

Harriet Pottinger, chairman of the British Hang Gliding & Paragliding Association, met on November 1 with Sports Minister Richard Caborn, and reports that the responsible attitude of all airsports, including gliding, over foot-and-mouth this year has clearly registered very favourably with the Government. This may lead to an initiative to provide some high-level national media coverage of airsports next year with the help of the Minister.

On the communications front, a new BGA Communications and Marketing Committee has been formed, led by Marilyn Hood, and is planning some key initiatives, including the appointment of Pete Masson to upgrade the BGA website as a priority *(see story this page)*. Club visits by BGA Executive members are under way and I hope as many club members as possible will take the opportunity to hear directly what the BGA is doing for you and your clubs and also to provide the Executive with direct feedback on issues you want to raise.

This year has been a very bad year for fatal accidents: we have lost eight glider pilots in the UK and abroad. We do not know the cause of all of those accidents, as some are still under investigation by the BGA's accident investigation team, as well as, in one case, the AAIB. All I can say is that every accident is a tragedy, and should not have happened. But they did.

Last year I discussed with the Chairman of the Safety Committee the increase in the proportion of fatal accidents in recent years that resulted from mid-air collisions. More recently I have asked the new chairmen to take another look at this cause and see what further can be done to eliminate this awful statistic.

What is clear is that mid-airs happen mainly in the circuit or in/near thermals. The instructors committee will be looking at what can be done in the teaching area to raise awareness of not just the need to look out, but the way pilots look out. The increase in GPS and other gizmos in the cockpit has almost certainly been a factor in at least two fatal mid-airs in recent years.

Lastly, good luck to the British Team who are representing Great Britain in South Africa this winter, and we hope they will add to this year's unique gold medal tally.



David Roberts
BGA Chairman
3 November 2001

d.g.roberts@lineone.net

New initiative on communications

THE new BGA Communications and Marketing Sub Committee (yes, we'll think of a snappier title soon) held its first meeting recently.

The members are Marilyn Hood, Claire Emson, Pete Stratten and Steve McCurdy. Over the coming months you will begin to see the results of their efforts.

The first task will be the update and relaunch of the BGA website.

We will also be at the International Air Sports Exhibition at Telford on December 1 and 2 with a new purpose-built BGA stand to promote gliding.

Before you start expecting revolution, we are a committee of volunteers – just like you, who lead full and busy lives too – but this is our contribution to the British gliding movement. You may see us at clubs as well, but we cannot do all we want to right away, so please be patient – it may well be evolution not revolution!

Do come to the AGM, where you will hear us tell you what we have done, outline what we will be doing, and find us ready to listen to what you have to say. Communication is a two-way process, after all. Keep watching, it's happening. We hope to see you in Nottingham in February.

Marilyn Hood

Team members and coaches

THE British Team competing in the 27th Gliding World Championships at Mafikeng, South Africa, from December 18-31 is as follows:

15-Metre Class:
Justin Wills and Ed Johnston

Open Class:
Russell Cheetham and Peter Harvey

Standard Class:
Andy Davis and Mike Young

Harry Middleton will accompany them as British Team Manager.

These three classes finish the current round of gliding World Championships, in which Britain has so far this year excelled. Pete Masson, Steve Jones, Sarah Steinberg, Gillian Spreckley and Jay Rebbeck have all secured Gold medals in 2001, while Richard and Jez Hood earned Silvers. Several other pilots took top ten places and worked with the medallists to win Golds for the team.

Looking to the future, the British Team Coaches are elected every two years by a panel consisting of British Team and top Nationals pilots. In October this year, Andy Davis, Pete Harvey, Brian Spreckley, Mike Young, Martyn Wells and Justin Wills were elected as British Team Coaches for the years 2002 and 2003.

The coaching programme will continue to focus primarily on development training of teams representing the UK at all levels plus the skills development of potential future British Team members.

The coaches will continue to offer a coaching presence at major competitions when team members request it.

Next year's coaching will include a one-week mountain flying camp in addition to the usual Ontur training camp.

Enquiries about British Team Training should be directed initially to Andy Davis: *PamiNAndy@compuserve.com*

Advisory body celebrates 50 sessions

FIVE former Chairmen of the National Air Traffic Management Advisory Committee (NATMAC) were guests of honour at a lunch at the Savoy in London to celebrate the Committee's 50th plenary session.

NATMAC is an advisory body sponsored by the CAA's Directorate of Airspace Policy. With representatives from a wide range of UK airspace users, such as UK airlines, airports, the Ministry of Defence, private and recreational flyers, its aim is to ensure their diverse interests are taken into account during the development of new airspace management policies and procedures.

The Committee is traditionally chaired by the Director of Airspace Policy, currently, John Arscott. The former NATMAC Chairmen attending were: Air Marshal Sir



Thomas Stonor, Air Vice Marshal Brian Huxley, AVM Mike Gibson, AVM John Feesey and Mr Arscott's immediate predecessor, AVM Ron Elder. The three remaining Chairmen, Air Marshal Sir Ian Pedder, Air Commodore Jack Broughton, and Air Cdre Mike Miller were unable to attend.



How did they do that?

GLIDER pilots can often devise ingenious solutions to intractable problems, as these two photos illustrate.

First, can any reader supply an answer to the conundrum currently baffling some of the Vintage Gliding Club's best brains? The club's Michael Powell *(seen above on the right)* insists he was merely having a check flight somewhere in Southern England with an instructor, which ended in this field landing. He offers a small prize to the first reader to suggest the most accurate, or original, sequence of events. The glider was not, he claims, manhandled into position and was undamaged. Contact him via the editor.

The second picture *(right)* shows Midland GC's answer to how to get one more glider into its distinctive hangar (which, as longer-established readers will recall, featured on the front of our April-May 1976 issue). Vertical rather than lateral thinking and a lot of work by club members resulted in a £1,500 fix: an extra beam with a 500kg hoist and a cradle to suspend their K-23 or other single-seater from the roof.



Time to claim your BGA trophy

DON'T FORGET to submit details of any flights you wish to be considered for a BGA trophy (awarded at the BGA dinner):

Wakefield: Longest distance; **Furlong**: Longest triangle; **California In England** Longest distance by a female pilot; **Volk** Longest O/R; **Seager** Longest two-seater distance; **Frank Foster** Fastest 500km; **Manio;** fastest 300km **Rex Pilcher** Earliest Diamond distance of the year **De Havilland** maximum gain of height; **Goldsborough** highest-placed pilot in the most recent world championship team; **John Hands** for outstanding support to the organising or running of competitions; **Enigma** National Ladder open section winner; **Firth Vickers** National Ladder open section second place; **L. DuGarde Peach** National ladder club section winner; **Slingsby** National ladder club section second place; **Spitfire** National Junior Ladder winner.

All flights must originate in the UK in the calendar year. All speeds/distances are handicapped. Declarations NOT required, flights must be verified by logger or camera and barograph, landout certificate or Official Observer.

All FAI badges, records, national ladder and competition flights are automatically considered.

Claims should be submitted by January 7 to Ron Bridges, Holm Oaks, Charter House Close, Brackley, Northants NN13 6AP
Email *Ronald.Bridges@zurichadvice.co.uk*

In brief

AN AIRPROX has been filed involving an Airbus A321 and a parachutist 10 miles east of Weston-on-the-Green, Oxfordshire, on June 23 at some 9,000ft. The Airbus, en route to Heathrow, was under LATCC radar control.

A 46-year-old has flown into the record books by setting a new world record for a flight powered by party balloons. Ian Ashpole, from Ross-on-Wye, reached 11,000ft above the North London Parachute Centre, Chatteris, Cambridgeshire, strapped to 600 balloons. He then cut himself adrift with a knife and parachuted back to earth.

THE CAA's new chairman is Sir Roy McNulty, former chairman of Short Brothers and of the Department of Trade and Industry Aviation Committee (1995-1998). Sir Roy was also chairman of National Air Traffic Services Ltd (NATS) pre-privatisation. *www.caa.co.uk*

CURBS on public planning inquiries are being proposed by a Government Green Paper. Planning Minister Lord Falconer says that applications for "major developments", including airports, would be fast-tracked by MPs in Parliament. Public Inquiries would then only determine the details.

THIS October, Midland GC's Falke was used in a search operation for a 10-year-old who went missing near the club (but was found safe soon afterwards). John Parry and Chris Ellis scrambled the aircraft within five minutes of a police request. Is it the first time a motorglider has been used in this way?

THE agenda for the next IGC meeting, to be held on March 9-10 in Lausanne, includes a paper on team flying in international comps. *www.fai.org/gliding/documents.asp*

IN Phil King's piece on wave flying in the last *S&G* (October-November 2001) editorial gremlins removed a hyphen from the URL. It should have read: http://www.arl.noaa.gov/ready-bin/profsrc.pl?metdata=

CONGRATULATIONS to Andy Davey (from Kiel, Germany), who won the Ozee flying suit in our recent competition, and to runners-up Andrew James (Monmouth) and Peter Denman (Co Kildare), who win balaclavas.

WINNER of the BGA Lottery September draw was: first prize, A Towse (£52.50); runners-up (£10.50 each) were: JR Edyvean, R Barrett, K Olpin, M Lisle and C Wick. Winner of the October draw was: first prize, G Peters (£51.25); the runners-up (£10.25 each) were: GC Chamberlain, RV Chamberlain, P Wilson, B Cleugh and KV Chatburn.

BGA AGM, Conference and Dinner 2002

Eastwood Hall Conference Centre, Nottingham

Saturday 23rd February

Provisional Programme

0945 Welcome and Introduction by BGA Chairman, David Roberts

1000 The Committee So Far
Feedback from the recently formed Communications and Marketing Committee
Marilyn Hood (Committee Chairman)

1020 British Teams

1030 Decline in Members
Feedback from the recent Nordic Conference
Robert Danewid (President, Swedish Gliding Federation)

1100 Coffee

1115 Title To Be Announced
The first of our guest speakers - Paul MacCready
Chaired by Mike Bird

1230 Lunch

1330 AGM of the British Gliding Association

1500 Coffee and Exhibition

1600 Title To Be Announced
Lembit Opik MP, Parliamentary Spokesman

1630 The evolution of the Turbo self retrieving systems
Tilo Holighaus

1730 Close

1900 for 1930 Dinner

- 1900 Pre-Dinner Drinks in the Lounge Bar
- 1930 Dinner in the Lawrence Suite
- 2130 After-Dinner Speech by Brian Lecomber, Firebird Aerobatics Ltd
- 2145 Awards
- 2215 Live Band - "Sould Out"

Dinner in the evening is strictly by ticket only. The cost is £22.50 per person.
For more information and to book your tickets for 2002, call Claire at home (01280 705741), or on her mobile (07887 548913), or email: claire@gliderpilot.net
For accomodation bookings, please contact Eastwood Hall directly: Tel: 01773 532532, Fax: 01773 532533.

BGA 2002 AGM, Dinner & Conference

Your letters

Think where you're going

HAVING now flown two Assigned Area Tasks (and a POST task) in competitions, can I say what a brilliant idea they are for making the best use of the available weather? They make the pilot responsible for flying as many kilometres as possible in the set time, using the best conditions he (or she) can find in and between the assigned areas, on the basis of the more kilometres flown, the faster the speed. Even if you land out you still get credited with a speed for the distance flown, although this will be devalued, especially if you have flown for less than the set time. However, this is better than the situation in racing tasks, where a landout costs you all your speed points.

The problem with conventional racing tasks is they are totally dependent on a reasonably accurate weather forecast. If conditions are better than forecast everyone romps round the task in double-quick time and the day gets devalued. If, on the other hand, they are significantly worse, the task becomes overset, leading to hours of grovelling and possible land-outs with all their attendant risks. They also encourage gaggle flying and leeching.

With an AAT, I set myself a task with turning points within the areas that I think I can complete in the time. I also pick some TPs further away and nearer in the same general area so I can extend the flight if conditions are good or fall back if conditions are poor. This minimises the pre-flight planning required, which is one of the criticisms of this type of task, and allows you to fly with a purpose.

I do, of course, have the option of going somewhere else in the assigned areas should there be a big area of clag around my intended TP, another problem associated with racing tasks. All this requires is a bit of careful map reading.

I think that AAT tasks should favour pilots with good all-round soaring skills, rather than those who just leech off better pilots, follow the gaggle, or can afford the highest performance gliders. They are also ideal for handicapped competitions where the pilots of lower-performance gliders can just set themselves smaller tasks, so they have the same chance of completion as the higher-performance gliders with the handicap taking care of the speed.

I suppose the only downsides of AAT tasks are that they could not be used for badge claims unless a separate declaration is made and that they require competition pilots to think about where they are going.

Derek Copeland, RICKMANSWORTH, Herts

Collision avoidance

THE BGA Competitions Committee rightly strives to find rules that will minimise the chance of mid-air collision.

This year I experienced, for the first time, the use of multiple start points in a competition. These have been introduced to reduce the chance of collision – but I was far from convinced of any decrease in the risk, as compared with the use of a "normal" 12km long start line.

The multiple start points used at Gransden involved each competitor visiting one (or perhaps trying two) out of 10 alternative areas of 1km diameter scattered close around the site.

Although mine can only be a subjective opinion, I formed the impression of more gliders moving in a random, unpredictable and therefore potentially more dangerous way, around the sky.

I feel sure there is a statistician, or some similar brain, in our movement who can computer model these different start systems and tell us which has a lower probability of conflicting tracks.

I feel sure the Competitions Committee would welcome an informed mathematical opinion as to the best option for reducing this risk at the start. Can someone provide some harder "facts" which will be preferable to subjective user opinion?

Rod Witter, CHESTER, Cheshire

Ron Bridges, chairman of the BGA Competitions and Awards Committee, replies:

Multiple Start points were introduced some two years ago following a period when they were trialled at a number of different competitions, the objective being to reduce gaggling and leaching during the start period.

They are commonly used at international contests and provide competition organisers with the option of an alternative start method.

To date, the competitions and awards committee have received no adverse comment regarding the use of multiple start points, and have no immediate plans to change or modify this start procedure.

The competitions and awards committee is, of course, more than happy to receive any constructive comments and actively seeks suggestions for future amendments as the sport and its competition requirements continue to evolve.

Ary Ceelen of Eindhoven in The Netherlands, sent us this postcard (right). He says: "Reading the October-November 2001 issue of your beautiful magazine, I saw a picture on page 8 that reminded me of a similar card that I bought years ago, on a trip from Harwich to Scotland, via East Anglia. Typical: on the back of this card is a sign from the Post Office: "preferred in an envelope"! Maybe they did not understand the interesting ups and downs of the sport of gliding!"



An unwonted slur

IN HER otherwise excellent article (With the wind in your hair, October-November 2001, p18) on the T-21B, Nan Worrell casts an unwonted slur on Min, or Minnie Bannister, to quote her full name, who was one of the finest Englishwomen of her generation. To describe this eminent lady as: "apparently a cartoon character of the 50s" is to belittle her very real contribution to national morale during the darkest days of the Cold War, not to speak of her unstinting support to her husband, the late Henry Crun, particularly after his hearing had failed to the extent that he could no longer hear a knock at the door.

Who will be the next icon to suffer revisionist sneering? Will the gallant Major Bloodnok, whose lifelong struggle against the deleterious effects of eating curried eggs set such an example of stoicism, be shown to have had feet of clay?

Will Griptite-Finn be named as the fourth man with Burgess, Maclean and the other one? Or will that well-known comedy duo Bluebottle and Eccles be revealed as angst-ridden neurotics who loathed each other? Where will it all end?

Readers of this letter who are under 50 are advised to ask a grown-up what it means.

Barry Smith, THIRSK, North Yorkshire

More T-21 letters on page 38 – Ed

Excellent photographs

I AM sure I am not alone in noticing the excellent quality of many of the photographs of gliders in *Sailplane & Gliding* since you took over as Editor.

Neil Lawson (the ***White Planes*** picture co.) is clearly a supreme professional in this specialism, and his work deserves recognition. I suspect some clubs might enhance their own publicity material by contracting Neil to provide material, for a suitable fee.

David Roberts, EWEN, Gloucestershire (in a personal capacity)

Tracing the *Wild Goose*

REGARDING the Wild Goose saga (October-November 2001, p7): as a small ➢

boy at Keevil airfield in the 1960s I clearly remember a blue and white Oly 419 being flown indecent distances around Southern England by Eric Hales, then a Bath & Wilts club member.

Eric bought the glider from Peter Scott. If my memory serves me right, Eric extended his lounge so that he could recover and microballoon the 419 in the comfort of his own home!

Following the death of his wife, Eric sold the glider and moved to France. I believe he sold it to Pat Ladd.

Andy Davis, ULEY, Gloucestershire

Oxygen in gliders – further facts

THE article by Al Eddie in the October-November issue of *S&G* (*Oxygen: the facts*, p24) omitted some old lessons and new developments. Gliders are different to powered aircraft because cockpit temperatures are low. This is not a new problem because it also applied to many world war two military aircraft. Ice formation can block pipes or valves.

It should be explained that the body can compensate to some extent for low pressure, but this compensation is limited. (The oxyhaemoglobin dissociation curve is S shaped.) This means that the effect of hypoxia is not a simple function of altitude. USAF research has not confirmed a difference for females so the male chauvinists should leave their oxygen at the club.

Compensation exists only up to 10,000ft or the equivalent partial pressure of oxygen when breathing enriched air. If pilots are ill from anaemia, drug abuse or other causes, they should not be flying.

The first action on suspecting hypoxia must be to open the air brakes rather than undertake an introspective diagnosis.

The specification for oxygen was not mentioned; it is essential that aviation oxygen is dry, otherwise condensation in the regulator will freeze and cause a failure. All commercial oxygen is dry when supplied but if cylinders have been allowed to empty they need to be purged before reuse.

The periods of useful consciousness are academic information. Even with trained aircrew, above 25,000ft. they become unconscious before realising that they have a problem. This is the reason why military aircraft cabins are pressurised to this level. Both continuous flow and demand regulators were developed in WW2, but new Electronic Delivery Systems exist which offer the advantages of positive delivery and economy. Masks present a problem. Partial rebreathing masks which allow exhaled gas to enter the reservoir (BLB type) all have a low temperature limitation, normally -5°C.

This is because ice forms in the throat and many deaths occurred to B17 gunners who used these masks during the 1940s. Masks used with economisers must have a non return valve between the mask and the bag. Modern masks (RAF Type P or Q) are designed for use with a demand regulator and have no other inlet valve. The earlier (RAF Type H) economiser masks were more resistant to low temperatures than their successors.

High pressure oxygen will detonate grease and whiskey is a suitable degreasing agent with known toxic properties. At sub atmospheric pressures I believe spontaneous combustion to be an old wives' tale. Normal skin is greasy and the alleged burn was probably frostbite. Nevertheless any ignition source, such as smoking, is very dangerous.

Lastly, an error crept into the introduction. The actual BGA recommended practice is that an oxygen system should be carried for flights above 12,000ft. When carried, oxygen should be used from 10,000 ft.

Peter Saundby Medical Adviser, BGA

Al Eddie replies:

I thank Peter for adding his superior knowledge of the subject. It is all too easy, when constructing an article, to get hung up on anecdotal information instead of sticking to fundamentals. We live and learn. Nevertheless, I'm sure the intent of the article has been achieved and that pilots are now better informed of the dangers of hypoxia and the limitations of their equipment.

Best speed to fly

IT WAS kind of Myles Lemon (*Get your maths up to speed*, October–November 2001, p8) to recall my article *Festina Lente (or A Stochastic Cross-country)* from the February 1963 *S&G* (p12). If anyone would like a copy of it just e-mail me at *awfe@cam.ac.uk* and I shall be glad to send one. It contains an extremely simple and revealing diagram which I have never seen reproduced in any gliding book, though the article itself has been reprinted (translated into Swedish in *KSAK Nytt* for March 1963, reprinted in *Australian Gliding* for February 1983, and even surfacing in an academic book, *Stochastic Geometry*, in 1974).

Of course, I don't mind Jay Rebbeck's lack of attribution of the *festina lente* argument (*Getting your soaring up to speed*, June–July 2001, p30), but misattribution is a different matter. It was not Paul MacCready who first "evolved an entirely mathematical model that tells you what speed you should fly at any given moment," but GW Pirie and E Dewing, both of Cambridge University, who independently of each other published it in *The Sailplane and Glider* for June 1947 (pp3 and 22) as I pointed out in my article in *S&G* for June–July 1980 (p126). MacCready's marvellous contribution came in 1949 with his invention of the rotating ring in order to solve the resulting equation (*Aerorevue*, November, p441).

But all these things evolve; the MacCready ring has mostly disappeared into the electronics whilst the average rate of climb of the Pirie–Dewing theory was replaced by my introduction of the critical rate of climb in the original Arm-Chair Pilot article in 1964 (*S&G*, October–November, p364). I there attribute to Colin Pennycuick (then at Cambridge, now professor at Bristol) Jay's observation that flying more slowly also means sampling more thermals.

Anthony Edwards, The Arm-Chair Pilot, CAMBRIDGE, Cambridgeshire



Re: Barbed wire bars: for chickens? *(June-July 2001, page 7). Michael Strathern, of Nelson, New Zealand, writes: "This photograph (above) may help to show the effect of protective bars in the cockpit. Interfere, no, spoil the view, maybe – you just move your head..."*

Thanks to Antiek Poel

MY friend John Herring and I were returning through Belgium to England from an international rally in the Czech Republic, towing a 10m trailer with an Olympia glider in Belgium. After leaving the autoroute to get fuel we heard a noise and stopped to investigate. The trailer towing frame had broken and we were about to lose the trailer.

A Mr Antiek Poel, who was travelling behind us, stopped to help; he told us to follow him to his house, 500m further along the road (we had to use the trailer jockey wheel as a temporary support).

When we arrived he called a neighbour who spoke good English, then his friend Georges Ramakers, who used to be a welder. They collected angle iron and repaired the trailer. We were then offered cold drinks and had a chat.

Needless to say we were extremely grateful to Mr Ramakers and asked how much we owed him. He replied: "Nothing".

We were soon on our way to the ferry and my wife had a phone call later that evening to see whether we had arrived home safely.

We have since had pewter tankards engraved and sent them to our Belgian friends to thank them for their help.

Ian Champness, *via email*

Finningley

ROGER Coote's mention (*Protecting children, protecting airspace*, October-November 2001, p12) of satisfactory assurances on consultation and protection of gliding interests by Letters of Agreement

may have satisfied the BGA Airspace committee, but it has in no way satisfied the local clubs.

Consultation means little to a large commercial concern that has just put £80m-plus into an airfield and wishes to fly large jet aircraft in and out to recoup the investment. As for the letters of agreement, they will be to keep us out of sections of unrestricted airspace that will be needed for approaches and take-offs. I have had a hand in three letters of agreement and none of these have been for our benefit apart from keeping us safely out of the way.

The above assurances are we are told the main reason for the hasty turnaround in the BGA attitude to this development.

Within a very short timescale the eight clubs from Yorkshire to Newark formed an alliance to fight the development of Finningley alone.

Representatives of the alliance made it to the first meeting, the second and the start of the Inquiry itself. We are not alone: there is a huge weight of opposition led by two barristers who we are in contact with. The eight clubs have 1,100 members and amongst them we have found lawyers, planners, people with experience of Public Inquiries and a spate of airline pilots, who all offer help.

Our main difficulty is handling the statements made to the applicants. An example: "that individual gliders were not the concern, they can use R/T and transit any control zone/area under ATC control".

Try reading Justin Wills' article in the December 2000-January 2001 *S&G* (p34); he suggests that trying to maintain a four-dimensional position is very frustrating for both the glider pilot and the controller. So what chance has our Silver distance aspirant heading south for Newark with Finningley straddling his track? I am sure the majority of these early cross-county pilots would much rather fly west towards the Pennines or east towards the coast than negotiate with a controller.

A second quote from the applicant's proof of evidence: "that competitions were most infrequent in the area". I had to scrape the chairmen of Yorkshire and Wolds off the ceiling when they heard this.

In spite of these difficulties we have now cross-examined the expert witness with BGA advice and submitted our collective objection which will be heard by the Inspector on February 15 next year. If any reader has any experience that would be useful to us, please contact us; we would welcome it.

John Stirk, *via email*

David Roberts, Chairman of the British Gliding Association, replies:

John Stirk raises several issues in his letter, most of which in relation to the proposed development of a commercial airport at Finningley are of concern to all glider pilots, and especially those who fly at clubs in the region.

However, having discussed the letter with John and in the context of the now current Planning Inquiry, I do not believe it would be beneficial to those clubs or the BGA as a whole for any past difficulties, misunderstandings or communication problems to be aired through these columns. Suffice to say that the BGA has been active and engaged continuously since September 1999 in the lead up to the Planning Inquiry.

The BGA decision not to attend the Public Inquiry in person, with appropriate and necessary professional representation, whilst taken at short notice – giving rise to concerns by certain clubs over communication – was endorsed by the BGA Executive Committee, who were presented with all the relevant facts. The BGA's written objections to the planning application, submitted in late 1999 and repeated in the spring of this year, stand on the record at the Inquiry.

The situation has not been helped by some of the information on gliding being provided in support of the application. The BGA has been active in getting this information corrected for the Inquiry.

Readers need to know that changes in airspace are the sole responsibility of the CAA's independent Director of Airspace Policy (DAP), and cannot be determined by a Planning Inquiry. There is a process by which applicants for airspace changes (other than a basic ATZ) have to consult with all airspace users before approaching the DAP for a change.

The question that the BGA had to address this summer was what were the chances of success of stopping the Planning application for an airport, and the cost/benefit equation of pumping a considerable amount of funds (typically £10,000 to £20,000) into professional support for attendance at the Inquiry.

I believe the clubs concerned are much happier, now that the past misunderstandings have been addressed, with the practical support being provided to the clubs for their presence at the Inquiry, by the BGA through its development officer and its planning consultant.

Remembering the Venture

AS AN old Myndite, the photo on page 31 of the October-November *S&G* brought back memories. The glider Philip and Kitty Wills are sitting in is the Venture, built by Boulton at Dunstable. As far as I know it was a one-off. The machine was bought by Espin Hardwick, the Midland GC's founder, in 1950. The club took a half share with the idea of using it mainly for passenger carrying. The Venture did not compare with the T-21b and was sold in 1957 to the Lakes GC and ended its days on the top of a 'Lakeland Mountain'.

John Hickling, LONDON

Please send letters – marked "for publication" – to the editor at the new address on the contents page or to: helen@sandg.dircon.co.uk *Please include your phone number and postal address. The deadline for the next issue is December 11*

Shenington Gliding Club

Shenington Gliding Club offers Individual Tuition with Bruno Brown. Specialising in:

CONFIDENCE BUILDING COURSES
INSTRUCTOR WORK UP TRAINING
GROUND STUDIES IN ALL GLIDING ASPECTS

All courses will be tailored to your own requirements but will include:

- ✓ STALL APPRECIATION AND SPIN AWARENESS
- ✓ LAUNCH FAILURE RECOVERY TRAINING
- ✓ UNDERSTANDING THE DANGERS OF LOW FLYING

"SAFETY THROUGH KNOWLEDGE" IS GOOD

SAFETY THROUGH UNDER-STANDING IS BETTER

Talk to Bruno on

01295 258700

e-mail: brunobrown@tesco.net

GlideOmarama.com

Gavin Wills' Mountain Soaring School

OMARAMA

New Zealand

The world's best mountain and wave flying from October through March

www.GlideOmarama.com

THE SCOTTISH GLIDING CENTRE

Portmoak

Increase your airtime
The best of Ridge Soaring from Southerly through to North Easterly

Scratch the Ridge with confidence
Large Airfield at the base of the hill

Scotland's Premier Training Site
Training Courses for 2001
May to October

Clubhouse accommodation, caravan and camping space

Call Irene on 01592 840543
The Scottish Gliding Centre
Portmoak Airfield, Scotlandwell KY13 9JJ
Web http://www.scottishglidingcentre.co.uk
email: office@portmoak.force9.co.uk

McLean Aviation

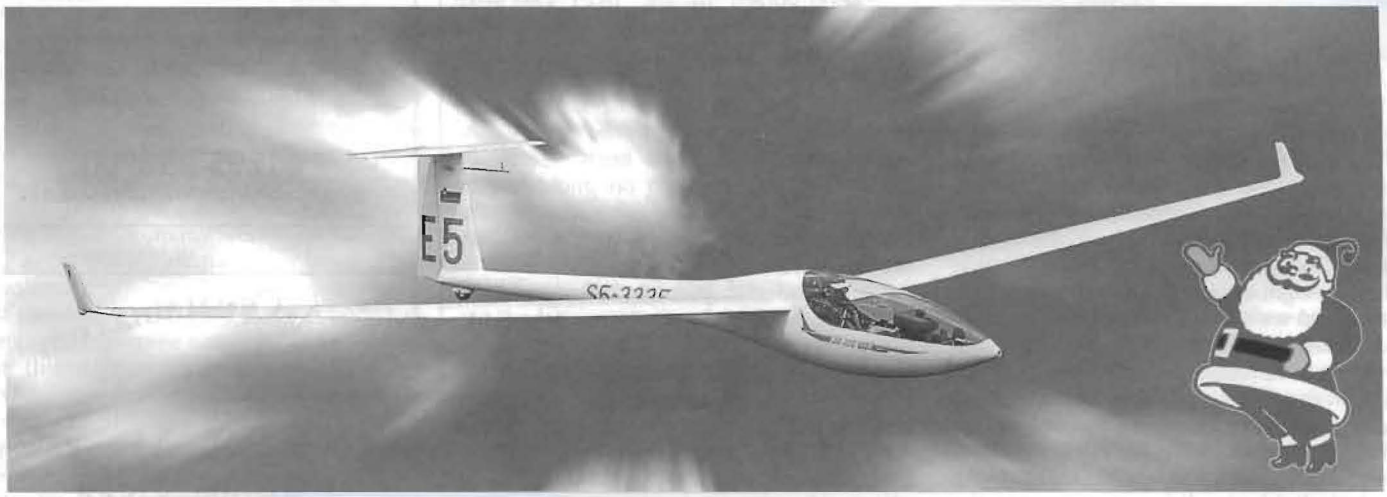
The Aerodrome, Rufforth, York, YO23 3NA

Tel: 01904 738 653 • Fax: 01904 738 146 • Mobile: 07802 674 498

e.mail: mcleanav@supanet.com • DG Web Site: www.dgflugzeugbau.de

Web site: mclean-aviation.com

Full repair and maintenance service for major work in GRP, Carbon, Kevlar and wood.
Modifications, C. of A. renewals, re-finishing and general maintenance.
Sole agents for DG Flugzeugbau and AMS Flight in the UK and Eire



CAMBRIDGE AERO INSTRUMENTS

CAMBRIDGE INSTRUMENTS – The choice of champions – Leaders in innovation technology

STOP PRESS Cambridge 302 receives IGC approval



Cambridge Aero Instruments and RD Aviation are delighted to announce that the Cambridge 302 has now received its long-awaited IGC approval.

All new 302s shipped by RD Aviation will conform to the IGC standard. For owners of 302 instruments at version 1.9 or earlier, an upgrade is required which consists of the installation of secure version 2.00 firmware and hardware modifications to allow the 302 to power an iPAQ via the serial data cable. The good news is that for existing 302 owners this upgrade is free from RD Aviation, provided we receive the unit before the end of December 2001.

The Cambridge 300 series comprises:

301 Variometer with altimeter, audio and speed to fly in 57mm instrument
302 As per 301 but incorporating GPS and secure flight recorder
303 GPS/NAV display with new firmware
304 Graphic display based around Compaq 1500 series or iPAQ PDA

Contact Barrie Elliott at RD Aviation for full details of the Cambridge Aero range and to arrange a demonstration at our Oxford showroom. Ask too about new WinPilot compatibility!

Designed and manufactured by:
Cambridge Aero Instruments
PO Box 1420, Waitsfield, Vermont, USA 05673-1420
Tel (802) 496 7755 **Fax** (802) 496 6235
www.cambridge-aero.com

Represented by:
RD Aviation
25 Bankside, Kidlington, Oxon OX5 1JE
Tel 01865 841441 **Fax** 01865 842495
www.rdaviation.com

BENALLA – AUSTRALIA



- *High performance fleet*
- *Up to 13,000 feet cloudbase*
- *1000km flights regularly achieved*
- *Cross-Country Training*
- *Competition Coaching*
- *Outback gliding safaris*
- *Mountain flying camps*
- *Daily temp-trace and weather briefing*
- *Warm club atmosphere*

BENALLA - is the club *DOWN UNDER* where you can feel at home. We offer good flying, fellowship and a **Club Atmosphere** that ends the day with a "cool drink with your friends at the bar" in our fully licensed lounge and restaurant! You can use our **Member's Computer Room** for **GPS downloads**, **E-mail** and **Internet.** If you prefer we have a Member's Kitchen where you can prepare your own food.

Enjoy the site that provides consistently good flying and the possibility to achieve that elusive 500km, 750km, or 1000km flight or take a scenic flight in the nearby 'Victorian Alps'.

We offer Novice to Expert, Cross-Country training courses and Competition coaching with **Duo-Discus**. Whether it's Silver 'C', Gold 'C' or 1000kms that you are aiming for, then Benalla can do it for you.

Beautiful Benalla, "The Rose City", is walking distance, (500 metres), from the airport and it provides for all your needs including Banks, Shopping, 24hr Supermarkets, Hotels, Library, Nice-Restaurants, Wineries, Aquatic-Centre, Lake etc. A selection of accommodation adjoining the airfield is available including 2 Motels and Inexpensive backpacker accommodation. Easy travel by road or train from Melbourne or Sydney.

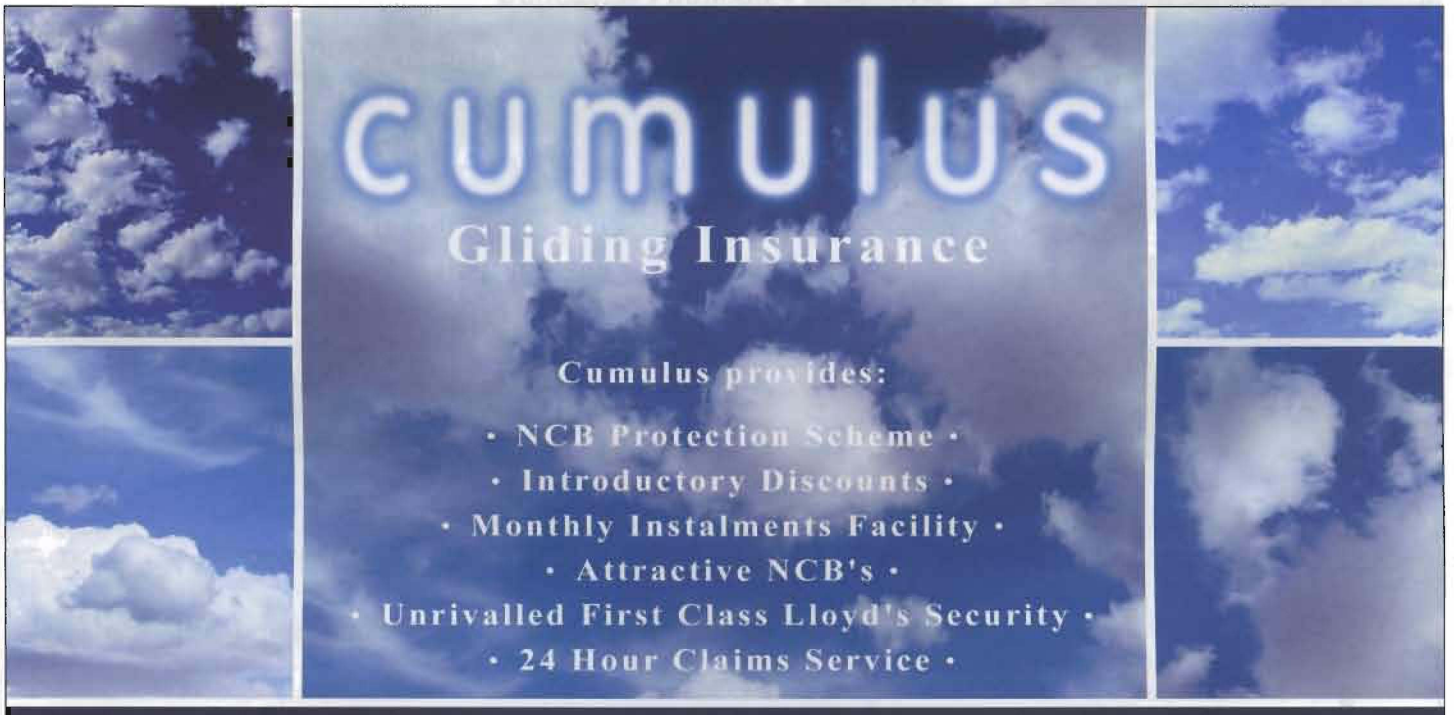
Our Fleet includes: Duo Discus, 4 x IS28, PW5, 2 x SZD51 Junior, Hornet, Mosquito, LS-7WL, Kestrel 19, 2 x Nimbus2C, LS-6b, 2 x LS-8, DG200, Discus B, Discus 2B, Nimbus 3T and 3 Pawnee Tugs.

Take advantage of currency exchange rates and your **strong pound**, enquire now to:

Gliding Club of Victoria
PO Box 46, BENALLA, Vic 3672, Australia
Tel: +61 357 621058 * Fax +61 357 625599
Website: www.gliding-benalla.org
Email: glidingbla@cnl.com.au

VISA MasterCard

YOUR CLUB AWAY FROM HOME



For further details, please contact us:

0207 618 6302

email: avn@tlclowes.com

www.cumulusgliderinsurance.com

TLC CLOWES INSURANCE
LLOYD'S BROKER

Members of the General Insurance Standards Council

C4 COMPETITION



Flight Computer with new software update

Wind calculation - direction/strength
fast centering in thermals with tendency arrows
GPS Interface as standard

ORDERS TAKEN NOW PRICES ON APPLICATION

SDI Flying without pressure ...

Sales in UK
ERNST SPECHT
Tel./Fax. 02476 382190
&
FRANK STEVENS
Tel. 0121 3532146

VARIOS/FLIGHT COMPUTERS/DOCUMENTATION AND NAVIGATION FOR GLIDER PILOTS

PosiGraph



Documentation & Navigation

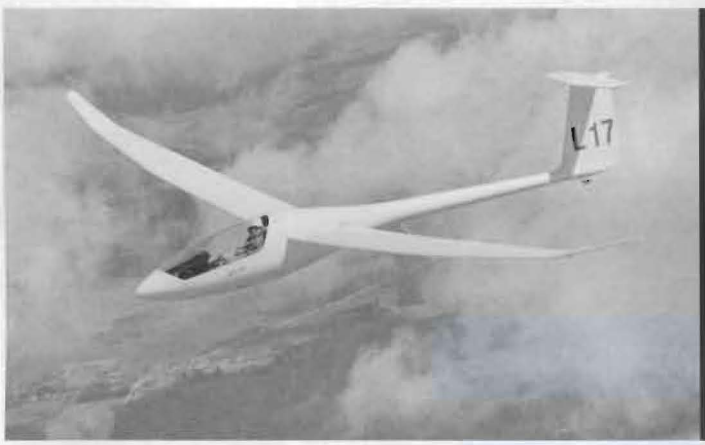
New 12 Channel GPS receiver
Comfortable push fastener
Motor running recording
Complete navigation display with emergency airfields
European waypoints
500 programmable waypoints
100 programmable routes
Storage capacity approx. 100 h
Compact 99 x 59 x 34 mm
Current use approx. 100 mA
Interface NMEA 0183

YORK GLIDING CENTRE

WHERE ONLY THE BEST WILL DO!

Brilliant site • Quality, mud free runways • No airspace restrictions • 2 Pawnee tugs • 2 winches • 3 x 2 seat training gliders • 3 x single seaters • 2 motor gliders for faster glider training • Approved site for glider pilot to PPLSLMG • Plenty of caravan and trailer spaces • Full time staff • 5 day courses £300 • Fixed price to solo £750 (winch and aerotow) • 7 day operation

RUFFORTH AIRFIELD, YORK • TEL 01904 738694



A NEW 15/18m FLAPPED SAILPLANE FROM SPORTINE AVIACIJA

The LAK 17a

Also new standard and 18m class sailplane
LAK 19 Demonstrator arriving January 2002

For details please contact:

BALTIC SAILPLANES

Tel: 01536 485552 (office) • 01858 468820 (home) • Fax: 01858 467137
e-mail 101522.3542@compuserve.com

THOMAS SPORTS EQUIPMENT

Pop-Top Glider Pilots Parachute

- State of the art in emergency parachutes
- The Pop-Top. External seated pilotchute providing the fastest possible deployment.
- Fully encased risers resulting in a snag free parachute container system.
- Steerable parachutes in a range of sizes to suit all sizes of pilots.
- Soft, slim line design for the ultimate in comfort
- British built, quality assured to BS 5750
- Reliability, comfort and efficiency when it matters

THOMAS Sports Equipment Limited

Lofty's Loft • Pinfold Lane • Bridlington • East Yorkshire • YO16 6XS • Tel: 01262 678299
www.thomas-sports.com • Fax: 01262 602063

Club chairmen's conference

CLUB CHAIRMEN from as far afield as Deeside to Sussex, and from the Isle of Man to Kent congregated at The Soaring Centre, Husbands Bosworth, on Saturday October 27, for the fourth BGA club chairmen's conference.

After weeks of rain, it was a lovely day and more than a few wished they had been flying. Nevertheless, a varied programme covered a wide range of issues currently affecting gliding and the day provoked some interesting discussion and much food for thought.



BGA Development Officer Roger Coote consulted chairmen about changes to Laws and Rules *at the conference*

Subscriptions

David Roberts, BGA Chairman, opened the conference by reviewing the problems and achievements of the past year and then opened a discussion on the desire to standardise membership categories in order to charge BGA subscriptions to clubs on an equitable basis. Subsequent views, based upon syndicate group discussions, indicated that, provided the final BGA income remained the same (ie revenue neutral) clubs should be able to determine the level of subs charged to each category of member. Some clubs wish to provide free membership for juniors, some want to make concessions for pensioners, and so on.

Laws and Rules for Glider Pilots

A consultation exercise was conducted to discover whether or not the familiar and much-loved little booklet should be changed, either in presentation or in content. Roger Coote outlined the background and history of the booklet as a safety document that condenses a mass of legislation with which a glider pilot needs to be familiar into a digestible and conveniently-sized package. The principle of self-regulation, by which the BGA is able to govern its own affairs, was also discussed. Self-imposed regulation by BGA Operational Regulations has been formally recognised by the CAA since 1947.

Presentation was discussed in some detail. The recommendation was that a change to a loose-leaf format is inappropriate for the main publication, which amounts to some 2,000 copies for each print run. The new, bound copy should conform to the design requirements as proposed for all future BGA documents. Otherwise, it should continue along similar lines but with more diagrams and illustrations to simplify and explain the text. However, it was recommended that a master copy should be produced in a loose-leaf format for each club. Updates can then be forwarded from the BGA, along similar lines to the procedure adopted by the CAA for its publications.

Editing changes should also be introduced so that all Operational Regulations are confined to one section. Trailer law needs to be re-introduced and a better, more detailed indexing system needs to be provided to help the reader to find things more easily. There also needs to be a severe pruning of some material that is no longer considered necessary.

Doncaster Finningley proposals

Chairman of the BGA Airspace Committee, Carr Withall, and the BGA's Planning Consultant, Louis Chicot, explained the BGA's decision not to attend the Public Inquiry, currently being held at Doncaster. An alliance of local clubs had registered its own objections and was proposing to present them at the Public Inquiry. The BGA had decided to instruct Louis Chicot to attend the Public Inquiry and to provide technical support, if required, to the clubs concerned.

Child Protection Policies

Neither Sport England nor the National Society for the Prevention of Cruelty to Children was able to attend. The need for gliding clubs to have Youth Policies or Child Protection Policies was outlined by Roger Coote. The need for a positive approach was emphasised in view of the "attitude problem" that accompanies a subject which is sometimes seen as distasteful and characterised by the "Not at my Club" syndrome.

Keith Mansell, who had edited the BGA's proposed Child Protection Policy, explained that the publication provides guidelines to enable clubs to produce their own policies. It also provides guidance to adults who might otherwise, in all innocence, lay themselves open to accusations of improper behaviour.

It was understandable that some clubs should adopt a negative and defensive position and some were even questioning whether acceptance of members under the age of 18 was worth the trouble. In the absence of a qualified advisor, written questions were requested so that they might be forwarded to Sport England for a definitive answer.

Club membership retention

The "Star Turn" of the day was provided by Jim Rochelle, Chairman of Southdown GC, who gave a highly-entertaining presentation in his own inimitable style. At last year's conference, the problems of churn rate and membership drop-out were discussed in detail. Chairmen were advised to go back to their own clubs and take action (not debate) in order to hang on to their own members and reduce the currently unacceptable membership drop-out rates.

Southdown GC had taken up the challenge, in which they were joined by Derby & Lancs. GC at Camphill. The joint Southdown/Derby & Lancs initiative was summarised. In both cases, "early warning systems" had been developed in order to identify those members most likely to leave, long before their subscription renewal date.

At Southdown, the problem was "owned" by the instructor community who had appointed mentors to follow up the early warning system and to provide counselling to members in an attempt to persuade them to stay.

At Camphill, a "Buddy" system has been introduced – currently drawn from outside the instructor community.

Jim emphasised that there were no "silver bullets" and that the trial would need to continue for at least three years.

Meanwhile, as experience emerges, no doubt some Best Practice guidelines will be published for the benefit of other clubs.

Roger Coote
BGA Development Officer

Highs and lows at home

Soaring Flight Software SFS4
www.glidingshop.com
01244 332766. £39.95 plus £2 p&p

I THOUGHT I was doing quite well: I mean, the previous 8kts average to 7000ft was good even for central Germany. However, when I met a gaggle already leaving the last turn, while I was running in with 5km still to go on the GPS, I was sure I had blown it. I blame the tug pilot – he towed me right into the blue. I was down to 600ft before I got away.

If only I had had the sense to relight rather than dump my water before the start. The day turned out to be booming and the tanks were dry!

All was not lost in the end: my final glide was damn near perfect. A few kilometres west of track, an into-wind ridgeline provided lift all the way home – no turns for me! The gaggle that had been ahead of me ended up twirling around in the weeds and it was with great satisfaction that I crossed the line five minutes before them.

I was day winner and had completed 320km in less than three hours. Not a bad day out, in the end. Except I hadn't gone out: I was at home, with rain pouring down outside. I had been flying on my PC using the new version of the gliding simulation software, Soaring Flight Software SFS4. It really is that real.

Developed in Germany by two glider-flying software developers, this latest incarnation is the result of seven years' development. It is optimised for Windows 95/98/ME and 2000 and is a vast improvement over the old DOS version. The terrain is mapped accurately from satellite data and includes an ICAO map of the task area south of Hanover. A Task Planner and Analyser is also included. The developers tell me that if demand is sufficient they will map the UK. The flight models are quite good, although the spinning is a little suspect. Currently you can chose between a K-8, Schweizer 2-33, LS8 and ASW 27, although new types are to be available for download from the developers' website (*www.sfspc.de*) in the next few weeks.



SFS4's graphics and flying characteristics are much improved over the earlier version and should help keep you current mentally through the winter. It's relatively easy to fly with gliders ranging from a K-8 to an ASW-27, and with tasks including thermals and ridges

While the artificial intelligence of the other gliders is very well implemented, it would be of real benefit if you could fly against fellow members by using multiplayer over the internet. I asked the developers about this and they plan to make this functionality available in the next version. That really would be fun!

There are, however, a couple of annoying glitches. The program crashed a couple of times with only an error message in German to tell me what had gone wrong. Some documentation is still in German and the instrumentation on the panels is in metric units. That said, I found easy workarounds for all the issues I encountered.

A couple of tips – you'll need a joystick and a fairly powerful computer (that is, 600 MHz+) with a good graphics card capable of OpenGL support for good performance. Make sure you select the OpenGL graphics on the Options page. As with all software new to you, read the manual (supplied on CD) and take it steady to start off with.

Having said that, it is easy to use and I was flying cross-country within half an hour or so. Performance improved further when I downloaded the latest patch from the developers' website. It is also worth turning on the thermal markers while you get the hang of it.

All in all, great fun and well worth the price of two aerotows. It is surprising how well this simulation captures the highs and lows of competitive flying. As a training aid it is of limited use, but as a toy for the winter or duff weather it is well worth considering.

Mike Miller-Smith

Since this review was written the UK distributors have announced the launch of a virtual cross-country ladder for this software's users. See www.glidingshop.com



EUROPEAN SOARING CLUB

Ontur – The Texas of Europe – March to October – Thermal Soaring, Wave Flying and Ridge Soaring

In 2001 pilots from solo to World Champions enjoyed the remarkable soaring conditions at Ontur. With cloudbases up to 17,000ft and only 9 non-soaring days in the whole season, come and experience the superb conditions and achieve your gliding goals and ambitions.

2002 SEASON BEGINS IN MARCH
For details of how you can enjoy the wonderful experience of Southern Spain, go to
www.soaringclub.com
or telephone +44 (0) 208 444 6457

- Cross Country Courses
- Large Club Fleet
- On-site Chalets
- Group Membership Rates
- Only 100km from Alicante

***Oldtimer-Segelflugzeuge* – Jochen Ewald, Rainer Niedrée and Peter Selinger**
Aviatic Verlag, *aviatic@t-online.de*
ISBN 3-925505-58-X



THIS book is in German but little knowledge of this language is needed to enjoy it, as dimensions, names and places quickly indicate that it is about famous and interesting gliders that have been lovingly restored.

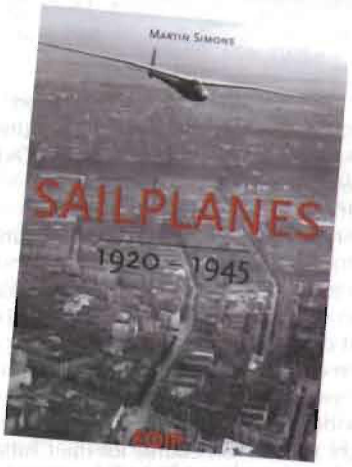
There are many excellent colour flying photographs and construction details was well as clear GA drawings. The first glider described is the Musterle of 1929 in which Wolf Hirth astonished American pilots, and perhaps himself, by achieving the first blue thermal cross-country near New York. The book ends with the Schweizer 1-26 and the Czech Orlik of 1956. At this point there is a small glitch in the text layout!

The book contains 175 pages with details of 44 classic gliders and finishes with sections on vintage organisations, contact names, a bibliography and dates and locations of past vintage rallies. The publication is attractive, well produced and a deserved tribute to the very many hours lovingly given to those who continue to keep the history of gliding alive and well.

Ann Welch

***Sailplanes 1920-1945* – Martin Simons**
EQIP, EUR45.50 + p&p (EUR 6.50 UK, 7.65 world) *www.eqip.de* ISBN 3-9806773-4-6
GLIDER pilots old and new, modellers, painters and those who just appreciate something good when they see it will love this book. Martin Simons has combined the story of the early days of gliding and its problems, excitements and disasters with a large collection of photographs, some previously unpublished.

As if this was not enough there are full page computerised drawings of over 100 gliders, also showing wing and fuselage sections and other data. The drawings are tinted according to their structural material



– light brown for wood and pale blue for the light alloy of some Schweizer gliders.

This history of gliding followed an erratic progress, being a mix of innovative engineering combined with the then little known science of convective meteorology. So when pilots realised that "thermals" really existed and could be plentiful, design lurched from slow, light, large spans to faster, heavier gliders and long-distance soaring became achievable. Such linked progress still continues but an increasing cost, as owners of today's gliders will have noticed.

Ann Welch

***Gliding: From passenger to pilot* – Steven Longland**
Crowland Press, £14.99 plus £1.76 UK p&p from the BGA. ISBN 1-86126-414-3
THIS is one of those books you wish had been written years ago. When you start a new sport you need a coach to help you learn the intricacies of it quickly and clearly, and this is what *Gliding From Passenger to Pilot* sets out to do. Not only that, it is a valuable aide for early solo or low hours pilots who might feel there's a gap in their knowledge.

Author Steve Longland guides would-be pilots from their first trial lesson through a brief history of the sport, the ins and outs of how gliding and clubs work (now there's an investigative task), the nuts and bolts of learning to fly gliders and on to how to soar and fly cross-country successfully.

The beauty of his book lies in its simplicity – and that's not said in a prejudicial sense. When a pilot first learns to fly, he or she is assaulted by huge amounts of information that can, at first, be almost too much to assimilate. Steve seems to be aware of that problem and has written the book with just enough information on each topic to make it simple and easy to understand without getting bogged down in technicalities that can be addressed later and which might frighten



away would-be pilots. Devised by the illustrator for this magazine for many years, the information is, as you would expect, well supported by clear, well-drawn diagrams to further explain his points. His illustrations on cable breaks, for instance, show clearly how to tackle them and provide the reader with a picture they would otherwise have to try to draw for themselves in their own mind. Indeed, one of the pleasures of the book is that you can flick through it, be attracted by a diagram and then read the section that goes with it – a perfect example of how words and pictures should work together.

Gliding from Passenger to Pilot is deliberately not as detailed as books such as Derek Piggott's excellent Beginning Gliding, it should be seen, if you like, as a good, thorough first read for ab-initios and a very worthwhile reference for pre- and post-solo pilots. Buy one for a beginner this Christmas!

Nick Wall

Beating the weakest link



The Bicester weak link holder – £9.50
Skylaunch Ltd 01939 235845
World Engines Ltd 01923 225233

AS WITH many clubs, we found during winching that the Tost weak link carriers were easily bent, resulting in a damaged weak link. We also struggled to see the link colour through the ingrained mud! Mick Wilshere's weak link carrier is nearly indestructible, allows the user to easily check the colour and the link can be inspected for distortion or damage without dismantling the assembly. A cheap, simple solution to a daily hassle.

Pete Stratten



How lucky we have been

I TEND to regard the end of August as the end of the British thermal soaring season; I usually say that so far as I am concerned you can stick the ship in its box. Certainly one hard fact of living way up in the northern hemisphere at 51 degrees N is that the right declension of the occulted azimuth precessing the equinox (or something like that; it's ages since I was a serious amateur astronomer) means that in September each new day is perceptibly shorter than the last one.

But this year had been frustrating: Foot-and-Mouth Disease and poor weather left many of us dissatisfied when August shut up shop, and we vowed to see what the season of mists and mellow fruitfulness had to offer. The communal Isle of Wight dash from Dunstable and Nympsfield on September 1st was a grand day out, and resulted not so much in failure as success postponed and pleasure delayed. Next year, perhaps. Or the next.

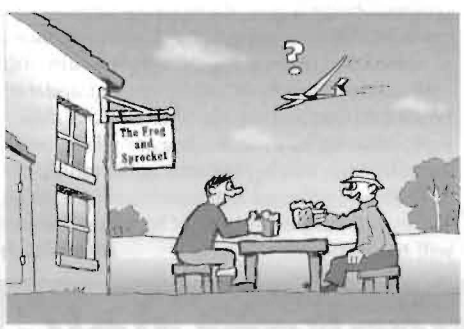
A few days later I was looking around the clubhouse for somebody to sit in the back of the ASH 25 and came across a fairly new member who had never flown with me and, better still, had not been warned about my robust style of piloting. Lucky for this innocent, it was not a day for vigorous, repeated porpoising from stall to redline in three seconds and zooming back up to cloudbase; the benign thermals did not demand that all 25.4 metres and 1700lbs be stood on its winglets until the blood drained from two brains into 20 toes.

Another piece of good fortune for my co-pilot was that no other gliders were encountered on our track, so he missed the usual frenzied attempts to thrash some harmless stranger in the climb or glide. In short, for once the ASH 25 was treated as it should always be, like a Gentleman's Conveyance.

The green smooth fields were bereft of crop: one could land safely anywhere, although the risk was small. The thermals were considerate and plentiful. However, the sky began to look a little questionable to the north of Leicester, so we turned through about 120 degrees and ventured south-west across Banbury towards Oxford. This was to be the scenic tour.

Flying solo I am seldom aware of anything worth looking at on the ground. I am too focused on the next cloud and the one after that. But in a two-seater one person is always saying to the other: "Look at that country house!" or: "Let's get a picture of that lake the next time around!" Four eyes see ten times more than two.

A wide swing around the Oxford colleges brought us back on course for the Chilterns, not only a painter's delight but a willing source of get-you-home lift when the descending sun and a mere hint of the



anything worth looking at

prevailing breeze fall on the long, low north-west-facing slopes. Soon we were within easy reach of Dunstable. A long, relaxed glide brought us over the Downs with disgraceful amounts of surplus height. No flashy high-speed beat-up, just a quiet, almost reluctant shedding of altitude.

Not a great flight, but a perfect one. A celebration of freedom and beauty when our countryside was looking its very best.

It was September 10th, 2001.

Ever-decreasing circles, perils of

Concerning my discussion in the last *S&G* (October-November 2001) of the challenge of flying with one wing full of water and one wing empty, Chris Simpson, former BGA Chairman, writes: "It could be very dangerous to turn in the same direction as the empty wing. If a twin-engined powered aircraft loses an engine, one should always turn so that the wing with the dead engine is uppermost. However, I am not an aeronautical engineer and I shall be highly interested in the advice you receive."

Platypus is sure Chris is right about the direction of turn – once you know there is a ballast-jettisoning problem. The snag is that gliders seem to fly so well straight and level with one wing empty and one full that the pilot doesn't know until he lands, or in George Moffat's case, until he initiates a turn towards the full wing.

Moffat's is the only case I have heard of where there was a real sweat getting the wings level again. Either the 22-metre Nimbus One was a complete pig to fly, or George carried such huge amounts of water that the imbalance was unusually large. I suspect both were true!

George rang me the day before this edition of S&G went to press, and said that in fact the first Nimbus only carried 240lbs of water, but the handling was terrible. During the incident in the 1970 Worlds he did a few turns of a full-blooded spin before regaining control.

The Nimbus Two (the production model, of which I had one*) was cut down, for handling reasons, to 20.4 metres. The Nimbus One was designed in the 1960s, so a lot needed to be learned then. Carbon fibre was not around either, so the essential stiffness was lacking. The art of making big gliders pleasant, easy and safe to fly is still in development viz the problems with the 31-metre eta.

However, I am not sure there is a valid analogy between an asymmetrically-ballasted glider and a twin-engined plane losing a motor. I welcome expert advice.

* *This particular ship had been modified by John Delafield to 21 metres, but was miraculously more genteel and user-friendly than the basic production Nimbus 2*

Season of good will and, let us say, rather variable oratory

The time of year is approaching when we find that our dinner jacket has shrunk, and so has the wing-collar. We sit around looking like a bunch of hoods out of the Godfather, drinking toasts to the Queen and handing out pots for the year's best flights. Conference presentations and banquet speeches are enjoyed, or endured. Of the many who find themselves speaking, some may need help: these notes are for those few.

Unwanted advice to chairmen

When thanking a speaker, never ask the audience: "Please show your appreciation in the usual way". Say something like: "Bert, thank you so much for entertaining us this evening!" and JUST START CLAPPING. The audience will follow you automatically, without having to be asked.

Do calculate what it really cost the unpaid speaker to come out and address you. Travel is not cheap these days. Brown envelopes will do nicely.

Mike Manners

DON'T blow on the microphone, and DON'T whack it with your finger. In either case the microphone's owner (maybe the leader of the rock group that follows you) is likely to come up and breathe heavily on you or give you a jab with his digit. DON'T ask: "Can you hear me at the back?" Before the show starts, place a friend at the back and get him to signal if he can't hear properly.

Find out the moment you arrive at the hotel who's in charge of the public address and grovel to this person. He can make your evening or ruin it.

Speakers (including chairmen)

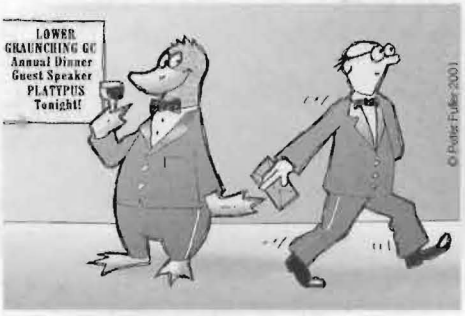
DON'T use these words more than once in a talk: "Basically" and "Well," as an intro to every new utterance. These, along with, "Like", "kind of", "you know", "sort of" and "er" are what language-professionals call lubricants. These are fine when chatting in a pub but naff on a public platform. A three-second pause seems like an eternity up on the podium, so we fill it up with this verbal junk. Take a drink of water, let the tension drain out of you. Don't hurry. Talk slowly. Remember, you are amongst friends who want you to succeed. This is not the Roman Colosseum. "Right!" as a sort of punctuation, is a particular failing with chairmen. Sounds bossy, but indicates anxiety and means: "What the Hell is supposed to happen now?"

Don't think you can ad lib, thinking: "Something will come to me at the time." No it won't. All good speakers are well-prepared, rehearsed, and slightly nervous.

Avoid alcohol. Maybe one glass an hour beforehand. Let the audience get a couple of drinks ahead of you.

Some young groups in gliding club audiences get several drinks ahead, noisily fancying their own wit more than the speaker's; then it does get a bit like the Colosseum. (No, not Booker! Amazingly.)

Prize-winners should NOT be asked to say a few words: this is not Oscar Night.



Brown envelopes will do nicely

Jokes, steer clear of

We have all been approached on some occasion by a haggard-looking friend asking: "I have to give a speech next week; please give me a funny story to tell". Don't even try. Use one-liners which are relevant, semi-serious, and brief. If people laugh, great. If you don't get a big laugh, no matter: they are mere throw-away lines. Heads you win; tails you don't lose.

Never tell anecdotes of the kind which start: "That reminds me of the fellow who..." Chances are the story you have borrowed, on which your whole oration depends, is racist, sexist, lewd, scatological or just not funny – very likely, if it is neither racist, sexist, lewd nor scatological. Or it brought the house down at a do last month that everybody attended except you, takes ages to tell, is irrelevant to the subject of your speech (gliding, in case you've forgotten) and requires the skills of a Wally Kahn to come off. A set-piece joke that doesn't get a big laugh is like a dead whale in the middle of the M1: it stinks, and progress has been rendered impossible. Avoid.

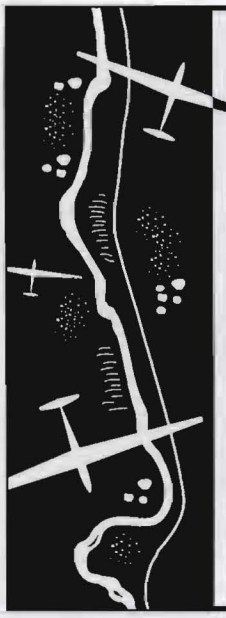
If it's supposed to be an after-dinner entertainment, don't talk for more than 15 minutes.

Get home in one piece

Lastly, never accept the offer of a free flight the next morning with their star aerobatic pilot – that's the guy who was singing lustily till he passed out around midnight. Most regretfully, urgent business requires you to depart at dawn. If need be, lie.

mdbird@dircon.co.uk

The Platypus Papers: fifty years of powerless pilotage *(hardback, 160 pages, 100 Peter Fuller cartoons) costs £19.95 + £3.50 p&p. See* www.hikokiwarplanes.com *tel 020 8748 6344, fax 020 8741 1757 email* mdbird@dircon.co.uk *Also available from the BGA on 0116 253 1051 or* www.gliding.co.uk



Expand Your Horizons at Aboyne

Deeside Gliding Club looks forward to welcoming you to Aboyne for our famous Winter Wave – see the curvature of the Earth from 20,000 feet! We are open all year. Cross country – no problems! Contact Roy at the Club for details.

Wave Season – Bookings now being taken for Sept/Oct 2002.
Holidays & Courses – Tailored to the individual – beginner or advanced.
Accommodation – Bunkhouse or special hotel deal available.

UK Mountain Soaring Championships 1-7 September 2002

Contact:

Wave bookings
Mary-Rose Smith
Tel: 01569 730687

All other enquiries
Roy Dalling at the Club
Tel/Fax: 013398 85339

Email: office@deesideglidingclub.co.uk

DEESIDE GLIDING CLUB

Banjo-wagon

Microlight gliders could bridge the gap between hang-gliding and gliding – Jochen Ewald thinks they might have a big future



WE'VE ALL heard the tales of woe about the decline in the world-wide gliding movement because more and more people are seeking a sport that's fun, affordable and not over-regulated. This desire for simpler flying made hang- and paragliding attractive to air-minded people who previously might have become glider pilots. What can we do to get these people back to the beauty of proper gliding? Offer them a class of microlight gliders, perhaps?

These were the thoughts of Peter Poppe of the German microlight soaring association (DULSV), who built one of the first microlight gliders, a foot- as well as aerotow-launchable machine weighing less than 70kg (154lb). This homebuilt, three-axis controlled glider was certified in the same class as hang-gliders. But such an extremely light machine was not the final solution. So for eight years he fought for a new definition of the class of three-axis controlled microlight gliders.

Finally, success came: a new maximum empty weight of 120kg (265lb), including personal or glider rescue system, was this year permitted in Germany . The minimum speed of these microlight gliders has to be below 50km/h at the maximum permitted take-off-weight (which is not limited by law), and they have to have the same strength as microlights with load factors of at least -2 to +4g, plus the usual safety factors. Based on this definition, really attractive aircraft can be built.

A second consideration was training: While hang- and paraglider pilots can easily be trained using a ridge, such light but 'real' gliders needed a bit more. As there were no two-seaters in the class, the DULSV decided to work out a scheme together with the Wasserkuppe gliding school which developed a primary single-seater training scheme some 80 years ago under its first CFI, Fritz Stamer.

This spring, the present CFI, Harald Joerges, decided to follow in Stamer's footsteps using modern gliders and is currently developing an *ab initio* scheme for the new class, using a Czech ProFe Banjo glider. Designed in the Czech Republic and first flown in 1997, it's the first German certified microlight glider

fitting into the new weight limit and is now in serial production. I had the opportunity to convert to the new class and get my "Sports flying licence class F for three-axis controlled gliders" by doing 10 flights under the supervision of Harald.

With strutted 13.3-metre wings, the Banjo is about the size of a Grunau Baby, but it looks more elegant, is lighter and has better performance. The wood and fabric-covered wings are double trapezoid and slightly swept forwards in the inner section, with a plywood-covered D-box inside The section is the SM-701 and FX 60-126, both known to provide both performance and docile handling. The fuselage is glass-fibre reinforced polyester-resin, with wood-strengthened mainframes. The ailerons and elevator are conventionally controlled by pushrods and the rudder by cables, while the airbrakes are of the spoiler type and operated by wires with bungees in the wings to close them. The fixed undercarriage has a relatively big, unsprung 400x100mm mainwheel with a mechanical disc brake and there's a small tailwheel aft. The overall impression of this machine is of good craftsmanship.

You can see by the struts in the pictures that rigging requires a little more work than more mainstream modern models, but it's easy thanks to the lightness of the parts. First, one wing is connected to the fuselage by a screw with a self-securing nut in front and a wire-secured bolt at the rear, then the strut is fixed, also by a screw with a self-locking nut at each end. You then use the same procedure for the second wing. The aileron pushrods are then connected by another two screws with self-locking nuts and the spoiler wires hooked up.

The T-tailplane is secured by three wire-secured screws and the pushrod connected to the elevator with another screw with a self-securing nut. Two trained people need about 20 minutes to rig this machine, but newcomers will take a little longer. It must be possible to design a more modern system with fewer loose parts (and without the self-securing nuts, which have to be replaced every time you rig) but that might, of course, add weight.



Performance is somewhere between K-6 and K-8, but the Banjo can easily out-soar both when thermalling

The canopy opens sideways and fits the fuselage snugly. To unlock it you pull back a knob on the left cockpit wall, while a similar knob on the right undoes the hinge for an emergency jettison. Inside, the seat is comfortable with a three-position adjustable backrest and provides enough room even for tall pilots with a parachute. A simple headrest on two steel tubes is pushed into the backrest. The pedals, however, cannot be adjusted.

Off-centre stick

Initially, I found the canopy opening and jettison knobs and airbrake lever positioned a little too far aft, but the manufacturer has already been asked to modify this on new models. Interestingly, the airbrake lever friction can be adjusted by three screws to prevent it snapping closed so that pilots can park up with the spoilers open.

Foot-space in the nose is quite narrow and my toes slid along the fuselage wall when I operated the rudder. Oddly, the stick is positioned a little to the right of the centreline and there's a spring trim, which can be set in very fine steps, connected to the base. A bicycle-type wheelbrake lever is mounted in front of the soft, foam-covered upper end.

The straps on this particular machine weren't the original, usual microlight two-piece four-point type Czech ones. The Wasserkuppe people had replaced them with a standard four-point glider harness, as an emergency exit with the original belts seemed quite difficult. When I flew the Banjo, the newly installed belts were secured too far forward and the shoulder points too far from the middle to be optimal. To stop the belts slipping off my shoulders, I had to guide them between the headrest holding bars, which wasn't ideal.

Unusually, the panel contained a mixture of gliding and hang-gliding instruments. Besides a conventional ASI and compass, ➢



One hook serves all and the light Banjo lifts off almost immediately on the ground run



Flytec 4005 (from hang-gliding) for altimeter and vario

there was a Flytec 4005 digital flight instrument. This is an altimeter, variometer and clock in one. The altitude reading can be set to barometric altitude or QNH, and has to be calibrated before take-off by pushing a knob. The altitude is then shown numerically. The vario display is a liquid crystal bar that moves up and down, combined with a sound generator with a variable volume. There is, though, a more conventional numeric integrator display. The system is operated by cabin air pressure but isn't speed compensated; that doesn't cause major problems, however, due to the Banjo's low speed range.

Two small adjustable ventilation nozzles supply fresh air, while the cable release knob is easily reached in the centre of the panel. The hand-held radio is stuck to the right cockpit wall. There's room to store some light items behind the backrest, but I missed a pocket for maps etc.

The Banjo is equipped with a Czech Blanik-type nosehook, which is used for all the certified launch methods: bungy launch, autotow and aerotow, with a speed below 103km/h. Launching is limited to a maximum crosswind of 5m/s (10kts) and headwind of 8m/s(16kts). For towing such a light machine the Wasserkuppe uses motorgliders, an SF-25C Rotax-Falke and HK-36TTC Turbo-Dimona are used with a Pelican microlight, equipped with a 100bhp Rotax 912S.

D-NWKU had an empty weight of 105kg (232lb). With me and a parachute take-off weight was approximately 190kg (419lb), placing the centre of gravity in the middle of the range. Just before take-off you need to ask the wingrunner "spoilers out and in line?" and "spoilers fully closed?" to ensure they are working correctly, as they can't be seen due to the high wing. With its light



Efficient spoilers increase speed by only 3km/h (1.6kts)

weight and the stick set neutral fore and aft, I found the Banjo became airborne almost as soon as the tug went to full power. I was impressed by its good control response from the first moment, and it was easy to fly with light, but not too small, control movements. Despite its light weight, there was no risk of zooming up, even at maximum aerotow speed and the effect of turbulence was easily corrected. The cockpit was quiet and the view forward excellent. The Flytec worked well, although the numeric altitude display was a little unusual.

Near the stall, the Banjo's behaviour was gentle and it gave a clear warning: at 53km/h (30kts) the controls started to feel soft, and at 51km/h (28kts) it began to shake which continued until min speed of 47km/h (25kts) was reached. Even then the Banjo was completely under control. Pulling the stick further back produced a staggering until the wing dropped. This could be stopped immediately by applying opposite rudder and easing the stick forward. With the spoilers open, the Banjo behaved exactly the same, but at 4km/h (2kts) higher indicated speeds, and the final stall is more stable.

The roll-rate is excellent for such a slow glider: At 70km/h (38kts), I measured only 3.1 seconds for changing bank 45° to 45°. At slow speeds, the rudder could be a bit more effective to compensate the aileron drag, but compared to most vintage gliders which fly at these speeds, the control harmony is still very good.

Thermalling is where the fun of the Banjo really shows. At about 60km/h (32kts) with 30° bank, you can make such narrow turns in thermals that I found it easy to out-climb a K-6 and a K-8. Accelerating towards the next thermal the glide angle was acceptable: It has not been measured, but I estimated the performance to be somewhere between a K-8 and K-6. The sink rate seems to increase markedly at speeds above 120km/h (65kts), but good cross-country flights are no problem, and at higher speeds the control forces remain comfortably low. The maximum speeds of 103km/h (55kts) in rough air and 140 (76kts) VNE may seem low to conventional glider pilots, but are fine for fun flying.

As with the whole flight, the landing was no problem. The basic speed is 75km/h (41kts), plus half wind speed. The spoilers are efficient and opening them adds only 3km/h (1.6kts) to trimmed speed. You can sideslip if you want to, but it's not very effective. Fully held off, the Banjo touches the ground main- and tailwheel together. The tailwheel load is very low so you need to use the wheelbrake carefully to avoid nodding the fuselage onto the unprotected belly. As the main wheel is unsprung, rough grass can give the pilot a bit of a bumpy feeling on the ground run.

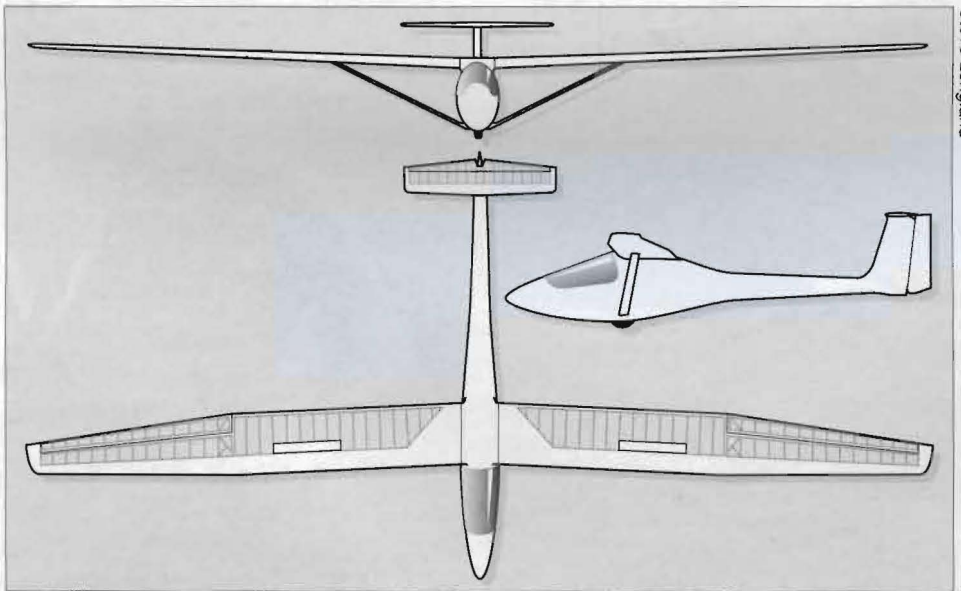
Flying the Banjo shows clearly that microlight gliders can make sense and be fun. What's more, this class is a gateway towards gliding for those who might otherwise have tried hang- or paragliding – sports that offer less performance, and greater risks under turbulent conditions.

To train microlight glider pilots, the Wasserkuppe has set up a scheme which is undergoing an obviously successful test phase. Pilots go solo in the school's two-seaters (currently K-21s) and then follow a step-by-step conversion to lighter gliders – K-23 and then a K-8 before flying the Banjo. After 10 flights on the Banjo, the pilot then gets their licence.

The microlight gliding movement is still young, and the Banjo is the first German certified glider in the '120kg class', so it's still too early to expect the idea to be as perfect as mainstream gliding.

The class should really be compared with hang- and paragliding which attract many air-minded people who don't come to gliding – and it should close the gap between our sport and those, providing an influx of pilots who then 'step up' to pure gliding.

Words and photographs: Jochen Ewald



Steve Longland

Span	13.3m	Min sink	0.68m/s (1.3kts) @60km/h (32kts)
Length	6.3m	Best glide	1:28 @ 76km/h (41kts)
Wing area	10.5m²	Price	DM 20,000 (exc VAT)
Aspect ratio	16.85	Manufacturer: ProFe, Lestinska 811, CZ-54901 Nove Mesto nad Metuji tel: + 42 0 441 72353 email: *branddejs@iol.cz* All technical data from the manufacturer	
Empty weight	105kg		
Max wing loading	21kg/m²		

JOINT AVIATION SERVICES LTD

MEMBER
General Insurance
STANDARDS COUNCIL

The largest Sailplane Insurance Agency in the UK

Service with Security

Our Policies now include free Third Party Airside Liability coverage for your car and your syndicate members cars

JOINT AVIATION SERVICES LTD
01420 88664 General Enquiries or

Terry Joint 01420 88700 (Mobile 07802 708670) • Bernadette Pollard 01420 88706
Facsimile 01420 542003

Joint Aviation Services Ltd
No. 8 Old Aylesfield Buildings, Froyle Road, Shalden, Alton, Hants. GU34 4BY

Or visit our website @ http://www.joint.co.uk • Or email joint.aviation@virgin.net

The Bristol and Gloucestershire Gliding Club
Nympsfield

Winter Membership Available
Ridge and Wave Camps Welcome

PRE SOLO TRAINING

2 AEROTOW TUGS AVAILABLE • 1 SUPACAT WINCH 2 DRUMS

FIXED PRICE TO SOLO – £500.00



High guaranteed winch launch rate
Quality air time for instruction – Not just a few minutes flight time!

Soaring flights • Ridge soaring flights from our spectacular site • Bronze and cross country endorsement • Unique superb site that allows you to soar or ridge soar all year round. No charge for some of our accommodation for courses

CLUB FLEET – Ka13's DG505 Ka8's GROB 102 ASW 19

Write – phone/fax
THE BRISTOL AND GLOUCESTERSHIRE GLIDING CLUB
Nympsfield, Nr Stonehouse, Gloucestershire GL10 3TX
Tel: 01453 860342 • Fax 01453 860060
Web: www.bggc.demon.co.uk • E-mail: secretary@bggc.demon.co.uk



Marsh is one of the world's foremost aviation insurance brokers. We offer technical insurance expertise second to none. We remain the insurance advisors to the British Gliding Association.



Introductory discounts available

For a quotation under our specialist gliders and small light aircraft policy please contact: Marsh Leisure Group on 01892 553119 or fax 01892 553161 e-mail: leisure.group@marsh.com

Marsh Leisure Group
Mount Pleasant House
Lonsdale Gardens
Tunbridge Wells
Kent. TN1 1NY

www.marsh.com

MARSH
An MMC Company

Marsh Ltd is a member of The General Insurance Standards Council

NORTH YORKSHIRE SAILPLANES

Tel 01845 577341
Fax 01845 577646
Mob 07711 889 245

nys

NEW C of A OR RENEWALS
INSTRUMENT PANELS
MAINTENANCE
MODIFICATIONS
TAILWHEELS
WINGLETS
REPAIRS
ETC

MERRY CHRISTMAS



www.nysailplanes.co.uk.
Unit M, Alanbrooke Industrial Park, Topcliffe, Thirsk, North Yorkshire YO7 3SE

Don't know what to ask for this Christmas?

How about a subscription to *S&G*? For as little as £21 (UK), you can read some of the world's best writing about gliding – every issue. Visit www.gliding.co.uk or call + 44 (0) 116 253 1051 – and enjoy a very happy New Year

Stormbyrd

"Clothing designed for pilots by a pilot"



CHART POCKET BODYWARMER – ABRASION-RESISTANT PEACHED POLYAMIDE OUTER; POLARTEC LINED; LIGHTWEIGHT AND COMFORTABLE; TWO-WAY ZIP; UPSTAND COLLAR; PENCIL POCKETS; SIDE HAND POCKETS; INTERNAL ZIPPED POCKET UNIQUE "SECOND SKIN" TO STORE CHARTS OR GPS

£59 (+ £3 p&p)

STORMBYRD PILOTS CLOTHING
PO Box 5936, Ingatestone Essex CM4 9FF
Phone 07050 175203
www.stormbyrd.com

PLATYPUS'S Christmas Quiz – £15 prize for the most accurate answer sent in by 31/1/2002

Prize DOUBLED to £30 if accompanied by proof of purchase of *The Platypus Papers* between 1/11/2001 and 31/1/2002

Q1 LUDUS INTERRUPTUS — In 1970 Platypus demolished a concrete and wire fence in a sports field. Please tell us:
a) Glider type b) Which sport was in progress at the time ?

Q2 FAME AT LAST — Which of these pilots gets most mentions in that ideal Christmas present, *The Platypus Papers*:
a) Brian Spreckley b) Justin Wills c) Andy Davis d) John Jeffries
e) Ralph Jones f) George Moffat g) Derek Piggott h) Dick Johnson ?

Q3 TERRIFIC WHEEZE — a) What US comp is nicknamed Geezerglide ? b) In what state is it held ?

Q4 IN THE CHEMIST'S — For what innocent sport-aviation purposes did Platypus try to buy these items:
a) Castor Oil b) Hairspray c) Soda-syphon capsules
d) Camphor blocks e) Hypodermic syringes ?

Q5 ATTACHEZ VOS CEINTURES — The buyer of a new glider hit the silk while on tow from the factory to his home site. Tell us:
a) The glider type b) Town where glider was built

Q6 LIKE THE BACK OF A COW — A bull made the front pages after making violent love to a glider in the USA. Tell us:
a) The pilot's name b) The glider type c) and for a Tiebreaker – invent a name for the bull

The easiest way to win is to **cheat**: buy a copy of *The Platypus Papers* from the BGA office and dig up the answers. £23.45 incl postage from BGA, Vaughan House, Kimberley Way, Leicester, LE1 4SE tel 0116 253 1051 or *www.gliding.co.uk* for secure credit card transaction
Quiz answers to: Platypus, 5 Glentham Gardens, London SW13 9JN telephone 020 8748 6344 fax 020 8741 1757 *mdbird@dircon.co.uk*



MIDLAND GLIDING CLUB ON THE LONG MYND

Wishes a Merry Christmas

To all our members and many friends from the UK and abroad who have supported the club during 2001. This Christmas why not give a trial lesson voucher as a gift from only £55 (redeemable any time during 2002). Or book a holiday course for next year starting at £70* plus half price launches and flying fees up to a max. £20 per day. Courses designed for all skills from beginners to competition pilots. We fly throughout the winter on Wednesday and Thursday afternoons, all day Friday and every weekend, and other times by arrangement. Base your glider at the Mynd for the winter and ride the Welsh Wave. Meet the Challenge - Fly the Mynd.

Call Janet in the office or visit our web site for dates, details and prices.

VISA

* Full board fee extra. Price quoted is for 2 days. 5 day courses available.

www.longmynd.com

MasterCard SWITCH

01588 650206

ZULU GLASSTEK LTD

SOLE UK AGENTS TO ALEXANDER SCHLEICHER • SALES, SPARES AND REPAIRS

For well-designed and engineered, individually hand-made to customers requirements, beautifully handling sailplanes and motor gliders, with no compromise to pilot safety and comfort.









CONGRATULATIONS TO RUSSELL CHEETHAM – 2001 OPEN CLASS CHAMPION – FLYING THE ASW 22 BL

For any information on any Schleicher product contact:

Peter & Sally Wells, Baileys Farm, Westfield Road, Long Crendon, Bucks HP18 9EN
Tel: 01844 208157 • Fax Evenings: 01844 201028 • email: zuluglasstek@clara.net

Trigger points and feeders

Justin Needham's experience of hang-gliding has led him to devote some serious thought to trigger points and their all-important feeders

A TRIGGER point is usually a ground feature, but can be anything that will provoke warmed air to leave the ground and rise as a thermal.

Imagine a big puddle of air that has been heated by contact with the warm ground. It has expanded and is less dense than the cooler air adjacent and above, and it wants to go up. It can't all rise at once like a flying carpet or it would leave a vacuum underneath, so it has to find a sneaky way to escape in a way which allows it to be replaced by air at the sides. This sneaky escape is of course a thermal.

Usually, you should concentrate on individual thermal sources below about halfway to cloudbase. Above that height, their identity becomes obscured by the conglomeration of many different columns of rising air in a good area. High up, we fly the 'population' of likely thermal sources below, or (better still) are guided by clouds, if there are any. But even when high, and particularly on blue days, we must be able to recognise triggers – and feeders, the reservoirs that supply the energised air. One analogy invites you to imagine an Artexed ceiling and the bath in the room above it overflowing. Where will the water drip off? From the pointy bits, of course, and that's what happens with air rising from the ground.

This is all very well, but it overlooks vital issues such as the effects of wind and the relative heating of different areas. And it doesn't emphasise the need for feeders.

The all-essential feeder

A thermal is only as good as its feeder. It's no good at all having the most humungous trigger point if it's hemmed in on all sides by cold air, or by terrain which prevents the inflow of warm air to feed the thermal. The feeder is absolutely vital, so when you're low and have nowhere to go, think hard about how much warm air is likely to have built up in which areas of the terrain, and whether the warm air can actually reach the trigger point you have selected.

A classic feeder is a wide, flat valley floor. Favoured areas heat up rapidly: fields of dry, standing corn or the big town, as opposed to square miles of adjacent grassland. But don't be put off by cool-looking valleys if this is all you have. The energy concentration may be lower in the green parts of a valley, but with feeders we must consider volume as well as temperature. Thermals are really big things and they need lots of air to make them. Therefore the feeder is often not an area you would mark out as being particularly hot, but a very large volume of fairly ordinary warm air which just happens to have a really good trigger. Avoid damp, green fields and cool woodland, of course, but the important point is that many less-than-perfect areas will work if you choose the right trigger to exploit them. What an area lacks in temperature it can often make up for in volume. Think big feeders.



Understanding the behaviour of air close to the ground can make or break your soaring flight

I frequently hear tales of woe such as: "But I went for the quarry and got nothing at all!" If you fly low over a quarry you are merely chancing your luck that when you get there it will happen to be triggering for all the masses of heat which have built up in the surrounding landscape – because you can't create a decent-sized thermal just from the contents of a quarry. The quarry is only a hot trigger, and it needs feeding like anything else. If you do go for the quarry, don't take one surrounded by damp grassland; nearby there could be square miles of baking cornfield with a nice line of trees to trigger it all off.

So a feeder needs to be big, and open. There are classic examples of triggers that don't work because they have no feeder. Say you have flown north up Pandy to head for a patch of sunshine deep up in the gully at the gap. Chances are that you won't find a good climb here because the enclosed valley below has no feed from the flatlands to provide a source for really big thermals. An even better example is Stanage Edge in the Peak District, where a superb cliff-edge trigger is masked from the heat of the valley floor by a big raised plateau in front. The thermals actually trigger on the edge of the plateau, feeding from the valley floor a kilometre in front of the ridge. Because there's no decent feeder (the plateau is small and damp) for the local thermals triggering on the edge itself, all you find there is small, punchy stuff with no volume to keep it going. So go for the open sections of a ridge with wide flatlands in front, then pick out the best trigger points along these sections of ridge.

To imagine the feeder in action, you must build up a mental picture of the wind at ground level. Which way is it blowing? Is it being funnelled by ground features to better favour certain trigger points, or perhaps being forced to rise over small ridges, cutting off certain triggers from a source of warm air? On a windy day, heated air cannot easily collect and wind shadow areas can be good feeders. Lee-side thermals occur when hot air, built up undisturbed behind a hill with sun on the lee slope, is triggered on the downwind lip of the hill. They can be extremely good once they unstick.

Considering all these features of thermal feeders throughout your flight will allow you to build up a picture of where the biggest volumes of air can go most easily... and where the best sources of warm air may escape. Feeders are vitally important, and the basic principles are:

- Size – bigger is better.
- Flow – how easily can air empty from an area? Obstructions and hillocks can impede the flow at low level.
- Ground type and crop cover – dark and dry is better than pale, green or damp.
- Time – remember stored heat sources such as trees late in the day.
- Temperature – consider how hot you would feel down there.
- Sunshine – ensure your feeder hasn't just come out of cloud shadow. If there's no sun, consider the thickness of cloud cover in different areas.
- Timing – once a feeder has been triggered it may take some time to warm up again (though some, particularly in mountains, will be almost continuous).
- Orientation – south-facing slopes collect more sun.
- Ground wind flow – consider whether the wind favours one feeder and trigger combination over another?

Finding trigger points

A trigger is something which disturbs the airflow and gives the warm air an excuse to escape. The biggest trigger points nearly always win (provided they have a feeder!), and little triggers close to big ones simply never get a look in. A 500ft pointy hill in front of a mountain range would probably be useless there, but the same hill in the Lincolnshire flatlands would produce the most humungous thermals in England. You must go for the biggest triggers in an area because they will steal nearly all of the hot air, although in flatland areas devoid of big

features small ones will be what counts. So consider any feature as a potential trigger, but keep the basic principles in mind:

- Scale – the biggest triggers always win (provided they have a feeder).
- Contrast – boundaries where ground features meet: different types of crops, edges of woodland, water sides, etc.
- Bumps – but even better edges and sharp things (remember that Artexed ceiling!); cliffs and spines in mountains, hillocks in flatlands (trees on top of hillocks are even better).
- Hot/cool – a trigger point is frequently a spot where hot air meets cool, not the other way around. Think of the downwind side of hot things (towns, hot fields, airstrips) and the upwind side of cool things (lakes, the sea, forests, green fields).
- Size – you'll rarely get a big thermal off a little trigger, but a big trigger and a big feeder will immediately produce a great thermal.
- Wind direction – is the prevailing wind at the feeder pushing the warm air towards your selected trigger point? Do valleys or undulations in the ground favour certain trigger/feeder combinations?
- Time – Late in the day go for the centre of forests; they store heat during the day and let it out slowly. During the day the cooler forest often just triggers the surrounding flatlands.
- Atmospheric triggers (more on this later) – sea breezes, storm fronts or the edges of cloud shadows, and the possible triggering effect of an advancing shadow.
- Anything! When really desperate, consider anything which could disturb the airflow even a bit: houses, hedges, fences, individual trees, tractors, you name it!

You must consider all these points and combine as many of them as possible.

The hot/cool one is frequently overlooked. If you are dribbling along low a couple of miles upwind of a town, don't break out on a death glide for the houses unless you can be sure of reaching the downwind edge of the town. The thermal you crave off the town will rarely be found on the upwind side (cool/hot) but at the downwind side where the warm air is given a kick when it meets the cool fields. Similarly, the upwind side of plantations and forests can be good.

Many hang-glider pilots who have flown to the coast will testify that in an offshore breeze the coastline itself can be the mother of all triggers.

Exploiting triggers

Once you've located your trigger you need to exploit it. In flatland areas with few features you can find that the base of a thermal, once triggered, will drift with the wind, hoovering up hot air from the fields as you pass over like the tube on a vacuum cleaner. In this way you may drift for many miles at only a few hundred feet, gaining little height, until the column happens to pass over an exceptionally good, hot area and you climb out well. This is therefore a moving trigger; once the thermal has had its initial starting kick it acts as its own trigger to feed itself from below. This type of thermal will be fairly vertical once it has detached from its original fixed trigger.

On the other hand a stationary trigger would be a ridge or a district ground feature, significant in the local area so that it 'wins' all the hot air. Once the thermal has drifted you away from this there may be no more hot air below and you will have to fly back upwind to the trigger so as to climb in a stepwise fashion. A good climb from a stationary trigger (eg, a hill) may take several such steps; you may also have to re-centre upwind in the lower levels of wind shear to prevent yourself falling out of the back of the tilted thermal.

If drifting downwind, desperately low in zero, and all your gliding options are closed, it is often best to select a linear feature (hedgerow, road, dyke) which lies diagonally along the direction of drift and use it to cover as much of the triggerable feeder as you can with the height available. If all your chances really are closed, it may be worth parking up over a stationary trigger. This can be frustrating, and in severe sink may not be sensible, but sometimes the pain of losing a few hundred feet parked over the only good trigger in an area will reward you with a decent climb.

'Sometimes parking up over the only good trigger in an area will reward you with a decent climb'

Over-hyped triggers and feeders

Some legendary sources of lift are not as useful as you might expect. Quarries, as noted above, may be nice trigger points, but unless they are huge they are an unimpressive source of heat on their own. Power stations, under many circumstances, fall into the same category. A power station can be a good trigger point for the surrounding landscape and is likely to work well (think big trigger points), but should not be seen as a source of much heat in its own right, especially during the summer when the sun on the surrounding landscape will be a much greater source of energy. In some circumstances the waste heat from the station can be worthwhile, but think of it merely as a good trigger point, not a ready-made thermal. And if you fly into the centre of the stack take a deep breath, hang on tight and expect mostly turbulence and not much lift.

Bonfires fall very much into the desperate trigger point category. Smoke from a few leaves on its own won't keep you up; if you benefit from a bonfire it'll be because it has acted as a trigger for the surrounding landscape.

Don't let someone's garden bonfire faze you into ignoring the massive housing estate alongside, and don't forget feeders.

Alternative triggers and feeders

There are a few situations where lift can come from unexpected places, but they are not run-of-the-mill cross-country experiences. During the winter months, when the sea is warmer than the land, the coastline can reliably trigger off thermals from the feeder of warm air out to sea. The waste heat from power stations can be significant in the winter. And I have it on good authority that thermals can form off boggy areas or ponds in winter. Water vapour and moist air, being less dense than air, will in theory rise when nothing else is stirring... I think we are talking desperation here; I have never experienced a "bog" thermal!

Atmospheric triggers

These triggers arise from prevailing weather conditions, and are a massive subject in their own right. Broadly, consider them as any atmospheric effect that causes one airmass to carve up another. On the largest scale we are talking about the advance of a cold front, causing large-scale uplift and thermals creating rain showers or storms. On a smaller scale, the advance of an individual rain shower or rain front will frequently trigger lift on its advancing edge. The cold air dragged down by the descending rain creates a moving wedge which displaces the warm air in its path at ground level, and you can sometimes fly a long way by keeping just in the edge of the rain ahead of a large storm cloud – but bear in mind the associated severe-weather risks.

On a smaller scale, the advance of a cold wedge of air from beneath a decaying cumulus will trigger thermals in its path and, smaller still, simply think of the edge of a cloud shadow in terms of the contrast effect mentioned earlier. Think hot/cool with respect to cooler air beneath the shadow at ground level being forced by the wind into hot feeder areas rich in trigger points. Consider also the triggering effect of katabatic windflow down cooling hillsides in the evening (responsible for 'magic' evening lift in the centre of the valley). Finally, let's not forget the sea-breeze front in its various guises, which again acts as a mini cold front, triggering and wedging up any warm air in its path.

With all these atmospheric triggers it is important to remain on the right side of them to benefit from the triggering of warm air in its path. Once behind the sea breeze front, or beneath the rain on the storm front, for instance, conditions will immediately become very poor.

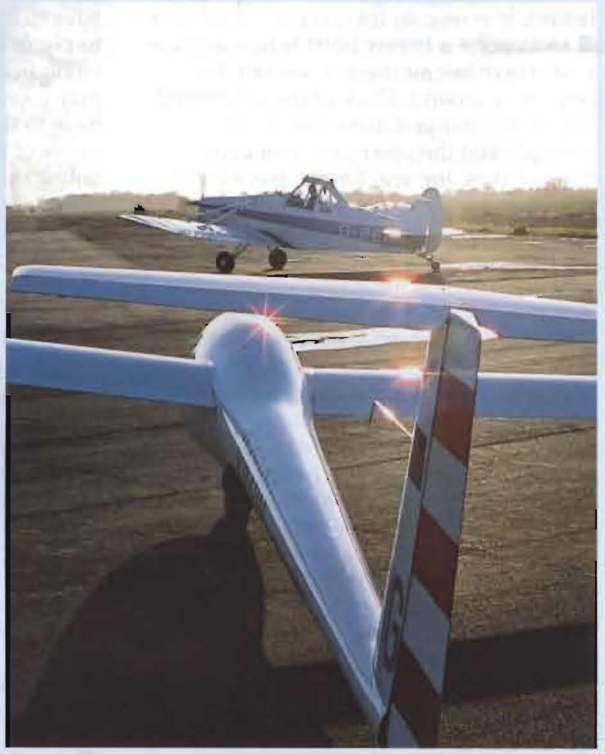
So ends my brief introduction to trigger points and feeders. Staying on the lookout for these mechanisms as you fly will allow you to make more informed choices in searching for lift, and you'll stay up longer and fly further.

S&G *thanks* Skywings, *the magazine of the British Hang Gliding and Paragliding Association, for permission to print a version of this article. It first appeared in the South East Wales hang-gliding club magazine* Dragonfly

Sun and



Malcolm Sanderson sent us this stunning picture of a sunburst on an IS wing



Above: DG-200 ready for a late afternoon launch at Burn (Rod Salmon)



Left: Thanks to Anne Elliott of Australian Gliding and Skysailor *for letting us use this magnificent image of wave over Australia*

snow



Right: a late-evening winter flight in a two-seater from Aston Down, over the snow-covered Cotswolds (Tony Parker)



Left: a K-8 on the winch at Portmoak in early March 2001, after the field had been under snow for a week (Peter Sharphouse)



Right: world free distance record holder Klaus Ohlmann (currently in South America) on a lead-and-follow through the Alps with members of one of his performance-oriented mountain soaring courses. For details of next year's courses see www.quovadis-intl.com or fax + 33 4 92 67 19 61 (Claus-Dieter Zink)



The World's Longest Ever Glider Flight

STEMME S10-VT

2,463 km !!!!

in 14h 20m = 172kph

Independent self-launch
Power climb 800ft/min,
Range over 650 miles,
or Glide @ 50:1.
Comfort+Sociability only possible side-by-side.
1-man wing-fold for easy ground handling

150 S10s now delivered
14 to UK

For information on new and used S10's and how you can make spectacular use of your valuable time, please contact:

Mike Jefferyes,
Tanglewood,
Fingrith Hall Road,
Blackmore, Essex CM4 0RU
Tel/Autofax: 01277 823066
MikeJefferyes@STEMME.co.uk
(& soon:- www.STEMME.co.uk)

Shenington Gliding Club
www.gliding-club.co.uk

Learning to Glide?
No Course availability?
Check out Shenington –

The Friendly Gliding Club

We are special and this is how we do it:

- Flying 7 days a week
- Grass/Hard runways (weather resistant!)
- Value for money courses – guaranteed number of launches
- Professional Instructors – maximum ratio 2:1
- Winch, Aerotow and Motorglider available
- A friendly welcome to all visitors

Clubhouse, Bunkhouse – Bar facilities available to members and visitors

Shenington Airfield, Oxfordshire OX15 6NY
Tel 01295 680008 • Email: gliding.club@virgin.net

Using

Gavin Wills' third article about mountain soaring explains a flight in the Nevada desert

THE REMOTE pans glisten and beckon in the late afternoon sun. In the high mountain desert of Nevada they are desperate outposts for soaring adventurers, where local sirens seduce weary flyers down to land, then drown them in heat, loneliness and wind-blown salt.

With nearly two hundred kilometres to run across half a dozen salt pans and four mountain ranges, we knew we would have to pay careful attention to what was left of this mountain thermal day. One mistake could become a night in the desert's arms followed by a multi-day retrieve over uncharted dirt roads. Crew costs alone could amount to a ton of that ghastly Budweiser beer!

So pay attention! One day you could be faced with a similar soaring challenge – one in which your skill, your past experiences and your good understanding of mountain thermals might get you home against the odds.

Airborne, but now alone and confronted with a potential mountain of Budweiser this is what U2 and I did. First we took stock and updated the day's "atmospheric model".

Then we identified our energy lines, planned a route, crossed our fingers and set off without looking down.

We began our stock-take with the obvious and kept it simple, remembering we had to fly and think clearly at the same time (something soaring men are not famous for).

Air stability

Broken thermals rising 4,000 to 5,000ft above the desert have been our soaring engines all day. They will weaken and die with the setting sun. The sun is 30° above the horizon. At this latitude, maybe two hours of heating is all that is left of the day. With 200km remaining at an average speed of 100km/h there is no time to recover from mistakes. Good decisions and efficient flying will be essential.

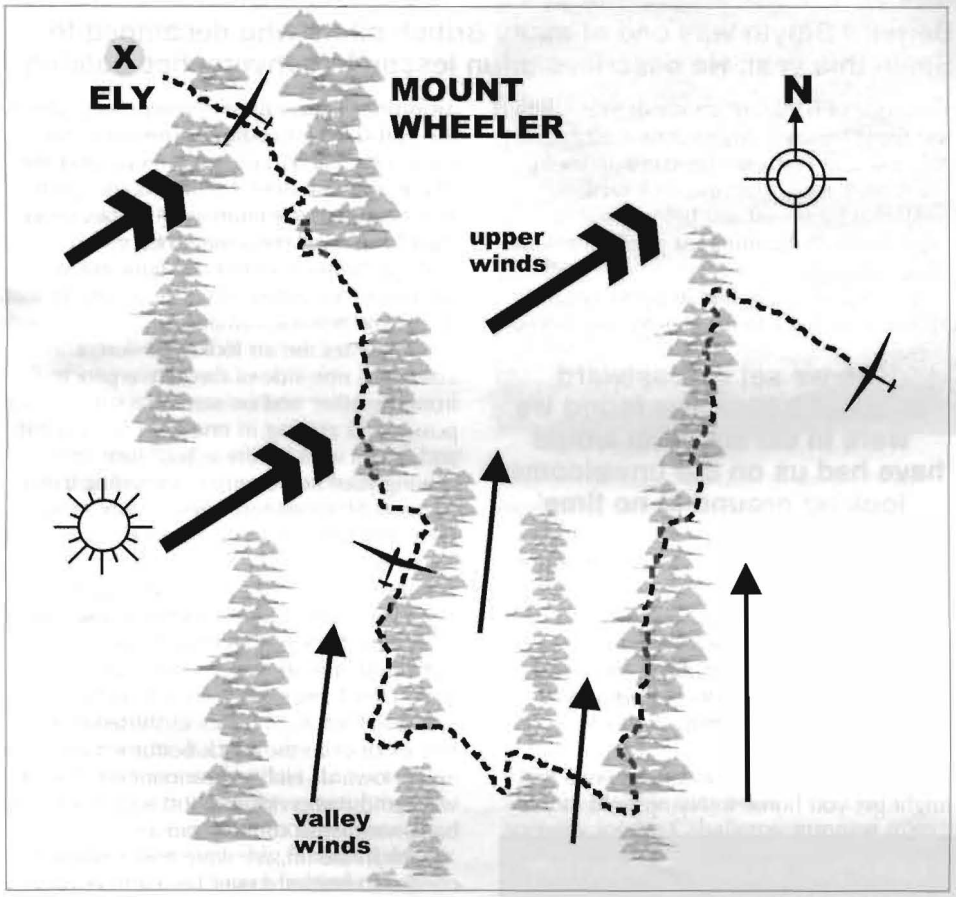
Moisture content

The air is dry and the thermals blue. There will be no clouds to follow. To find thermals we will have to recognise their sources. But at least over-developed cu will not obscure the sun (look on the bright side!).

Terrain

Four mountain ranges lie north to south directly across our track. (see diagram, above). The highest range, called Mount Wheeler, rears 7,000ft above the desert. Silhouetted 140km to the west, its southern

slopes, sun and wind



Picking the right route home to Ely. Consider the terrain, sun angles, valley and upper winds *(Jon Hall, HRA)*

end is – we notice – close to our direct track home. The remaining ranges, broken by occasional low passes, rise only 1,500 to 3,000ft above the sand. The late sun will heat their western flanks while their eastern slopes cool in deepening shadow. We notice that most of these low ranges have even lower hills scattered a few kilometres to their east.

Wind

In the mountains, wind is everything. We need to know the wind *All Ways at Every Level and All the Time*. Today, we reckon the upper wind at thermal-top height is south-west at about 25kt. That's why the thermals have been so broken and sheared all day. The morning forecast suggested that this wind would continue into the night without abatement.

Wind, therefore, will be an important factor for the journey home.

What about the wind in the valley floor? Our buddy Jeff landed a couple of valleys east and reported a strong southerly on the ground gusting to 30kt. It is likely, therefore, that encouraged by the upper flow and drawn in by the day's heating, strong southerly winds will continue up the valleys at least until sunset. So thermals will originate only in areas sheltered by the hills and mountains.

Will the wind at ridge-top height run along or across the ranges? A sixty-four thousand-dollar question! For the low ranges we assume the worse case that the valleys' southerlies will blow along the ridges' tops as well as up the valleys. However, on the high slopes of Mt Wheeler we expect the upper-level south-west winds to blow across the ridge.

Thermal triggers

Thermal heating will occur only amongst the mountain ranges. Therefore thermal triggers will probably be mountain peaks "chimneying" thermals from sheltered valleys, mountain ridges focusing curtains of rising air and the cool wind itself as it swirls into sheltered corners chiselling off bubbles of heated air.

So, what has all this brainwork done except sink us inexorably towards the salt pan sirens? We hope this combination of observations, assumptions and deductions will have helped us create a useful, current model of the atmosphere. We hope this model will point us to those essential stepping stones and energy lines that will enable us to soar over the seductive sirens and get us home in time for tea.

Now the plan. Look at the diagram once more. We will try to dolphin soar south, into wind, along the first mountain range. We will cross the next two valleys at their narrow points and be well upwind of Mt Wheeler. Just as in sailing, being upwind is like having money in the bank.

Then we will backtrack north along the third range, floating downwind, until we can reach the south-western flanks of Mt Wheeler. These slopes – with sheltered aspects, sun and wind – should work from low down and help us climb to Mt Wheeler's summit ridge. There, high above the sodding sirens, we will (hopefully) start the final glide home.

We will search for climbs in only two kinds of places; south-west facing bowls, where heated air may be swept skywards, and around sunny hills that are sheltered from the prevailing valley wind. Once beyond the upwind plug and if the climbs become weak or broken, we will dump our water ballast to maximise the dying thermals on the downwind float. Anything to avoid the salt pan sirens!

Each of these considerations – the air stability, water content (clouds), terrain aspect, thermal triggers and the wind – is important. Of these, the most important are terrain aspect and the wind, because they control the air's heating by the sun. When the sun and the wind work together the soaring is much easier then when the sun works against the wind.

The source and strength of the valley wind is important. For example, valley winds that blow off bodies of water or are drawn from areas of stable air or are simply very strong can shut down thermal activity in exposed places. The smart pilot can almost always find those secret spots that are sheltered from unkind valley winds.

Did the little LS3, U2, make it home across the desert that night? Of course!

We followed the plan to the letter: dolphin soared the ridges, dumped our water, climbed gently over mountain chimneys and floated on to the base of Mt Wheeler. Here a dying thermal and the prevailing south-westerly swept us aloft for a long, fast final glide into the setting sun.

Last home, but safely back at Ely, we were rewarded by our relieved crew with nearly a tonne of Budweiser! We toasted our thermal sources – for once again we had outsmarted the desert sirens!

Gavin Wills plans to operate his mountain soaring school in the USA as well as in New Zealand in 2002. See www.glideOmarama.com for details

Soaring Spanish sierras

Bernard Smyth was one of many British pilots who decamped to Spain this year. He describes a fun lesson in convergence soaring

I'M GLAD now that I needed a second check flight at Ontur on an autumn visit to the European Soaring Club. For it led to an epic four-hour experience of the Spanish convergence that ESC bosses Brian and Gill Spreckley boast about.

On my first check I was sitting too low and far back to use the rudder pedals correctly in my clumpy new size nines and so had to have another flight in the K-21 with instructor Nick Heriz-Smith, CFI of the Midland club at the Long Mynd.

This turned out to be a fortunate twist because it was one of the most interesting glider flights I've had in 30 years at the game. We took off from the 2,000ft asl airfield – downhill from the narrow 1.2km Tarmac runway 13. This in itself was a new experience, having to cope with no aileron input for a short while before the Robin DR400 tug got us up to flying speed.

With his unerring skill and knowledge of the conditions, Roger Partington, the tuggie, from Milfield in Northumbria, dropped us at 1,600ft above site in lift on the north face of the 3,400ft asl Madroño mountain that forms a backdrop to the Ontur site and provides the "duty" thermal on most days.

These thermals are very narrow and great stress is placed on turning steeply, adjusting the angle of bank constantly as you follow the rising thermal. My experience of Talgarth and Feshiebridge came in useful as we soared away from the rock face.

All that hard stuff just below your wingtip must be more daunting for pilots from flat sites, I thought.

As we slowly climbed at up to 4kt and allowed the K-21 to drift south, we picked up thermals joining from the downwind side of the mountain. These were smoother, taking us to about 6,000ft asl. At take-off, about 10km away were what looked like scruffy, broken cumulus – the visual evidence of a convergence. And luckily those markers were getting closer to us as we gained height.

'As we set off eastward at about 9,000ft, we found we were in 6kt sink that would have had us on the unwelcome-looking ground in no time'

This is not the kind of convergence that might get you home to Nympsfield as sea air pushes inland up the Severn Vale. This is the collision of two huge airmasses that form over this part of Spain – one over the plains and one over the mountains. Each has its own momentum, and as they meet their horizontal movement becomes vertical. In this band of rising air, thermals are enhanced, often rising thousands of feet above the normal airmass.

Sometimes the air looks a different colour on one side of the convergence from the other and on some days it is possible to zig-zag in one on a 500km out and return with hardly a 360° turn after leaving your first thermal, according to Iain Evans of Shirenewton Trailers fame, who managed some flying while out there doing repair work for ESC.

But on my convergence flight during my expedition with gliding friends Frank and Eve Dent, Nick had to investigate to work out where the lift was. As we flew westward over Tobarra, to the north of the cu was good lift, but not under those scruffy clouds or even the black-bottomed ones. South towards Hellin (pronounced "Eyeen") we found it was not so good so we scurried back north-west to the good air.

Back in the lift, we were encouraged to continue westward over Losa and Ayna to Elche de la Sierra. Nick, who went out to Ontur because the Mynd was closed by foot-and-mouth in February, had time to show me some local landmarks and sights... just in case I was able to go cross-country later in the LS4 or ASW 19 that the Dents and I had hired. On the vast light brown plain interspersed with dark rocky ridges the towns and villages stand out







Right: Club gliders and Nimbus Y44 on R/W 13. Former World Champion Brian Spreckley, who has operated European Soaring Club gliders out of Ontur for the last three years, says that even experienced cross-country pilots need to accustom themselves to the conditions and the area before trying long tasks

well. Just south of Ontur is Albatana, with its rectangular town-centre tree plantation. To the south-west is Hellin with its bullring. To the north-west is Tobarra, which has a hilltop church overlooking the town.

Nick also explained the local rule of thumb about the operating band – that you try to never get below half the convection height from the ground to cloudbase. It's best to get as high as you can and stay high, to avoid having to start hunting for a landable field in this converted desert full of vines, nut trees, cornfields, soft earth, hard rocks and almost invisible tall sprinkler water pipes.

As we soared above the Sierra de Alcaraz Nick pointed out a tunnel entrance and channel that were evidence of an enormous Roman underground water distribution system for irrigation. A big china clay quarry was a useful marker and Nick added that there were good landing areas alongside the Hellin to Elche road.

There was also time to exchange some information with Mike Stringer, from Dunstable, in ASW 20 332, the only other Ontur pilot who had managed to make use of the convergence that day. He told us he had found good lift under some of the stronger-looking cu in the convergence. As we flew over some big lakes, I spotted him as he appeared from behind cloud about a quarter of a mile away from us and we flew together for a while until he went northwards to explore further while we pressed on west where the lift was the best we found. One burst was off the clock, 6-10kt. We also reached our highest point – about 11,300ft above site.

Throughout the flight, Nick and I had shared the flying, but suddenly while Nick was in control I had time to think about non-flying matters and realised that unwanted waterballast was forcing me to suggest a return home.

As we set off eastward at about 9,000ft, we found we were in 6kt sink that would have had us on the unwelcome-looking ground in no time. So we headed off north-east to find the good air again. Nick was on the ball – there it was, still good enough to get us back to Ontur with 4,000ft to spare. Back on the ground after an unbelievable four hours, I headed speedily for the Caballeros, grinning from ear to ear.

Former world champion Brian Spreckley has been running the Ontur operation for three years and he says he's still learning about the wonderful diverse conditions the area offers. He reckons the place is one of the most interesting in Europe as it offers not just thermals and convergences but also wave and ridge lift. Conditions can be a bit hot for Brits, with temperatures getting to 40ºC at times, but it's cooler at cloudbase – up to 15,000ft!

Brian offers cross-country courses in the K-21 or ASH 25 and he stresses that even experienced cross-country pilots should not go out there expecting to do long tasks in their first few days. It takes time to get used to the area and the conditions, and learn about how to have a safe outlanding.

In my solo flying, I had several hours soaring but did not manage to get into another convergence, although I had hours of soaring time to examine the terrain and conditions. With thermals topping out at only 3-4,000ft above site at this late stage of the season, we visitors did not feel confident about going far. But maybe next time! We made use of one of the few non-soarable days to tour the area by car to see possible outlanding fields.

The ESC website has details of membership, gliders for hire, and accommodation, (from self-catering on site to the local mayor's house, with swimming pool for cooling off after that sweaty time aloft...).

After flying from Bristol to Alicante and picking up a hire car, the Dents and I drove the 120km west to Ontur in 1.5hrs and stayed on site. Catering was no problem, with three small supermarkets in town and a great baker's with excellent bread and tempting goodies. Evenings were spent in a variety of bars, where you can eat and drink all you want for around £6. Next visit, the prices will be in Euros!

Details: www.soaringclub.com/
or tel 020 8444 6457. See also:
www.bookergliding.co.uk/public/expeditions/ontur/ontur.html
www.longmynd.com/htm%20files/The_Mynd_In_Spain.htm



Far left: Tuggie Roger Partington prepares to take off in Piper Echo November

Left: Midland GC's Nick Heriz-Smith (left), Bernard Smyth and K-21 on R/W 13 at Ontur. In the background is the Madraño mountain



Right: the briefing room/office in its majestic setting. The site also boasts a modern hangar

Old, bold and Wolds

Tim Milner describes how the lads from Wolds GC used the Inter-club League to polish up their soaring and take on the Southern Sissies



Briefings at the Wolds launchpoint were part of the club's preparation for the Inter-club League *(Tim Milner)*

WOLDS GC has talented, enthusiastic pilots: the problem is that, cross-country wise, we could achieve more. In 2001, we resolved to go for it.

Several years ago, Andy Davis had asked me to take part in the Rockpolishers Inter-club League (ICL). Competing at Usk was memorable, not only for the gliding, but the mammoth dung piles. My shoes were caked. The chairman offered me a ride home in his helicopter; the vibration soon cleaned them up!

Andy inspired us: we learned lots, gained confidence, and won the final.

So could Wolds GC use ICL to transform a squad of Northern lads into soaring's elite? Unveiling our plans one winter's evening, Colin Wiles, team captain, whipped members into a frenzy. "Interclub is a fun competition," he told them. "When we're winning it's fun; when we're losing, it's a competition! Sutton Bank are so confident of winning the league they plan to host the final – let's stick one up 'em." We had a sponsor, we were motivated – we'd take the ICL by storm.

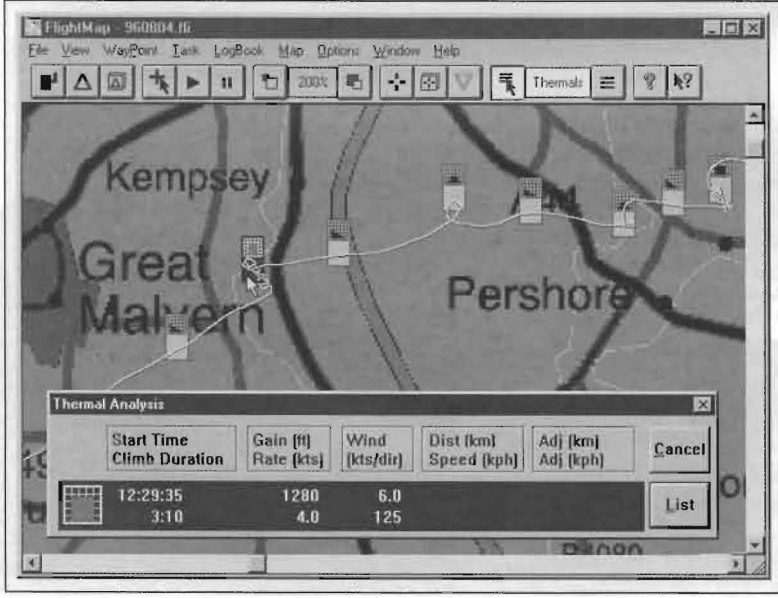
Being an apprentice of Brian Spreckley's European Soaring Club (ESC) I was well qualified to set up a world-class training programme. It started in February with field landing training: lecture in the morning then, in the afternoon, all excited, we sped down to a local farm for actual field landings. The K-21 duly arrived overhead – but climbed away under blossoming cumulus, I grabbed the radio and ordered them down. "But we've got four knots!" they protested.

Now, when I was ESC, Brian had an uncanny knack of overhearing such calls despite being thousands of miles away. A "leathering" would have been issued for breaking a golden rule – when it's soarable, FLY. Worse was to come: on landing, the wheel jammed with mud and straw. Poking it with bigger and bigger sticks made no difference. Two hours later, using rotten fence posts, baler twine and a 4WD, we'd manoeuvred the glider for a one-shot aerotow out. It worked, and our muddied team staggered home to recover from their afternoon in the trenches.

Next up, instrument flying. "In cloud, using compass, kick, straighten on a heading!" Several minutes of swirling, and down to our last sick bag, we vowed: "never again". Solid stratus kept members at home for thermal centring and final glides. Fortunately, a passing group from Camphill expressed interest and were hastily locked into the lecture room.

Finally, cross-country techniques, starting with an Andy Davis quote: "Don't spend thousands on instruments, spend it on practising." Telling this to pilots with inheritances spent on electronic gizmos led to an embarrassing silence. Describing clouds using pictures (cut from sacred back issues of *S&G*) caused lots of head-nodding – or were they sleeping?

ICL rounds were preceded by weekends of competition training. Pilots would fly similar tasks, compare performance and see where improvements could be made. A whiteboard and map were attached to the launch hut for daily briefings. These were like schoolyard scraps, the crowd of onlookers gradually swelling as curiosity grew. Would the duty instructor break it up



FlightMap

FlightMap PC software provides the facilities you need for task preparation, flight analysis and logbook maintenance.

- Use the mouse to quickly modify your pre-prepared task for conditions on a particular day.
- Re-live your flights by replay over a raster map backdrop. Examine the most interesting moments by using the pause and single step features.
- Keep a comprehensive logbook with automatic generation of page-by-page and annual statistics.

For further details visit:

www.flightmap.co.uk

Illustration shows the presentation of thermal analysis results. Maps are copyright © Bartholomew Digital Data (1998-2001)

and lug me off to the CFI? No, he sat lonely in the K-21, giving me an evil stare for enticing away his trade. The tasks were small but vigorously contested. Entry fees went to the victor who bought the evening's beer (this left him out of pocket but we never had the same winner twice).

Another carrot was on offer. A fixed 100km "Millennium Triangle". Pilots would record their handicapped times on a leader board. Entries of £5 became prize money. Due to under-achievement the kitty was bulging so I offered £50 to everyone who completed the task in 2001. By the end of August we'd had three entries and some b****r had nicked the leader board!

Disease cancelled our first two contest weekends. Round three, and clubs sent full teams – brilliant – it rained for two days!

Round four and we actually flew, giving Wolds a narrow lead. Final round saw home advantage. Unfortunately, foot-and-mouth claimed Dishforth and Sutton Bank. The Burn boys couldn't play either. This left a solitary Tom Hollings (Rufforth) as our only competition. Of course, the weather was brilliant and Tom threatened to fly the task three times to claim points as a novice, intermediate and pundit. He was instantly made an honorary member of Team Wolds.

Persistence rather than skill won us the Yorkshire League. Now, the Grand Final. Our whippets are kennelled, the pits are closed, and with crates of warm Tetleys we're heading south to mix it with the big boys. How will we cope?

The day of the final

SOUTHERN England swarmed with gliders on Saturday, September 1, as the inter-club final at Dunstable coincided with the Eastern Regionals, the Juniors as well as the 15-Metre Nationals.

The first morning, Team Wolds awoke from an uncomfortable night in our frame tents to find ourselves encircled by the opposition's winnibagos and luxury caravans. This did not bode well.



Wolds novice Jon Smith (Cirrus, foreground) and Southern League novice John Fletcher in the SHK-1 (Tim Milner)

Dunstable instantly took home advantage by gridding us on top of the most terrifying undulation I'd ever seen. Castration was on offer for anyone encroaching the maze of controlled airspace around us. Colin Wiles sat at ridge-top height dodging paragliders and kiddies' kites for an hour before his legs stopped shaking.

Longest task was 230km for the pundits. All classes flew to Didcot for turn one. Conditions, after a slow start, were good. An approaching front would play a part. Flying down the second leg I was mobbed by the Juniors rodeo. Levels of transmitted euphoria depended on thermal strength: "yee-haa"s were broadcast for good climbs; they scored mine by venting flatulence.

Phil Jeffery (Cambridge) took pundit podium followed by Ken Hartley (Oxford) and Bill Craig (Dunstable). All three managed to tiptoe around the final turn, Fenny Compton, before frontal cloud cut off the stragglers. Bob Hitching was the exception who used every inch of the big Nimbus performance to get home. Dave Starer's intermediate task setting was perfect. All teams had a finisher, Howard Stone (Oxford) at 80km/h was fastest for the day, with Peter Hicks (Dunstable) next, then Wendy Head (Cambridge). John Fletcher (Southern League) was first novice. Maz Makari (Oxford) and Steve Woolcock (Cambridge) also completed the task.

Prizegiving, and Phil Jeffery (noting the arrival of Andy Davis) thanked the organisers for scrubbing day two. Rupert Robertson, Dunstable's efficient MC, announced the results: 1, Oxford (Midland league); 2, Cambridge (East Anglian League) and 3, Dunstable (Eastern League).

And how did Wolds do? "It's not winning, it's taking part that's important." This also applied to the Southern League (hybrid Lasham, East Sussex and Southdown team), Bristol & Glos (Rockpolishers) and Bath & Wilts (South West).

League co-ordinator Mike Jefferyes congratulated Oxford on a well-deserved win and all teams for making it a successful final despite the misery of the 2001 season.

Inject some excitement into your club and fly inter-club in 2002. The final's coming to Yorkshire, so Southern Sissies be warned – we want that trophy.

For details, contact Mike Jefferyes, tel 01277 823066, or email *MikeJefferyes@cs.com*



XK10 "CLUB" VARIOMETER
- Audio codes climb rate
- No Flask Required
- AVC on Dawn Tone
- Gust Filtering

£249



DEDICATED AVERAGER OPTION
- Battery Volts
- Three Averager Modes
- Thermal Total Average
- Speed to Fly
- Climb/Cruise Mode
- Auto Shut Down Overnight
- High Sink Rate Alert
- 0 – 5kts Wave Mode

£149



REPEATER METER OPTION
- 60mm Mounting
- No Mods Required
- Loom Included
- Metric Version 0–5m/sec

£89

Prices shown exclude VAT and carriage

XK10 "CLUB" VARIO SYSTEM

★ **Over 500 units in use in the UK alone**

★ **See us on: www.cairaviation.co.uk**

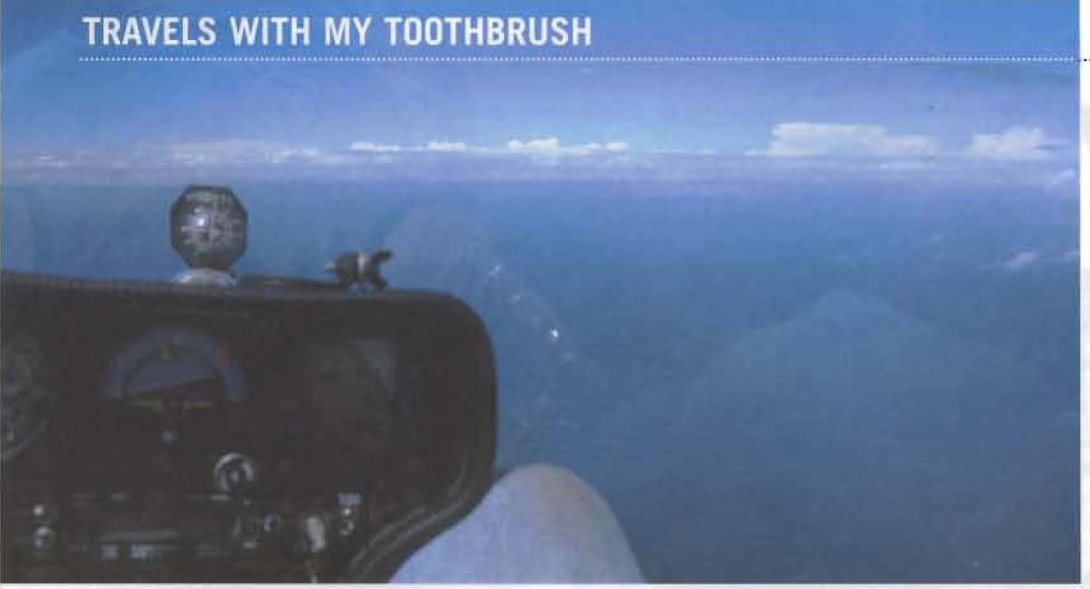
from Cair Aviation Ltd.

"You can bank on us"

✦ **New Instruments:** PZL Expanded Scale ASI's. 1.5 Turns 0-140kts £114, 1.75 Turns 0-200kts £124, PZL Zero Reset Varios, Flosk ond Ring, 80mm (Glider) £189, Extended Scale (Motor Glider) £189, 57mm (Glider) £219, 12V Mini T/S £211, Sensitive Altimeters £149-£153, PZL Altimeter £89, Mini Accelerometer £159, CM24 Bullet Pedestal Compass £49, LC3 Panel Compass £47, PZL Panel Compass £47, Vertical Card Compass £139, T/S Converter £18.00 ✦ **Surplus Tested Instruments:** Horizons with new Solid State Inverter, Ferranti Mk6 £389, Mk14 (Coloured Display) £389, 80mm Glider rate T/S £99, Mini American Glider rate T/S £249, Mini Accelerometers £89 ✦ **Radios:** ICOM A3E £276, A22E £299, Glider Battery Charger £19.90 ✦ **Parachutes:** SK94, Type Certified, C. of A. Rapid Opening, Low Descent Rate, Steerable, Comfortable, Lumbar Support, Bag, 20 year life £509

✦ **BGA Approved "Ottfur" Releases:** Original New "Ottfurs" £169, Latest "Ottfur" alternative release for modern gliders – Aeratow CW400 series £169, C of G CW300 series £199, Exchange all series with latest modifications £89, Spring Kits available all series.

COLIN D. STREET, 1 Questen News, Copthorne Road, Crawley, England, RH10 3PA Tel +44 (0) 1293 888185 Fax/Phone +44 (0) 1293 881764 www.cairaviation.co.uk



Home bou

In the fourth and final part of Guy motorglider and toothbrush, he









Above: Guy's very long, lonely sea crossing towards a line of building thunder cells over Southern England

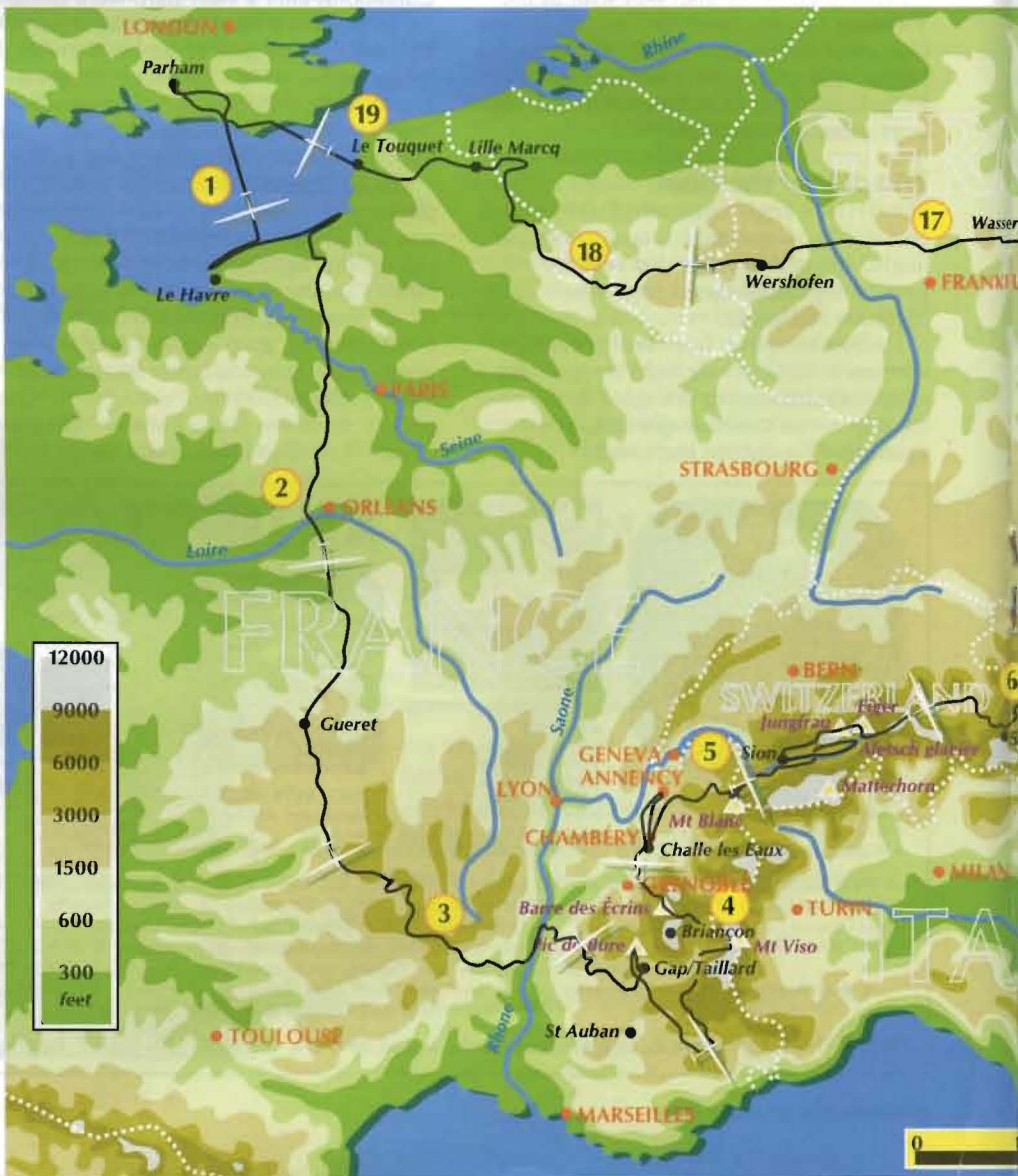
Left (from top): Guy, DG and his lucky dice; short finals R/W 22 at Dresden (all 1.5 miles of it); Wershofen, Germany; Guy and DG thermalling over Belgium

Opposite bottom: the Wasserkuppe in the mist

Opposite top: Home at last! Guy's favourite English soaring, at Beachy Head

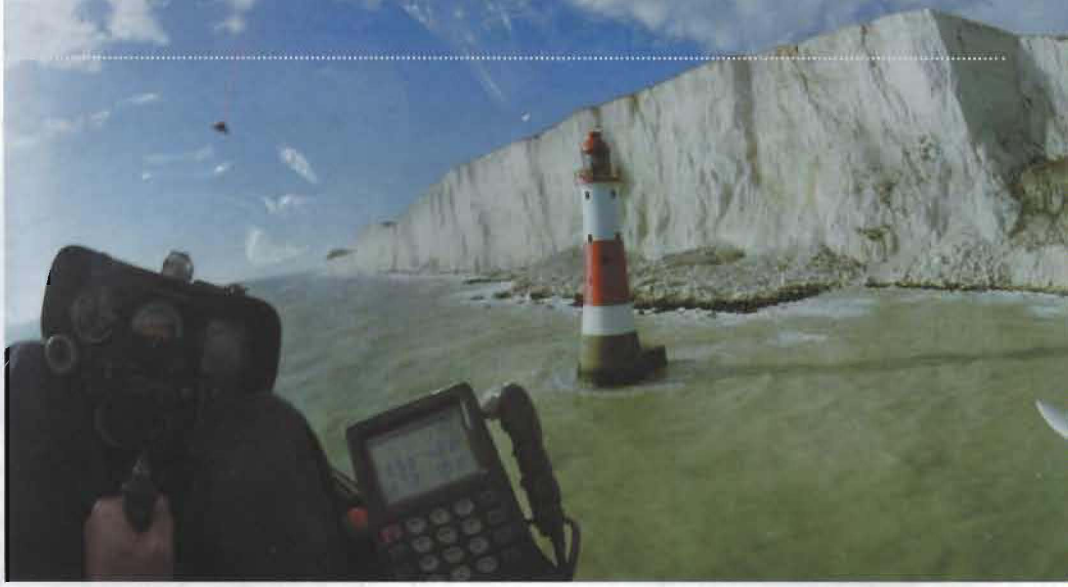
I HAD BEEN on the ground at Szymanow, Wroclaw's glider airfield, for almost an hour before I met any pilots. I reconnoitred the large hangars, which seemed to be largely taken over by a parachute school and light industry.

The winching operation was at the far end of the field but, despite my walking up to the launchpoint, the chief instructor gave me a frosty welcome and was clearly wary of the stranger who had arrived unannounced.



eward
und

Westgate's epic adventures with has five days to cross Europe



I chatted with the students, who all spoke excellent English, and tried to play down my arrival.

The Bocian flew circuits until the winch broke and after packing the club hangar the chief disappeared into his office to emerge some time later to announce that he had arranged my flight plan. I would leave at 10 o'clock the next morning for the 14km hop to the main airport where I could prepare for my next flight. Having sorted out these arrangements, he was a little more hospitable.

Outside the hangar, the DG-400's engine captivated students and instructors alike. My new friends invited me out to dinner, then Bart, one of the keenest students, offered a bed for the night in his parents' flat in town. It was quite refreshing to realise there are youngsters devoted to gliding in every country.

The bus ride and walk back to the airfield the next morning gave me a taste of urban Wroclaw and the pretty villages closer to the airfield. Several massive stork's nests sat on platforms above electricity poles lining the road. Bart told me that Poland has more storks nesting than any other country and they would migrate to Africa in August. I had yet to see a stork in a thermal and these definitely appeared preoccupied with nesting.

It was a gloomy morning and once airborne I took the opportunity to have a sneaky look over the Gothic part of town on my short flight. Bart had told me that there were over 100 bridges across the Odra River in the city, making it something like the Venice of Poland. It was an interesting mix of rich old colours and new grey concrete.

The airport was huge and I spent longer taxying after landing than the flight. For the second time in Poland, the glider's maximum weight of 460kg was too light to appear on the airport's schedules so they let me go for nothing. I met Miss Passport Control and Miss Customs on the way out who were engrossed in a conversation about nail varnish, so I passed almost unnoticed back to the apron to wait.

The weather was terrible, with cu-nims forecast for the afternoon, low cloud and poor visibility. I contemplated what I would do if I reached rain and wondered if a diversion to Germany, landing at a non-customs airfield on the border, would be worse than landing in Poland and then having to backtrack here to clear customs again before moving on.

I watched holes in the top cover blow over ➢



Steve Longland





Left: a Follow Me car is a novelty for glider pilots
Right: Eurowings ATR at Wroclaw



➢ from the west as I waited for my flight plan to clear the system. There was a strong wind again and no convection. The only commercial aircraft movement was a Eurowings ATR, whose German pilots also reported bad weather towards Germany!

By the time my flight plan cleared the system it was weakly convective and my first thermal climb was only a few kilometres off the end of the runway to 4,000ft. The headwind was 10-15kts but the clouds were not streeting. I stayed north of the Krkonose Mountains that mark the border with Czech Republic as the top cover looked more extensive over the high ground, but I did not escape all the rain. I had to make two engine climbs to help dry my wings.

The fields got bigger as I passed Legnica where I thermalled with a couple of brainless buzzards. One joined my thermal turning the wrong way and we met head on. After the encounter, the bird established back into its turn and we met again, and again. The buzzard showed no signs of recognition that we were in the thermal together and its evading manoeuvres got ever more ridiculous as it dived with increasingly panic-tangled wings. I continued west at cloudbase and wondered if the buzzard was amused with the encounter too, even though it had left me slightly perturbed that a bird with the short-term memory of a goldfish could still outclimb me whilst performing aerobatics.

Considering I was now on an international flight, air traffic control's attention was non-existent. My estimate for the German boundary, the Neisse River, was looking quite accurate as despite the headwind I was making 50 to 60km/h. I took 20 minutes to rescue myself in a low save over the Lignite mines near Luban and flew on to Görlitz on the border. As far as I could make out from my map the river and German border cut the city in two. Once overhead I could see that the architecture was polarised too: colourful local stone and tiles in Germany, grey concrete in Poland. I wondered how often the land under me had been fought over in its turbulent exchanges through the ages of Bohemia, Saxony, Prussia and now the modern unified Germany.

Berlin Information offered me a very professional service, updating me with the position of aircraft as I passed Bautzen, but would not let me enter Class D airspace on the approach to Dresden, as I had no transponder. To the south, a thick layer of high cloud was creeping in over the Czech border and slowly the thermals weakened. Capped unrealistically by airspace I found the 1,500ft terrain clearance unworkable and motored the last few kilometres into Dresden. I was given vectors by the controller to keep me out of the way of commercial traffic and finally allowed to land on Runway 22. I touched down on the threshold of the enormous runway and just cleared before an Airbus A320 thundered past, reverse thrust screaming.

I was quite proud of my independence in the DG, even being able to get in and out of busy commercial airports, but my pride took a dent when I got taxi instructions. I realised I was so low to the ground that I could not read the taxiway markings painted on the asphalt. Without a ground map, I was quite lost. After listening to my pathetic excuses, the ground controllers sent out a "Follow Me" car, a service normally reserved for jets!

The airport felt big and commercial and I was keen to find a friendly strip before nightfall. I was delayed just over half an hour but in that time the sky had changed; the forecast thunderstorms were now

'I raced into a cu-filled sky, to find a good street that whisked me straight into a thunder-cell'

engulfing huge parts of the sky ahead so I tracked away from the city to clear the airspace towards the nearest airfield on the map, Langhennersdorf.

It looked beautifully quaint from the air, a long grass strip with a gently sloping track leading directly to a single hangar on the edge of a farm. The members could not do enough for me. I saw an impossible juggling act as they tucked my glider into a space too small for a hang-glider, and was wined and dined like a king.

The rain fell solidly for 12 hours and then, after the smallest of breaks, for 12 hours more. In 16 days of flying I had my first rest day. The next day should have been, too. The air was almost white with haze but from the ground the cumulus looked superb. I raced into a full sky in the mid-afternoon to find a good street that whisked me past the industrial city of Chemnitz, straight into a giant thunder-cell. The haze merged into a waterfall of rain. I ran away as fast as I could, angry with myself that I had been suckered into such a dangerous situation without the slightest premonition of danger. I had a very marginal glide to the airfield at Zwickau and arrived – too low for a circuit – to land downwind. Within seconds there was a clap of thunder to wake the Gods but the rain stopped on the northern edge of the town. I picketed the glider out and found a hostel for the night. A student told me there was a former State flying school on the airfield; there was a noticeable difference in atmosphere to the clubs I had chanced upon over the past weeks.

I was getting weary of short flights, strong winds and poor conditions. I needed a couple of big flights to get me a little closer to home.

My luck was changing. The next day started slowly. I had little help from the school and launched into a sky that felt dark and cold. I spent the first hour below 2,000ft but did not notice a change in the agriculture until I was away from the former collective farms of the GDR and at the foothills of the Thüringerwald ridge, the old border between East and West. The bases rose a little with the terrain but the clouds still looked heavy and oppressive. I climbed to just over 4,000ft and started out for the lowest pass I could see ahead, but the sink in the lee of the forest-covered ridges was punishing and I resorted to an 800ft climb with the engine, just enough to clear the trees and out over Suhl into the wide river valley beyond.

Cloudbase leapt up in the next hour and I reached the Röhn ridge with renewed confidence but at 3,000ft, the highest peak, the celebrated Wasserkuppe, was true to its name and as an omen a lower murky cloudbase hung over slopes legendary as soaring's birthplace nearly 100 years ago.

I was now surrounded by gliders but was aware of a distinct change from SZDs, the Polish machines which I had been with for the last week, to the modern hull shapes of Schleicher and Schempp-Hirth. The sudden change was almost an allegory of the Iron Curtain itself. I was definitely back in the West, just as I was almost home.

The route around Frankfurt was hard. The air was drying out and veering to the north, but even with a reducing headwind progress was little more than 60km/h. There was a weak inversion at around 4,000ft that rattled each thermal and, as the sun's power reduced, each climb felt as if it would be the last. I crossed the mighty Rhine and watched the slow barges cruise south towards Koblenz. The steep, wooded ridges surrounding the river gave the thermals a new lease of life and I took my last climb to almost 5,000ft but it still was not quite enough to reach Dahlemer Binz, so I diverted my final glide to Wershofen, a small glider field, and landed after seven

Right: Le Touquet airfield in Northern France



hours airborne. My luck was in again as I could not have been made to feel more welcome. The club was open for the week and the students had organised a big mess tent, accommodation and plenty of beer. It was noticeable that for the first time in a while the first question was not: "how much does it cost?" but: "where have you come from and where are you going?"

I discovered that there was a big contest on at Dahlemer Binz, and flew over the grid as it was launching the next morning. The cu looked good but the stage today was a trudge, a grind. My wandering spirit was dulled with the looming certainty that I would soon get home. There is little adventure in actually arriving.

Conditions turned largely blue and cockpit temperatures increased over the lush Ardennes forest. I kept Luxembourg well to the south of my track and finally, when I could feel my frustration with worsening conditions getting the better of me, I met my first Belgian gliders winding up over St Huberts, the national centre. It was noticeable that all the glass ships were still on the grid and I was airborne with what must have been the entire Belgian wooden fleet. Conditions were definitely not improving but with a good choice of airfields *en route* I knew I must continue.

The forests to the west gave an occasional weak thermal and I stole my progress from the afternoon, climb by slow painful climb. The wind was turning southerly, which did nothing to destabilise the airmass, and I was now constantly battling to keep clear of Brussels' airspace to the north.

The conurbation sprawl along the French border was not inspiring viewing and the outskirts of Charleroi, Mons and Tournai merged together. As Lille got closer I chose to route north to improve my chances of a Channel crossing, taking the narrow airspace corridor between Brussels and Lille. Conditions were predictably poor, the best cumulus always just in airspace. After six hours of battling I glid out to Kortrijk-Wevelgem, a medium-sized airfield where I was confident I could clear customs before a channel crossing. I had landed there two years previously and had a fantastic reception from the gliding club. The controller had other ideas, however, and without any word of explanation informed me that Wevelgem was closed to gliders.

I doubled back towards the airfield at Amougies and as I circled the pretty grass field I noticed a curiously hazy patch of air to the north that slowly developed into a milky wedge. I tracked towards it and hit a silky smooth 3kts of lift until I had climbed a thousand feet. The only explanation I could think of was a sea breeze front, even though the northern coast was 40 miles away. My imagination fired up again with the thought of reaching a customs airfield. I tracked the convergence zone west. It was a short-lived dream: within 10km the haze was indistinguishable and the lift disappeared. I now had a comfortable glide for Lille Marcq airfield and crossed into France to land. There were several gliders flying and I arrived high enough to copy their circuit protocol. There was a big clubhouse and once again I was treated well by the local doctor, Charles, and his wife who both fed and offered me a room on condition that I recounted some of my latest errant exploits over dinner.

Charles explained there had been a bad glider accident at Wevelgem some years ago. He had also seen the weather forecast and did not think it was too good for the next day. I did not want to get stuck at Calais or Le Touquet for a week, but the certainty was that if I did not try, I would not make it at all.

'I noticed animated radar returns of a swathe of heavy rain cutting through the Home Counties. I knew then I could not delay a minute longer'

The wind was surprisingly strong but the cloudbase at 2,500ft let me use the streets and I tracked due west towards the coast. By one o'clock the streets were getting a little energetic and a depressing fine veil of rain had me rethinking tactics. I knew I could fly the streets if the lift was poor; but as soon as the lift improved I had to fly to the side in the sink to avoid the rain. The plan worked until the cloudbase lowered nearer the coast and after my third time below 500ft I took an engine climb to make the last 25km. The orographic cloud was less than 1,000ft along the sea front and the wind was now fierce enough to make the landing at Le Touquet a little rougher than I had expected.



Home at last: the fin of Guy's glider is plastered with stickers from some of the clubs he visited on his travels

The straightforward set-up at the airport made the usual tedium of flight plans and customs quite painless and I set out to find the Meteo-France Bureaux.

The meteorologist showed me all his wind charts, which meant little until I noticed his screen showing animated radar returns of a swathe of heavy rain cutting through the Home Counties. I knew then I could not delay a minute longer.

The wind was incredible and after the first power climb to 5,000ft I was still only 9km into the Channel. I ran the engine for almost 25 minutes to get enough height to make the 100km crossing – a long, lonely glide. If I had had any reservations about the adventure in getting home in the past, I was feeling the suspense now. It was an odd experience, bathed in glorious sunshine with the deep blue of the Channel beneath and all the time the threatening band of white anvils on the horizon getting ever closer

Ten miles from Lydd, I could see that the cumulus were building quickly inland across the Weald, much as they had done behind the Artois coastline in France. Now in reach of the mainland, I climbed with the engine yet again but paralleled the coast this time until I reached my favourite soaring playground, Beachy Head. The one saving grace of the wind was the ridge lift on the cliffs, which I could not resist. I stayed, taunting the gulls, for half an hour over the Seven Sisters before swooping under the lighthouse, with the gleaming 570ft chalk wall of Beachy Head standing menacingly in the background. The lift was good enough to climb on Seaford Head, cross the sandy beaches to Newhaven and finally onto the lower cliffs towards Brighton. My last engine climb took me high above the lowest wisps of cloud and I landed back at Parham only a few minutes before the rain.

Since departing three weeks before I had lost only a single day to weather and had averaged five hours' gliding every day with only 15 minutes of engine time. I had flown to Poland and back via the Alps and the Carpathian Mountains and had been welcomed by a brand new gliding family across six countries. Maybe next time it will be a journey shared by other pilots, but without a doubt it will be an adventure!

The four articles about Guy's recent exploits – his third European trip – began in the June-July 2001 S&G. An earlier trip featured in Motorgliding International (and will soon be repeated on glidingmagazine.com*). Guy's first venture, a trip from Parham to Piedrahita, Spain, was in the April-May and June-July 1998 S&Gs. Back issues of S&G can be bought from the BGA on 0116 253 1051*



Above: Robbie Robertson and Alastair McIntosh in Black Mountains GC's T-21, Snoopy. Alastair's greatest pleasure in life was to play the bagpipes. "I am assured, says Robbie, "that walkers on the Black Mountains thought it was serene, as did people back on the ground at the club. However, from my position in the glider with my right ear about ten inches away from the drones..."
Robbie's submission, or his ability to tolerate noise, earns him the BGA T-shirt we promised last issue

More and taller tales

Thanks to everyone who sent us their T-21 stories in response to Nan Worrell's article in the last *S&G*. Here are some of the best...

IN AUGUST 1971 the Staffordshire club, which was then flying from Meir airfield at Stoke-on-Trent, procured a T-21 for the weekend. It was very popular and I joined the queue to fly it. I was accompanied by Frank Townsend who lived near the airfield and frequently brought his rather beautiful dog, Rex, with him. At the top of the winch launch Frank asked me to fly straight and then proceeded to slacken off his straps. Puzzled, I did as the instructor bade me as he leaned well over the side of the cockpit and yelled through cupped hands: "Rex!".

We watched fascinated as the mystified dog raced around in large circles before dashing off across the airfield in the direction of home. *(Fredric Boyce)*

YOUR splendid article on the T-21 failed to mention a unique and remarkable event at the Isle of Wight GC at Sandown Airport.

In April 1956 I looped a friend of mine, with his black poodle named Jet, in open cockpit T-21 No 1015, with the dog wagging his tail and enjoying the flight!

There may be others who have looped dogs, but I claim this unique event for the Isle of Wight GC. *(Dick Stratton)*

THE feature on the T-21 will produce a flood of tales, but here is one from 1964.

I was flying in the Devon & Somerset T-21 with the Dunkeswell village copper, one Dave Hamley, who was 6'3" with hair as long as he dared. Just to the north of us was a lovely fat cu with Skylark No 1, Philip Wills, just about to enter the bottom. He was on one of his many abortive attempts to fly from Perranporth to Lasham.

We arrived 1,000ft below him and waited a (fairly) sensible time before following. Our T-21 had only the usual T&S and no speed-limiting brakes – but those considerations did not apply when the lift was trying to force the green ball through the top of the Cosim. It was also a remarkably smooth and kindly cloud, so I hung in there until we were at 8,000ft, at which moment Dave said in a panicky voice: "Aren't we going too fast?"

I was crouching down in the office and the ASI said 35kts. I glanced up at the pitot in front of me and it was clear of ice. "No! We're doing fine – 35kts".

I looked up at Dave. Every hair on his head terminated in a neat round ball of ice, which beat up and down on the whole of

The first chapter of the story

It seems that Nan Worrell's interesting history began at Chapter Two, write Frank Irving and Ann Welch

FRED SLINGSBY'S T-21 was probably his most important glider as it made possible the huge change from learning to fly solo to dual. In the late 1930s Fred had produced the Falcon III but this was used for joyriding on occasional – or very short – cross-countries. It would not have helped the training scene much as there were so few of them! Solo training had become highly developed, although sometimes hard on the pupil's bottom and instructor's nerves. It was not a fast-track system but it worked; pre-war record flight holders never having had a dual glider lesson in their lives. Nevertheless, with gliding becoming popular post war, it was time for a change.

The T-21B was the production version of the T-21P of 1944. It was similar in performance to the widely-used Grunau Baby, the wing being largely a scaled up version with the same Got. 535 section. The first T-21B went to Southdown followed closely by Daisy to Redhill, home of the Surrey Gliding Club, whose primary intention was to get rid of solo training. Daisy was paid for by the Imperial College GC, which had joined with the SGC. The money was organised by Arnold Hall, head of aeronautics and David Brunt, head of meteorology at IC, partly to cover the replacement of a crumpled Cadet!

The change to two-seat training involved, first of all, developing a training syllabus and then training instructors, who may never have flown dual themselves, to teach to it. Up to this time each club had its own system, closely linked to the vagaries of its site and the character of individual instructors. The transition, surprisingly, did not take long due to the ebullient enthusiasm of those years combined with an absence of clogging bureaucracy. It was lucky that Lorne Welch was CFI at the time and had spent two years teaching RAF recruits on Tigers and Ann was chairman of the BGA Instructors Panel. This resulted in the association's manual *Flying Training in Gliders* which, by the 6th edition (we were learning all the time) had sold 17,000 copies. The format was based on the well-tried RAF system of dividing each lesson into three parts: Consideration – the purpose of the lesson; Air Instruction – how to get the lesson across; and Advice to Instructors. This included how to help students who seemed unable to get some apparently simple thing right!



FG Irving

Lorne and Daisy at Redhill: "That was quite a day..."

Almost as quickly as Slingsbys could make them T-21Bs spread across the land. They proved robust, safe and straightforward to fly, with the side by side seating not only giving confidence to a nervous pupil but enabling the instructor to watch for bad habits like white-knuckle stick gripping. It was little wonder that they were given affectionate names. The strong and happy growth of British gliding in those post-war years would not have been possible without Fred Slingsby's T-21.

Here endeth Chapter One.

his head. No wonder he thought that we were speeding!

Being naturally kind I straightened up and came out of the side of the most beautiful cloud with Philip above me at about 12,000ft. *(John Fielden)*

NAN and her syndicate may be interested to learn some of T-21 993's early history.

As WB990 she spent her Air Training Corps life with No 622 Gliding School, firstly at Christchurch airfield and then at RAF Old Sarum; so she hasn't moved very far from her original home.

An entry in my ATC logbook for November 21,1953 shows the start of my gliding training in WB990 with Derek Goddard as instructor. Derek was later a staff instructor at Lasham.

WB 990 was delivered to 622 GS possibly as early as 1951 or 1952 and did sterling service with the ATC. She must have done several thousand launches as an ATC glider. In the early 1950s, many of the instructors were WW2 veterans and gliding was often carried out with a certain amount of verve and derring-do by one or two of these individuals... not the nice, safe sport we know today!

George, for example, was an ex-RAF navigator/bomb-aimer, and when an old house was being demolished in the middle of Christchurch airfield, large chunks of masonry could sometimes be seen falling from WB990 onto the house to speed up the demolition. He finally gave up his bombing career when he took aloft a large puffball, which was found on the airfield. The puffball was old and very light, however, after George lobbed it out, the wind took it beyond the airfield perimeter and through someone's bungalow roof. He wondered why everyone was hiding in the long grass at the side of the runway when he landed!

At Christchurch, Boxing Day was always an instructors-only day, to indulge in some interesting flying. After suitable lubrication in the bar, the aforementioned George and an ex-Arnhem para Major named Jim took off in WB990 for a circuit. They were on the final approach, looking to be rather



"I'm sure it was shorter than this when I took off!" Syndicate T-21 at Shenington GC landed by Basic Instructor John Hampson in an adjacent cornfield – safe and undamaged

slow – which is almost stopped in a T-21 – when she did stop and suddenly stalled in from about 10ft. We ran across to find both George and Jim giggling at each other and sitting on the ground, having gone clean through the bottom of the glider. What a forgiving material plywood is! I wonder if there are any signs of the old repair?

Balloon bursting was another popular Boxing Day sport; however, we simply used the pitot tube to pop them. You needed a fair amount of co-ordination and flying dexterity to score a burst.

In a really strong, smooth westerly wind with a wired-up back release and a clued-up winch driver, WB990 was often kited up to around 3,000ft. While the pilots enjoyed the flying, the poor old winch driver had to wind in like mad to get all of the cable back on to the airfield.

She was also flown more than two up now and again, especially with very small passengers. In the 1950s, WB990 was flown with ATC crews in the Nationals at Lasham on several occasions.

The days of swapping seats, beat-ups, doubtful aerobatic manoeuvres, etc are now long gone and gliding is a much safer sport – but it was FUN!

My happiest recollections of WB990 are sitting at 4,000ft on a warm summer's day either over Christchurch Bay or Salisbury Cathedral, pottering around the thermal at 35kts, simply enjoying gliding. I was so pleased to read that she is still going strong and giving pleasure to so many people. *(John Collins, Ex-CO 622 GS)*

T-21 TALES are legion and vast numbers of people beyond the soaring world claim to have flown in one in their teenage years. I realised this at about 0300hr in pouring rain on a filthy October night when I arrived at the ferry port of Cairnryan for the crossing to Larne in my Triumph 2000. The fuel warning light had been flashing for about 120 miles as I crossed darkened northern England and then Dumfries and Galloway, having been the only poor sucker in a huge syndicate to be delegated to fetch the damned thing from Strubby in distant Lincolnshire.

As I waited at Cairnryan for embarkation a staff member in heavy oilskins tapped on my closed window. "That's a T-21 – I learned to fly in one of those," he cheerfully shouted out of the teeming dark.

An hour or so later my car died as I actually drove off the boat at Larne, but there was no lack of willing hands to push it and Bob McLean's borrowed heavy-duty ex French Air Force trailer to one side, others all recognising the type and claiming to have flown in one. In all British gliding history there has never been a type more loved and widely recognised.

I remember even now with glee a flight when I was hanging on to a 550ft pimple in the circuit at Newtownards, a volcanic stump which calls itself Scrabo and is all of 800 yards long. As we beat up and down silently only a few feet above the edge my co-pilot, now a middle-aged eminence at Dunstable but then a prurient fifth-former, shouted down encouragement to a couple caught *in flagrante delicto* behind a screen of gorse, producing dismay, deflation and an impotent shaken fist.

Truly, they don't make 'em like that any more. *(Bob Rodwell)*





Above and above right: Yes, that's right, it really is a T-21 with an engine. Bernard Smyth spotted it launching from Denbigh GC. Apparently it's called the Spruce Goose – but what can it be like to fly? (Bernard Smyth)



Keith Simmons (nearest to the camera) in the T-21 which took him for his first glider flight in the mid-1950s

First flight for a 1950s youngster in a T-21

TALK ABOUT scary – it was the most frightening experience of my young life.

I had spotted Nympsfield's advert in the *Aeromodeller* and booked in for a week's gliding course. Having flown twice in Austers with the school ATC I was looking forward to trying gliding for the first time.

Eleven of us turned up for the course, sharing one T-21, and I made sure that I was towards the front of the queue when flying commenced. The mists of time have eroded the memory and I cannot recall any briefing, although I am sure that there must have been one. However, I was quite unprepared for what followed.

No problem with the take-off and climb but as we clawed our way skywards I became concerned about the proximity of the electricity pylons, which I had noticed at the end of the airfield. I was quite sure that by now we were above them trailing a cable which was 'on and secure'. I was envisaging either a searing electric shock or a bunt into the ground still 'secure' on the cable. My theories were interrupted by a sudden weightlessness as the cable was released. The short nose of the T-21, invisible from my seat, enhanced the feeling of falling and there was great relief when 1 g returned. The rushing wind surprised me – for some reason I expected the air to be still.

I was beginning to settle down when my pilot announced that he would put on some speed because it was "a bit rough over the trees". With that we went into a screaming 180, bumping through the turbulence and arriving in a position that even I could see was much too high for landing. I did not see the spoilers being operated but suddenly we were dropping out of the sky and now it was clear that we were undershooting. At what seemed like the last second the hedge stopped rushing towards us and we floated in for a smooth landing. I was dreading my second flight and hung back until everyone else had flown twice. This time I was not taken by surprise and realised that I was actually enjoying it. Forty-five years on and I am still enjoying it. One of the group soloed in a Kirby Cadet; I wonder if he kept gliding afterwards?

This all took place in the mid-fifties, not sure exactly which year, but I do remember driving Sir (then just Mr) Peter Scott's Standard Vanguard while he was flying his brand new Slingsby Eagle. *(Keith Simmons)*

The T-21 that wanted to fly Talgarth's Task Week

IT WAS a very dark, wet and windy night at Talgarth and the old Rufforth T-21, 943, was feeling sad and lonely in its sleeping place by the hangar. Nobody had passed by for hours and a small chink of light from the Tomlinsons' motor home across the car park was the only sign of life. 11pm came and went and the old glider felt sadder and sadder as the rain got heavier and the easterly wind spun around and around.

"Task week starts tomorrow and nobody has even thought to enter me for it! I may be old and a bit slow in the final glide but I do wish Paul would let me do at least one little task. Who knows, I could even win – especially if it was duration and a spot landing! I may be called The Barge but I can still outsoar all those whizzy things in a weak thermal. I'd like to see *them* try and get into the core at 30kts!"

With cu-nims all around and the wind strengthening, it was getting rougher by the minute. Thunder crashed and lightning flashed, illuminating the sad old T-21.

"I really, really want to fly in the task week. I *must* fly..." – and then he got his chance! A huge gust of wind rolled down the face of the Black Mountains and lifted him high into the air. "Yahoo!" he cried, "I'm off!" And, with that, he bit the dust hard as his elevator slammed into the hanger door and his starboard aileron crunched into splinters.

"Oooooooooow!" he yelled.

Out of the darkness, as if by magic, a host of humans in all sorts of states of undress and sobriety appeared and jumped on him, holding him down.

Finally, tied to a car at each corner, the Barge passed a quiet night contemplating his forthcoming visit to Bob McLean's Bent Glider Hospital at Rufforth.

Thus started Talgarth Task Week 2000. The Barge was duly hospitalised but was made as good as new and was soon back in the air again ... this time with a pilot firmly in control! *(Robbie Robertson)*

A means of locomotion new to soaring science

CIRCA 1950, when the Southdown club was operating from Friston, on the Severn Sisters near Beachy Head, having answered questions from numerous walkers who had watched the T-21B cruising back and forth along the cliffs at little more than 400ft above the cliff path and wondered what kept it up, we proposed a scheme to equip the P2 with a pair of small oars, the idea being that he could be seen to be rowing the T-21B along. Sadly, we never got round to it.

Air-to-ground communication, intentional or otherwise, was no problem with the T-21. Following a winch launch by a young winch driver, the driver had just switched off the engine and was chatting up a group of wide-eyed girl guides, particularly emphasising his prowess as a winch driver. Suddenly, a head appeared over the side of the T-21B and a voice, heard all over East Sussex, roared down: "Too f***g fast!"**

As the T-21B on an instructional flight sailed directly over the launch and landing area at about 200ft, heading downwind, an extremely calm and controlled voice was heard to say: "This is not a very good place to start the approach from".

Chris Hughes



T-21s are great favourites at clubs and vintage rallies. Alan Self photographed this one at Hus Bos in 1999


Steve Jones



Mike Law



the *White Planes* picture co.

The top 250 UK pilots

1	PJ	Masson	43	G	Smith	85	IM	Evans	127	D	Bromley	169	MR	Dawson	211	JA	White
2	SG	Jones	44	RC	May	86	JA	Hallam	128	T	Stuart	170	L	Hornsey	212	TR	Gaunt
3	R	Hood	45	RL	Fox	87	P	Rackham	129	AC	Wells	171	M	Cook	213	MJ	Birch
4	AA	Darlington	46	SJ	Crabb	88	CVJ	Heames	130	TJ	Parker	172	GW	Craig	214	MF	Brook
5	DS	Watt	47	BC	Morris	89	SR	Ell	131	A	Mountain	173	J	Smith	215	D	Starer
6	TJ	Wills	48	H	Jones	90	G	Goudie	132	R	Pentecost	174	TW	Slater	216	RI	Davidson
7	SJ	Steinberg	49	JA	Tanner	91	B	Flewett	133	DH	Gardner	175	GD	Morris	217	M	Bird
8	AE	Kay	50	A	Jelden	92	J	Williams	134	AJ	Stone	176	JG	Arnold	218	N	Weir
9	MJ	Young	51	PF	Whitehead	93	R	Jones	135	IP	Freestone	177	MB	Jefferyes	219	MC	Foreman
10	LM	Wells	52	BC	Marsh	94	C	Watt	136	M	Judkins	178	L	Withall	220	RJ	Smith
11	P	Crabb	53	SJ	Redman	95	BA	Fairston	137	GF	Wearing	179	PE	Rice	221	MC	Costin
12	PG	Sheard	54	JN	Wilton	96	K	Davis	138	JA	McCoshim	180	DS	Innes	222	RA	Cole
13	EW	Johnston	55	BT	Spreckley	97	JR	Jeffries	139	R	Maisonpierre	181	C	Peters	223	PS	Kurstjens
14	AJ	Davis	56	JB	Giddins	98	JDJ	Glossop	140	M	Critchlow	182	PM	Kirschner	224	RJ	Hart
15	MD	Wells	57	J	Coutts	99	GG	Dale	141	M	Dalton	183	SR	Lynn	225	KW	Payne
16	RA	Cheetham	58	AG	Hall	100	ND	Tillett	142	J	Meyer	184	A	MacGregor	226	D	Heslop
17	PR	Jones	59	P	Jeffery	101	ER	Smith	143	PE	Baker	185	WJ	Murray	227	AP	Hatton
18	JN	Rebbeck	60	M	Strathern	102	JH	Pennant	144	TJ	Brenton	186	D	Hilton	228	M	Davenport
19	TJ	Scott	61	MF	Cuming	103	Rose	Johnson	145	PF	Brice	187	P	Pengilly	229	S	Eyles
20	PJ	Coward	62	MW	Durham	104	DC	Chappell	146	D	Westwood	188	G	Corbett	230	W	Kay
21	PJ	Harvey	63	FJ	Davies	105	R	Croker	147	M	Morley	189	R	Kalin	231	J	Young
22	GE	McAndrew	64	M	Pike	106	DP	Francis	148	BR	Forrest	190	A	Eckton	232	PA	King
23	DW	Allison	65	J	Stephen	107	D	Draper	149	D	Piggott	191	RW	Allcoat	233	A	Baker
24	JM	Hood	66	AV	Nunn	108	CR	Emson	150	CJ	McInnes	192	AD	Tribe	234	D	Bullock
25	PM	Shelton	67	OJ	Walters	109	DA	Booth	151	M	Newland-Smith	193	JT	Hitchcock	235	PJ	Stratten
26	KD	Barker	68	N	Hackett	110	P	Naegeli	152	D	Crosby	194	AP	Moulang	236	A	Perkins
27	AJ	Clarke	69	MR	Fox	111	NH	Wall	153	RC	Bromwich	195	MJ	Wilson	237	CJ	Alldis
28	GP	Stingemore	70	P	Davis	112	RJ	Welford	154	RP	Garner	196	N	Wedi	238	NJ	Gough
29	GM	Spreckley	71	HA	Rebbeck	113	A	Sanderson	155	AF	Watson	197	BA	Birlison	239	F	Jeynes
30	CC	Rollings	72	OM	Ward	114	PW	Armstrong	156	J	Luxton	198	G	Green	240	J	Gatfield
31	JP	Gorringe	73	T	Milner	115	R	Robertson	157	SR	Housden	199	R	Tietema	241	RG	Hodge
32	PC	Fritche	74	GC	Metcalfe	116	JD	Spencer	158	R	Maskell	200	M	Forster	242	P	Brown
33	CG	Starkey	75	TM	Mitchell	117	GK	Payne	159	AJ	Emck	201	MG	Thick	243	BL	Cooper
34	RA	Browne	76	DE	Findon	118	LS	Hood	160	D	Williams	202	AJ	McNamara	244	E	Downham
35	MJ	Jordy	77	DR	Campbell	119	JG	Allen	161	LE	Tanner	203	G	Drury	245	DM	Byass
36	D	Masson	78	LM	Rebbeck	120	R	Johnson	162	WT	Craig	204	A	Pozerskis	246	A	Laylee
37	R	Thirkell	79	K	Tipple	121	CC	Lyttelton	163	RB	Witter	205	GN	Thomas	247	J	Johnston
38	G	MacDonald	80	J	Langrick	122	MG	Throssell	164	C	Collingham	206	A	Head	248	K	Houlihan
39	KJ	Hartley	81	RH	Blackmore	123	P	Stanley	165	FG	Bradney	207	CJ	Short	249	D	Heath
40	JR	Edyvean	82	PR	Stafford-Allen	124	IR	Cook	166	J	Clark	208	EJD	Foxon	250	A	Walford
41	RD	Payne	83	AJ	Garrity	125	W	Aspland	167	R	Smith	209	P	Healy	*BGA Ratings List compiled*		
42	K	Nicolson	84	NV	Parry	126	M	Lee	168	J	Crowhurst	210	D	Le Roux	*by Henry Rebbeck*		

... and the calendar of contests where you could join them in 2002

Overseas Championships	Spain	13 May–24 May	Regionals	Sutton Bank	27 Jul–4 Aug	Regionals	Dunstable	*to be advised*
Standard Class Nationals	Pocklington	22 Jun–30 Jun	Inter Services Regionals	Cosford	3 Aug–11 Aug	Two-Seater Comp	Pocklington	*to be advised*
Europeans	Hungary	6 Jul–27 Jul	Club Class Worlds	Germany	10 Aug–24 Aug	Regionals	Booker	24 Aug–1 Sep
Regionals	Lasham	6 Jul–14 Jul	Club Class Nationals	Lasham	10 Aug–18 Aug	Junior Championships	Hus Bos	31 Aug–8 Sep
Competition Enterprise	North Hill	20 Jul–27 Jul	18 Metre Nationals	Lasham	10 Aug–18 Aug	Mountain Soaring Comp	Deeside	Sep 2–Sep 8
Regionals	Hus Bos	27 Jul–4 Aug	Open Class Nationals	Tibenham	24 Aug–1 Sep			
Regionals	Nympsfield	27 Jul–4 Aug	Regionals	Tibenham	24 Aug–1 Sep			
15 Metre Nationals	Gransden	27 Jul–4 Aug	Inter Services Regionals	Bicester	*to be advised*			

Important: This ratings list is subject to confirmation by the Comps Committee. Final list on *www.gliding.co.uk* by **Dec 31**. Deadline for returning UK Nationals entry forms: **Jan 31, 2002**

A taste of competition

Andy Davis recalls a practice flight for the 2001 Worlds that illustrates why he loves flying in competitions



"YOU'VE messed up this time, Andy." I ignored the voice in the back of my head and flew on into the smoke rising from Didcot power station – to find nothing but turbulence. Continuing under the overcast at best glide speed, the distant sunshine and active clouds looked within reach and offered the promise of a good climb, albeit from rather low down.

"You've *really* messed up this time, Andy." The voice wouldn't go away and this time it was louder, more insistent. Reluctantly, I turned hard left and backtracked 10km towards the north-west and a cumulus cloud in the sunshine overhead Abingdon airfield.

It was August 17, the Friday of this year's Standard Class Nationals at Nympsfield. With a poor weather forecast for the final weekend it looked as if this would be the last contest day. Mike Young and I had been team flying throughout the week as part of our training and preparation for the World Championships. Although marred somewhat by poor weather the competition had gone well for us and we were lying in first and second places as we went into this day.

We had built up a comfortable margin over third place and knew that we only had to turn in a consistent performance to take the top two places overall.

With a good soaring forecast, task-setter Tim Macfadyen had set a four hour Assigned Area Task (AAT), requiring the competitors to fly from the start line to the first area, a 10km radius around Didcot, and proceed to the second area, a 25km radius circle around Northampton West, then into the final area, a 70km radius around Ely, and finally return to the finish line at Nympsfield.

The minimum possible distance to the finish line was approximately 285km, and the maximum possible was 525km. The object of the exercise was to fly on task for at least four hours, with each competitor choosing his own turning points (TP) within the assigned areas to maximise the distance flown. The distance flown back to the finish is divided by the actual task time or four hours to produce the scoring speed, thereby penalising early finishes. Each competitor's speed to the four hour "time out point" less a penalty of approximately 20 per cent is also calculated and used for scoring purposes if this is faster than the speed to the finish or if the competitor actually fails to finish.

Mike and I estimated that in the forecast conditions we were likely to average 90-100km/h so initially planned a 400km flight through the assigned areas into East Anglia and then back to the finish line. In the air we could adjust the distance flown into the final area if our actual average

speed proved to be other than expected. As conditions were forecast to deteriorate from the west late in the day, we discussed going as far east as possible in the better weather before returning towards site, but decided that it was unlikely we would be able to go fast enough to compensate for the 20 per cent penalty applied to the time out speed if we didn't finish.

We launched around midday into a sky rapidly filling with wet cumulus clouds and an unexpectedly low cloudbase. Although it was easy to stay airborne, climbs were weak and, while waiting for the start, Mike and I became concerned about the rapid spreadout of layer cloud cutting off the sun from a large area on our initial track. In competitions, flight in controlled airspace is forbidden and we were particularly worried that the huge shadow would soon make it impossible to pass through the gap between Lyneham and Brize Norton.

We decide to start as soon as the start line opens. Our decision must be mirrored in 40 other cockpits as from our position at the south end of the 12km startline we soon see streams of sailplanes, like us, heading towards the first cumulus clouds on track. Arriving under these clouds we search each cell methodically for a reasonable climb, even backtracking a couple of kilometres, but each one disappoints. Rather than accept a weak and time-consuming climb we continue on track towards the last group of active-looking clouds before the big shadow.

The clouds lie just inside the edge of the shadow, but we hope that the ground is still warm enough to source a thermal. We must climb here to make it across the big dead shadow to the next active area at Swindon. Passing under the first cloud there is nothing; we move on to the next wisp of cumulus and are rewarded with a gust of lift. Turning and centring, the averager settles at 2.5kts. Not brilliant, but we have to accept it.

Going through 2,500ft (all altitudes amsl)



Mike Young in his LS8, 57. He was pair-flying with Andy Davis on the cross-country described in this article

the climb rate drops off as the feeble thermal runs out of energy, and we decide to continue to a dark-bottomed cloud on the far side of the shadow. Arriving at 1,500ft we spend time searching but are rewarded with 3.5kts.

Any thoughts about climbing into the cloud are quickly dismissed as the rate dies away approaching cloudbase. Rather than waste time searching for a better core I set off at 3,500ft into what initially seems a better-looking sky with Mike following on perhaps 500m behind.

Near Faringdon, the last cloud before another big dead gap yields a further 3.5kts. Mike and I decide we should climb as high as possible in this cloud and then glide across the dead area ahead to distant powerful-looking clouds on the far side of the first assigned area. Approaching cloudbase I momentarily level the wings to erect the gyro in my artificial horizon and Mike, still firmly banked into the core, climbs through my level and so gets to enter the cloud first.

Driven by impatience I head for a ragged cloud above Didcot power station rather than waiting for him to climb the required 500ft before entering the same cloud. First mistake. It soon becomes obvious that the cu overhead Didcot is dying and doesn't herald a good climb.

Mike is climbing well in the cloud behind me. Just as I decide to backtrack to join him another glider calls entering the same cloud – requiring another wait while he also climbs 500ft above the base. In frustration I decide to continue towards Didcot at best glide speed, rejecting the option to divert well left of track to an isolated cumulus over a small patch of sunshine at Abingdon. I try to convince myself that the strong sunshine and solid line of cumulus east of Oxford should be just within range from my altitude if Didcot proves to be unproductive.

The intuitive little voice in the back of my head starts to speak out: "You've messed up this time, Andy". After I find no lift overhead the power station, the voice gets more strident: "You've *really* messed up this time, Andy". I should reach the powerful cloud ahead high enough to locate lift and climb away, but it *is* risky. Reluctantly I decide to turn hard left and backtrack to the north-west to the Abingdon cloud, giving up some 20km of

Left: Discus 2 finishing at the Standard Class Nationals this year

Standard Class Nationals, Nympsfield (Aug 11-19)

	Pilot	Glider	Points	Day 1	Day 2	Day 3	Day 4
1	A Davis	Discus 2a	2922	(169.1) 1 606	61.6 3 701	92.3 1 615	(357.0) 1 1000
2	M Young	LS8	2874	(166.2) 4 593	63.8 1 704	92.2 2 614	(357.7) 2 963
3	D Allison	LS8	2499	(116.8) 32 378	(153.4) 12 577	89.2 3 587	(353.4) 3 957
4	K Barker	LS8	2441	(162.9) 8 579	(156.1) 9 591	75.9 10 472	(336.0) 7 799
5	G Stingemore	LS8	2415	(162.5) 9 578	(143.9) 26 528	82.0 5 525	(333.0) 10 784
6	P Harvey	LS8	2408	(169.0) 1 606	(145.7) 19 537	70.6 12 426	(337.4) 5 839
7	P Coward	LS8	2397	(164.8) 7 587	(144.6) 21 532	88.6 4 530	(343.0) 13 748
8	R Thirkell	LS8	2388	(157.7) 16 557	(158.5) 6 603	67.8 19 402	(339.1) 6 826
9	P Crabb	LS8	2323	(161.8) 11 575	(153.2) 13 576	69.1 14 409	(352.2) 11 763
10	E Johnston	ASW 28	2249	(145.6) 23 504	(148.3) 17 551	68.4 15 407	(343.2) 9 787
11	B Marsh	LS8a	2179	(164.9) 6 588	(146.0) 18 539	67.9 18 403	(335.7) 19 649
12	P Jeffery	LS8	2162	(165.1) 5 589	63.1 2 703	(166.8) 36 294	(318.0) 30 576
13	P Shelton	LS8	2132	(161.7) 12 574	(143.7) 27 527	62.2 26 353	(337.5) 17 678
14	B Morris	LS8	2123	(139.2) 27 476	(158.9) 5 605	67.4 23 385	(318.8) 18 657
15	M Durham	LS7	2115	(160.1) 14 567	(144.5) 23 531	68.3 15 407	(324.3) 27 610
16	G Smith	LS8	2113	(142.3) 24 490	(142.5) 30 521	66.6 24 382	(291.6) 14 720
17	N Wall	Discus	2109	(139.0) 28 475	(142.0) 32 518	66.1 32 320	(352.7) 8 796
18	D Chappell	LS8	2107	(157.5) 19 555	(144.8) 20 533	70.5 12 426	(307.6) 29 593
18	P Masson	LS8	2107	(140.5) 26 482	(144.5) 23 531	76.9 6 481	(327.8) 26 613
18	D Westwood	LS8	2107	(168.9) 3 605	(143.7) 27 527	67.3 27 347	(291.7) 22 628
21	R Cheetham	ASW 28	2044	(162.6) 9 578	(135.2) 40 483	66.4 22 388	(305.8) 28 595
22	P Brice	ASW 28	2010	(160.0) 14 567	(153.1) 14 575	67.8 19 402	(279.7) 36 466
23	R Welford	LS8	1987	(157.4) 19 555	(135.3) 39 484	(182.2) 31 323	(328.6) 23 625
24	H Jones	Discus 2	1943	(137.7) 29 470	(134.6) 42 474	(172.2) 34 304	(317.7) 15 695
25	K Nicolson	LS8	1935	(142.3) 24 490	(157.4) 7 597	(144.6) 41 233	(334.6) 25 615
26	E Smith	LS4	1873	(152.2) 22 533	(144.4) 25 530	(154.7) 39 264	(292.3) 33 546
27	C Alldis	LS8/18	1797	(122.8) 31 405	(141.2) 34 514	62.4 25 356	(278.7) 34 522
28	O Ward	Discus 2B	1771	(0.0) 42 0	(149.4) 33 516	(171.1) 35 301	(380.0) 4 954
29	J Arnold	Discus B	1764	(116.7) 33 364	(141.6) 43 447	(187.7) 30 333	(324.9) 24 620
30	K Tipple	LS8	1762	(14.2) 40 49	(155.9) 11 590	84.4 7 476	(327.8) 21 647
31	B Birlison	Discus CS	1748	(22.5) 39 77	(142.2) 31 519	67.3 21 398	(353.1) 12 754
32	J Langrick	LS8	1711	(98.3) 34 317	(136.4) 38 490	(184.7) 29 339	(307.1) 31 565
33	A Watson	LS7wl	1704	(136.3) 30 463	(144.7) 21 532	(173.1) 33 310	(239.6) 37 399
34	H Rebbeck	LS8	1669	(153.3) 21 538	(142.8) 29 522	76.2 8 475	(81.5) 39 134
35	L Withall	LS8	1657	(157.6) 18 556	(152.5) 15 572	70.5 17 406	(83.2) 40 123
36	J Luxton	LS8	1656	(86.3) 35 282	(140.9) 35 513	51.9 28 346	(317.7) 35 515
37	R Browne	LS8	1584	(0.0) 42 0	(157.2) 8 596	71.2 11 432	(313.3) 32 556
38	R Johnson	Discus B	1556	(14.4) 40 49	(151.0) 16 564	(169.1) 36 294	(313.3) 19 649
39	G Goudie	LS8	1454	(160.9) 13 571	(156.2) 9 591	(165.8) 38 292	DNF 42 0
40	S Redman	LS8	1421	(157.8) 16 557	(140.8) 36 512	(109.7) 42 154	(119.1) 38 198
41	J Glossop	Discus BT	1312	(24.0) 38 82	(137.6) 37 496	(36.8) 43 43	(332.8) 16 691
42	T Scott	ASW 28	1167	(27.9) 36 96	(134.6) 41 480	76.1 9 474	(70.5) 41 117
43	R Payne	LS8	952	(25.4) 37 83	(161.6) 4 619	(149.8) 40 250	(0.0) 42 0



Photos: the ***White Planes*** picture co.

Andy's expression of intense concentration as he prepares to launch in his Discus 2, fin number 80, at the Standard Class Nationals. This was held this year at his home club, the Bristol & Gloucestershire GC

hard-earned distance in the process. My intuitive voice subsequently proves to be correct: several pilots didn't connect with lift having crossed the gap and landed in fields to the east of Oxford.

Over Abingdon a time-consuming search with another group of gliders eventually produces a disappointing thermal, which builds slowly to 3kts. I fight to control my frustration as I hear Mike climbing at 6kts under the clouds east of Oxford. To the north near Blenheim Palace I can now see a classic soaring sky of well-formed, scattered cumulus and decide on a new plan. If I cut north direct to these clouds and then stay to the west side of the second assigned area, the scoring software will credit me with a TP overhead Didcot and ten of the kilometres I had previously "wasted" will now count towards my scoring distance.

As soon as it seems sensible I skirt the eastern edge of the Brize Norton zone and then head straight for the first active-looking cloud. Although it doesn't produce a good climb it is the start of a long cloud street and I turn along the street at 1,800ft. The third cell produces a climb of 4.5kts and I circle quickly up to cloudbase, which has risen to 4,500ft in this drier air. Pushing the cruising speed up to 100kts I weave my way northwards along the cloudstreets, the heavily-ballasted Discus 2 now in its element.

I cross Banbury in good conditions, make a TP on the western edge of the second area some 25km west of Northampton, then head north-east towards the final area. The flight settles into a pattern of long fast glides at 100kts under the cloudstreets, pulling up to circle and climb in the stronger thermals and leaving them as soon as the climb rate falls off. By UK standards, conditions are excellent: cloudbase rises to over 5,000ft and climb rates in the stronger thermals average 5kts. I operate between 2,500ft and cloudbase in the predictable consistent conditions.

Passing east of Peterborough inside the last assigned area I start to consider my final TP. In these conditions I expect to

'What a fascinating, enjoyable flight, with weather that varied from difficult to superb – and back again'

average 100km/h over the ground on the last leg into the 10kt headwind. Mike is ahead, near Wisbech, having taken a more direct route through the second area, and reports continuing good conditions. Just past Wisbech an LS8 flashes past underneath heading south-west: it's Mike already heading back towards the finish. A few kilometres further I climb to cloudbase in a strong thermal 205km from Nympsfield. With 1 hour and 50 minutes remaining, this is a perfect point to turn for the finish.

I head back along a powerful cloudstreet, and, with Mike just a few kilometres ahead reporting the positions of the good climbs, make rapid progress. Approaching Wellingborough, I realise that if conditions continue like this we will finish too early, but the British weather then plays its part. The sky ahead becomes gloomier, cloudbase lowers and radio chatter reports large areas of spreadout casting massive shadows onto the ground after Northampton. I slow down to conserve my altitude.

Following the only visible patch of sunlight draws me to the south of track and under a growing cumulus. This cloud is on the edge of a shadow that appears to be perhaps 60km wide. I decide to climb as high as possible in the cloud and switch on my artificial horizon. Initially the thermal is a disappointing 3kts average, but as I approach cloudbase it picks up. I broadcast my position and intentions to enter cloud on 130.4 and once inside the cloud the lift really improves. The averager settles at 6kts and I circle up to the base of the airway at Flight Level 75 before leaving the climb.

The air is smooth under the shadow and on track the sky appears to be completely lifeless, so once again I head to the south towards distant brightness. Near Upper Heyford there is strong sunshine on the ground and one isolated large cumulus. I relay this information to Mike, who is now a few kilometres behind. There is sunshine breaking through on track after this, but no sign yet of thermal activity. It will take some time for the sun's heat to start convection again so I decide to climb

EW Avionics



The EW model D flight recorder. Just £250 plus VAT and delivery (offer ends 24/12/00, save £ 29.38)

IGC approval for use with the most popular Garmin GPS receivers. Comes with software and all you need to connect to your GPS and computer. Ideal for all badge claims up to Diamond C and competition use. Incorporates the following features: 24 hours of recorded data at a 4 second sample rate, motor and pilot event ports, electronic declaration, 9-16 volt external power with 9 volt internal backup battery with 40 hours recording time, stand alone barograph with 15Km altitude range .

Special Christmas offers from EW

Less 15% off all prices of model A&B IGC upgrades (inc calibration), cables, calibrations, cases, and all other ancillaries

(offer ends 24/12/00)

Visit our comprehensive web site or phone us to get more information about any EW products.

www.ewuk.co.uk

****5 only used Model D units, fully serviced with cables, 2 year calibration chart ****
****and 12 month warranty £ 250.00 inc VAT****(save £ 73.13)

EW Avionics, Seymour Barn, Widmere Lane, Marlow SL7 3DF, England.
E-mail ew@ewuk.co.uk - Phone & Fax 01628 477999

into cloud once again. As I climb the cloud drifts back into the Daventry Control Area and I am forced to leave at 5,800ft and head out on track.

The blue hole ahead still shows no sign of thermal activity. There are scrappy cumulus well to the west near Little Rissington and good cumulus to the south above the Brize Norton airspace. South looks the best route, but I can't guarantee to remain above the airspace, so have no choice but to glide out for the Little Rissington clouds at 65kts. After what seems like an age I arrive under the clouds and, following a short search, start to climb at 2.5kts. The cloud is developing quickly above me and with little sign of good thermal activity ahead I continue to climb slowly up to 5,500ft in cloud. The LNAV shows 300ft above glideslope as I break out of the top of the cloud and head towards Nympsfield at 65kts.

In south-westerlies the headwind component often increases approaching Nympsfield, eating away all but the most generous height margins, so I detour south of track to rapidly-forming cu near Northleach. A quick climb in good lift brings me up to the height for a fast finish and I set off at 100kts on the final 35km to the finish line.

Behind me, the good clouds that had earlier been just inside the Brize Norton airspace have drifted clear, and I hear Mike calling his altitude as he rapidly passes through 8,000ft. From there he will also have a fast glide to the finish line.

With 20 kilometres to run I hear the first finisher, then I too am approaching the airfield, following the contours of the ground down to the finish line.

Jettison water, cross the finish, pull up, undercarriage down, brakes out and land straight ahead. Time for a quiet moment's reflection on the day. What a fascinating and enjoyable flight, with weather that varied from difficult to superb and back again. Just the one mistake at Didcot and then my flight went smoothly: 425km flown in 4 hours and 20 minutes at an average speed of 98km/h.

Some 15 minutes later Mike crossed the line then around another 30 competitors finished. Once loggers were downloaded and the scoring programme run, Mike and I again took the top places for the day, consolidating our overall positions.

So that's a taste of competitive gliding. Each flight is unique and always involves many decisions. Competition tasks are often flown and completed in weather that wouldn't otherwise inspire us to open the trailer and rig. I get a huge buzz out of dealing with the challenges set by the task and overcoming the problems thrown up by the sky and the weather.

Competition flying – I love it!

Andy Davis and Mike Young are flying in the Standard Class at December's World Championships at Mafikeng, South Africa. See page 4 for the complete British Team

Small is best

With less than half its normal field, the 15-Metre Nationals still offered some tough competition for the eventual winner, Al Kay

ARE nationals entries getting too large? Quite possibly, if the 2001 15-Metre Nationals is anything to go by.

This year's comp held at Booker will probably go down in gliding history as one of the more unusual nationals. It was moved to the end of the summer because of worries about Foot-and-Mouth Disease and field landings, which meant that only 20 people were able to reschedule their holidays to take part.

Yet despite the small number of entries it produced an exciting, hard-fought contest – and a recognition that smaller numbers of entries can make the process of running and flying a nationals more relaxed.

Fewer gliders meant briefing was quicker, as were gridding, launching and scoring; there were no big gaggles, either. What it did lose by having fewer pilots, though, was the social side, the sense of community that always springs up over the nine days of a comp (however dire the weather).

In fact, conditions were reasonable despite the contest being held at the end of August and start of September. Although there were only four days, these, together with good task-setting, produced races of 310km, 313km, 160km and 210km – cross-country distances that many pilots would be happy to have in their logbooks at the end of the year.

Don't think that because there were only 20 entries the comp was easy, either; half the field – 10 pilots – had previously been in the British Team and flown in world or European championships.

As the week progressed it quickly became clear that the consistency of Al Kay, Steve Jones and Dave Watt (who were practising team flying for next year's Europeans in Hungary) would be hard to beat. On the last day, the 2001 15-Metre Champion could have been any one of the trio, but Al Kay – who needed to do well this year to ensure his place in the 2002 Europeans – won the day, which gave him this year's title. Al has now been national champion eight times.

Looking back, he says it was risky for Booker to change the date of the comp and run it so late in the year rather than just cancel, but Al and all the competitors were glad the club did. Landouts were few – only seven over the whole competition – which suggests that the task-setting was spot on, and the speeds involved were very respectable for Britain – with the highest being 102.1km/h around 313km.

One of gliding's great joys is the strange, unexpected flights the weather can produce and one in particular sticks in Al's (and probably most of the other pilots') memory. Day 3, with a warm front approaching, was a desperate struggle around 160.3km at heights of 1,000-1,200ft agl. Just as the pilots were beginning to think a mass landout could be in prospect, the Great Sky God that looks down on virtuous glider pilots supplied a 4kt climb near Didcot (no, not over the power station) to 3,800ft – and an easy run home. Where did it come from to go so high after such low struggles? Best opinion is that the encroaching warm front had produced a wave-influenced thermal – it just shows that however desperate things appear, you should never give up.

And that applies to pilots unable to fly the 15-Metre Nationals this year. The comps committee has decided the fairest way to tackle the ratings situation of such a small number of competitors is to freeze this year's 15-metre entry list, so that anyone who had an entry in 2001 will be able to fly the comp next year.

Let's hope the size of the field will be back to normal – but not too large.

NHW

15-Metre Nationals, Booker (Aug 25 – Sep 2)

	Pilot		Total	Day 1	Day 2	Day 3	Day 4
1	A Kay	Ventus 2a	3185	81.4 4 984	101.8 4 994	72.9 3 523	93.2 1 684
2	S Jones	Ventus 2a	3163	81.3 5 980	101.9 3 996	72.9 3 523	91.6 2 664
3	D Watt	Ventus 2a	3159	81.5 3 986	102.1 1 1000	72.2 5 513	91.4 3 660
4	E Johnston	LS6A	3020	81.2 5 980	100.3 5 967	70.7 10 493	85.2 5 580
5	H Jones	Discus 2	2913	79.0 11 934	96.6 9 898	71.3 8 501	86.2 5 580
6	T Scott	ASW 27	2871	82.2 1 1000	86.4 17 709	75.1 1 551	87.6 4 611
7	D Campbell	ASW 27B	2865	81.5 8 966	94.4 10 857	71.9 6 509	81.6 10 533
8	R Cheetham	ASW 27B	2849	82.2 2 999	90.0 12 775	74.8 2 528	82.7 9 547
9	B Thirkell	LS8	2841	79.8 9 949	98.3 7 929	68.9 14 469	78.6 12 494
10	K Nicolson	LS8	2831	79.6 10 945	92.6 11 823	71.9 7 508	83.3 8 555
11	N Tillett	ASW 27B	2777	78.9 12 931	97.9 8 922	70.6 11 492	73.8 13 432
12	P Brice	ASW 28	2630	81.0 7 974	83.5 18 655	69.2 13 474	81.1 11 527
13	R Hood	LS8	2465	72.9 15 807	102.1 2 999	(71.7) 19 102	83.5 7 557
14	B Morris	LS8	2441	75.3 14 858	89.0 13 757	70.4 12 490	66.5 16 336
15	D Innes	LS6	2187	67.7 16 679	87.1 16 720	65.8 17 429	68.3 15 359
16	A Hall	LS6C	1867	(63.0) 20 61	98.5 6 933	71.1 9 498	69.5 14 375
17	C Lyttelton	ASW 27	1866	64.8 17 640	78.3 19 558	67.2 16 447	(158.5) 17 221
18	M Pike	ASW 27B	1829	76.2 13 876	88.0 14 737	(151.1) 18 216	DNF 19 0
19	D Masson	LS6	1624	(288.7) 18 419	90.2 15 729	68.1 15 459	(12.2) 18 17
20	J Rebbeck	LS8	266	(175.1) 19 266	(0.0) 20 0	(0.0) 20 0	(0.0) 19 0

Club Class, Husbands Bosworth (Jun 16–24)

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Richard Hood	Std Cirrus	4555	1 943	1 149	10a 887	3 978	1 1000	3 598
2	Paul Fritche	LS4	4081	3 908	8 73	7 919	2 980	17 633	5 568
3	Mike Jordy	Pegasus	4071	21 456	2 143	2 978	1 1000	2a 928	6 566
4	Gordon Macdonald	DG-101	4026	12 652	6 93	3 973	7 927	5 830	7 551
5	Paul Whitehead	ASW 19	3962	11 693	20 27	5 949	14 877	3 877	9 539
6	Mike Cuming	Std Cirrus	3921	13 641	10 68	11 865	5= 955	4 865	10 527
7	Mike Fox	Std Libelle	3788	10 705	19 29	16 790	8= 925	6 826	11 513
8	Allan Garrity	LS4	3756	5 857	21= 21	17 745	13 887	9 794	17 452
9	Rose Johnson	DG-101	3694	14= 628	13 41	1 1000	11 908	23 459	1 658
10	Bob Fox	Std Libelle	3675	9 711	27 0	8 913	8= 925	18 630	13 496
11	Angus Watson	LS4	3591	6 785	7 89	19 677	10 909	12 671	16 460
12	John Williams	Std Libelle	3562	18 579	11 58	9 899	4 972	22 506	8 548
13	Jon Smith	Std Cirrus	3509	14= 628	4 126	21 629	12 906	11 717	12 503
14	Graham Drury	Pegasus	3494	16 617	9 70	13 844	17 758	8 796	20 409
15	David Innes	ASW 19	3412	8 725	14= 40	20 635	16 782	7 803	19 427
16	Alistair Nunn	ASW 19 Club	3357	25 222	5 96	12a 852	5= 955	14 658	4 574
17	Iain Evans	Hornet	3198	27 54	17 35	6 943	15 870	15 651	2 645
18	Jack Stephen	DG-100	3102	4 876	25 10	23 625	20 445	13 660	14= 486
19	Gerald Bass	Pik-20B	2950	7 780	23 17	25 531	18 494	16 642	14= 486
20	Dave Ruttle	Janus A	2707	19= 524	21= 21	18 679	22 432	20a 603	18 448
21	John Bevan	LS4	2612	22 401	14= 40	24 606	21 442	10 762	21= 361
22	Nils Peter Wedi	LS4	2484	19= 524	26 9	14 831	24= 429	25 330	21= 361
23	Afandi Darlington	LS1f	2426	2 924	12 48	4 957	24= 429	27 68	DNF 0
24	Gwyn Thomas	SHK-1	2395	17 595	18 33	26 398	26 410	19 610	23 349
25	Derek Copeland	Std Cirrus	2078	24 359	24 11	15 811	23 431	26 149	24 317
26	Julian Hitchcock	LS4	1916	23 398	14= 40	22 627	19a 468	24 383	DNF 0
27	Peter Andrews	Std Libelle	1469	26 113	3 133	27 322	27 181	21 533	25a 187



Overseas, Ocaña (May 14–25)

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
1	MartinWells	LS8	7118	10 475	1 837	5= 945	6 529	1 790	1 602	6 940	1 1000	1 1000
2	Mike Young	LS8	6689	1 610	7 734	2 986	11 482	22 559	3 564	8 908	9 849	2 997
3	Leigh Wells	LS8	6670	5 512	9 722	3 955	7 519	2 786	2 566	13 836	7 860	9 914
4	Gary Stingemore	LS8	6613	13= 461	3 768	9 905	3= 566	15 610	4 556	10 864	2 980	11= 903
5	Richard Hood	LS8	6409	3 556	8 724	16 821	1 628	4 705	6 545	26 758	10 847	16 825
6	Richard Browne	LS8	6268	12 467	5 760	8 906	10 497	5 667	10 513	4 971	5 868	38 619
7	Graham Smith	LS8	6255	21 417	16 648	1 1000	14= 460	11 624	5 551	1 1000	16 743	19= 812
8	Keith Nicolson	LS8	6003	16 444	6 736	22 771	20 411	19 573	31 414	16 824	8 850	3 980
9	Paul Crabb	LS8	5966	19 431	46 295	11 877	5 553	36 407	7 518	5 968	3 946	5 971
10	Andrew Hall	LS6	5923	30 376	10 711	17 820	35 326	9 644	13 503	7 922	14 762	13 859
11	Oliver Ward	Discus 2	5855	9 478	30 539	13 852	8 510	3 723	11 507	9 874	33 597	24 775
12	Paul Shelton	LS8	5836	6 508	12 704	28 707	13 472	23 555	28 430	24= 776	13 765	8 919
13	George Metcalfe	Discus 2	5813	2 600	14 687	5= 945	36 318	17 578	17 481	22 803	24= 647	27 754
14	Gill Spreckley	Ventus 2a	5753	13= 461	18 643	12 855	27 379	13 621	22= 457	23 801	12 800	28 736
15	Russell Cheetham	ASW 28	5699	22 412	2 831	4 953	14= 460	14 617	48 55	2 996	18 721	36 654
16	Mountain/Pike	Duo Discus	5595	28 393	21 612	20 783	18 419	29 534	8= 516	12 842	21 659	15 837
17	Stephen Crabb	LS8	5495	37 311	48= 0	10 889	3= 566	35 408	18= 474	3 974	4 897	4 976
18	Iain/Rosie Evans	LS4	5469	29 388	15 683	23 768	30 373	7 652	32 406	33 727	15 750	29 722
19	Mel Dawson	Ventus 2a	5468	17 443	22 599	19 799	17 438	24 553	18= 474	39 685	19 700	22 777
20	Harry Wondergem	Ventus 17.6	5433	23= 405	11 709	14 844	45 252	21 566	22= 457	35 703	35 590	10 907
21	Phil Jeffery	LS8	5399	31 372	44= 297	25 751	12 473	6 657	20 468	31 733	20 685	6 963
22	Bart Reckens	Ventus 17.6	5360	11 472	13 691	18 812	22 404	33 487	14 497	41 661	37 512	17 824
23	Robert Welford	LS8	5301	20 419	17 646	24 765	19 414	41 321	16 486	37 700	24= 647	11= 903
24	Nigel Gough	LS7 WI	5240	33= 338	43 300	7 911	38 308	10 632	15 491	18 813	31 600	14 847
25	John Glossop	Discus	5204	39 276	19= 621	29 690	32 364	8 648	24 450	21 805	36 574	23 776
26	James Clark	LS8	5184	40 267	32 529	36 567	16 442	28 535	41 335	36 702	6 861	7 946
27	Peter Batenburg	Discus	5159	8 488	34 502	21 773	42 270	34 428	26 433	11 848	34 595	18 822
28	David Innes	Nimbus 4	5151	15 450	24 582	33 631	33 353	12 623	35 392	27= 746	30 618	26 756
29	Mak Ichikawa	ASW 28	5034	7 502	37 461	15 831	2 568	20 569	21 459	19 809	11 835	DNF 0
30	Morris / Warren	LS8	5016	23= 405	26 569	37 541	25 391	27 538	27 431	20 808	22 655	34 678
31	Mark Wering	Nimbus 3	4699	36 323	19= 621	35 573	37 315	16 580	34 398	32 732	41 438	30 719
32	Alan Binks	LS6	4677	44 156	31 532	42a 493	31 369	18 576	38 360	27= 746	28 633	19= 812
33	Chris Lyttleton	ASW 27	4671	18 441	29 549	31 659	40 298	48 34	25 435	15 827	17 730	33 698
34=	Mark Jerman	ASW 27	4628	27 400	39 449	26 750	43 269	46 245	8= 516	29 742	26 640	39 617
34=	Frans Klappe	DG-300	4628	26 404	40= 384	30 668	26 382	25= 542	33 404	17 816	45 358	35 670
36	Richard Blackmore	ASH 25	4596	23= 405	28 550	32 645	34 337	25= 542	43a 297	43 644	32 599	40 577
37	Ged Mcknight	LS6	4570	33= 338	35 496	44 390	28 377	32 490	30 422	40 672	29 627	25 758
38	Sven Olivier	LS4	4480	35 328	44= 297	45 389	29 374	43 294	12 506	14 830	23 653	21 809
39	Reb/jess	LS8	4447	4 534	4 766	27 740	46 222	47 82	45 284	30 736	44 379	32 704
40	Jim Weston	LS6	4298	47 56	23 594	34 579	21 408	31 496	40 339	24= 776	42 422	37 628
41	Kevin Houlihan	Ls3	3721	32 342	42 305	43 391	48 143	30 513	42 310	38 687	39 497	41 533
42	Peter Dixon-Clarke	DG-300	3645	46 106	40= 384	39 525	39 300	39 388	47 144	44 616	40 469	31 713
43	Adrian Emck	LS8 18	3569	45a 114	27 562	41 496	24 395	40 371	37 362	45 578	46 295	43 396
44	J Paulo Rosado	Lak 17	3529	42 208	38 460	38 538	23 401	37 406	44 290	34 721	38 505	DNF 0
45	Andrew Perley	LS8	3511	43 201	25 578	40 507	41 296	44 270	36 384	47 276	27 635	44 364
46	Jorg Herrmann	PW-5	3267	41 228	36 478	46 388	44 253	38 396	46 232	46 503	43 381	42 408
47	Rick Walters	LS4	1853	DNF 0	DNF 0	DNF 0	9 509	45 262	29 429	42a 653	DNF 0	DNF 0
48	A Ferrera Pire	Lak 17	1480	DNF 0	33 510	47 133	47 182	42 302	39 353	DNF 0	DNF 0	DNF 0
49	Dave Williams	LS8 18	572	38 278	47 294	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0
50	Michel Cruchaga	Speed Astir	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0	DNF 0



Left: Aerotow at the 2001 Standard Class Nationals
Above: Nimbus 4DM 60 (G-HJSM) at the Opens. The Motor/Turbo trial will apply to all rated comps in 2002
Above right: Ed Garner and LS4 on a Cotswold ridge one scrubbed day at the Juniors. The cows are a reminder of Foot-and-Mouth Disease, which wiped out the Northerns and Enterprise, hit the 15-Metres and Easterns, and temporarily closed many clubs
Far right: The 2000 18-Metre Champion, Keith Nicolson, flying from Tibenham on a non-contest day in 2001's championships
Right: Howard Jones in Discus 2 D2 arriving next to Lasham's old control tower in the 2001 regionals
Below: Finishers at Lasham this year
(Standard Class results are on p43; 15-Metre results are on p45 and Juniors results are on p51)
photos: the ***White Planes*** picture co.







18-Metre Class, Tibenham (Jul 14–22)

	Pilot	Glider	Total	Day 1	Day 2	Day 3
1	J Rebbeck	Lak 17	1585	99.7 4 666	90.2 1 889	(53.1) 4 30
2	J Hood	LS8-18	1567	102.1 2 691	87.4 3 847	(50.0) 7 29
3	L Wells	LS8-18	1543	102.1 2 691	85.7 7 822	(53.1) 4 30
4	C Starkey	ASW 27B	1535	105.9 1 730	81.4 11 757	(96.2) 2 48
5	D Masson	LS6-18W	1529	96.5 6 634	87.2 4 844	(105.3) 1 51
6	A Clarke	Ventus 2CT	1514	96.0 7 629	87.9 2 855	(53.1) 4 30
7	B Morris	LS8-18	1431	93.3 10 601	86.1 6 828	(3.7) 27 2
8	M Jordy	LS8-18	1413	94.8 9 616	83.8 8 792	(8.7) 21 5
9	F Davies	LS6C	1377	86.3 16 530	87.1 5 843	(6.2) 23 4
10	A Hall	LS6C	1366	92.1 12 589	82.2 10 768	(15.1) 13 9
11	S Ell	LS8-18	1348	95.4 8 622	78.6 14 714	(20.8) 9 12
12	D Booth	LS8-18	1319	90.7 13 574	80.1 12 737	(14.7) 14 8
13	M Wells	LS8-18	1311	90.3 15 570	79.9 13 734	(12.3) 15 7
14	D Westwood	LS8	1304	92.3 11 591	77.8 16 702	(18.6) 10 11
15	T Slater	LS8-18	1153	85.9 17 525	72.4 20 621	(12.7) 15 7
15	L Tanner	LS8-18	1153	83.5 19 501	74.4 18 650	(4.2) 27 2
17	M Throssell	LS6-18W	1151	87.4 20 441	77.8 15 703	(13.1) 15 7
18	J Gatfield	ASW 27B	1147	70.8 23 371	82.3 9 770	(11.1) 20 6
19	G Metcalfe	LS6	1041	66.6 29 349	76.9 17 688	(7.4) 23 4
20	K Nicolson	LS8-18	1039	99.4 5 664	(196.6) 27 354	(36.7) 8 21
21	H Jones	Discus 2	1015	66.2 24 369	73.8 19 642	(7.6) 23 4
22	A Moulang	Ventus 2C	971	84.6 18 512	61.5 23 456	(5.4) 26 3
22	J Stephen	DG-400	971	90.5 14 572	(219.4) 26 388	(18.5) 10 11
24	A Garrity	LS7WL	942	60.1 24 369	68.8 21 566	(13.0) 15 7
25	A Wells	LS8-18	831	68.5 24 369	61.5 22 457	(8.1) 21 5
26	D Innes	LS6-18	798	65.8 24 369	(220.7) 25 390	(70.0) 3 39
27	R Witter	Ventus 2CT	795	77.7 20 441	(196.5) 27 354	DNF 29 0
28	J Meyer	ASW 20F	777	66.3 24 369	(225.3) 24 398	(18.3) 12 10
29	J Allen	Ventus CT	659	(226.4) 30 345	(233.7) 29 314	DNF 29 0
30	S Redman	LS8-18	433	76.2 22 426	(0.0) 30 0	(12.0) 15 7
31	P Coward	LS8	0	(0.0) 31 0	DNF 30 0	DNF 29 0



Open Class, Lasham (Jul 28 – Aug 5)

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 R Cheetham	ASW 22 BL	5703	102.4 7 892	73.7 5 936	84.1 2 960	117.7 1 426	(438.6) 1 1000	101.3 2 490	107.0 2 999
2 P Harvey	Nimbus 4T	5633	102.3 8 891	73.4 7 933	83.8 3 955	117.5 2 425	(439.6) 2 998	100.8 3 485	103.8 6 946
3 J Gorringe	Nimbus 4	5358	108.0 2 986	78.4 1 1000	78.9 11 896	102.9 20 331	110.0 3 933	93.0 23 345	99.0 10 867
4 G McAndrew S Marriott	Nimbus 4DM	5314	108.9 1 992	75.0 2 954	78.2 13 888	103.6 16 336	109.8 4 930	94.5 11 396	96.0 14 818
5 J Edyvean	Nimbus 3	5301	106.7 5 918	67.6 15 854	83.0 4 946	111.5 5 386	(410.0) 8 882	89.1 13 395	102.3 8 920
6 P Sheard	Nimbus 4T	5291	98.9 14 832	71.6 12 908	87.4 1 1000	110.7 6 381	(400.9) 20 760	97.2 7 458	104.2 4 952
7 D Allison	ASW22	5080	97.9 15 817	71.3 13 904	78.3 12 889	112.8 3 395	(404.3) 9 859	(173.4) 30 216	107.1 1 1000
8 K Hartley	Nimbus 3	5025	101.1 16 809	72.8 9 924	82.1 6 936	106.6 11 355	(395.6) 15 788	89.3 11 396	96.0 15 817
9 A Nunn	Nimbus 3	4972	95.0 19 769	73.8 4 938	82.5 5 940	103.0 19 332	(398.3) 16 787	87.4 18 366	97.4 13 840
10 D Findon	Nimbus 4DT	4943	99.2 12 839	74.1 3 942	81.4 7 927	99.2 22 308	(384.8) 19 781	89.4 15 387	92.5 19 759
11 R Jones	Nimbus 4T	4846	95.7 18 774	(210.6) 20 580	80.8 9 920	111.9 4 389	(426.1) 5 907	99.7 4 477	94.9 18 799
12 R May	ASH 25	4581	101.1 10 870	72.0 11 913	81.4 7 927	101.4 21 322	(98.6) 34 59	104.5 1 502	106.4 3 988
13 T Parker	ASW 22 BL	4578	102.7 6 897	72.3 10 917	(118.2) 34 240	95.0 27 281	(391.3) 10 825	99.4 6 475	103.6 7 943
14 J Giddins	ASW 22	4557	99.9 11 851	72.9 8 926	71.6 15 808	103.8 15 337	(395.1) 12 811	90.0 17 386	76.8 30 438
15 B Morris J Russell	Nimbus 3DT	4547	102.1 9 886	73.5 6 934	(158.1) 31 320	86.8 28 228	(393.8) 11 820	90.7 9 408	104.1 5 951
16 R Kalin	Nimbus 3	4536	93.8 21 747	63.1 18 743	66.3 17 744	108.2 9 365	(394.0) 14 791	82.8 22 346	94.9 17 800
17 C Short	Nimbus 3DT	4531	98.9 13 833	(175.4) 25 476	80.7 10 918	(56.1) 33 62	108.3 5 907	96.7 8 438	100.8 9 897
18 D Innes	ASH 25	4362	105.3 3 940	60.3 17 756	(194.1) 26 407	110.1 8 378	(361.9) 26 660	92.8 19 363	98.5 12 858
19 P Naegeli	Ventus 2CT	4276	90.6 26 694	71.2 14 902	(211.3) 23 449	98.9 23 306	(389.6) 13 792	88.1 15 387	91.7 20 746
20 WS Murray	Ventus 2ct	4236	94.6 20 762	(158.9) 29 417	65.3 18 732	103.5 18 335	(417.9) 7 902	83.0 21 348	91.3 21 740
21 M Foreman	Nimbus 3DT	4000	104.3 4 923	67.6 15 854	75.5 14 856	110.3 7 379	(393.6) 17 785	(103.3) 33 87	(85.2) 33 116
22 C Lyttelton	ASH 25	3978	(267.0) 34 132	(217.1) 19 596	69.8 16 787	104.5 14 342	100.5 18 782	100.3 4 477	98.7 11 862
23 D Masson	LS6-18W	3872	93.5 22 742	(166.9) 27 440	(258.3) 20 554	106.3 12 353	(356.4) 27 621	84.1 20 356	95.3 16 806
24 B Bromwich	LS6C	3726	92.2 24 721	(202.2) 21 564	(197.1) 25 415	96.8 25 293	98.7 21 754	69.2 27 241	91.5 22 738
25 J Glossop B Glossop	Nimbus 3DT	3641	96.8 17 797	(142.1) 32 353	(198.6) 24 418	105.7 13 349	(368.4) 22 723	89.0 14 394	83.2 25 607
26 J Ferguson M Carruthers	ASH 25	3290	85.2 28 604	(179.0) 24 483	(186.8) 27 389	84.9 29 217	(359.6) 25 682	81.8 24 338	81.4 26 577
27 I Cook	Ventus 2CT	3259	92.0 25 717	(139.8) 33 350	(159.6) 30 324	103.6 16 336	(380.9) 24 688	(136.6) 32 156	88.1 23 688
28 C Emson	DG-505 Orion	3147	81.9 30 548	(188.9) 22 518	(220.0) 21 471	96.8 26 292	(352.2) 28 611	64.4 28 236	75.0 28 471
29 M Judkins	Nimbus 3DT	3126	87.8 27 640	(159.8) 28 421	(162.8) 32 310	107.1 10 359	(343.7) 31 332	90.2 10 403	89.5 24 661
30 T Moulang	Ventus 2CT	2890	92.5 23 725	(155.0) 31 404	(186.2) 27 389	77.1 31 175	89.4 29 604	80.7 25 330	(265.0) 32 263
31 M Kirschner	Nimbus 2c	2682	83.3 29 572	(157.7) 30 408	(220.2) 21 471	79.7 30 183	(348.4) 30 599	(0.0) 34 0	73.7 29 449
32 D Copeland	Nimbus 2	2677	(349.5) 32 339	(175.8) 26 452	(278.8) 19 599	69.3 31 175	(366.6) 23 707	75.6 26 290	(84.3) 34 115
33 P Pozerskis S Gilmore	ASH 25	2103	(268.3) 33 254	(97.9) 34 249	(183.0) 29 380	98.1 24 301	(96.3) 33 124	54.1 28 236	80.3 27 559
34 D Gardiner	Nimbus 3	1953	78.6 31 493	(201.3) 23 500	(128.0) 33 258	(43.3) 34 28	(119.2) 32 154	(147.4) 31 178	67.0 31 342

Aerobatic Nationals, Saltby (May 31 – Jun 3)

Sports	Pilot	Glider	Overall %
1	Ashley Benjamin	Pilatus	73.173
2	Alex Yeates		72.083
3	Karen Denyer	Puchacz	63.914
4	Donald Gosden		60.952
5	Stephen Alexander	Blanik	55.221
6	R Misselbrook	Puchacz	52.874
7	Warren Davies	Blanik	50.541
8	Mark Rogers	Puchacz	49.161
9	Richard Chapman	Blanik	47.626
10	Graham Burton	Puchacz	24.551
Intermediate			
1	John Gilbert	Pilatus	72.145
2	Andrew Cunningham	Fox	71.944
3	Stephen Lewis	Fox	67.790
Unlimited			
1	Jamie Allen	Fox	87.471
2	Guy Westgate	Fox	77.720
3	Paul Conran	Fox	75.989
4	Ian Tunstall	Fox	75.085
5	Chris Cain	Fox	57.025

Turbo Competition, Bidford (Jun 9–17)

Position	Pilot	Glider	Points
1	J Wills/R Starmer	Duo Discus T	3565
2	D Findon	Nimbus 4DT	3180
3	R Jones/S Marriott	Nimbus 4DM	2918
4	F Jeynes	ASH 26	2585
5	I Cook	Ventus 2CT	2555
6	R Witter	Ventus 2T	2538
7	DS Innes	Nimbus 4T	2284
8	M Seseman/A Moulang	Ventus CT	2275
9	A Reid	Ventus BT	2263
10	J Young/J Warren	Nimbus 3DT	2186
11	J Wand	DG-400	2168
12	M Costin	Ventus 2CT	1988
13	M Pope	Ventus 2CT	1909
14	W Inglis	Ventus CT	1837
15	M Moulang	Ventus 2CT	1806
16	T Caswell	Nimbus 3DT	1801
17	S Edwards	Ventus CT	1356
18	MT Day	Ventus CT	1029
19	S Waterfall	ASW 20F	644
20	R Mousley	DG-400	208
21	D Bricknell	DG-500M	0

Mountain Soaring, Aboyne (Sep 2–8)

Red	Pilot	Glider	Points
1	Phil King	LS8	4459
2	Roy Wilson	DG-600	3271
3	Peter Gray	DG-202	3032
4	Richard Arkle	LS8	2185
5	Duncan Mackay/ Richard Holt	Duo Discus	1962
6	Mark Jerman	ASW 27	1320
7	Sam St Pierre	DG-200	1163
8	Colin Dewhurst	Discus	1162
9	Steve Thompson	ASW 19	1048
10	John Williams	LS7WL	517
11	Bob Bollom	Mosquito	188



Regionals, Lasham (Jul 28 – Aug 5)

A Class	Pilot	Glider	Points
1	K Tipple	ASW 20	4715
2	H Jones	Discus 2	4538
3	R Pentecost	LS6a	4388
4	P Stanley	Duo Discus	4360
5	P Pengilly/J Warren	LS8	3886
6	J White	Ventus	3844
7	P Davis	Discus 2b	3602
8	L Withall	LS8	3592
9	P Paterson	LS8-18	3534
10	S Jobar	Nimbus 2b	3450
11	M Wells	Kestrel	3364
12	A Emck	LS8	3339
13	D Edwards	ASW 17	3290
14	P Healy	ASW 24	3260
15	W Inglis	Ventus CT	3057
16	J Bastin/S Jones	Ventus 2b	2884
17	G Payne	ASW 27B	2800
18	M Dowding	Discus BT	2716
19	JP Simmonds	Ventus	2675
20	T Lipscombe	Discus	2654
21	N Goudie	Discus BT	2569
22	J & S Nash	Mosquito	2476
23	M Brooks	LS6c	2126
24	GP Emsden	Kestrel 19	1251
25	B Pridal	ASW 20 BL	1107
HC	Ted Lysakowski Trust*	Duo Discus	4810
B Class			
1	C Watt	ASW 20	4791
2	D Draper	Std Cirrus	4610
3	J Hitchcock/P Fritche	LS4	4529
4	D Piggott	Astir	3953
5	G Bradney	Libelle 201b	3899
6	A Eckton	Astir CS	3802
7	E Foxon	DG-300 Elan	3709
8	M Davenport/G Coppin	DG-202	3694
9	A Laylee	ASW 24	3459
10	H Nithianandarajah	Discus B	3446
11	K Draper	Astir CS	3370
12	M Pettican/J Ewence	ASW 19 A	3341
13	J Warwick	Discus	3320
14	S Cheshire	ASW 19b	3318
15	N Collins	Discus	3297
16	D Powell/D Knox	DG-101	3086
17	M Sheahan	Std Cirrus	2851
18	N Worrell/G Bird	Discus A	2758
19	M Bull/R Ingle	ASW 24	2738
20	M Edmonds	DG-300	2737
21	C Hunt/B Westlake	ASW 19 club	2708
22	P Dixon-Clarke	DG-300 club	2635
23	EW Healy	ASW 19	2596
24	I Banham	Astir CS	2519
25	J Hoolahan	ASW 20	2494
26	M Hodgson	Pilatus B4	2415
27	D Staff/A Green	LS4	2342
28	R Johnson/C Thomas	Pegasus	2021
29	C Luton	LS3	1989
30	S Brooker	Mosquito B	1892
31	N Pocock	ASW 19	1797
32	A Jessett	Discus	1603
33	R Jarvis/SJ Waterfall	ASW 20F	1321
34	A Jenkins	Open Cirrus	1064

* Scored *hors concours* (BGA Comps Committee decision)

Midland Regionals, Hus Bos (Jul 28–Aug 5)

Position	Pilot	Glider	Points
1	Paul Crabb	LS8 15m	3421
2	Brian Marsh	LS8 15m	3404
3	Tim Milner	Std Cirrus	3223
4	Mike Jordy	LS8 15m	3179
5	Nick Hackett	LS8 15m	3134
6	Nick Tillett	ASW 27	3108
7	Paul Shelton	LS8 15m	3057
8	John Wilton	Duo Discus	3052
9	David Booth	LS8 15m	3006
10	Frank Davies	LS6c 17.5	2984
11	Mike Jefferyes	DG-600 18	2870
12	Leigh Hood	Std Cirrus	2798
13	Tony Pozerskis	Lak 17 15m	2755
14	Mike Costin	Ventus 2 (18)	2658
15	Jessica Pennant/Angu	Nimbus 2	2620
16	Kevin Houlihan	LS3 17	2577
17	Stephen Ell	LS8 15m	2575
18	Iain Freestone	Duo Discus	2486
19	Adam Clarke	DG-500 (22)	2470
20	Jerry Langrick	LS8 18m	2468
21	Guy Corbett	Ventus 2 (18)	2453
22	Ken Stewart	Discus	2447
23	Mark Jerman	ASW 27	2421
24	Malcolm Allan	LS8 15m	2418
25	Rory Ellis	Discus	2371
26	Rolf Tietema	Std Libelle	2314
27	Toby Wright	Discus	2312
28	Mike Armstrong	DG-500 (20)	2248
29	Ian Mountain	LS7	2201
30	Derek Abbey	LS4	2194
31	John Inglis	Duo Discus	2187
32	Ken Payne	LS7	2130
33	Richard Large	LS8 15m	2120
34	Dave Ruttle	Janus A	2079
35	Basil Fairston	ASW 27	2068
36	Phil Tiller	Discus	2034
37	Helen Cheetham	ASW 28	2001
38	Bob Nicholls	Ventus 16.6	1974
39	Sylvia Bateman	ASW 20c	1947
40	Mike Tomlinson	LS4	1930
41	Mark Davis	Discus	1866
42	Lawrence Brown	LS7	1788
43	Mik Garwood	Discus	1779
44	Simon Hogg	PIK 20	1520
45=	Martin White/Steven	Nimbus 2	1349
45=	Ron Davidson	LS8 15m	1349
47	David Crowson/Derek	Vega 15	542

Regionals, Gransden Lodge (Aug 18 – 26)

Sport	Pilot	Glider	Points
1	CG Starkey	ASW 27	3929
2	P Naegeli	Ventus 2C	3468
3	R Pentecost	LS6	3326
4	A Emck	LS8	2962
5	A MacGregor	Discus	2854
6	R Kalin	Nimbus 3	2849
7	K Payne	LS7	2774
8	T Wright	Discus	2769
9	D Heslop	Ventus A	2655
10	P Duffin	Discus	2640
11	A Limb	LS8	2548
12	W Inglis	Ventus CT	2521
13	M Evershed/ A Weatherhead	ASW 24	2511
14	G Thomas	LS7	2360
15	C Smithers	ASH 25	2352
16	P O'Donald	LS7	2248
17	B Fairston	ASW 27B	2131
18	J Ferguson	LS7WL	2041
19	F & R Pozerskis	ASH 25	2010
20	G Hannah	LS8	1989
21	J Birch	LS8	1842
22	R Bridges	LS8	1795
23	R Hart	Discus	1743
24	S Bradford	Kestrel 19	1725
25	R Witter	Ventus 2CT	1561
26	H Kindell/A Pentecost	Duo Discus	1311
27	J Birch	Duo Discus	1125

Regionals, Dunstable (Aug 18 – 26)

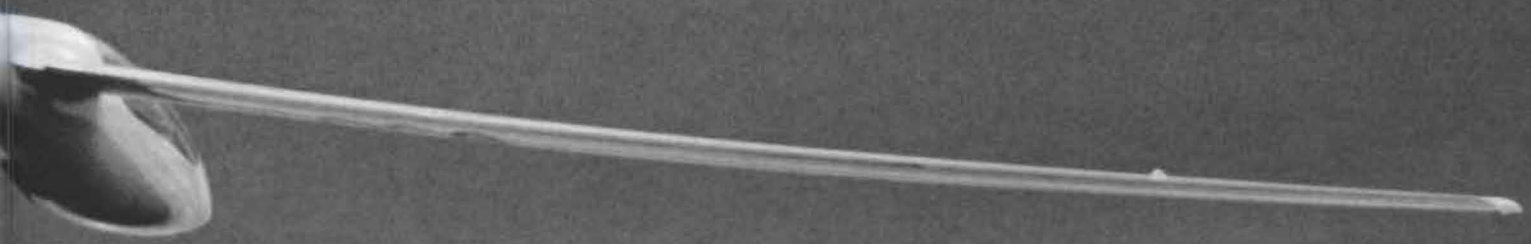
Red	Pilot	Glider	Points
1	P Rackham	LS7	3243
2	GP Payne	ASW 27B	3223
3	M Newland-Smith	Discus cs	3203
4	S Lynn	ASH25	3049
5	D Starer/club member	Duo Discus	3029
6	TS Stuart	ASW 27B	3023
7	M Jerman	ASW 27	2760
8	J Gatfield/M Cook	ASW 27B	2734
9	P Sheard	Discus 2a	2687
10	E Coles/W Kay	LS8 18	2489
11	D Lingafelter	Discus	2451
12	D Williams	LS8-18m	2295
13	F Russell	LS6 Cw	2210
14	B King	ASW 27	2201
15	A Roch	Kestrel	2040
16	S Edwards	Ventus CT	1767
17	R Brimfield	ASW 24	1745
18	M Stringer	ASW 20Cl	1686
19	S Bateman/J Wilton	ASW 20 c	1562
20	A French	Nimbus 4	1352
21	I Reekie	LS8	1097

Blue	Pilot	Glider	Points
1	J Jeffries/Club member	K-21	1908
2	R Robertson	ASW 19b	1701
3	M Dalton	Libelle	1676
4	C Collingham	Discus B	1611
5	G Craig	LS4 a	1527
6	R Davidson	SB5b	1509
7	R Hodge/A Harrison	ASW 19b	1315
8	K Torgersen	K-23	1292
9	A Brown	Vega 15	1210
10	M Birch	Libelle	1128
11	P Candler	LS7 wl	1068
12	J Melvin/M Davis	Discus b	1040
13	M Fairman	ASW 19b	929
14	T Mills	K-23	853
15	MG Woollard	Std Cirrus	847
16	R Brecknock	Mosquito	815
17	R Colbeck/J Paskins	ASW 19 b	767
18	T Snoddy	Std Cirrus	721
19	PJ Warner/T Beckwith	Discus B	706
20	J Slater	Discus B	662
21	A Garfield/D Cornelius	K-21	507
22	C Sorace	Libelle	439
23	P Hicks/R Puritz	LS4	306
24	V Grayson	PIK 20D	162
25	A McKillen	ASW 20	139
26	D Hook	ASW 19B	12
27	R Lodge	Std Cirrus	0

Eastern Regionals, Tibenham (Sep 1–9)

Sport	Pilot	Glider	Points
1	J Wilton	ASW 20c	1533
2	A Sanderson	Vega T65a	1394
3	P Baker	LS8a	1342
4	J Crowhurst	LS3a	1328
5	P Stafford Allen	Ventus B	1275
6	R Hart	Discus B	1209
7	A Watson/I Mountain	LS7wl	1150
8	J Gilbert	Sport Vega	1125
9	D Haughton	LS8	1117
10	M Tomlinson	LS4	1065
11	N Clowes	ASW20cl	1061
12	D Heslop	Discus	960
13	S Housden/D Williams	LS8	908
14	P Nicholls	ASW 20l	889
15	S Bradford	Kestrel 19	738
16	S Crozier	Std Cirrus	733
17	S & J Nash	Mosquito B	630
18	J Fack/other pilot	Duo Discus	594
19	G Thomas	SHK-1	587
20	D Rance	Open Cirrus	543
21	P O'Donald	Grob Twin3 Acro	516
22	M Wright	Mosquito B	462
23	P Hayward	DG-202	343
24	A Hill	Discus CS Wl	329

Kim Tipple in ASW 20 930 finishing at Lasham
the ***White Planes*** picture co.

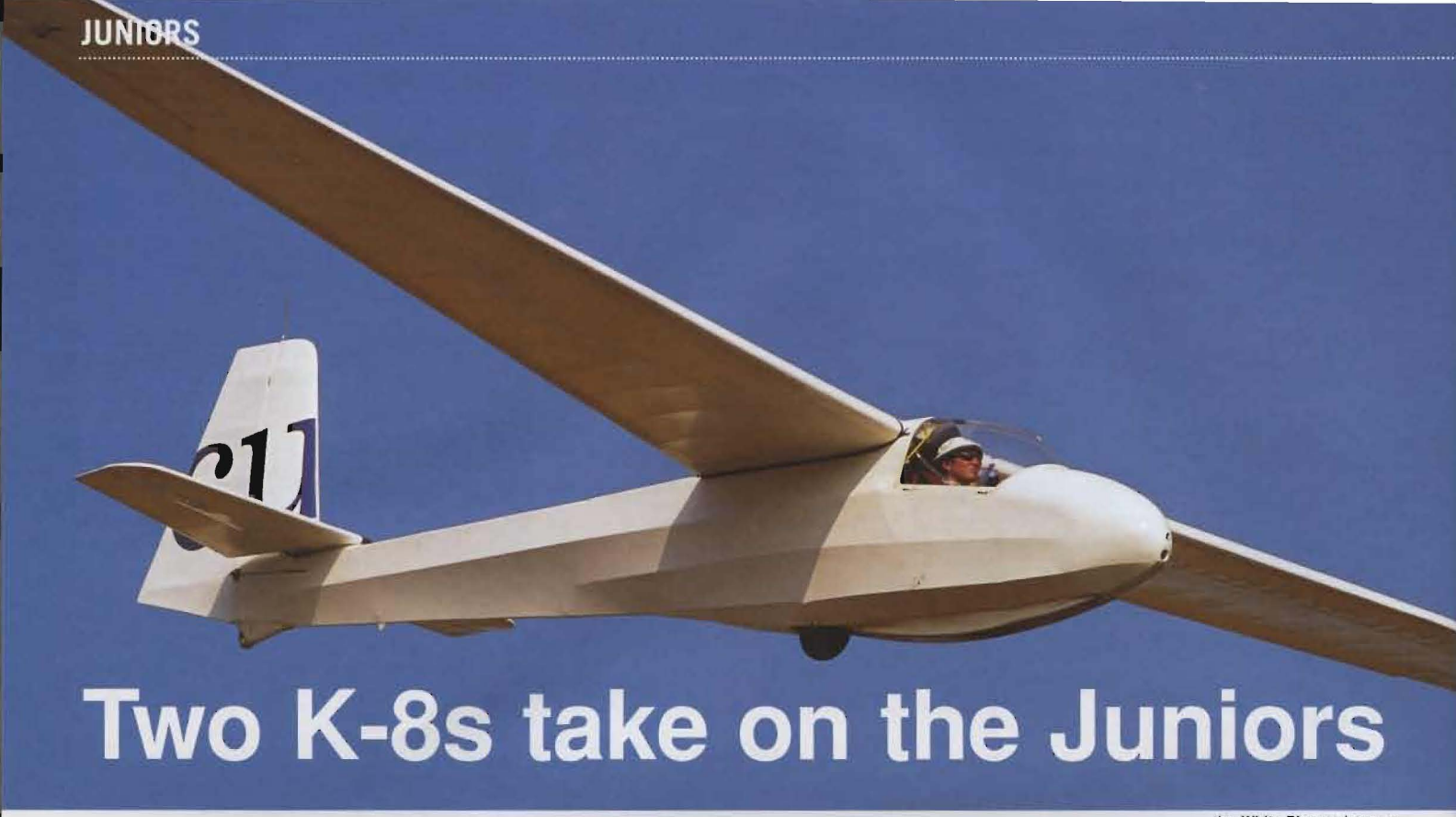


Inter-Services, Bicester (Aug 11–19)

Sport	Pilot	Glider	Points
1	A Jelden	Std Libelle	2065
2	R Croker	Pegase	1813
3	ML Lee	LS4	1660
4	M Morley	DG-100	1624
5	L Hornsey	ASW 20	1513
6	A Tribe/Roberts	K-21	1463
7	R Gaunt/Penfold	K-21	1432
8	DA Bullock	DG-300	1426
9	A D'Otreppe	Libelle	1400
10	JG Wright	Pegase	1392
11	EK Stephenson/ C Bryning	Pegasus	1378
12	P Desmond	DG-200	1372
13	A Clark	LS4	1370
14	J Sage	LS4	1329
15	CD Stevens	Astir	1180
16	A Farr	Astir	1109
17	T Head	Pegase	1105
18	J Staley	LS4	1066
19	T Cook	Astir	998
20	T Davies	ASW 15B	995
21	B Mackenzie	Astir	927
22	J Hale	Puchacz	831
23	P Kingwill	Astir	709
24	R Misselbrook	Astir	647
25	P Waugh	Junior	640
26	JV Bradbury/ MJ Heneghan	Sport Vega	623
27	RS Walker	Astir	619
28	R Smith/Various	K- 21	546
29	WK Stroud	LS4B	372
30	BC Garston	K- 21	94
31	MV Boydon	K- 21	0

Club	Pilot	Glider	Points
1	N Parry	LS4	3153
2	D Draper	Std Cirrus	3123
3	D Gardner	LS3A	3062
4	P Whitehead	ASW 19	2888
5	P Rice	ASW 20	2843
6	G Drury	Pegasus	2462
7	S Eyles	ASW 19	2400
8	A Walford	PIK 20D	2313
9	A Johnston	DG-200	2261
10	S & J Nash	Mosquito	2146
11	E Wright	ASW 20	2074
12	J Hoskins	Std Cirrus	1924
13	W Head	Vega	1881
14	P Baker/M Young	Grob Acro	1862
15	J Bayford/SA Foster	ASW 20	1860
16	A Warbrick/JP Davies	ASW 20	1846
17	K Draper	Astir CS	1774
18	D Piggott	K-21	1632
19	K Hook	Mosquito B	1627
20	S Woolcock	Astir	1446
21	A Preston	ASW 19	1310
22	J McNamee	Grob Twin 3	1190
23	M Edmonds	DG-300	1089
24	D Coker	PIK 20D	987
25	J Watson	ASW 15	849
26	A Boyle	Std Cirrus	761
27	C Harder	Pegasus	239
28	M Miles	Std Cirrus	0

Open	Pilot	Glider	Points
1	T Mitchell	Nimbus 3	2847
2	C Heames	Duo Discus	2789
3	DP Francis	LS8	2787
4	A Clarke	LS6	2768
5	PR Stafford Allen	Ventus B	2640
6	J Stephen	DG-400	2482
7	R Jones	Nimbus 4	2418
8	A Mcnamara	ASW 27	2409
9	RA Cole	Ventus CT	2364
10	CJ Mcinnes	Discus	2189
11	M Pike	ASW 20 BL	2170
12	T World	ASW 27	2159
13	S Adlard	Duo Discus	2141
14	D White	Vega 17	2099
15	M Critchlow	Ventus 2CT	2060
16	DR Ley	Discus	2044
17	D Pitman	ASW 24	2018
18	I Smith	LS6C	1953
19	M Kirschner	Nimbus 2C	1951
20	AR Mountain	Duo Discus	1907
21	P Wells/S Wells	ASW 27B	1896
22	A Garrity	LS7X	1858
23	A Elliott	LS8	1840
24	M Gazzard	Discus	1784
25	C Gilbert	Discus	1729
26	T Barnes	Janus C	1469
27	P Sturley/A Hyslop	Discus	1175
28	M Rogers	Discus	984
29	N Aram	Discus	983
30	J Duncan	Discus	830
31	K Reid	Duo Discus	781
32	K Pick	Discus	659
33	AR Blanchard	Discus	649
34	K Fear	Discus	476
35	PM Gallagher	Discus	307



Two K-8s take on the Juniors

the ***White Planes*** picture co.

Andrew Bates and Guy Hall, from Edinburgh University GC, went south to challenge the hotshot boy racers – in K-8s...

QUITE simply, *writes Guy Hall,* the Junior Nationals was the most fun I have had in years. We never had winning in mind, but we always like to have a good stab at whatever we do. It was my first comp, so it was all new to me.

The excitement was already building on the Friday night – this was partly because my glider was still locked in its trailer. Will Harris, who had kindly trailed it to Cotswold GC at Aston Down the weekend before, had yet to arrive, and he had the keys. It was lent to me by Cambridge University GC, hence its fin letters, CU. Andy Bates was flying Snoopy, the only yellow glider in the comp, the Edinburgh University GC solo ship.

The first day was a scrub, which was brilliant as it gave me a chance to work out how all the extra kit was going to fit in the glider. The next day went the same way, although we did get a chance to smoke the launchpoint in the K-8s, mainly to see if you could. The answer is: "Yes, you can, but don't expect to do anything more than land ahead as the K-8 converts speed into noise so fast that gaining height isn't really an option!"

Day Three: Still shell-shocked by the 300km-plus we'd been set, I found myself circling with 50 other gliders, a novel experience (we got used to it by the end of the week). My radio had died mysteriously the previous day, so after some hand signals from Andy in Snoopy we headed off into the blue... and landed not long after! First field of the comp in one piece. Phoned control and crew, the latter (already on their way to find Andy) told me to wait. The previous nights catching up with me, I slept under the wing of CU. A great advantage of such a deep wing is the large shadow it creates: you can sleep without getting sunburned. I was woken once by passers-by, who obviously thought that I was dead.

The next flying day of the comp and 250-something was set. Off we went again. This time Andy and I stuck together like glue



CU, seen from Snoopy on the K-8s' six-hour, 180km flight from Aston Down to Bicester (Andrew Bates)

and flew very conservatively, trying not to land out. This worked much better than the day before: six hours and 180km and my first visit to Didcot later, we landed out at Bicester.

The day had started with some small cu to mark the way. We used our only tactics: to go as soon as the line was open and jump between clouds. This worked well till the first turning point, where it went blue again. In order to avoid a rerun of the previous day we slowed up a bit. I am very inexperienced in the blue and I took every climb as if it might be my last. The climbs were still good, though, and we were now taking them to over 4,000ft. We would then glide on just a few hundred metres apart, usually one or other slightly ahead. When we got to about 3,000ft we would take a good climb if there was one to be had. At the next TP Andy had a low point of about 1,000ft, but he got away and we met up again. Then on to Didcot, which was working well. Andy said later that he had 8kt on the averager. I have never taken a climb there before and apart from the smell it was amazing. It was also very useful as it took us up to around 5,000ft – just what we needed at that time of day. We then glid to Oxford, where we found another good, smooth climb in the now nearly-still air. We set out in tight formation, taking a few photos, round the railway junction TP and then searched over Bicester with the few hundred feet we had spare before landing on the billiard table that is the RAFGSA Centre. This was definitely the most satisfying flight of the week, and was fantastic fun: formation cross-country really is the way forward!

Bizarrely enough, we were met there by



the ***White Planes*** picture co.



Left: Guy Hall with the K-8 borrowed from CUGC
Above: his first visit to Didcot, photograhed from DSF
Right: DSF, aka Snoopy, Edinburgh University's K-8



the ***White Planes*** picture co.

none other than Justin and Gillian Wills, who kindly organised our aerotow retrieves. This followed a theme that had developed over the previous two days: the generosity of the people we met at and around the comp. No-one seemed to mind that we were obviously never going to make it round the task. Fellow-competitors had offered their services if they had got home and we hadn't.

The next day was an assigned area task (AAT). We spent hours making a nuisance of ourselves asking all the good guys and girls what they would do in our position. We got various responses, from: "Cry!" to: "I'd love to be flying a K-8 today!" (funny, I was just thinking the same about your Ventus...). Having taken an average of the answers, we headed off into the blue again. I watched as Andy managed to find some shocking sink, and then pushed on, rather nervous now as we had done so much better together. Eventually, I turned around and started to head for home. At one point I thought that high cover had killed me but eventually, with the sun on the ground again, I took one last climb and headed back to Aston Down.

The numbers say I'm in, but I still can't see the place for the haze. Then there it is, I just point the nose at it, the speed settles at 75kt, I hold that nearly all the way, then push forward for the last little bit – VNE – almost on the deck I fly over the line. I can't believe it! I have actually made it back; only 110km, I know, but I really don't care! It is such a good feeling. Whatever everyone else may think about that day I thought it was great, so thanks for that one. An extra bonus was that Neil Irving had bet me a tenner I wouldn't get round on any day, so beers on Neil it was.

The last day was another case of fly-till-the-day-ended, and we had a great time up to the first TP after which it went blue-ish. Again. I eventually made it round as far as Bicester, arriving as the day died. After an aerotow back, a very strange evening ensued. Scoring had me down as third, then second for a while, until a 90° change in the wind used for scoring put me back in my box! It was a good evening, though.

Yes, we got our arses kicked, but boy, was it a good laugh! Something like 16 hours in the air, 490km-plus, and three retrieves. The statistics, though, don't tell of all the people we met, Everyone was so accepting. No-one ever suggested we really shouldn't have been there with our K-8s.

The reception we got is a testament to the spirit of the Juniors. It didn't matter that we weren't hot-shot boy racers. I would encourage anyone who can to enter. Come along and have a go, even if you can only get your hands on a K-8 or a K-6. I'll bet you will have a great time and learn a huge amount – and you may even not come last!

Thanks to everyone who helped make it such a great experience, especially the guys in control, those who lent us kit like loggers and radios and everyone who offered to get us back. Thanks also to my Mum, who sponsored me the entry fee.

The 2001 Junior Championships was held at Aston Down from August 25 – September 2. It was directed by David Roberts. As usual, the presence of several two-seaters (some lent by private owners) gave less experienced juniors a taste of competition flying

Junior Championships, Aston Down (Aug 25 – Sep 2)

Pilot	Glider	Overall	Day 1	Day 2	Day 3	Day 4
1 Jeremy Hood	Std Cirrus	3989	73.0 1000 1	81.4 1000 1	191.2km 989 2	245.4km 1000 1
2 Owain Walters	Libelle	3914	71.6 991 2	79.9 988 2	192.2km 1000 1	230.3km 935 2
3 Luke Rebbeck	LS8	3765	77.3 917 5	90.6 982 4	217.4km 968 5	245.4km 898 5
4 Leigh Wells	LS8	3711	76.0 897 6	90.8 986 3	217.4km 972 4	238.4km 856 9
5 David Bromley	Discus CS	3490	76.5 930 4	82.3 877 12	194.2km 861 9	226.8km 822 14
6 Tom Brenton	DG 202	3447	67.5 811 22	82.9 914 6	203.1km 948 6	212.4km 774 23
7 Richard Garner	Discus B	3382	71.8 855 15	83.3 893 9	197.3km 870 8	213.6km 764 26
8 Matthew Cook	LS4	3332	71.9 895 7	82.7 927 5	166.5km 724 16	213.2km 786 19
9 Mike Fox	Discus B	3318	74.2 893 8	78.5 815 17	193.2km 841 10	214.8km 769 24
10 George Green	Discus B	3309	70.5 836 18	83.1 890 10	190.0km 748 15	229.7km 835 12
11 Gavin Goudie	Discus	3284	71.9 858 13	82.6 882 11	184.8km 783 13	212.9km 761 27
12 Anna Wells	LS8	3282	73.7 861 12	81.5 837 16	174.7km 682 23	249.0km 902 4
13 James Clark	LS8	3241	73.0 850 16	85.5 901 8	67.1 784 12	203.8km 706 36
14 Daniel Pitman	ASW 24	3203	74.0 890 9	83.9 904 7	199.4km 651 24	212.3km 758 28
15 Mark Parker	Discus 2	3154	73.5 858 13	83.0 861 13	166.4km 617 28	229.5km 818 15
16 Jon Meyer	ASW 20F	3149	68.8 820 19	79.3 841 15	170.2km 709 18	215.2km 779 22
17 Brian Birlison	Discus CS	3123	73.6 885 10	68.9 658 27	168.0km 691 21	241.8km 889 6
18 Edward Foxon	Discus CS	3091	63.8 730 25	74.5 749 23	197.0km 824 11	219.0km 788 18
19 Robert Nunn	Std Cirrus	3044	62.6 818 20	68.0 757 22	150.8km 642 25	210.9km 827 13
20 David Wardrop	Ventus C	2995	69.2 780 24	77.4 759 21	179.1km 716 17	213.3km 740 31
21 Justin Warwick	Discus B	2991	68.8 808 23	78.0 808 19	159.8km 639 26	207.4km 736 33
22 Alan Irving	Discus	2980	58.0 638 27	78.2 810 18	168.9km 692 19	230.8km 840 11
23 Andy Holmes	Discus	2933	71.2 847 17	65.9 609 29	205.5km 692 19	218.4km 785 20
24 Edward Garner	LS4	2850	313.2km 505 32	74.8 793 20	190.2km 761 14	214.3km 791 17
25 William Harris	Discus	2847	58.0 638 27	80.7 850 14	157.5km 622 27	207.6km 737 32
26 Jess Pennant	LS8	2817	78.4 934 3	DNF 0 46	220.9km 980 3	249.2km 903 3
27 Sunay Shah	Discus	2743	193.1km 314 43	76.1 676 25	202.2km 881 7	238.0km 872 8
28 Sam Morecraft	ASW 19B	2680	288.1km 476 33	68.2 721 24	167.0km 689 22	209.6km 794 16
29 Alistair Gillson	ASW 20L	2617	71.3 812 21	71.3 662 26	57.5 559 32	175.0km 584 41
30 Albert Freeborn	Discus	2446	214.8km 341 41	67.0 628 28	158.8km 604 29	238.1km 873 7
31 James Ewence	Std Cirrus	2365	210.4km 373 36	57.8 574 31	147.9km 574 30	214.2km 844 10
32 Nicola Claiden	Libelle 201B	2235	313.5km 550 31	49.2 511 34	141.9km 505 36	197.2km 669 38
33 Simon Barker	Libelle 201B	2179	190.9km 351 38	55.4 542 32	135.7km 505 36	199.8km 781 21
34 Simon Armitage	Discus CS	2175	54.9 589 29	59.7 511 34	146.0km 475 39	174.8km 600 40
35 Richard Verrall	Discus	1905	138.9km 246 44	201.7km 367 40	154.5km 572 31	203.7km 720 34
36 Shelly Dawson	Ventus 2A	1898	62.9 654 26	69.4 599 30	43.5km 123 41	238.2km 522 44
37 Hemraj Nithian	Discus B	1855	60.9 584 30	200.2km 365 41	151.5km 518 35	118.6km 388 46
38 Andy Betteley	Discus	1850	236.1km 368 37	200.2km 365 41	172.1km 538 33	169.7km 579 42
39 Guy Hall	K-8B	1842	38.5km 113 45	180.1km 485 36	36.7 477 38	163.7km 767 25
40 Adam Laws	Astir CS	1750	179.3km 335 42	180.1km 373 39	48.7 524 34	143.4km 518 45
41 Kirk Davis	SZD 55	1639	73.5 883 11	DNF 0 46	DNF 0 47	211.7km 756 29
42 Michael Pettican	ASW 20	1588	212.4km 342 39	59.5 516 33	19.5km 55 45	191.3km 675 37
43 Alastair Harrison	Astir CS	1483	45.7km 98 46	163.0km 341 43	105.5km 298 40	192.2km 746 30
44 Mark Brown	Astir CS77	1427	209.2km 376 35	133.6km 280 44	20.0km 57 42	185.3km 714 35
45 Oliver Peters	Libelle 201	1307	184.5km 342 39	116.4km 245 45	20.3km 57 42	174.5km 663 39
46 Andrew Bates	K-8	1120	22.1km 65 47	180.1km 485 36	11.7km 33 46	120.8km 537 43
47 Neil Irving	Astir CS	1053	210.3km 377 34	187.1km 386 38	20.2km 57 42	64.1km 233 47

Those were the days...

Graham Garlick has good reason to remember his childhood summers



The Kite 1 being launched at Currock Hill

IT WAS the view that sealed my fate. From my bedroom window the rough tufted grass of Currock Hill, with its grazing sheep and summer skylarks, captured the mystery and drama of the Tyne Valley, extending from Hexham to the west and Newcastle to the east. It was one of those long, hot summers of childhood, with days spent roaming Durham Riding with friends, camping at Dukes Hag, scavenging the hill in search of elusive birds' nests, and occasionally venturing as far as the local pub, the Bairns, where we pooled our pennies for a bottle of pop. Such were the simple delights of childhood in that summer of 1947.

On the lower slope of Currock Hill stood the remnants of an old sawmill where Pierre, a WW2 refugee Frenchman, hawked wood to scrounge a living. He'd disappeared by the following summer so my friends and I hauled the remains of his wood hoard home to supplement our meagre rations of coal. There was also a railway linking the shafts of two drift mines, at the base of the hill. These had closed by the 1950s, when open-cast mining developed where the hill flattened out on to the moor. Although the mine lasted only a few years, it did improve the area west of Dukes Hag, removing a lot of the rough grass and leaving a much smoother surface in its place. However, it wasn't until 1961 that this came to have more significance – by then I was a keen young glider pilot searching for a suitable gliding site in the Tyne Valley.

Newcastle GC had lost the use of Usworth airfield, near Sunderland. Restrictions on airfields, the establishment of national parks and the cost of agricultural land, had made it difficult to find a suitable site for gliding in the Tyne Valley, so the club had moved to Carlton Moor, a bleak, forbidding site on the northern edge of the North Yorkshire Moors. It didn't take long for me to realise there had to be more to gliding than day upon day of rock clearing in the mist with an icy wind blowing. This wasn't the late Bobby Cawthorne's idea of gliding either. Not only that, we were both tired of the long drive for a day's 'gliding', which never actually involved any gliding at all. It was time to look elsewhere. It was only when we began to scan the Tyne Valley for another site that I recalled those childhood memories and that view of Currock Hill.

At first it seemed that the site was limited by slope, undulation and length. Nevertheless, we felt it had potential. On the other hand, it was poor agricultural land, and Mr Stokoe, a local farmer who leased the area from the National Coal Board, agreed to let us use the land to see how feasible gliding would be. We were a small but energetic group: Bobby Cawthorne, Dick Gledson, a Dane called Boritz who had been in the Resistance during the war, and myself. We had very little money, some useful friends, a variety of skills and enthusiasm in abundance. We shared a Slingsby Kite I, circa 1936. During the spring of 1961, Bobby secured an ex-army Bedford truck, which we fitted with new valves and rudimentary pay-on gear in order in order to use it as a winch.

Dick built a trailer in his backyard at Gosforth, while I had an old Panther motorcycle, which we used for retrieving cables. We bought a mile of piano wire from British Ropes in Gateshead for £2 and a parachute from the BGA. At that time British Petroleum was offering windsocks gratis to gliding clubs, and although we were not yet a gliding club we desperately needed a windsock, preferably free.

It was time for a name. Given the site location I decided to call our group the Northumbria Soaring Syndicate and wrote to BP. A week later a windsock arrived! We were finally on our way to becoming a gliding club. The windsock was rigged and gliding began in early August, 1961. Dick Gledson was the first to fly, but damaged the skid on landing. Undaunted, we organised a new ash skid (fashioned at Brigham's shipyard, South Shields, during the week) so that we could fly again the next weekend. With only four pilots, it really didn't matter that launching was slow. On my first launch from our new site on Currock Hill, the beauty of the Tyne Valley unfolded as I flew. I was finally soaring with the skylarks over my childhood haunts, above Duke's Hag, the Bairns, and the tufted grass of Currock Hill. It was a magical moment.

Thermal flying was fairly limited due to its northerly position, so we tried to soar the ridge at Stocksfield, but with little success. However, given its position and the strong westerly winds at the new site, it did seem to have potential for wave. The easiest way to explore the wave possibilities and extend our flights was to kite on the winch by paying out the cable in moderate to strong winds. Such fun, too. Not surprisingly, though, this somewhat unorthodox practice soon came to the attention of the authorities. The pilots of a DC3 inbound to Woolsington were rather taken aback to see a glider directly on track, attached to a cable at 3,000ft! The following week we received a visit from a Captain at Newcastle Woolsington as well as an officer from RAF Ouston. That was when the word NOTAM first entered our lexicon and we learnt that sadly the sky wasn't quite as free as we had previously thought.

It was time for a change. Early one Sunday, in brilliant sunshine, we left in convoy. Dick Gledson drove the trailer, Bobby Cawthorne drove the winch, a converted Bedford truck and I followed on the Panther. One hour later we had arrived at an unfenced road to the north of the Roman Wall and Crag Lough. It was a deserted spot, well suited to our needs.

We pitched the winch off-road, and used the Panther to draw out the cable. All seemed well. We used the road for take-off and landing, but a lone passing motorist was somewhat astonished to find himself sharing the road with a glider and threatened to tell the police. What a dilemma. Although the nearest police were in Haltwhistle a few miles away, did we really need to cop any more flak? Very reluctantly we quit and decided to go home. We just couldn't understand why the authorities and the public failed to share our burning enthusiasm for gliding. They just didn't know what they were missing.

It was back to flying at Currock Hill without the pleasure of kiting or any more tangles with bureaucracy either. We didn't want notoriety, we just wanted to glide. Shortly after we'd managed to tame our flying activities, Dave Wilson, a former instructor with Newcastle GC, called and suggested that a gliding club be formed on the site. So it came to pass that gliding at Currock Hill emerged into the Northumbria GC. By then my life was changing too. I left Newcastle and entered the RAF to begin a flying career spanning 40 years. This put an end to my carefree gliding days at Currock Hill. The word NOTAM would soon be imprinted on my brain for ever.

Some things change, but there's one thing that has never changed. Gliding is still my passion, and I have a diamond, UK#36 to prove it. But these days I fly mostly out of Benalla in south-east Australia, in an ASW 20, soaring over the mountains, chasing that ever-so-elusive 1,000km or flying on safari in the Outback. I've flown professionally with Ansett, Air Nuigini, Guyana 2000, and Thai-International, and in the course of my flying career I've been fortunate enough to fly the DC3, DC4, Carvair, F27, Lockheed Electra, DC9, B727, A320, A310 and A300-600 as well as numerous gliders.

As for the infamous Kite I, well, that is now owned by Tony Maufe and it's still flying at vintage rallies. Yes, old gliders, like old pilots, just go on for ever.



Dick (left), Boritz and Graham Garlick at Currock Hill in 1961

Club news

Aquila (Hinton-in-the-Hedges)

DESPITE a difficult year, we have fared pretty well. Membership has grown nearly 12 per cent since 2000, and *ab initio* training is gathering pace. We will continue to run our Learn-to-Fly package indefinitely as it has proved popular and most new members have joined this way. Next season's diary will include an August regional task week and we will also participate in the Inter-club League. A hangar extension is planned, including a new workshop. Yours truly and Phil Dolling will join the instructors roster with new Assistant ratings. Congratulations to Brian Nelson and treasurer Geoff Webb on soloing. Members will doubtless seek methods to extract treasures from him in liquid form!
Hugh Gascoyne

Bannerdown (RAF Keevil)

OUR expected LS8 arrived in the nick of time to join five other gliders in the expedition to Ocana, Spain. About 12 members went and a total of 150 hours was flown, but weather conditions were rather disappointing, mostly blue, with thermals developing late. The longest flight was around 250km. Two solo pilots acquired useful two-seater experience and a number converted to the 12m PW-5. On the return journey a few dropped in at the Jaca site on the southern fringe of the Pyrenees and got in about 20 hours' mountain flying in good thermals up to 8,000ft.
Derek Findlay

Black Mountains (Talgarth)

ALTHOUGH we are still not allowed to go cross country, it is great to see the hill walkers back around Talgarth...it makes low-level passes along our 100km-plus of ridges more fun! The builders are putting the finishing touches to the new hangar aided by a fantastic show of support from many members who stretched their muscles to mix cement, carry blocks and offer advice (mostly welcomed by the builders!) Special mention must go to Steve Blackman, who seemed to be living in a constant cloud of cement dust as he helped out over many, many days. Thanks, Steve! As our prowess improves, we are now able to pack in all the club fleet, plus several private gliders, all helped by some new-fangled castored trollies. It will still be several months until all the amenities in the new block are up to scratch but progress is steady and sure. A huge expedition from Dunstable came to sample our ridges and wave and other clubs are also booked in. For other budding winter pilots, go to our website for the latest information plus comprehensive pilots' notes. We guarantee a warm welcome in the hills...
Robbie Robertson



***Devon & Somerset**'s John Pursey, Diamond hunting at **Denbigh**. See his club's entry on p55 (overleaf)*

Booker (Wycombe Air Park)

DEPENDING on which week you went, the Aboyne expedition was either the worst on record or one of the very best. Achievements varied between towing a glider to Aboyne and back without removing it from the trailer through first solos to Diamond heights. Paul Clarke, Ashley Birkbeck, Diamond height, John Hutchinson – Gold and Silver heights, first flight in a Pegase and first solo at Aboyne. David Richardson, after many years and many flights to Diamond heights instructing others at Aboyne, has finally managed to be in a glider on his own and to claim one for himself. Well done! While the first group were sitting on the ground at Aboyne, your scribe was enjoying a fortnight at Jaca in the Spanish Pyrenees, a very civilised site with excellent weather and facilities (we hope to run a expedition there in 2002). At Booker, recent solos include Zsolt Silberer, Kevin Hickey, Jogo Brown, David Birkin and Frank Norall (from the BBC Group). We're negotiating to replace another of our 180hp Super Cubs with a Pawnee. CFI G Dale has promised he'll definitely be coming back after his winter trip to New Zealand.
Roger Neal

Borders (Milfield)

OUR first two wave weeks gave some climbs up to 10,000ft in between the rainy spells and high winds. Staffordshire turned up for their annual visit to us for the third wave week. Gale-force winds stopped flying early in the week, but their patience was rewarded with flights to 13,000ft on the Tuesday, followed by a great day on Friday 13th, of all days, with wave to over 20,000ft. Two of their pilots reached Diamond height in their Duo Discus, accompanied by Ken Marsden from the GSA flying a Kestrel, claiming his Diamond height. The Duo Discus went to 20,000ft and back in two hours. The barograph trace was almost vertical! All the gliders got into wave that day, some limited only by lack of oxygen from climbing higher. Paul Crump and Brian Pearson from Staffs got Gold heights, as did Colin Stevens, a country member from Pocklington. Unlike our normal wave conditions, there was very little turbulence, and the circuits were very smooth.
Bob Cassidy

Bowland Forest (Chipping)

CONGRATULATIONS to George Wearing on Gold height, thus completing his Gold Badge. Emma Norris has her Silver Badge, Ian Pendlebury his Silver height and Nigel Dickenson his Silver duration. These were all achieved from our site. On an expedition to Aboyne, Diamond height was achieved by Phil Punt and Ian Ashton, and Gold height by Pete Desmond (completing his Gold), Paul Kamp and Lee Mitchell. We have had some spectacular wave days, in particular on one day, which coincided with the Red Arrows appearing at Southport Air Show when they flew around our site. Geoff Bailey reached 13,000ft and two other pilots were flying at 12,000ft over Coniston in the Lake District. Our social functions continue to be well supported, and we are looking forward to our Christmas dinner-dance on December 8. Improvements to the clubhouse (gents' toilets/showers) are under way. This means the ladies can have their shower to themselves!
Eileen Littler

Bristol & Gloucestershire (Nympsfield)

WE WERE all saddened by the death of Malcolm Gay, who was liked by all. Our sympathy to his family. (See obituary, page 61). Our best wishes go to Andy Davis in the worlds. Danny Goldsworthy, a BI coach and motor-glider instructor, is our winter instructor. Plans are in hand to extend the office and the staff are drawing up layouts. A south hangar working party is being formed for renovations. We have a K-13 on loan. Our next comp is a regionals from July 27 to August 4 so get your entries in. Four of our young members flew the DG-500 *hors concours* in the Juniors with Trevor Stuart, who managed a "breakaway" out-and-return to the Isle of Wight on the last day with James Wilson. We had some excellent placings, so well done to Leigh Wells, Mark Parker, Sam Morecraft and Jon Meyer. On the scrubbed Friday about 40 Juniors tried out our ridge in a north-westerly, and it gave first experiences of this flying to some flatlands pilots and much excitement and entertainment. Our courses were an outstanding success with more solos than ever, thanks to Andy Beatty. Posh new signs have been put up around the site.
Bernard Smyth



*First solo: Carol Osborne and her personal tug pilot, Bernhard Van-Woerden (see **Cairngorm**)*

Burn (Burn)

STRONG winds and rain finished off the soaring season for us in the wrong sort of way. Winter projects are now being discussed and misdemeanours collected for the Christmas panto. We have won our appeal against the planners' decision not to let us bring trailers on to the airfield through our main A19 entrance. The hard work was steered through by chairman, Bill Thorp. When our CFI turned up on our wrinklies day he did not look out of place – perhaps it's the pressure of the job!
John Stirk

Cairngorm (Feshiebridge)

WE are are now halfway through what is proving to be our best Octoberfest ever. So far we have had visitors from North Wales, Weston-on-the-Green, Shenington, Lasham, and Parham and introduced many pilots to the delights of mountain soaring with climbs up to 19,200ft. Special mention must go to John Vella-Grech (Shenington) for achieving Gold height on his first flight at Feshie (and his first taste of wave soaring). Badge claims include Stewart Falconer (first solo), Justin Warwick (Gold height), Andy Farr (Silver height), and Carol Osborne (first solo, see photo above). Carol was towed up by her partner/tug pilot, Bernhard Van-Woerden. Bit of a romantic, our Bernhard, showing there is more then one way to sweep a girl off her feet. We shall be flying through the winter every weekend and weekday by arrangement. For details check *www.gliding.org*, ring 01540 651317 or our secretary, Ruth, on 01667 493459. We look forward to seeing you at Feshiebridge.
Chris Fiorentini

Please send your entries to *helen@sandg.dircon.co.uk* or Helen Evans, 7 Ollney Road, Minchinhampton, Stroud, Glos GL6 9BX to arrive by **December 11** for the February-March 2002 issue. **Please note the new postal address for S&G editorial.** Thank you.

Hinton Aviation Services

Maintenance Servicing Repair
PFA and BGA Inspectors
Tel 01865 351663 Mob 07899987537
bigwings@stantonstj.fsnet.co.uk

Brinel

Instrumentation
Tel/Fax 01865 377106 Mob 07711 523821
inquire@brinel.co.uk
Hinton in the Hedges Airfield, Brackley, Northants,NN13 5NS

AIRBORNE COMPOSITES

GROB

SPECIALISING IN GROB GLIDERS AND MOTORGLIDERS.
SPARES, SUPPORT AND SERVICE FOR ALL THE GROB SINGLE SEAT GLIDERS



Please fly in, call or write to:
Tim Dews, Airborne Composites, The Hangar, Wing Farm, Longbridge Deverill, Warminster, Wiltshire BA12 7DD
Tel: 01985 840981 (Workshop) or 01985 841125 (Home) Fax: 01985 841126 Mobile: 07778 963277
E-mail: Tim@Airbornecomposites.co.uk Web: www.airbornecomposites.co.uk

JAXIDA – condensation-free
ALL WEATHER COVERS
For gliders and motor aircraft

★ Keeps your aircraft clean and dry even when left outside in the rain
★ Self-polishing action in the wind ★ UV-coated

JAXIDA COVER – DIFFUSION-ACTIVE-CONDENSE-FREE

JAXIDA COVER *Design reg. 2062846, Pat. No. 93 00 546*
Verner Jaksland, Strandmøllevej 144, DK-4300 Holbæk • Tel. + 45 59 44 07 25 • Fax: + 45 59 44 06 09
E-mail: jaxida@jaxida.dk • Internet: www.jaxida.com

SMALL AD...
...BIG WEBSITE

SEVERN VALLEY SAILPLANES

Martin Carolan
You'll find all you want to know about repairs and maintenance at
www.svsp.co.uk
Workshop phone or fax 01452 741463
Home 01453 544107 Mobile 07860 542028
Passage Road, Arlingham, Glos GL2 7JR
Email: martin@svsp.co.uk

Season's Greetings from *S&G*

Oxfordshire Sportflying Club
The Premier Motor-gliding School

★ Intensive Courses, or by the hour for Self Launching Motor Glider PPL
★ Bronze C Cross Country Endorsement and field landing checks
★ BGA SLMG Instructor Courses
★ Convert your Bronze/Silver badge to a Self-launching Motor-Glider PPL
★ Ab initio training
★ Trial lessons
★ Lessons from £57 per hour
★ R/T Examination Centre

OXFORDSHIRE SPORTFLYING CLUB – ENSTONE AERODROME

For details call on 01608 677208
Open seven days a week
www.enstoneaerodrome.co.uk

ROGER TARGETT
Sailplane Services

Bristol & Gloucestershire Gliding Club
Nympsfield, Nr. Stonehouse, Gloucestershire GL10 3TX
Tel: Workshop (01453) 860861 • Home (01453) 860447
Mobile 0850 769060
– email roger@sailplaneservices.co.uk

Offering outstanding workmanship, efficiency and service in:
★ All glass, carbon, kevlar, wood and metal repairs and modifications
★ Motor glider engine approval
★ C of A renewals and general maintenance
★ Weighings, including accurate in flight C of G positioning
★ Re-finishing in all types of gel coat and paint
★ Hard wax polishing
★ Competition sealing
★ BGA and PFA approved
★ Canopy perspex replacement
★ Aircraft recovery

www.sailplaneservices.co.uk

Cambridge (Gransden Lodge)

DESPITE the awful weather at the start of the season and the double blow of foot-and-mouth cross-country restrictions we have emerged at the end of another season with plenty to celebrate. Sarah Steinberg (harland) came home a World Champion, we have won the East Anglian Inter-club League and Anglia Cup, and we managed to squeeze five competition days out of the Gransden Regionals in August. We wish Mike Young the very best of luck in the Worlds. The club fleet has been busy through the summer with Kevin Maloney, our professional instructor, and his team working hard to increase activity midweek, and bookable flying extending to seven days a week. We will be initiating a series of club visits to other sites during the winter and spring, with hills and ridges high on our list of priorities, and will operate at least five days a week this winter.
David Howse

Chilterns (RAF Halton)

AFTER a very wet start and the restrictions imposed by foot-and-mouth, we had a remarkably good summer; starting with a successful expedition to France. Moira Clark, Chris Thorpe and three *ab initio* course members went solo, with another re-soloing, thanks to the efforts of Dave Smith, Terry Lacey and Taff Williams. John Paya and Steve Sale have completed five hours. Tony Heritage has his 100km diploma (pt1). Luke (CFI) Hornsay, Phil Sturley and Andy Hislop all did well in the Inter-Services along with Pip Barley and other club members in UCL's K-21 EDW, supported by John Paya. Phil Sturley has his Full rating and I have my Assistant one. Work is under way to refurbish and decorate our bar, the new bus is coming on a treat and the Scott Viking has full use of "flaperons". The CFI will be giving way to Derek Jones at our AGM on November 17. We will be active over the festive season: December 24, 26 and 31, January 1 and 2.
Dave Sale

Cornish (Perranporth)

LIKE many clubs, we are experiencing a prolonged scarcity of new (young) members. EGGS (Elderly Gentlemen Gliding Syndicate) is a light-hearted group, whose membership begins at 60 – junior members until 65! It is a fun group, but is close to being the whole of the regular flying membership, other than instructors and tug pilots. In summer, the greater part of income comes from tourist trial lessons. There are days when members manning the flight line wait long periods for a flight – and are disappointed. Regulars, however, do contribute to club (survival) income. Without a stable income, supplemented by growing membership, any club is in a quandary. A factor of expenditure over income is the long summer seven-day week, where there has to be an instructor and tug pilot, both receiving expenses. Many course weeks are unsubscribed, but reducing the number of course weeks is meeting resistance. As reported, CFI Gordon Hunter is retiring and will be missed. John Shaw, previous CFI, has become the new CFI. Despite media coverage and presentations at local shows, new members are hard to attract. Today's air-minded youngsters have so many other sports which are relatively inexpensive, less labour intensive and time consuming. And there are water sports... Many in low-wage jobs cannot afford to fulfil adventurous ambitions. Perhaps the new CFI can reverse the trend.
Mike Sheedy

Cotswold (Aston Down)

IN AUGUST, we successfully hosted the Juniors and if the quantities of beer and food consumed are a guide, then a good time was had by all. Jeremy Hood was a worthy winner and we congratulate Alistair Harrison, Mark Parker and Brian Birlison on their achievements. We also record thanks to all those who helped organise and run the event. We have earned a reputation for encouraging the over-90s to glide. The balance was redressed when we welcomed pupils from a local primary school to spend the morning with us. Great fun was had with ground instruction in the club fleet and examining a parachute canopy, followed by orange squash and biscuits. Judging by the thank-you letters these seven- and eight-year-olds learnt a lot about gliding and may join us in years to come. Our Skylaunch has suffered a severe engine failure, which is still to be repaired. Thanks to Turweston for the use of their winch in the meanwhile. As reported in the last issue, September 14 was a day we shall never forget when club members Peter Teader and Malcolm Gay (see obituaries, page 61) were killed in a tragic accident involving the Nympsfield Pawnee and a Cirrus. In the meantime, we have decided to review our operating procedures and subject them to independent audit.
Frank Birlison

Cranwell (RAF Cranwell)

BEN Cluderay went solo and quickly progressed to his first Bronze leg. Al Clarke and Mick Lee took third places in the Sport and Open classes (respectively) at the Inter-Services while Pete Cornthwaite achieved a Silver distance and awaits the result of a Silver height claim. Joe Hutton completed his first solo in the motor-glider. The arrival of the shorter autumn days saw the



*Activity again at **Enstone** for a reunion weekend (see **Enstone Eagles**). Photo: Roddy Maddocks*

end of this year's popular Friday flying evenings and, although we still enjoyed some thermic October days, there is definitely an end-of-season feel about as I write. Thoughts are turning to currency flying and the long round of hangar jobs and C of A work. We have a new (used) and long-awaited Land Rover, which copes wonderfully with the wet grass and will be the main retrieve and general factotum while its grandparents are cannibalised to create one more workhorse.
Paul Skiera

Dartmoor Gliding Society (Brentor)

THE usual events have been crammed in a severely shortened season. More than 40 visitors took flights on an open day arranged by Chris and Karon Matten and several have been back for more. Some ex-members were also tempted back. Keith Hubbard has already re-soloed so we may yet see the endangered Swallow fly again. Good also to have Dave Wallace rejoin after his long deviation into power. A week's course for members was successful in spite of the weather and the one-day ban. After his much-interrupted apprenticeship Ian Role finally went solo and has since been soaring. Congratulations to student and instructor. Ian, brave man, is now our secretary as well as field treasurer. Thanks are due also to Ian Reedie, who, beside all his other engineering for the club, has turned an old tractor into a new one. Biosecurity continues but so does pleasure and we are surviving.
Phil Brett

Denbigh (Denbigh)

HIGH flying and oxygen systems have been the buzz at Denbigh recently. Excellent ridge and wave conditions have resulted in five Gold and two Diamond height claims. Visitors from Rattlesden, Essex, the Mynd, Seighford and Devon and Somerset clubs coincided with the start of the wave season; we are expecting groups from East Sussex, Cosford, and Shenington. Thanks to Robin and Norman for refurbishing the wings of our K-7M and to Hugh who continues to launch us up to 2,000ft on our 5.5l Chevvy powered winch. Keith Lewis announced "We need more women"! I think he means we must encourage more females to enjoy gliding? The club is willing to give financial consideration to ladies who join us over the winter.
Brian Allen

Derbyshire and Lancashire (Camphill)

THE end-of-season weather brought a plethora of solos: Stephen Wardle, Eric Bynon, Barry Taylor, Neil Horne, John Beksa, Lee Francis and finally Stuart Dodson. Tony Pateman resoloed after a 20-year break. Our club early-solo machines are certainly going to get some use now. Simon Armitage came 33rd at the Junior Nationals and completed a 300km. The syndicate DG500 achieved third at Pocklington Two-Seater Comp. Our AGM is on December 15 and the Christmas meal on December 22. On New Year's Eve we will be making plenty of noise in the bar for any of you who may be passing through.
Jonathan Thorpe

Devon & Somerset (North Hill)

MEMBERS went on wave expeditions to Portmoak, the Long Mynd and Lleweni Park. Many excellent flights, most notable being John Pursey's Diamond height in his SF-27a at Lleweni, in some pretty boisterous weather, by all accounts. I guess members will remember 2001 as the season that never was, but now is the time to take every good day as it comes and look forward to a cracking start to 2002.
Phil Morrison

Dukeries (Gamston)

ONCE again our home-built winch has been the centre of activity. She has a 5.7-litre Chevvy engine which now sports an LPG conversion. We estimate the cost of fuel for a launch has come down from about 48p to 18p, saving £60 in the first month. The conversion cost £650 so we will be in profit after a year. After fine tuning the winch drivers you can't tell the difference in performance. The clubhouse is having its roof renewed to rid us of the indoor shower. Membership is has gone up by some 15 per cent over the summer, we hope to keep up this growth as we offer an all-in-one package to solo for under £300. Anyone got a better deal?
Mike Terry

Enstone Eagles (Enstone)

A WEEKEND reunion in September was attended by many ex-members and guests. They took part in flying and reminiscing on the airfield and at a local. It was a good weekend and next year's event is being planned already. Some of the landouts from the Juniors joined us on Saturday and were surprised to find an active gliding site! Our thanks to Oxfordshire Sport Flying and Enstone Flying Club for hosting us, to Aquila for the loan of a K-13 and to Duncan McKay and John Rayment for operating their tug. Enstone is a great site, and is still available as a home to a gliding club!
Mike Weston

Essex (North Weald/Ridgewell)

WE HAVE had a good soaring season with launches

Club news

well up on 2000 and increased interest from the locals. Our method of special day BI flights and other specific times allocated for this flying is working well, increasing revenue and cutting delays for instruction. The recent completion and installation of our new launch control/ log-keeper's caravan at Ridgewell by Brian Murphy, Ian Barnes and assistants has proved exceptionally popular,, sporting as it does solar-powered electrics, flashing lights and radio communication with the winch. Wingtip and retrieve crews now form queues to be log-keeper! Well done to everyone involved. The course secretary's office at North Weald (even more comfort!) is now up and running and is staffed most weekday mornings. Telephone number for all inquiries is 01992 522222. Tea, toast and hot dogs are not provided, but the members manning the office are working on this. Anyone arriving at North Weald should not be alarmed by the various bodies in fluorescent yellow jackets retrieving/parking gliders: they're not traffic wardens but members responding to airfield authorities' requirements for anyone who goes on to runway.
Peter Perry

Essex and Suffolk (Wormingford)

DUE to technical reasons beyond my control (brain failure), I did not report our activities in the last issue. At the time there wasn't much to report. Happily that has changed and we have seen some significant post-foot-and-mouth distance flights by some of our more able pilots, including Denis Heslop, who got his 500km. The most impressive, though, was Rob Lockett, who flew O/R to Challock, not a huge distance – but look at the airspace and the width of the estuary. Brave man! Andy Sanderson also had some notable distance flights and managed second place in the Easterns. I guess he must be getting used to his new ship.
Steve Jones

Fenland (RAF Marham)

WE now have our own purpose-built hangar. The LS8 was exchanged for our old Discus R55, which more people can fly. Also arrived is a motorglider, which should generate much-needed funds. After a time in Germany the club welcomes Paul Mclean back to the club – a more mellow fellow and valuable Full Cat! An Portmoak expedition was very disappointing, a week of easterlies meant no-one flew.
AJ Padgett

Four Counties (Syerston)

MEMBERS have once again excelled in competitions during the year. John Wilton came first at the Tibenham Regionals and Dave Bromley put in an excellent performance at the Juniors to come fifth. Ian Craigie and Alan Ellis have five hours with Charlie Ingram-Luck still working hard for his. Dave Bromley completed his Gold distance on a difficult day, just missing out on Diamond goal. The EGM was well attended with successful discussions on the club fleet and winch programme. November's AGM will be followed by our usual social.
Sue Armstrong

Highland and Fulmar (Easterton)0

AFTER a wet September it continues to rain but we have already had some good wave days in October, though sadly not during our soaring week. Well done to first solos Rob Ministry, Simon Guillou and Al Hughes, and re-solos after long lay-offs Ian Benzie and Brian Brunel. Ian Thomson completed his Bronze, Mark Brown and Stuart Naylor completed Silver (all Fulmar members). Robert Tait at last got Diamond height with barograph. Angie Veitch ran a successful pre-solo course, followed by a long longest day and barbecue. Angie has also run for the first time at Easterton two BI courses. Mark Brown and Stuart Naylor have joined the ranks of BIs. Malcolm George, who came for six months and stayed two and a half years, doing a huge amount of instructing, will be missed now he has returned to the big smoke. We hosted the Scottish Inter-club League in August: we had two flying days and one day's tenpin bowling. Well done to Robert Tait, who was the only one to get round task on the Monday wave flying day and for once Highland won the weekend with Deeside second and Feshiebridge third.
Teresa Tait

Imperial College (Lasham)

THE new academic year is well under way and already we have a bunch of new enthusiastic members. We hope the typical Lasham winter weather won't put too many of them off. Why don't they seem to believe me when I tell them the airfield's a really nice place to be in summer – probably something to do with the gale force winds and having to dodge the rain showers! We also seem to have more female recruits compared with recent years – no doubt Hemraj and Chris (IC club BIs) will be more than willing to assist them in adjusting their parachute straps! After the success of this year's expedition to the Spanish Pyrenees, planning is already under way for next summer's trip to the Black Forest – which is not, contrary to what one of our committee members thought, anywhere near the Black Mountains! With no big rocks to get in the way, we hope this expedition will appeal to members of all ability levels, from pre-solo to post-Gold. Our congratulations to Luke Rebbeck and Hemraj Nithiandarajah for finishing third and 36th respectively in the Juniors in August.
Katie Sykes

Kent (Challock)

DURING the summer, John Young, a reporter for the BBC's new Southeast News Desk, spent just over a week learning to fly at KGC. While he didn't quite make it solo in the time available, he did shoot some excellent footage. This was shown on the 6:30pm local news slot over four consecutive nights and was a great promotion for us and gliding. The annual trek to Aboyne rewarded pilgrims Peter Carpenter and Peter Belcher with Diamond heights for climbs to 22,000ft and 24,000ft respectively. Meanwhile, club instructors Bob Lloyd and Tudur Williams are running yet another of their successful courses for *ab initios*. Of the seven students on the course two, Gerry Puttick and Terry Webster, have already gone solo.
Caroline Whitbread

Lakes (Walney Island)

DIDN'T they do well! Our Capstan scooped the best wood in the two-seater comp for the second time, and as a reward has gone away to be pampered to come back looking like new. Our K-21 also put in a good performance. Thanks to all who took part, pilots and crew. After all our problems with tugs we now find ourselves with two! (Anyone want to buy one?). We are still being affected by the bad weather at weekends and the ban on cross-country flying from our site. The committee will have a hard time finding the winners for our various trophies. The only easy one will be the wooden spoon! We are all looking forward to the club trip to Portmoak in October so we can sample the delights of Scotland and of course do some flying.
Peter Seddon

Lasham Gliding Society (Lasham)

REPAIRS and resurfacing have been completed to our main runway. An airfield access security system is being installed. Our launchpoint bus has arrived. We have a new Cobra trailer for our K-21 778 and also seven new parachutes. A new 100hp Rotax Falke will arrive shortly. This will be shared between the Faulkes Flying Foundation and Lasham Gliding Society. The bunkhouse has been fitted with new beds, heaters and shaver outlets. The renovation of the bar has been completed with new upholstery, curtains and improved counter outlets. The 2001 comps were successful, with prizes and sponsorship provided by Joint Aviation Services, Southern Sailplanes, Southdown Aero Services, RD Aviation and the ***White Planes*** picture co. Thanks to them. We will host the 2002 Club Class and 18-Metre Nationals from August 1-18 . We welcome Linda Woolnough to our office team. We thank our seasonal instructors Darcy Hogan (Benalla), John Simmons and Hemraj Nithiandarajah (ex-Captain of Imperial College GC); and our summer tuggie, Stephen Hulks. Bob Bickers has been a much-valued launchpoint controller. Max Dowding did an 83-mile sponsored walk on the Kennet and Avon canal towpath on behalf of his local church and the Lasham Trust. Mandy O'Neale, a local Breakfast Show presenter, had her first flight in our Grob. She joked she was "a teeny bit disappointed with the in-flight service!"
Tony Segal

Lincolnshire (Strubby)

CONGRATULATIONS to Ken Allen on going solo. Ken is an ex-wartime Halifax flight engineer and tells me that seven minutes at Strubby was much more exciting than all those hours over enemy territory. Henry Draper has a Bronze leg and Richard Coleman has his two hours. Richard has bought an ASW 15, which is added to our burgeoning private owner fleet. We will soon have a problem finding room for all the trailers. The annual club mass exodus to the Pocklington Two-Seater Competition was up to the usual proportions, with only the weather staying at home, but all had a good time.
Dick Skerry

Mendip (Halesland)

AT LONG last the foot-and-mouth restrictions have been lifted but the vehicle ban will continue (except for necessary access) on safety grounds. For once we did not miss out on the wave in early September, with Bob Merritt and Paul Croote taking Kestrels above 9,000ft. New solo pilots are Des Farndon and John Macleod (although he shot home to Australia before he even had



*Des Farndon ready for his first solo with instructor Brian Headon standing by (see **Mendip**)* *Keith Simmons*

his picture taken). The end-of-season Families Day was a great success, blessed with good weather.
Keith Simmons

Midland (The Long Mynd)

OUR September newsletter started with a warning to knob twisters. It was a sign that we were back to such staple routines as over-winding the sub-scale. Task week was a muted affair with the cross-country ban lifted only on the Monday and the weather ensuring the rest. The hangover from the memorable re-opening party was quickly superseded by another; the delayed 65th birthday party of Peter Salisbury. Pete, maestro of the winch launch, the Bill Gates of the wire, whose understanding of glider launch characteristics plus the vagaries of the Mynd winds is surely unsurpassed. He has done nearly a quarter of a million launches in 34 years of service and is not retiring. He was given, among other things, some binoculars, which he may well need as one recent launch in a southerly topped 2,600ft. We've welcomed visitors from Lasham and North Hill and are quite sure (almost) that winter wave will make up for a lost summer.
Roland Bailey

Needwood Forest (Cross Hayes)

FOLLOWING in his daughter Anna's footsteps, Berian Griffiths prepared to go solo – only to be stopped at the last moment by a misted canopy. Bad luck, Berian! I am sure he will have soloed by now. Des Tait takes over as CFI from Syd Brixton: thanks to Syd for all his hard work. We earned two pages of publicity in the local newspaper when a local school raffle winner claimed her prize, a flight. Work on the retrieve winch MkII has started. This will improve our wet-weather operation, but the plan for a hard landing area suffered a setback when planners said we could build it but not land on it! Well, who said life should be easy?
Andy Chapman

Nene Valley (Upwood)

OUR Friday evening group flying was blessed with good weather. Undoubtedly, the excellent efforts of our instructors, with back-up from a dedicated few, ensured that young and old alike were introduced to the delights of evening flying over peaceful countryside. One unintended omission from our last newsline was Jane Richard's solo flight during task week. Jane, along with all the ladies, gives excellent support to the club and her achievement was enjoyed by all. When I look back over the year, the one impression that keeps coming to mind is the unselfish and untiring way our ladies, Di Hubbard, Janet Emms, Tracy Meech, Eileen Cracknell and Jane Richards, have provided support in so many ways. We have come to rely on this but have not always shown our appreciation. Ladies, thank you – you are the strongest link! Equally, the CFI and instructors go quietly about their business giving us the benefit of their experience and support: thank you. Our AGM is planned for November 23. Any visitor to Upwood will always receive a warm welcome. Finally, the official clubhouse opening is scheduled for April 20, 2002.
John Pike

Norfolk (Tibenham)

WE bid farewell without many regrets to the 2001 season with its foot-and-mouth restrictions and mixed weather. The postponed Eastern Regionals, though weather-interrupted, were a happy occasion. Winner was John Wilton. This year's later timing (caused by foot-and-mouth) proved popular and may well be maintained. Some 200 people attended our 1940s dance in September with the Jonathon Wyatt Big Band, Snowdrop police on the gate, wartime vehicles and aircraft on display and most dancers in uniform. This dance took place almost on the spot occupied by Glenn Miller at a 1944 concert, with James Stewart in the audience. The new cadet scheme aimed at encouraging young people to fly at reduced rates in return for work

Colin Sword



*Ailsa Cooper in the rear of a Puchacz with one of her first pupils as a BI (see **Northumbria**)*

at the launchpoint is successful under Phil Burton's energetic leadership. CFI Ray Hart has again won the President's 100km triangle, this time in record time at 108km/h. This competition was begun in 1970 by the late Alf Warminger, whose speed in that year was 55km/h. We have recorded the flowering plants on the airfield and hope to extend this to other wildlife.
Geoff H Haworth

North Wales (Llantisilio)

TOP item is some well-earned congratulations to Neil Hughes on going solo. He has also converted on to a single-seater. The IS-30 syndicate and friends went to Feshiebridge. As is normal for October expeditions hundreds of miles away (and you could have bet money on it) the weather was awful; only two days flyable. In spite of this, they all had a good time and the flying they did get was very enjoyable. We were delighted to receive some visitors, Geoff and Annette Purcell from Shalbourne, who arrived near the end of a fairly mediocre day. Nevertheless, they flew circuits with us and then everyone retired to the local hostelry for a pleasant summer evening's chat and glider gossip.
Brian Portlock

Northumbria (Currock Hill)

WE were grounded for six weeks by foot-and-mouth and have been unable to fly cross-country ever since. Shortly after our return to flying one of our Puchacz was badly damaged and will be off line for nine months. Fortunately Borders have lent us their stored Bocian, which we have renovated and pressed into service. A third Puchacz has been purchased and earmarked for cross-country training next year. A few of us headed off to sunny Spain, Mark Stobo and Ian Plant were rewarded with Gold heights, Don Welsh Silver while John Hogbin narrowly missed Diamond height. A trip to Portmoak gave Brian Milburn Silver duration to add to his height from Currock. Pennine wave has given good local soaring; September saw the whole club fleet above 10,000ft. A rejuvenated social committee redecorated the bar, organised some excellent barbecues and prize-giving is in November. Major renovation work is planned for the toilet and workshop facilities.
Martin Fellis

Oxford (RAF Weston on the Green)

LEWIS O'Neil went solo. Well done, Lewis. Paul Morrison did his five hours to complete his Silver at Sutton Bank. Well done, Paul.
Steve McCurdy

Peterborough & Spalding (Crowland)

WE welcome back Martin Ewer, after four months serving his country and suffering the cold in the South Atlantic. Congratulations to new BIs Mick Burridge and Gerry Pybus. Laurie Clarke completed Silver with his five hours. Cadet Emily Clarke gained a two-seater place in the Juniors, and Shaun McLaughlin enjoyed a soaring course at Bicester. Well done to our Comps task-setters James Crowhurst and Adam Laws for setting a good example. Jim gained fourth place in the Eastern Regionals in his LS3 and Adam Laws competed in the Juniors and the Anglia TV Cup, winning Intermediate Class on the Saturday despite landing out just after the first TP. As I write, a party has headed for Aboyne so we look forward to hearing the tales of epic flights and badges won. The Christmas dinner has been booked again at The Castle due to popular demand.
Pete Goulding

Portsmouth Naval (Lee on Solent)

SUMMER saw smiles return to our competition faces as convoys of trailers left to play. The Inter-services saw one of PNGC's and the RNGSA's largest ever entries. Playing the numbers game obviously worked, with Richard Croker's Pegase taking him to second in the Club Class. Our Puchacz was also man-handled round by John Hale on his competition debut on what turned out to be N23's final fling before saying its farewells and heading off north. Young Henry took the Discus to the Juniors, while I and a not so junior Jerry Lee aptly took our Junior to play at the back. Congratulations to Tim Clubb on Silver distance in the PIK 20. Back at home poor weather prevented practice approaches on the USS Enterprise moored a mile off our runway. We were, however, allowed the only GA flight over the Festival of the Sea, Tony World taking full advantage in the Falke. Two new baby tuggies joined the ranks, Mark Holden and Lee Alinson are now taking us to the fluffy clouds and Dave Tanner took his two lorryloads of logbooks up to Lasham to be checked out as a tug instructor. The clubhouse renovations are now complete after many hours' hard work. Finally, I landed out on the way back of a 100km O/R to claim Silver distance – in a Discus!
Pete Smith

Rattlesden (Rattlesden)

WE have just celebrated 25 years of operation with a well-attended reunion of former and current members. The evening was a great success with entertaining speeches and reminiscences of seasons past. It is tempting to look back and reflect on what a weird year this has been. Indifferent weather, with all the best days during the foot-and-mouth crisis. On our single main runway it has seemed like we were always launching with a 90-degree crosswind. Then, having got over the cross-country flying ban, finding all flying suspended on September 11, if only for a few hours. Let's hope 2002 is "normal"! But the year has seen progress both on a club and personal level, with Gemma Page becoming our latest soloist at 18.
Pat Gold

Scottish Gliding Centre (Portmoak)

WE have had pretty good weather for the past couple of months, with plenty going on. Neil Goudie has become an Assistant rated instructor, and Guy Hall has a Basic Instructor rating. Ian Norman, Dave Thompson, Bill Laing and Gareth Francis all completed their Silver distances. In addition Gareth and Dave got Gold heights, as did Tadjek Karcziewski. Ricky Jackson got his Silver height, and Tony Taylor, David Gregg and Harry Flemming all went solo. Joe Fisher has organised a winter lecture programme, and a ceilidh has been organised by Steve and Irene in support of Walking on Air, our charity for disabled glider pilots.
Neil Irving

Shalbourne Soaring Society (Rivar Hill)

DENNIS Maynard completed his 1,000th flight this year – and he looks so youthful. Dave Morrow has at last completed his Silver with his five hours and we'll drag



Rather like our clients, who all have very different requirements. Which is probably why they appreciate our policy of personal service at all times!

hill aviation insurance services ltd

Phone, fax or write to: **Stephen Hill**

Phone: 01765 690777 Fax: 01765 690544

Unit 1A, Sycamore Business Park, Copt Hewick, Ripon, North Yorkshire, HG4 5DF.

Member of the General Insurance Standards Council

Soar From The Beautiful Dunstable Downs

- Two to Five Day Holiday Courses, run by John Jeffries
- Aerobatic Courses, run by Ray Stoward
- Field Landing & Navigation Courses in a powerful Rotax Falke
- Cross Country Soaring Courses
- Coaching for Full, Assistant and Basic Instructors
- WE WELCOME NEW MEMBERS

LONDON GLIDING CLUB – DUNSTABLE –

Bring your own glider, or fly one of ours – just come and enjoy yourself.

PHONE VAL ON 01582 663419 FOR DETAILS

Tring Road, Dunstable, Bedfordshire LU6 2JP

WEST SAILPLANE SERVICE

We only take on work we can start ***immediately***

- All Major & Minor Repairs and Maintenance
- Sailplanes, Gliders, PFA types and Insurance Work
- German Trained and Qualified Composite Specialist
- Purpose-Built Environment Controlled Workshop
- CofA, Annual and Mandatory Inspections
- Weight & Balance, and CofG Positioning
- Instrument Panels, Modifications, Refinishing

Contact **Roger Hurley** at **C P WEST Ltd**

Tel: 01432 851886 Fax: 01432 850598



him off round the countryside next season along with Bruce Forbes, who has now got his Cross-country Endorsement. Randle Theobold, Gordon Shepherd and Liz Horsley have all gone solo with Liz also completing a Bronze leg and converting to our K-8. Dave Draper, Clive Harder and I had a great time at Gransden Regionals B class, in some challenging conditions. Dave failed to make the No 1 spot by 30 points (this is getting to be a habit). We're expecting him to be better than bridesmaid next year.
Kay Draper

Shenington (Shenington)

BRIAN Liddell has gone solo and John Donovan did his Bronze Badge. Roger Andrews flew Silver distance, Jon Luisada gained Silver duration and Roger Tyrrell completed his Silver badge with a Silver height at Ontur. We've been very busy midweek throughout August and September with full course bookings, and are running courses until the end of October. Thanks to Lu Kennington, Mark Desmond and Kath Barnes for all their hard work through the season. We'll be flying mid-week on good days over winter, so please call the office if you plan to join us. We generally avoid total waterlogging due to the two hard runways, so will welcome visitors from lower-lying clubs. Our annual dinner is at the Charlecote Pheasant on February 8, and there will be a Christmas party if anyone would like to join us. Keep up with our news at *www.gliding-club.co.uk*
Tess Whiting

Shropshire Soaring Group (Sleap)

CONGRATULATIONS to Alister Gilson on Diamond goal in his last go at the Junior Nationals. Three of us went to Feshiebridge, where Ric Prestwich managed three Gold climbs, including one to just over 20,000ft amsl, which was just short of Diamond height (which he already has). Dave Triplett also joined us in Scotland. He has moved to Devon, on retirement, to concentrate on sailing his new 30-odd footer. As he was desperately keen on gliding we waited to see whether he would sell his ASH 26E, as threatened. Despite tempting offers the wrench was too much and he now plans to fly from North Hill. Before leaving Sleap, Dave spent months reorganising the accounts and book-keeping of the aero club... He was rewarded with life membership of SAC so we look forward to seeing him often in the future..
Keith Field

Southdown (Parham)

THE practice of visiting other clubs, at home and abroad, is growing here. Camphill played host to our midweek flying group recently while seekers after the great Scottish wave headed north. At Portmoak, Jim Heath's journey into outer space was curtailed only by the limits of his oxygen supply. Andy Taylor flew away from Aboyne with a bright shiny Diamond height and Paul Barker would have done the same but for a technical dispute with his barograph. At home, Graham Smith and Tim Lane have soloed, Andy Wood has progressed to Bronze and David Rhys-Jones has joined the instructors' ranks. Congratulations to them all. Our glider maintenance team has a particular liking for K-13s and in an effort to corner the market has obtained another from Denmark. Should you ever land here in a similar machine and wander away for some refreshment you may well find your glider secreted away into one of the many boxes reserved for the species. Aerobatics remain popular with the public and Guy Westgate gave his usual polished performance at Shoreham Air Display, repeating his routine over Parham on his return. Glider pilots in Sussex who joined either at Ringmer or Southdown from Sussex University in the seventies will be delighted to read Paul Nurse has been awarded a Nobel prize. He was an enthusiastic glider pilot and medical researcher in those days, before devoting himself to cancer research.
Peter J Holloway



*Rob Hines, who went solo on his 16th birthday at **South Wales** GC*

South London Gliding Centre (Kenley)

ANOTHER summer gone, along with our annual visit to Hus Bos. Not as many notable achievements as usual due to the weather, but nevertheless some milestones for some members – Marks I & II (Jacobs and Corrance) progressed to flying Juniors, while Mike Hensman was cleared to fly the Discus. Several first aerotow solos along with some very social evenings in the bar mean a good time was had by all – thanks to Hus Bos for the welcome. Congratulations to our two latest members to gain solo status, Mike Keen and Pete Nieslony. Keep up the good work! Meantime, if anyone passing fancies a flight in our motor Falke, you know where to find us...
Alan Seear

South Wales (Usk)

IT HAS been a quiet few months on account of foot-and-mouth. Rob Hines flew solo on his 16th birthday and Dave Tregaskis soloed and rapidly followed it with a Bronze leg. Loretta Dunne and Janice Green have resoloed after many years' layoff; Dave Berry has flown Bronze legs and Dave Thomas has completed his Silver. We've acquired a table football machine to keep that competitive edge over the winter.
Maureen Weaver

Staffordshire (Seighford)

CONGRATULATIONS to Sally Longstaff for her first solo and to Alan Jolley for re-soloing after a lengthy break. After a great deal of hard work from Chris Jones, Chris Johnson and other members, the open days were a great success, resulting in a number of new and enthusiastic members. Thanks to Paul Cooper and Pete Lowe for organising a very enjoyable club expedition to Milfield, and also to Borders members for their hospitality. This annual event saw some good flights over the two weeks. A number of members had good wave flights, the best being saved for the final day when Chris Harris and Martin McCurdie (Duo Discus) managed to sneak past the 20,000ft mark (they could have gone higher but Martin's constant gabbling used up all the oxygen!). Thanks to Ian Davies, there has been the usual high level of interest in the early morning *ab initio* courses. Thanks to Alice Oultram and Lara Davies for organising the bonfire party planned for November 3, this should be a good night (as usual!). Thanks must also go to Mel Chapman for cutting the grass and to Bob Fraser for another successful summer of air experience evenings. Chris Johnson deserves thanks for his engineering wizardry on the Vega trailer and tow-out gear.
Paul (Barney) Crump

Stratford-on-Avon (Snitterfield)

WE are pleased to report the summer courses and evening bookings were suddenly transformed after the dismal outlook during the foot-and-mouth crisis. Many thanks to instructors and organisers for excellent support throughout. Congratulations to Mark Pedwell on a BI rating, plus David Searle and Ian Kennedy on solos. James Ward has now completed his Bronze C, with two Silver legs in the bag – a flight of 6.5 hours on a club course week obviously discounted with no barograph. He promptly set off the next day and achieved 5hr 20mins to prove a point. Both were done in the Junior club glider in June. All this at 17. A strong contingent enjoyed a week with Camphill for the VGC 2001 rally late June, taking a varied selection of syndicate gliders. Our autumn/winter programme is as before, with flying every weekend and Thursdays, thanks to our team of volunteer instructors who give so much time and commitment to the club.
Harry Williams

Surrey & Hants (Lasham)

IN October we learned that pressure of work means David Masson is to step down as chairman; his guidance and direction has brought us to the point that in 2001 we will have flown the most ever hours in a year, and his dedication will be very hard to replace. The summer hasn't been exactly incident free, but we now have the whole fleet serviceable again, only to have our two hard-working Grob 102s grounded by a directive, hopefully not for long. Several members accompanied Discus 397 on the Aboyne expedition and returned with a crop of Diamond and Gold height claims. Lasham's DCFI, Gordon MacDonald, completed his Diamond on the trip, having flown his 500km in July in the S&H Ventus. Other recent badge claims include Diamond height for Graham Leach, Gerry English and Mike Sedgwick, and Gold height for Justin Warwick (at Feshie). Jeremy Anscomb completed his Bronze and two legs of his Silver. Meanwhile, that Discus is off again, to Talgarth, in search of more wave!
Graham Prophet

The Soaring Centre (Husbands Bosworth)

CONGRATULATIONS to Scott Hemmings, Ashley Bragg and Rachel Lear, who have gone solo. Anne Stotter completed Diamond height at Aboyne, and now has all three Diamonds. Roger Castle Smith completed Silver. The children's Christmas party will be held on December 15 – Santa will be flying in, as usual. The annual dinner will be held in January, we hope in the new extension to our clubhouse, which is well under way as I write. In February we will be repeating our very successful course of Bronze lectures.
Siobhan Hindley

Trent Valley (Kirton in Lindsey)

MAL Huddart has an assistant instructor rating, Simon Grant Gold height, Dave Britt Silver distance, Paul Nock two hours, Mark Jones two Bronze legs and Dave Kelley has re-soloed. On the competition front various crews with three two-seaters entered the Wolds Two-Seater Comp but were plagued by indifferent weather, though John Williams gave a good account of himself in the Club Class Nationals. Andrew Turk (in a K-6CR) was unlucky not to capture a Diamond distance after completing 277km.
John Kitchen

Ulster (Bellarena)

2001 will go down as particularly unmemorable with no outstanding incidents or achievements to report. Autumn activity included the on-site repair of a club K-6 substantially damaged in a field landing, fortunately without any pilot injury except to pride. Jim Weston notched up more than 2,000km cross-country but most of these in Spain. In its 25th year, the autumn safari to the Kerry beaches, shared with the Dublin club, was more reminiscent of Mediterranean resorts than Ireland's soggy west. It was well attended. Pilots with this substantial fleet enjoyed bright sunshine, but zero or very light winds meant there was little soaring. We mounted a special Friday session at Bellarena and flew 14 children in response to the Kids with Cancer appeal.
Bob Rodwell

Designed & Built in Britain

SKYLAUNCH LIMITED

GLIDER WINCHES



Designed to easily produce High and CONTROLLABLE launches every time with non-professional drivers.

Please contact us for a Video or Demonstration



"It's like going up on Rails"

ANOTHER WINCH JUST DELIVERED TO WYVERN GC (ARMY UPAVON)

Tel.: 44(0) 1939·235845 Fax: 44(0) 1939·234059 www.skylaunchuk.com

COVERS FOR SAILPLANES

Why be afraid of dust, rain, snow or ice? Protect your airplane with effective covers from Sweden. All covers are made of white waterproof web, 120grm. Double tread. Under side with condensation net. Easy to wash. I will send product and materials information if you wish.

For more information contact
Lars-Erik Blom
fax 46504-14927 e.mail confurn@telia.com
<mailto:confurn@telia.com>
ConFurn Design AB SWEDEN
Internet www.confurn.se <http://www.confurn.se/

Ozee Flying Suits

Tried and tested throughout the UK and beyond the Ozee flying suit has become an important part of the glider pilots winter wardrobe. Whether you are gliding at 20,000 feet or part of the ground crew an Ozee suit will keep you warm and dry.

Thermal lined to withstand freezing temperatures • Breathable and waterproof outer fabric
Available in 8 sizes and made to measure service • Available in 3 styles and many colours

Prices start from £95.00 inclusive of VAT and postage • Visit our web site @ www.ozee.co.uk

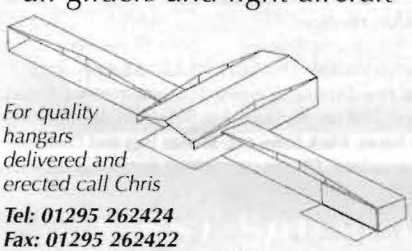
For colour brochure contact

Ozee Leisure

R/O 497 London Road, Westcliff-on-Sea, Essex SS0 9LG. Tel/Fax: 01702 435735

T-HANGARS

Built to any specification for all gliders and light aircraft



For quality hangars delivered and erected call Chris

Tel: 01295 262424
Fax: 01295 262422
e-mail: chris.croukamp@btinternet.com

EASTERN REGIONALS 2002

Norfolk Gliding Club

Tibenham Airfield

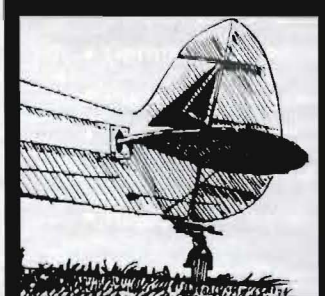
24 AUGUST - 1 SEPTEMBER

(please note later date than usual)

Details and entry form from Bonnie Wade

Tel: 01508 531406 or e-mail bonnie.wade@btinternet.com

• Tailwheel Specialists • Reputable • CLACTON AERO CLUB • Affordable • Enthusiastic • Fun



New JAR requirements have substantially affected Silver C, Bronze C and SLMG Conversions to JAR PPL A. If you are considering converting your licence please contact us for more information

Silver 'C' Conversions – 35hrs flying, 14 nights accommodation £3,110
Supercub PPL – traditional tailwheel training, 45hrs flying, 3 weeks accommodation £4,480
Cessna PPL – 45hrs, 3 weeks accommodation £4,050
Tailwheel Conversions – 5hr flying, 1 night accommodation £485
Farmstrip Special – 8hrs flying, 2 nights accommodation £785
IMC – 15hrs flying, 6 nights accommodation £1,495
SLMG/TMG Conversions to PPL A & FROTL Courses available.

Prices include VAT, all home landing fees and ground exams

www.clacton-aero-club.uk.com • e-mail – info@clacton-aero-club.uk.com

Tel: 01255 424671 • The Airfield, West Road, Clacton, Essex CO15 1AG

The Coventry Gliding Club celebrates its 50th Anniversary in 2002. We invite all past members and friends to contact us with their details so that we can keep them informed of our plans.

Please write to
Husbands Bosworth Airfield,
Lutterworth, LE17 6JJ,
telephone 01858 880521 or e-mail
office@thesoaringcentre.co.uk

Club news

Vectis (Bembridge)

AUGUST was the most successful month, with launch rates equalling the average of previous years for the first time. A number of members took their gliders to Husbands Bosworth to complete the tasks they had started last year. Silver Badges were completed by Terry McKinley, Phil Squibb, Paul Jennings and Paul Bateman. Paul Jennings also completed his 100km out-and-return flight. On the Aboyne expedition in October Martin Parsons gained his Diamond height. The good start of August, however, did not continue and poor conditions curtailed flying on several occasions during September and October.

Peter Seago

Welland (Lyveden)

AS autumn approached there were some late season successes: Paul Porter soloed and Chris Rodgers re-soloed after a lay-off of several years; Andy Lockwood completed his Bronze and Silver height; Paul Cronk attained his BI rating. Congratulations to all. We have bought four smart new Thomas parachutes and have secured a grant from East Northants council to help buy a glass glider. The club Sutton Bank expedition gave six days out of seven flying days and some good non-flying time. We look forward to the annual dinner dance and awards presentation on November 17, where the highlight of the evening will be The Great Aeroplane Competition – a chance for those who have had not enjoyed success this season with the real McCoy! Finally, our congratulations to Werner Leutfeld on achieving his Diamond height on a trip to Aboyne recently.

Jane Cooper

Wolds (Pocklington)

MORE than 70 youngsters from the Hull area were introduced to gliding this summer when they enjoyed a K-21 training flight during three Activity Days. Subsidised by East Riding County Council, the days proved to be a unique learning and enjoyable experience for all involved. Equally remarkable is the Gold height achieved by Colin Wiles and Diamond height by Julian Day at Aboyne while Stephen (Cable Break) Lister and Andy Ransom have gone solo. Bonfire Night beckons and our Christmas dinner dance and kids' party will soon be upon us. Members are also considering the Tim Milner Challenge – to soar the cliffs on the East Coast this winter – puffins apart, most people are up for it!

Ged McCann

Wrekin (RAF Cosford)

THE club has acquired a new launchpoint bus. It is being fitted out with cooking and eating facilities. This one has an engine. Let's hope we won't need a crane to haul it off a boggy airfield as with the last one! Bob Shields, Dale White, Paul Holdnall and Carl Nicholson have soloed and Simon Blacker has achieved his five hours. The annual expedition for wave flying sees some members going to the Midland and Denbigh gliding clubs for two weeks. Hopefully we should have some badge claims. CFI Trevor Barnes has been posted for about five months so Mike Osborne is taking over in the interim.

Sheila Russon

Wyvern (Upavon)

APOLOGIES for our absence from the previous issue – we are still here. The season has gone well despite restrictions earlier in the year. All the *ab initio* courses went well – thanks to members who helped out. We have had some badge successes later in the season too. Terry King has completed his Bronze and is eyeing up the LS4, while Brian Penfold flew 50km to Lasham and half way back again. Over the winter, the LS4 and one of the K-21s (EKG) are going to Poland for shiny new gelcoats. Our fleet of ageing Land-Rovers needs a similar level of TLC. We are considering investing in a new vehicle. On the social side our AGM is on November 17 and the Christmas party, in the Officers' Mess at Upavon, on December 15.

Gavin Deane

York Gliding Centre (Rufforth)

IN MID-October the new hard-standing trailer park came into use. Gone are the days of damp seeping into the trailers from wet grass, and the park is readily accessible from the clubhouse area. With extra space available over our members' private fleet requirements, we welcome winter visitors who wish to bring trailers and fly the wave. The club continues to excel in flying members as well as large numbers of visitors, who give us very welcome positive feedback. This is largely due to our many members who continue to give their time with enthusiasm and encouragement: we must thank dedicated instructors, ground crew and office staff for their efforts.

Mike Cohler

Yorkshire (Sutton Bank)

CONGRATULATIONS to John Russell, who successfully completed his 100km Diploma while on an exped to Booker, and well done to the Oxford visitors who came north, got into our wave and achieved two Gold heights (one in a Skylark), one five hours and a completed Silver. Members went to Aboyne and Feshie and had fun in the wave. Liz and Derek are starting to do the dining-in nights again this winter and we recently had an interesting talk by English Heritage about the pre-historic use of our site, which apparently dates back to at least 600BC.

Marian Stanley

Obituaries



Ian Bentley – Four Counties

IT IS with great sadness that we report the death of Ian Bentley (1971-2001), tragically killed in a gliding accident on August 26. Ian was a keen pilot, who was always willing to help and be involved in club activities. He joined Four Counties in 1998 on his return from Germany, gained his full Silver and was working towards becoming a Basic Instructor. Ian will be greatly missed and our sympathies go to his parents, brother, sister and all his family.

Sue Armstrong

Dennis Bryan-Jones – South Wales

THE South Wales Gliding Club lost its President in July, when he finally succumbed to Alzheimer's Disease. Dennis (1922-2001) was a founder member of the club, who had learnt his skills in the RAF, as an aircraft apprentice at Halton, and then as a pilot. He was a devoted family man who nevertheless found time to help guide the club from its formation in 1958 to the point where we became owners of our airfield. He was our chairman, our negotiator, our repairer and inspector, our tug pilot, and an instructor. For many years he kept our fleet serviceable, working in some unsavoury conditions at times. I first met him in a poultry-house roof, where a space had been created to repair a Tutor. He was quiet and unassuming, but would not tolerate the "thin end of the wedge", as would-be helpers found. Dennis joined a syndicate RF-5, and took his wife Joan on visits around the country, until his affliction began to take hold and he had to give up flying. We owe him a great deal, and can only offer our condolences to Joan and the family.



Peter France

Malcolm Gay – Bristol & Gloucestershire, Cotswold

MALCOLM Gay (1943-2001) was killed in a tragic gliding accident in October. He will be remembered with great affection by all who knew him. He lived for flying and it was said that he would fly anything at any time. Malcolm began flying gliders in the early 1960s and he was one of the original members and instructors of the Cotswold club. He was CFI at Cotswold GC in the 1970s. He was also a member of the Bristol & Gloucestershire club, dividing his time between the two. His enthusiasm for flying and instructing never diminished and he was always there on his duty days to encourage others to embrace the sport that he loved. He was an inspiration to all who came in contact with him. One of his passions was collecting sundry components of aircraft, which he stored in all sorts of unlikely places providing a source of many spare parts – if he did not have what was wanted he knew a man who had. Malcolm also spent many hours visiting and flying at other clubs all over the country and was a well-known and respected member of the wider gliding community. We shall remember his enthusiasm, expertise and wry sense of humour but we have all lost a good friend who can never be replaced. He will be sadly missed. We extend our deepest sympathy to his wife Sarah and to all his family.



Mike Pirie

Peter Teader – Cotswold

PETER Teader, a member of Cotswold Gliding Club for 10 years, died tragically at the age of 61 when his Cirrus was involved in a mid-air collision with a Pawnee tug. Pete (1940-2001) never found gliding easy but pursued his goals with tenacity and determination. The Cirrus was his second syndicate aircraft, and the one in which he had hoped to achieve his Silver badge. Despite residing in London, Pete was always prepared for early starts and long days in order to enjoy a day's gliding at Aston Down. He willingly lent a helping hand round the club, and will be missed by all. Pete was a devoted family man and our sympathy goes to his wife, Judy, and his three step-daughters.

Frank Birlison

283km without an elevator

The salutary tale of how a CFI broke all records for soaring with a disconnected elevator



"I realise how unbelievably lucky I was to get away with this," says the (not-very-anonymous) CFI who flew for four hours with no elevator. Above is a library picture of the type – but not the actual aircraft – involved

I RIGGED my glider, connected all the controls and towed it to the launchpoint. I later filled the wings with three barrels of water and the tail tank with three litres (this puts the c of g on the aft limit). It is easier to fill the tail tank with the elevator disconnected. I disconnected it and – as I later realised – did not re-connect it.

Before take-off, I got someone else to visually check the control movements and waggled the stick back and forth as quickly as possible to check for connection. The pushrod pushed the elevator up and down.

I did not carry out the positive control check that I normally do. I then winch launched.

The winch launch was normal except that it needed full up elevator sooner than normal. I attributed this to the greater than normal amount of water. After launch the glider flew normally except that it was somewhat nose heavy. I had balanced the water in the wings before takeoff and concluded that I had inadvertently dumped all the tail water while doing this.

I flew from my home site to Petersfield and fell down at Husbands Bosworth after more than four hours (283km), dumping the water before landing. I did not notice anything odd about the handling without waterballast.

The glider has the c of g on the aft limit with me in and no waterballast. I took an aerotow launch from Husbands Bosworth, planning to fly back to my own site. As normal I started with the flaps in -5° and then went to +10° at about 30kts. This caused the glider to pitch up gently, even with the stick fully forward. This can happen with a severe gust if the flaps are lowered at just above stalling speed, so I was not totally surprised, but I was somewhat concerned. I put the flaps back to -5° and the nose lowered. After speed had picked up a little, I gently lowered the flaps again and the resulting pitch up was not controllable with full stick forward and full negative flap. I therefore released from tow. With the stick fully forward and the flaps in full negative the glider pitched gently down and a ploughed field appeared in front of me. I eased the flaps back into full landing (+55°) and I guess opened the brakes, though I do not remember doing this. I stopped 15 yards from the end of the field with the glider undamaged. The elevator l'Hotellier was not connected.

The elevator pushrod is positioned so that it pushed the elevator up and presumably, air loads and gravity pushed the elevator down into contact with the pushrod. With the c of g fully aft and the flaps in the correct position for the speed, the elevator is not required to produce any significant force, up or down. The problem came with an aerotow on the belly hook when there was no means of counteracting the pitch-up moment from the pull of the rope. While in the air it never occurred to

Are you winching correctly? Further discussions

AFTER my article in the last S&G (Are you winching correctly? October-November 2001, p62) about winch launching, the following letter was received from Gordon Peters (writes Jonathan Mills). I wanted to respond to it in detail.

"No one will dispute Jonathan Mills' exposition of forces acting on a glider during a winch launch. I am surprised by some omissions.

Very steep climbs can generate high wing loading and rapidly falling speed with risk of stall, spin or flip roll. These are only achieved when the glider flips.

The key to safety is to understand Jonathan's statement: 'Be aware that with the hook below the c of g there will be a natural tendency for the glider to pitch up.'

Know your glider as this urge to pitch up varies. With the stick just forward of neutral the urge is contained not stopped. The upward forces stop when the centre of lift of the wing, c of g and hook are in line with the cable.

Now it is safe to move the stick progressively and smoothly back. At 60kts a K-13 with the stick on the back stop generates enough lift to support the weight of the glider, the weight of the cable and the pull in the cable.

Against a measured load in the cable as in a Supacat launch speed reduction is gentle. At the optimum speed of 50kts a small relaxation of back pressure keeps the speed constant.

A glider will only flip if the stick is moved back in the unstable phase when the pull of the cable is urging the nose upwards. A vicious spiral is induced in which the increasing angle of attack generates more lift that raises the nose still further.

Usually the weak link breaks, saving the glider and pilot. After such an incident the pilot is often angry with the winch driver for giving too much power. Pilot error and geometry explain the rapid increase in speed and the steep climb. Flips occurred even in the days of 90bhp engines.

Finally do not hold the nose down until the speed reaches 60. Rotation would guarantee 90kts and failure of the weak link."

Steep climbs on the wire cause high wing loading, but the "rapidly falling speed" only occurs if the power input is insufficient. The pilot's job is to balance the rate of climb against the power the winch can supply. We advocate that if the pilot does this by reference to external stimuli, then the flight could be conducted more safely than without regard to them.

Hence the comment: "Fly the glider, not the controls". This works for type conversions, unusual winches, sites and so on. Knowing your glider is an excellent aim, but any pilot on a type conversion flight needs to resort to basic principles – using them all the time keeps these foundation skills honed and current.

These skills that are built up mean that you are controlling the glider's attitude during the launch; you place the stick to have the desired effect. This detaches you from the "stick must be on the back stop" expectation. If the power input and speed are good, the pilot will control the attitude and the stick may then end up there – rather than the other way round. If the glider is pitching up at the start of the launch, the stick is moved to control it – if it needs to be on the front stop, so be it. The relaxation of back pressure on the stick that Gordon talks about may be a *increased* back pressure in those older gliders with the composite position hook. Again, monitoring the attitude and speed will allow the pilot to control this.

With today's reliable, high-powered winches, pilots may not experience what a lower-powered launch looks like, and are therefore at risk when they receive one unexpectedly.

me that the elevator was disconnected as the pitch control was not that bad.

I did briefly wonder if the bolt in the front of the tailplane was in properly but remembered putting it in firmly and dismissed this possibility.

It is probably relevant – and a salutary lesson – that I am the club CFI and was due to direct a national gliding contest, which started the next day. Thus before take off I had been dealing with a continuous stream of queries and problems. Clearly, this is the sort of time when extra care is essential.

Of course I realise how unbelievably lucky I was to get away with this. I guess I hold the world records for both time and distance with an elevator disconnected.

Jonathan Mills, BGA Flight Safety Committee Chairman, comments:

The usual method in a positive control check is for each control surface in turn be held in the neutral position, and restrained from movement by a helper's hand. The pilot then pulls against the surface with the stick (operating lever or pedal), attempting to dislodge the connection should it have been incorrectly made.

Some commentators advocate the control surface be deflected to its limit, and restrained against the stops whilst the pilot pulls against it there. This means the control surface is held rigidly, However, Technical Committee members agree that the surfaces are not designed to take these loads (which could be much higher than flying loads), so the possibility of breaking something means we do not endorse this method.

Gordon says that the upward-pitching forces stop once the glider has rotated into the climb, and it is now immune from "flipping". This is not so – there is a well-circulated video of a glider dropping a wing whilst attached to the wire near the top of a launch. The word "flip" is rather dramatic – a wing drop or a graceful arc is a more common form of departure.

We are in agreement on the last two points. I advocated maintaining an appropriate attitude for the speed and height.

The point about weak links breaking to save the glider is a good one. We receive comments about clubs launching gliders on stronger weak links than specified because: "the proper ones break". An investigation as to why this occurs would be more sensible than the policy of ignoring it and potentially promoting all the club's pilots (early solo onwards) to the rank of Test Pilot without any training!

The moral behind this story is not to show or provoke disagreement, but to suggest that if we train pilots to act according to the stimuli they receive, it works anywhere. Rather like "don't pull airbrakes out in the turn" can be done by experienced pilots, but it tends to mess up the landings to the learners (and sometimes indicates poor circuit planning in the "experienced"). And so with this: teach people correctly and you won't get the problems later...

Accident/incident summaries

by Dave Wright

AIRCRAFT Ref	Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
65	Nimbus 2B	–	None	–May-01	Incident report	66	None	2000

The flying controls had been "positive checked" but not the airbrakes. During the aerotow one airbrake opened and as the glider pilot had not switched on his radio, the tug bought him back over the field then waved him off. The glider pilot retained control and landed back. A hotellier had not been connected. Full positive checks now carried out.

66	DG-300	3805	Minor	13-Jun-01 1348	Aston Down	51	None	280

During the landing ground run the main wheel retracted and the glider's fuselage gelcoat was damaged. Subsequent examination showed that the undercarriage locking mechanism may have been faulty, allowing the operating handle to jump out during landing. Operating parts are being replaced to prevent a repetition.

67	SZD Junior	3718	Substantial	08-Jun-01 1125	Husbands Bosworth	47	None	46

As this pilot was very competent on the winch their first flight on this glider type was not off the aerotow. The pilot did not believe the winch was delivering full power so pulled off at about 50ft. The nose was lowered and the airbrakes opened. The pilot was distracted by the cable chute, a PIO developed and the glider landed heavily.

68	Astir	N19	Minor	07-Mar-01 1532	Lee-on-Solent	21	None	54

The pilot failed to lower the undercarriage and the glider was landed with the wheel up on the runway, scraping the gelcoat.

69	ASW 24	4727	Minor	02-Jun-01	Ontur, Spain	42	None	114

During a cross-country flight, from Ontur in Southern Spain, the glider hit a bird while flying between thermals. The edge of the canopy was cracked and needed stop holes to be drilled.

70	SZD Junior	3418	Minor?	19-May-01 1730	Challock	53	None	6.3

The pilot flew a short circuit to make a "hangar landing". Aiming well into the field the pilot did not recognise until too late that the wind had dropped and was now a slight tailwind. With increasing speed, and not using full airbrake, the glider touched down very long in rough ground and swung downslope into a ditch. The wheelbrake was not used.

71	K-6E	1383	Substantial	13-Jun-01 1630	Crowland	53	None Injury to third party	111

During an aerotow launch the glider's right wing dropped and the pilot corrected this but then the left wing dropped, caught the ground and swung the glider around as the pilot released. The wing hit the forward signaller on the shin. Fortunately he was wearing armoured motorcycle boots and suffered only slight bruising.

72	Astir	4891	Minor	01-Jun-01 1200	Tibenham	41	None	431

The pilot had previously owned a similar glider, which had a different canopy mechanism. On this glider there was a lock on each side whereas his had only one. Possibly distracted after a delay, the pilot launched by aerotow with only the left lock engaged. At 50ft the canopy flew oft and hit the tail. After a circuit the glider was landed safely.

73	Std Cirrus	4273	Minor	23-Jun-01 1715	Shenington	55	None	1342

During a competition a dual aerotow retrieve was attempted behind a Wilga tug. This glider, on the shorter rope, caught the wash from the large prop and dropped a wing causing a ground loop. With no apparent damage the glider was aerotowed behind another tug. Subsequently minor damage was found to the tailplane, an aileron hinge and undercarriage.

74	DG-202	2802	Substantial	28-Jun-01 1545	Camphill	55	None	2273

After hill soaring the pilot decided to land ahead of an approaching shower. Distracted by four other landed gliders that were not clearing to the side, he chose to land in a rough area, not normally used. The right wing caught on the ground while the glider was still airborne and rotated the glider causing substantial damage.

75	Pegase 90	3567	Substantial	28-Jun-01 1555	Gransden Lodge	44	None	56

The pilot was attempting to make a spot landing and chose to use the edge of the crop on the airfield boundary as his reference point. Unfortunately the combination of the sloping area and strong wind produced sink which caused the pilot to undershoot into the crop. The ensuing groundloop cracked the fuselage.

76	PA25 Pawnee tug	G-BNZV	Minor	27-May-01 1530	Currock Hill	72	None	376

The tug had been parked near the fuel pump, out of the way of the winch cable, while the pilot went to switch on the pump electrics and get a fire extinguisher. A strong gust of wind lifted the tail, turning the tug which then rolled backwards down a slope into a wooden post.

77	ASW 20 & Astir		Subst & W-Off	07-May-01 1145	Gransden Lodge	43 43	Minor None	83 47

At about 2,000ft in a thermal, two glider pilots lost sight of each other and collided. One pilot tried to bale out but the canopy caught on the panel top compass. Luckily he managed to make a rushed but safe field landing. Meanwhile the other pilot had immediately decided to bale out, and landed near the other glider. He suffered minor concussion.

78	K-18	4143	Minor	20-Jun-01 1630	Snitterfield	55	None	16

The pilot returned to the circuit and, noticing that the wind had changed since his take-off, he modified his circuit. He over-widened the circuit then hit sink and found he could not reach the normal landing area. He dived to try and reach the boundary but was forced to land short when he saw a wire. The glider sustained minor damage.

79	SZD Junior	3950	Substantial	01-Jul-01 1617	Camphill	55	Minor	26

The pilot misjudged his approach in a light but cross wind and did not recognise an overshoot situation until very close to the ground. At this point he did a gentle left turn during which the wing tip hit the ground causing a ground loop. While he had taken part in a group briefing the club believed an individual brief may have been beneficial.

80	K-23	3721	Substantial	03-Jul-01 1248	Cross Hayes	67	None	6

On his first flight on type the cable released at about 250ft on the winch launch. He lowered the nose and regained flying speed then, mistakenly thought he had insufficient room to land ahead. He turned through 180° to make a downwind landing but had no room so landed in a crop field, substantially damaging the glider on the rough surface.

BGA Badges

No.	Pilot	Club *(place of flight)*	Date
DIAMOND BADGE			
606	Edmund Smallbone	Lasham	23/07/01
607	Dennis Heslop	Essex & Suffolk	01/08/01
Diamond distance			
1-861	Edmund Smallbone	Lasham	23/07/01
1-862	Colin McInnes	Bicester	28/07/01
1-863	Dennis Heslop	Essex & Suffolk	01/08/01
1-864	Domic Haughton	Midland	30/08/01
Diamond goal			
2-2784	Alfred Hillman	Culdrose *(Ocana)*	08/07/01
2-2785	Peter Endean	Culdrose *(Ocana)*	30/06/01
2-2786	Michael Roberts	Nene Valley	01/08/01
2-2787	David Tew	Cambridge	01/08/01
2-2788	John Heath	Welland	01/08/01
2-2789	Peter Seymour	Nene Valley	01/08/01
2-2790	Keith Hill	Anglia	01/08/01
2-2791	Colin Hunt	Lasham	23/07/01
2-2792	Martin Reynolds	Nene Valley	01/08/01
2-2793	Jonathan Price	Scottish GC	10/08/01
2-2794	Robert Moss	Bristol & Glos	10/08/01
2-2795	Conrad Thwaites	Yorkshire *(Spain)*	12/08/01
2-2796	Richard Whitaker	Lasham	23/07/01
2-2797	Alistair Gillson	Shropshire	27/08/01
2-2798	Andrew Farr	Heron	28/07/01
2-2799	David Bromley	Four Counties	27/08/01
Diamond height			
3-1538	Alister Morrison	Cairngorm	02/07/01
GOLD BADGE			
2181	Alfred Hillman	Culdrose *(Ocana)*	08/07/01
2182	Steve Barter	East Sussex	28/07/01
2183	Keith Hill	Anglia	01/08/01
2184	Andrew Hatfield	Nene Valley	01/08/01
2185	Philip Tiller	The Soaring Centre	01/08/01
2186	Jonathan Price	Scottish GC	10/08/01
2187	Chris Davison	Buckminster	10/08/01
2188	Robert Moss	Bristol & Glos	10/08/01
2189	Conrad Thwaites	Yorkshire *(Spain)*	12/08/01
2190	Alistair Gillson	Shropshire	27/08/01
2191	George Wearing	Bowland Forest	09/09/01
Gold height			
Conrad Thwaites		Yorkshire *(Spain)*	12/08/01
Ian Plant		Northumbria *(Cerdanya)*	30/03/01
George Wearing		Bowland Forest	09/09/01
Gold distance			
Jim Hathaway		The Soaring Centre	15/07/01
Alfred Hillman		Culdrose *(Ocana)*	08/07/01
Steve Barter		East Sussex	28/07/01
Keith Hill		Anglia	01/08/01
Michael Roberts		Nene Valley	01/08/01
David Tew		Cambridge	01/08/01
Peter Seymour		Nene Valley	01/08/01
Gareth Bird		Lasham	01/08/01
Andrew Hatfield		Nene Valley	01/08/01
Richard Whitaker		Lasham	23/07/01
Colin Hunt		Lasham	23/07/01
Philip Tiller		The Soaring Centre	01/08/01
Martin Reynolds		Nene Valley	01/08/01
Jonathan Price		Scottish GC	10/08/01
Chris Davison		Buckminster	10/08/01
Robert Moss		Bristol & Glos	10/08/01
Conrad Thwaites		Yorkshire *(Spain)*	12/08/01
Hemraj Nithiandarajah		Imperial College	01/08/01
Alistair Gillson		Shropshire	27/08/01
Andrew Farr		Heron	28/07/01
David Bromley		Four Counties	27/08/01
SILVER BADGE			
10904	Katie Meadows	London	25/07/01
10905	Keith Laws	Lasham	09/06/01
10906	Mark Dexter	Bath, Wilts & N Dorset	20/07/01
10907	John Klunder	Derby & Lancs	16/07/01
10908	Carole Shepherd	Oxford	28/07/01
10909	James Moore	Midland	03/06/01
10910	David Brown	Black Mountains	29/07/01
10911	Norman Hills	Bath, Wilts & N Dorset	25/07/01
10912	Martin Vincent	Dukeries	28/07/01
10913	Nicholas Parkin	Cotswold	23/07/01
10914	Ian Norman	Scottish GC	10/08/01
10915	Andrew Scaife	Bidford	10/08/01
10916	Edward Sedgwick	Lasham	11/08/01
10917	Michael Staple	London	27/07/01
10918	Ian Shackleton	Wrekin	25/07/01
10919	Lewis Footring	Essex & Suffolk	30/07/01
10920	David Morrow	Shalbourne	25/07/01
10921	Stuart Naylor	Fulmar	30/06/01
10922	Ian Craigee	Four Counties	10/08/01
10923	Russell Page	London	26/07/01
10924	Christopher Lewis	Lasham	27/07/01
10925	Peter Keutgens	Lasham	23/07/01
10926	David Keith	Shenington	01/08/01
10927	Christopher Hurst	Cambridge	01/08/01
10928	Michael Falvey	Chilterns	01/08/01
10929	Stephen Ware	Buckminster	17/08/01
10930	Ian Willows	The Soaring Centre	21/08/01
10931	Colin Calderhead	Midland	05/07/01
10932	Paul Jennings	Vectis	25/07/01
10933	David Le Maistre	Shenington	28/07/01
10934	Chris Sterling	London	27/07/01
10935	Alison Mulder	Bristol & Glos	05/08/01
10936	Antony Ffoulkes	Booker	16/07/01
10937	Peter Baldwin	Lasham	10/08/01
10938	John Leighton	Four Counties	28/08/01
10939	James Kirby	Vectis	17/08/01
10940	Roger Castle-Smith	The Soaring Centre	29/08/01
10941	Roger Andrews	Shenington	28/08/01
10942	Keith Turner	Cambridge	17/08/01
10943	Tery McKinley	Vectis	20/08/01
10944	Conrad Thwaites	Yorkshire	12/08/01
10945	Dave Bundock	Vale of Whit eHorse	27/08/01
10946	Mark Roberts	Anglia	27/08/01
10947	Glenn Rodrigues	Peterboro' & Spalding	10/08/01
10948	Michael Squibb	Vectis	17/08/01
10949	John Roberts	Midland	27/08/01
10950	Martin Gregorie	Cambridge	27/08/01
10951	Laurence Clarke	Peterboro' & Spalding	27/08/01
10952	James Ashcroft	Bowland Forest	27/08/01
10953	Paul Harvey	Cambridge	27/08/01
10954	Alan Johnstone	Booker	26/07/01
10955	Darren Smith	Heron	17/08/01
10956	Charlotte Hocking	Bannerdown	01/09/01
10957	Max Smith	Cambridge	11/08/01
10958	Peter Berrige	Essex	28/07/01
10959	David Bailey	Derby & Lancs	06/09/01
10960	Philip Jones	London	01/09/01
10961	John French	Bristol & Glos	08/09/01
10962	Peter Bushill	London	01/09/01
10963	Jonathan Lawson	Rattlesden	08/09/01
10964	Daniel Reeves	Derby & Lancs	08/09/01
10965	Nicolas Brooks	Oxford	29/08/01
10966	James Wilson	Bristol & Glos	08/09/01
UK CROSS-COUNTRY DIPLOMA			
Pt2	Brian Pearson	Staffordshire	16/07/01
Pt2	Paul Brown	Cambridge University	28/07/01
Pt2	David Bell	Burn	30/07/01
Pt1	Michael Borrowdale	Lasham	27/07/01
Pt1	Walter Baumann	Midland	25/07/01
Pt1	Peter Keutgens	Lasham	25/07/01
Pt1	Colin Hunt	Surrey & Hants	24/07/01
Pt1	Peter Clayton	Burn	01/08/01
Pt2	Andy Smith	Norfolk	10/08/01
Pt1	Paul Jennings	Vectis	25/07/01
Pts 1&2	David D'Arcy	Midland	25/07/01
Pt1	Christopher Lewis	Lasham	27/08/01
Pt1	Anthony Heritage	Chilterns	28/07/01
Pts1&2	Eddie Stephenson	Northumbria	29/08/01
Pt1	Barry Marcham	Norfolk	10/08/01

COTSWOLD GLIDING CLUB

REQUIRES

2 COURSE INSTRUCTORS

FOR

2002 SEASON

Contact Pat Gilmore on 01285 760415
Email: pat@cotswoldgliding.co.uk

LASHAM REGIONALS 2002

6th July – 14th July

Applications are invited for this popular competition. Please apply in writing with a non-refundable deposit of £85. A ballot for the first 50 entries will be held on the 11th December.

By post to:
LASHAM GLIDING SOCIETY
LASHAM AIRFIELD
ALTON
HAMPSHIRE GU34 5SS
By phone: 01256 384 900

PARAGLIDING and PARAMOTORING

The UK's leading team – all tuition is to British Association syllabus.

KITESURFING

Sales and Tuition in Brighton

SKY SYSTEMS LTD

66 Woodbourne Avenue, Brighton BN1 8EJ
Tel: (01273) 556695 • Fax: 01273 566330
Email: office@skysystems.co.uk
www.skysystems.co.uk

Cotswold Gliders

http://www.cotswoldgliders.co.uk

HIGH QUALITY SPECIALIST WORK IN

Carbon, kevlar and glassfibre, wood and metal. Alloy airframe repairs a speciality.
All types of repair work undertaken, from minor trailer rash to large insurance claim.
Kestrel/Libelle rudder and aileron drive rebuilds, also NDT testing of rudder drive.
Motor glider engine approval. Machining facilities for wing pins, axles, etc. Tig welding.

If you require any of the above services, please contact us on any of the following

Tel: **Workshop 01993 779380** Fax **01993 779380**
Email: **office@cotswoldgliders.co.uk**
Mobile No. **07944 885117**
or **The Old Dairy, High Cogges Farm, High Cogges, Witney, Oxon. OX29 6UN**

VEHICLE FUN REGISTRATIONS

Since I'm no longer obtaining Jaguar X 3 litre I'd like to recover DVLA costs for

X3 1 FLY

also available unused

SS5 1 FLY

each at £1240 only

For purchaser of either I can also relinquish my use of BGA 'fin numbers' X3 or 555 if so desired.

Fax your contact details to 01453 860220

Also available @ £2900

UP5 1 FLY

(including three pre-September regulation plates)

Classifieds

Please send the text of your advert, and your payment, to Debbie Carr at the BGA office (not to the editor).

Please remember that, if you are emailing text, your advert may not appear unless we have received payment by the deadline

The deadline for classifieds to be included in the February-March 2002 issue of *S&G* is **January 5**, after which any adverts received will be published in the following issue.

Text: 80p/word, minimum twenty words (£16).
Black and white photographs: £6 extra
Box number: £3 extra. All prices include VAT.

FOR SALE

PIK 20B. Low hours, acrylic paint finish. Full panel inc. Borgelt B50 Flight Director, T&S, radio, camera's, barograph and Comp No. Fibreglass trailer/tow-out gear. Offers around £9000. Holroyd 01482 326666 (W) 01482 665861 (E)

OGAR SZD-45A MOTOR GLIDER, 950 Hrs T.T. CofA 06/2003. King radio and transponder, economical, side by side seating £10 500 or may consider group. Based Seighford, Staffs. Tel: Bob Frazer 01270 587616 (Work) 01270 764754 (Home).

NIMBUS 3 with many extras. Metal trailer, instruments, oxygen, towing out gear etc. £28 000 ono can be seen at Denbigh A/F. D.B. James, Cefn Coch Conwy Tel: 01492 585130

ASW 24. Comp No. 524. Excellent condition. 780 hrs, basic instruments, AMF trailer. One owner from new. Offers over £25 000 Tel: 01422 845436

ASW 19B Very good condition, refinished. Standard instruments, Cambridge, Becker radio, Horizon, GPS3 Pilot & EW Logger. Irvin parachute, 3 year old COBRA trailer with one man tow out kit. Excellent outfit £13 500 Tel: Dean 01423 711900

Kestrel 19 Full Panel, Garmin 12XL, Parachute, EW Barograph, Solar Panel, Glass Fibre Trailer. Contact Phil on 01761 453275(H) or phil_hogarth@hotmail.com

K6e Very good condition. Full panel, incl. XK10, radio, parachute, barograph. Two man rig, Tail Dolly, covers. Good waterproof trailer. Offers. Tel: 0121 6020614 or 01527 877476

ASW15B in newish galvanised Schofield trailer and gear. £8000 or offers. Tel: 01663 750448 or email nigel-page@compuserve.com for details.

Mosquito B. Wings and Tail recently refinished, Full panel inc A/H and Varcom. Brand new metal trailer. £15,000 ono. Telephone (01252) 725304 or (01189) 771151 or email: paulkite@hotmail.com.

Valentin Taifun 17E Motorglider TT1421 Excellent Condition! Reg. # PH 729, engine Limbach 2000-E, TT260 VHF Com. Garmin 100 Price $40,000 Please contact Gregg Stephenson +31. (0)578691923 greggandandrea@planet.nl

Thomas Sports Parachute. Pop Top with carry bag. New February 01. £500 Tel: 01789 778151

ASW15B. 1974, 1900 hrs, 1100 launches, new gel coat 1998. Mint glass trailer, basic instruments + E. Vario. 720 ch radio. £8900 ono. Tel: (0) 01635 214082 (eves) 01635 268070 Email: voyagers@classicfm.net

STEMME S10. 1/3 or 1/4 share of very well equipped Stemme S10 for sale. The aircraft is in excellent condition, based at Lasham and permanently rigged in a private hanger. A share of the hanger is included. Tel. Ellis Griffiths 01276 471273

ASW 27. Good condition, full panel, A/H, C3 computer, Garmin 90 GPS. One man towing gear. Cobra trailer. £46 000 ono or 1/3 share available based Dunstable. Tel: 01582 841813 Email: tel.mag@virgin.net

GLIDING OPPORTUNITIES IN SPAIN

DISCUS B (winglets) with Towing-Car available for rental, gives you the opportunity to fly over and fly from any centre.

CROSS-COUNTRY TRAINING and Familiarisation Flights with Nimbus 4DM

For full information contact: condor@grn.es

Discus 2a Half share available in glider 80 based at Nympsfield. Full competition outfit including cobra trailer. Asking price £22,000. Contact Steve Coffey on 01453 860916.

Discus b £29,900 ono. December 1984, 190, 1100 Hours, 460 Launches, CofA 22 April 2002, Full tow out gear, Covers, Garmin 89 GPS, EW logger, ASI, Altimeter, Winter Vario, T&S, 720 Channel radio, LNAV with G-Meter, Parachute, 1987 Komet III Lift trailer, Lovely condition, Must be seen. web: http://www.xactp.com/discus.htm Email: mike@xactp.com Work: 01206-560015

LIBELLE 201B. Very good condition, artificial horizon, Cambridge variometer, averager/speed director, oxygen, radio, tow out gear. Good metal trailer. £9350. Tel: Barry on 01905 772442

PALM TOPS. Compaq Aero 15xx/21xx's for sale. Boxed, manuals and software etc. Wiring also available. Tel: 0781 4025777 or oliver_ratm@hotmail.com

LS8-18 1996. Superb condition. Professional maintenance and waxing from new. Hull and Cobra trailer. £37 000. Instrumentation available. Bernie Morris 01494 564802

ASW27 (1996) Cenfis GPS, Cobra trailer, tow out gear, parachute, barograph. Half share £22 000 based at Parham or whole £44 000. Tel: Tim Rochelle 01403 242813 or Peter Henderson 01732 457837.

ASW20L Immaculate complete outfit, Full panel with integrated LNav Garmin89 and EW flight logger, Parachute, Tow out gear, Komet trailer £22,500. Tel: 01787 222223 or 07802 295670

DG200 Lasham. Excellent condition, full panel, radio, oxygen, sprung u/c. 1990 hours. 1327 launches, metal trailer. £10 000 ono. Tel: Jill 01428 712587 or pat@haneys.fsnet.co.uk

ASTIR CS complete outfit in excellent condition. Preferred u/c frame, good panel incl. Flight Director and Dittel 720 radio. Rigging and tow out gear. Komet trailer. £10 500 ono. Tel: 01485 542360

ONE TENTH SHARE IN FOX Unlimited Class Aerobatic Two Seat Glider. Extendable wing option for soaring. £5000 Tel: 01869 810809

ASH25E Fully instrumented and equipped - you name it .... Immaculate new gel (2001). Proven 1000k capability. Superb outfit. Tel: 01440 785662 or lynch.gw@virgin.net

FLAPPED VEGA 15m. Glider and trailer in good condition. Instruments, GPS, wiring for EW, parachute and oxygen. £10 000 ono. Contact Andrew 020 86949453 andyp-brown@lineone.net

DG300 Elan and Trailer, Exceptional condition, 870 Hrs. Zanders 820 Flight Computer, Garmin89 connected to EW Baro. with Flight Map software, Dittel FSG71M Radio, Thin Back Chute, Rigging Aids, Wing and Tail covers. £23 000 Tel: 01252 842542

LS8/18 Low hours. Complete outfit. Panel includes Varcom flight director, Cambridge GPS/logger, Garmin 12XL linked to EW logger, horizon, radio. Parachute. Cobra trailer, wing tailplane and canopy covers and tow-out gear. Jill Burry 01256 862892 jill.burry@btopen-world.com

just released the all new
Soaring Flight Sim
SFSpc version 4.0
the Gliding Simulator
designed by glider pilots

- aids early training
- improved graphics
- multiple types
- ballast
- competition tasks
- realistic weather
- winch and aerotow
- ICAO charts
- 2-seater
- supports force feedback
- satellite derived landscapes
- Win95/98/ME/2000

special launch price £39.95 until Nov 30th 2001

GlidingShop 01244 332766
www.glidingshop.com

1980 SUPER FALKE SF25E. Airframe in good condition, engine recent overhaul to zero hours. £12 000 Tel: Lasham Gliding Society 01256 384900

SCHOFIELD TRAILER for 15m. 7 years old £1600 ono. AVcom 720 radio £350, 6301 constant flow oxygen £300, Winter barograph 10k £160. Tel: John 01977 799195

LS4b 1994/5 One owner BGA Inspector. Low hours. 1987 AMF trailer, parachute. Tow-out gear, water ballast. Good basic instruments. £22,000 Edwards 01223 262367 Email: awfe@cam.ac.uk

OPEN CIRRUS 44:1 Nice condition, metal trailer, full panel, oxygen, tow out gear. £10 000 ono. Can be seen at Parham. Tel: 01243 820461 or 01732 450262

K6E excellent condition, new panel with electric vario and radio, recently refurbished Schofield trailer, parachute, CofA April 2002. £6000. Call 01293 525981.

VENTUS B TURBO 16.6M. excellent condition, low hours. AMF trailer and tow out gear. Available with instruments, aerograf barograph and A14 oxygen if required. Tel: 0468 688873 bob.nicholls@powertech.co.uk

DG400 1983. CofA to 2004. L-Nav, LX400 GPS, A/H, radio, oxygen, barograph, parachute. Cobra trailer with tow ouot gear. £30,000. Possibly syndicate at Lasham. Tel: 01256 467400.

LAK 17a Demonstrator including winches and 18 metre tips, Cobra Trailer, instruments by negotiation. 2½ years old, superb condition £28,750+VAT. Tel: Tony Pozersuis (01858) 468820 home, (01536) 485552 office.

WANTED

WANTED Serviceable Trailer suitable for K7. Tel: 01829 730723

SITUATIONS VACANT

WANTED COURSE INSTRUCTOR for 2002 SEASON. (March/April/September possibly longer) Full cat preferable. Tug pilot & SLMG an advantage. Apply for details to The Chairman, Shenington Gliding Club or email gliding.club@virgin.net

KENT GLIDING CLUB
Course Instructor

required for the 2002 season April-September. You must hold a BGA Full Instructor Rating. A PPL would be an advantage.

Apply to John Hoolahan CFI, Kent Gliding Club, Squids Gate, Challock, Ashford, Kent TN25 4DR. Tel: 01233 740274

New For 2002!!

Manby Aviation Are Proud To Announce That We Have Been Appointed UK Agents For The HPH Range Of Sailplanes As Featured In S&G Apr-May 2001



Glasflugel 304cz

Quality Aviation Products From The Czech Republic.

- HPH Range Of Sailplanes
- LET Range Of Sailplanes
- Urbanair Range of Motorgliders and UL's
- Woodcomp Range of Propellers
- MarS Range of Parachutes
- Galaxy Range of Ballistic Rescue Systems

ATL88/90(UK) Parachutes In Stock ONLY £575 + VAT

www.manbyaviation.com

WITTER
TOWBARS TO TRUST
- EC Type Approved bars use all car manufacturers fitting points
- Fitting does not affect the vehicle warranty
- Lifetime guarantee under the Witter Shield of Safety

See Yellow Pages for your nearest specialist fitter or stockist.
WITTER TOWBARS, CHESTER CH5 2NY
Tel: 01244 284500 • Web: www.witter-towbars.co.uk

One Person Assembly Dolly



Knocks down into 3 pieces, fits 2x2ft opening. Standard dolly & wingtray. $1145.00 Can. plus S&H.



www.wingdolly.reach.net.
Phone Udo in Canada 613 475 4009 or by post.
154 Elizabeth St., Brighton, Ont. K0K1H0

GLIDER INSTRUMENTS

(M. & P. Hutchinson)

Repairs and overhauls carried out
P.Z.L.& Winter Sales and Service
Barograph Calibration carried out

Write or phone:
'Tanfield'
Shobdon
Nr. Leominster
Herefordshire HR6 9LX
Tel: 01568 708 368

COMPETITION ENTERPRISE

July 20th to July 27th 2002
at
DEVON AND SOMERSET GLIDING CLUB
North Hill, Honiton, Devon
Wood & Glass Gliders Welcome
Brochure and entry form available from:
Competition Secretary
28 Salisbury Road, Exmouth, Devon EX8 1SL
Tel: 01395 274186

The Motor Glider Club

offer:

SLMG Courses
RT Courses • PPL courses

Rates	*Dual*	*Hire*
Motor Glider	**£55ph**	**£45ph**
C150/2	from **£70ph**	
Cherokee from	**£78ph**	

HINTON IN THE HEDGES AIFIELD
Tel: 01295 812775
In Association with
PILOT FLIGHT TRAINING
Tel. 01865 370814

SF 25C Rotax-Falke

THE IDEAL MOTORGLIDER FOR TRAINING, SOARING, CRUISING AND AEROTOW



SCHEIBE-FLUGZEUGBAU GMBH

D-85221 Dachau, August-Pfaltz-Str. 23
Tel: 0049 8131-72083 or -72084 • Fax: -736985
UK Contact: Peter Serge Fink
Tel: 01293 885147 • Fax: 01293 873214

GLIDER/AIRCRAFT INSURANCE?

Contact:
Tony Fidler

Glider pilot for 35+ years
40+ years insurance experience

Telephone/fax/write to:

ANTHONY FIDLER & CO
INSURANCE CONSULTANTS
27 High Street, Long Sutton
Spalding, Lincs PE12 9DB
Tel: 01406 362462
Fax: 01406 362124

LOGSTAR
COMPUTER LOGKEEPING

★ LogStar GC ★
Club System for Logkeeping, Treasurer, Membership, Statistics
★ LogStar Glider ★
Personal Logbook £25
See web for details
Pay by Credit Card Tel: 01329 221992
Web: www.turnpike-technics.co.uk
Email: Sales@turnpike-technics.co.uk
73 Old Turnpike, Fareham, Hants, UK PO16 7HF

INDEX TO ADVERTISERS

Airborne Composites	54
Anthony Fidler	66
Baltic Sailplanes	12
Benalla GC	11
Bristol & Glos GC	21
British Gliding Association AGM	6
Bruno Brown	9
Cair Aviation	33
Cambridge Instruments	10
Chris Croucamp	60
Clacton Aero Club	60
Confurn	60
Competition Enterprise	66
Cotswold Gliders	64
Cotswold GC	64
Deeside	17
Ernst Specht	12
European Soaring Club	14
EW Avionics	44
Flightmap Software	32
Glider Instruments	66
Glidingshop.com	65
Hill Aviation	58
Hinton Aviation	54
Jaxida Covers	54
Joint Air Services	21
Lasham Gliding Society	30
Lasham Regionals	64
London GC	58
Manby Aviation	65
Marsh	22
Maxwell Fendt	64
McLean Aviation	10
Midland GC	23
Norfolk GC Eastern Regionals	60
North Yorkshire Sailplanes	22
Omarama	9
Oxfordshire Sportflying	54
Ozee	60
Pilot Flight Training	66
Platypus Papers	23
R D Aviation	inside back cover
Roger Targett	54
Russia Sailplanes and CP West Ltd	58
S&G subscriptions	22
Scheibe Falke	66
Scottish Gliding Centre	9
Severn Valley Sailplanes	54
Shenington GC	28
Sky Systems	64
Skycraft Services	21
Skylaunch	60
Southdown Aero Services	inside front cover
Southern Sailplanes	outside back cover
Stemme Motorgliders	28
Stormbyrd	22
The Soaring Centre/Coventry GC	60
TL Clowes/Cumulus	11
Thomas Sport Equipment	12
Turnpike Technics	66
York GC	12
Zulu Glasstek	23
Wing Dolly	65

AFE

airplan flight equipment

incorporating RD aviation

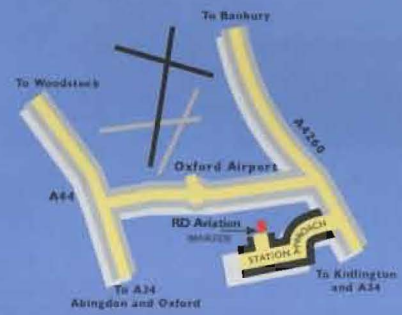
Visit us at:





AFE Manchester
1a Ringway Trading Estate
Shadowmoss Road
Manchester M22 5LH
Tel: 0161 499 0023





RD Aviation Oxford
25 Bankside
Kidlington
Oxford OX5 1JE
Tel: 01865 841441

Mail us:

Airplan Flight Equipment
1a Ringway Trading Estate
Shadowmoss Road
Manchester M22 5LH

Call us:

Mail Order Sales
0161 499 0023

Fax us:

Mail Order Fax
0161 499 0298

See us online:

Buy our products online at
www.afeonline.com

NEW

Gliding Calendar 2002



Printed on coated art paper and measuring 48 x 29cm, this fine piece of aviation art consists of a series of stunning colour photographs supplemented by diagrams, descriptive text and black & white photographs for each month. Exceptional quality and uncompromising production standards make this our best-selling calendar year after year and it has become an annual 'must have' for pilots and enthusiast alike. Supplied in a protective sleeve with cardboard outer packaging.

GLIDINGCAL2002 £15.00
+£2.99 post and packing



CAMELBAK HYDRATEORDIE



A range of portable water carriers used by all serious cross-country sporting pilots, but also invaluable for other pilots flying any distance over inhospitable terrain and a firm favourite amongst walkers, climbers etc. The best-known standard models can be worn as a rucksack to leave the arms and hands free. The slingshot model straps over one shoulder and incorporates 1.4 litre bottle, and the standalone designs are ideal for semi-permanent fixture into the cockpit. Also available is the 'big bite' valve.

Classic 1.5L CB1.5S £27.95
Classic 2.0L CB2.0S £39.95
Slingshot 1.4L CBSLIG £41.95
Standalone Unbottle 2.0L CBUNB20 £29.95
Standalone Unbottle 3.0L CBUNB30 £32.95
Big Bite Valve CBVALVE £5.95

STOP PRESS

Cambridge 302 receives IGC approval

We are delighted to announce that following close co-operation between RD Aviation, Cambridge Aero Instruments and the IGC technical committee, the Cambridge 302 has now received IGC approval. For full details see page 10.



Southern*Sailplanes*

We wish you a merry Christmas. What are you wishing for?

Membury Airfield,
Lambourn Woodlands,
Hungerford,
Berkshire RG17 7TJ

Tel: **01488 71774** Fax: **01488 72482**
Evenings: **01488 682058** & **01488 668484**
Mobiles: **07808 328747** & **07774 429404**
Email: **office@southernsailplanes.freeserve.co.uk**

