Sailplane & Gliding



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Dec 2004-Jan 2005
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IC 1	2nd - 10th April
IC 2	16th - 24th April
IC 3	30th April - 8th May
IC 4	14th - 22nd May
IC 5	28th May - 5th June
IC 6	11th - 19th June
IC 7	25th June - 3rd July
IC 8	3rd - 11th September
IC 9	17th - 25th September
IC 10	1st - 9th October

Assistant Instructor Completion Courses

CC 1	12/13 March
CC 2	19/20 March
CC 3	26/27 March
CC 4	15/16 October
CC 5	22/23 October
CC 6	29/30 October



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BI 1	21st - 25th March
BI 2	17th - 21st October

Soaring Courses

SC 1	10th - 15th July
SC 2	17th - 22nd July
SC 3	24th - 29th July

For more information, or to book on a course, please contact the BGA office

Tel: 0116 2531051 Fax: 0116 2515939 E-Mail: colin@gliding.co.uk Web: www.gliding.co.uk

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Pete Masson (in the front seat) and Paul Haliday took Lasham's Duo Discus, 775, flying on January 29, 2004, when most gliders remained trapped in their trailers (www.whiteplanes.com). For your own photos of winter flying fun, see Gliding Gallery *on page 18*

Sailplane & Gliding

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Don't sit inside huddled over a radiator in the UK this winter: these photographs from *S&G* readers show the fun you could be missing...

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Andy Davis looks back at this year's Junior Pre-Worlds (where Jon Meyer, *left*, was the highest-placed young Brit) and updates us on preparations for the real thing in 2005

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FAI

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PROPOSALS to reduce the number of UK airspace infringements have been produced by the Airspace Infringements Working Group (AIWG). They address recommendations made in last year's On-Track Report (*www.flyontrack.co.uk*). A bulletin board run at this site by GASCo on the CAA's behalf also provides a forum for pilots and controllers. Meanwhile GASCo, which the BGA belongs to and supports financially, has set up a new website at *www.gasco.org.uk*

THE CAA has introduced a new radio frequency ("SAFETYCOM" – 135.475mHz) for use at UK aerodromes and airstrips only where no specific VHF frequency is notified. If a frequency is published, pilots of radio-equipped aircraft must use that even during out-of-hours operations. For more details, see *www.caa.co.uk/caanews/caanews.asp?nid=967*

The AAIB report into a tug crash near Parham has concluded that the pilot was probably incapacitated and died in flight. It praised people at the crash site who tried to rescue him from the burning aircraft. *www.dft.gov.uk/stellent/groups/dft_avsafety/documents/page/dft_avsafety_030898.hcsp*

NEW charges for some BGA services are at *https://www.gliding.co.uk/bgashop/bgacharges.htm*. A significant increase in the instructor renewal fee is due to the greatly increased insurance cover now in place. Do please use the latest version of forms, from *https://www.gliding.co.uk/bgainfo/onlineforms.htm*

THE BGA Chief Technical Officer thanks everyone who applied for the Regional Technical Officer roles mentioned in the last *S&G*. There are still vacancies in Scotland and Northern Ireland – contact Jim Hammerton if you are interested (*cto@gliding.co.uk*)

TRIAL lesson pupils are not exempt from the new alcohol limits laid down by The Railways & Transport Safety Act for pilots and crew. If you are involved with any aspect of trial lessons, please do your best to ensure that the potential P2 is aware of the rules.

IF you have an air/ground, ground/air or air/air radio, it must by law have a licence. Details at *www.caa.co.uk/dap/radio_licensing/default.asp?page=2*

EDITION 15 of Laws & Rules for Glider Pilots will be available next year; the updated edition 14 is at *www.gliding.co.uk/bgainfo/documents/Edition14rev1.pdf*

ASTRAC have agreed to provide cash sponsorship for the 4th FAI Junior World Gliding Championships (*www.astrac.com*). Other sponsorship opportunities are available – contact *marilynhood@tiscali.co.uk*

NEW versions of Section 3 of the FAI Sporting Code and Annexes B and C, valid from October 1, 2004, are at *www.fai.org/sporting_code/sc3.asp* See also *www.gliding.co.uk/bgainfo/competitions/news.htm*

THE International Olympic Committee has chosen golf, roller sports, rugby, karate and squash for possible inclusion in the Olympic Games from 2012 which effectively rules out any short-to-medium-term chance of gliding becoming an Olympic sport. The FAI is therefore concentrating on the World Games (see *www.worldgames2005.org/en/home/index.php*).

European update

Gliding in the UK is now officially regulated under the auspices of EASA and this affects the way we all operate. The BGA is continuing to negotiate for a safe and effective framework within which gliding can flourish

IF YOU FLY gliders in the United Kingdom, you must by now be aware of the major impact that new European regulation is having on this country's gliding movement. The new rules arise from the establishment of the European Aviation Safety Agency (EASA), an agency of the European Commission, soon to be based in Cologne. As of September 2003, British gliding has been legally regulated.

The Civil Aviation Authority is responsible in the UK for this European regulation, and gliders will have to be CAA registered. In due course, new regulations will cover all aspects of our flying, including certification, maintenance and pilot licensing, although only the certification regulation is in force at present. As things stand, gliders in the UK must be either certified, or excluded from the regulation (in "Annex II"), although we have been given time to comply with the certification requirements.

UK gliders divide into three groups, and the BGA is negotiating for the best implementation deal for all these aircraft:

Gliders exempted from the regulations ("Annex II" aircraft) will remain under national regulation, which in the UK we assume means by the BGA. These are mainly old designs, or of historic significance.

Gliders in the UK before September 28, 2003 will have to be compliant by March 28, 2007 and will also have to comply with their Type Certificate. All modifications will have to be officially approved. It is not clear exactly how this might be done, given the history of BGA-approved modifications in the existing fleet, and there are conflicting views between CAA, EASA and BGA on how to proceed. The BGA has asked for all these to be treated as Annex II aircraft.

Gliders imported after 28 September 2003 should comply NOW with the regulation. A delay has been granted by the UK's Department for Transport but this is not open ended. These aircraft will have to comply with their Type Certificate; all modifications will have to be approved and in due course they will also have to be CAA-registered ("G" letters). They will also require an EASA Certificate of Airworthiness. What this means is that, among other issues, only gliders and self-sustaining sailplanes with EASA type approval are eligible for the issue of a new BGA C of A. The list of approved EU and Non EU types can be found in CAA publication CAP 747, section 1, part 2, 1.1.1 (c) and 1.2.1 (c) or follow the link via *www.caa.co.uk/docs/33/CAP747.PDF*. Glider types listed as "Not transferred" or "not listed" are not eligible for the issue of a BGA C of A until they are approved or type certificated by EASA. It should be noted, however, that at the time of going to press some apparent inconsistencies in this listing had not been resolved, although the CAA is aware of them.

In a bid to resolve some of the problems associated with potentially expensive and time-consuming approvals of modifications, the BGA is applying for Design Organisation Approval from EASA. This would allow the BGA to approve "minor" modifications. It would entail a significant cost to the Association but might also, potentially, generate some income for the British gliding movement. Some costs might also be offset by a joint venture being discussed with the Popular Flying Association.

Moving on to consider future regulation, recent responses by the BGA, Europe Air Sports and the European Gliding Union to EASA consultation on rules for pilot licensing and operations seem to have led to a positive set of proposals in its Consultation Response Document, including a European recreational pilot's licence similar to the UK NPPL, and provision for different medical standards as argued for strongly by the BGA. "Part M" airworthiness requirements, although agreed last year, are also being revised. EASA also has plans to regulate aerodrome standards and Air Traffic Services – how this latter would interact with Eurocontrol is not clear to us – and, over time, the UK CAA will decline in influence.

What all this will mean in the long term is not yet apparent but the BGA will continue with intensive negotiations at national and European levels to ensure British gliding can operate in a safe, sensible framework.



This European Update is based on a presentation by Terry Slater (above) to the 2004 Chairmen's Conference

S&G deadlines for 2005

April-May 2005

Articles, letters, *Club News*	February 8
Display advertisements	February 25
Classifieds	March 4

June-July 2005

Articles, letters, *Club News*	April 12
Display advertisements	April 29
Classifieds	May 6

August-Sept 2005

Articles, letters, *Club News*	June 14
Display advertisements	June 24
Classifieds	July 4

October-November 2005

Articles, letters, *Club News*	August 16
Display advertisements	August 26
Classifieds	September 5

December 2005 -January 2006

Articles, letters, *Club News*	October 11
Display advertisements	October 24
Classifieds	November 4

February ~ March 2006

Articles, letters, *Club News*	December 6
Display advertisements	December 19
Classifieds	January 6

Sailplane & Gliding's *Notes for Contributors*, which include guidelines for potential writers of *Club News* and the ever-popular *Club Focus* features have been updated and can be downloaded from *www.gliding.co.uk/sailplaneandgliding/news.htm*

Keep up to date

IF YOU want to keep in touch with BGA news as it happens, why not sign up to the BGA News Service?

This internet-based service delivers email alerts about all important information as it is released, in the categories of your choice. You will also receive your own copy of the Association's monthly newsletter straight to your desk.

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KARL Hock of the company producing the electric H125 Integrale winch (October-November 1998, p300) pictured at Furstenfeldbruck just before a claimed world record launch of a K-13 to 1,200m (3,937ft) AGL. The winch will be at Germany's AERO 2005 exhibition

Start planning your year here

Competitions

Dan Smith Trophy (aero)	Dunstable	2/4-3/4
Aerobatic Nationals	Saltby	16/6-19/6
Overseas Championships	Ocaña, Spain	23/5-3/6
Europeans (15m/Open)	Rayskala, Finland	4/7-16/7
18-Metre Nationals	Dunstable	9/7-17/7
Regionals	Bicester (Windrushers)	9/7-17/7
Competition Enterprise	The Long Mynd	9/7-16/7
Europeans (Std/Club/18m)	Nitra, Slovakia	10/7-23/7
15-Metre Nationals	Honington	23/7-31/7
Inter-Services Regionals	Honington	23/7-31/7
Regionals	Sutton Bank	23/7-31/7
Regionals	Lasham	23/7-31/7
Women's Worlds	Klix, Germany	30/7-13/8
Junior Worlds	Husbands Bosworth	31/7-20/8
Club Class Nationals	Lasham	6/8-14/8
Open Class Nationals	Lasham	6/8-14/8
Regionals	Tibenham	6/8-14/8
Standard Class Nationals	Nympsfield	20/8-28/8
Regionals	Dunstable	20/8-28/8
Regionals	Gransden	20/8-28/8
Junior Nationals	Tibenham	21/8-29/8
Saltby Open (Aerobatic)	Saltby	10/9-11/9
Two-Seater Comp	Pocklington	21/8-28/8
Mountain Soaring Comp	Deeside	4/9-10/9
"Turbo" Regionals	Bidford	*to be advised*
Regionals	Booker	*to be advised*

Other events

THE 2005 **BGA AGM/Conference** will return to Eastwood Hall, Nottinghamshire, on March 5-6. Book at *www.gliding.co.uk* or see the ads on page 6 (for individuals) and p32 (for exhibitors).

CAA Safety Evenings confirmed so far include: Kemble; November 25: Derby; November 29: Southampton; December 1: Brize Norton; December 6: Wyton; December 7: Norwich; January 10: Lydd; January 11: Stapleford; January 13: Fenland; January 18: Belfast; January 19: Eglinton; January 27: Netherthorpe; February 7: Isle of Man; February 10: Enstone; March 2: Perth; March 3: Newcastle; March 8: Sleap; March 9: Swansea; March 10: Bristol. Full details and an updated list will appear on *www.caa.co.uk* through *safety, general aviation* and *information*.

The **Soaring Society of America's annual conference** is from February 10-12 in Ontario, California. There will be more than 40 speakers from around the world and a 6,500m^2 exhibition. More information is available at *www.ssa.org/convention/*

THE 2005 European Championships is split into two events – the 15-Metre and Open Classes in Finland, and the Standard, Club and 18-Metre Classes in Slovakia. The British Teams are: Open Class – Russell Cheetham (Champion), Pete Harvey, Kim Tipple; 15-Metre Class – Leigh Wells, Patrick Naegeli; Standard Class – Andy Davis, Jez Hood; Club Class – Owain Walters, Jay Rebbeck; 18-Metre Class – Steve Jones, Phil Jones. The Women's World Championships take place in Klix, Germany. The team will be: Gill Spreckley, Sarah Steinberg, Liz Sparrow, Rose Johnson, Lucy Withall. The team for the 2005 Junior World Championship at Husbands Bosworth has also been decided. The top four will definitely get a place, with the next two almost certainly getting in, should enough places be available. The vote was as follows: 1) Jon Meyer; 2) John Roberts; 3) Mark Holden; 4) Ian Craigie; 5) Andy May; 6) Mark Parker; 7) Ian MacArthur; 8) Simon Barker; 9) George Green; 10) Mark Brown.

THE UK Airprox Board (UKAB) has published its eleventh report, which covers statistics for all 2003 and detailed analysis of incidents in the second half of that year. The latter included 10 airproxes involving gliders, two of which were assessed as entailing an actual risk of collision. In one case an RAF Jaguar in passed within 100m of two gliders 6km from Talgarth. The national media reported comments from the UKAB's Chairman, Peter Hunt, that gliders are difficult to see. During 2003 there were 181 airproxes – the lowest number yet recorded. An interview with Peter Hunt will feature in a future issue of *S&G*.

NEW Zealand Prime Minister Helen Clark is backing Gliding NZ's bid to bring the 2008 World Gliding Championships to Omarama, saying it would be a "tremendous event". The site hosted the 1995 worlds.

THE implementation of proposed airspace changes in the East Midlands area, approved by the CAA in August, have been postponed at the request of Nottingham East Midlands Airport (NEMA) to enable it to consult further on the proposal. The new time-frame is unknown, but it is unlikely that the airspace changes will take effect before March 2005.

THE BGA has found that the base for the EoN Cup, which is given to the winner of the Standard Class Nationals, is missing. The Pan Am Trophy, given to the third-placed pilot in the same event, appears to have been lost for some years. If you have, or know the whereabouts of, these trophies, please let the BGA office know (*debbie@gliding.co.uk*)

MANY apologies to *www.whiteplanes.com* for inadvertently omitting the credit for their photos of the 15-Metre Nationals on p32 of the October-November *S&G*. If you were tempted by the Carat in the same issue (p18), McLean Aviation have pointed out that they are the UK agents for its makers, AMS. Sorry, too, to the Ted Lysakowski Trust for missing Jon Meyer off the list of those it funded to fly at Rieti (p49).

THE winner of the BGA 1000 Club Lottery for September 2004 was P Offin (£37), with runners-up KS Davis and R Firmin (each £18.50). The October winner was GNH Chamberlain (£37), with runners-up HD Maddams and IW Breingan (each £18.50).

BGA Gliding Conference 2005

Saturday 5 March

Eastwood Hall Conference Centre, Nottingham

09:45	Coaching Review	Parallel Sessions	EASA
11:00	Hot Topic 1	Parallel Sessions	Hot Topic 2
11:30	Hot Topic 3	Parallel Sessions	Hot Topic 4
12:00	AGM of the BGA		
14:00	Exhibitions	Parallel Sessions	LX Navigation Workshop
15:00	Safer Gliding and Gliding Safety - Hugh Browning and Patrick Naegeli		
16:30	Lembit Opik MP		
17:00	Key Note Speaker - Dean Englehardt (Stunt Pilot)		
20:00	Dinner, Prize Giving, After Dinner Speech - Gerhard Waibel (Confirmed!)		



What do you want to discuss?

This year the programme includes "Hot Topic Sessions", where you decide what is to be discussed. What, in your view, is the most important issue that needs to be raised? Use the Booking Form to make your view known.

The Key Note Speaker this year is Dean Englehardt, a professional stunt pilot, with a wicked sense of humour, who crashes aircraft for a living. "Crashing Aircraft for Fun and Profit" is a very humorous, illustrated talk about the little-known career of a motion picture stunt pilot. To date he has intentionally crashed 14 aircraft , and has been featured on TV shows such as The Rockford Files, The Six Million Dollar Man, Little House on the Prairie and Cannon. Dean's film work includes Airport 79', Charlie and The Great Balloon Chase and Breakout.

In the evening, we are very pleased to be able to confirm that this year Gerhard Waibel will entertain us as our after dinner speaker. He is said to be one of the greatest sailplane designers of our time, and it is an honour to have him at the event.

To book tickets, visit www.gliding.co.uk, or call the BGA office: 0116 253 1051

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Merry Xmas to all our EW owners, we hope you have achieved your gliding goals this year and are busy planning your new flights for 2005. Good luck and a prosperous 2005 to all.

Please Note: Due to other business commitments, the office will be at times unmanned over the Winter period, please leave a message on our phone or ideally use our email service, for a more prompt reply. We apologise for this temporary inconvenience.

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Your letters

Unexpected passengers?

ONE of our members was having his K-6 inspected and C of A done. Following concerns about the integrity of glues used on gliders at this age the examiner cut away fabric at the wing roots, tips and mid span to effect checks. The glue joints were fine but at the mid span a mouse's nest was found. More correctly, a block of mouse flats.

A lot of the material seemed to be the frills and cushions and orange and yellow plastic tape. We marvelled at the quantity of stuff and the time and effort it must have taken to acquire it. How many flights had it had without contributing to the costs? Fortunately there was little damage to the structure or wing fabric but how long had it been there? Perhaps we should all set traps and check them as part of the DI.

Rod Salmon, HENSALL, North Yorkshire

Jim Hammerton, the BGA's Chief Technical Officer, replies: Finding a mouse infestation is a fairly common event and usually is eradicated without further drama. However there are certain points to consider:

– Prevention: ensure access panels are re-fitted; close canopies and doors; don't encourage vermin, by keeping the hangar tidy and free from clutter; ensure the trailer is sound; ensure all food rubbish is securely bagged and in appropriate bins and consider the services of a verminator.

– Removal: mice can destroy the internal structure of aircraft, electrical wiring (they love insulation!), furnishings, wood, foam, and so on; they also tend to relieve themselves in their nests and urine can have a very serious detrimental effect on metal and wood



Bit of a shock to find a block of mouse flats inside your wing! See Unexpected Passengers, *left...*

Gliding safety

THERE are some 9000 active British glider pilots. In 2004 (as of August 13), NINE had been killed in gliding accidents since January 1. So the chance of death is currently running at 1 in 1000 pilots/annum. This is more than twice the average British glider pilot fatality rate for the years 1977 to 1997.

By comparison there are some 60 million of the UK population all of whom are exposed to all forms of road accidents (drivers, passengers, pedestrians): 3,650 people approximately die in all categories of road accidents each year—a fatality rate of 1 in 16,400 per year.

In the highest road user risk category, motorcyclists, the latest DVLA figures show that some 690 motorcyclists are killed annually in an estimated "population" of 1.6 million riders and passengers – a fatality rate of 1 in 2,300 per annum.

The chances of death in a gliding accident are therefore some 16 times greater than in road accidents in general and some two-and-a-half times worse than the highest risk category, motorcycling.

My personal belief is that many glider pilots have lost an awareness of the pervasive presence of danger and that it does not occur to them that they are operating in an environment that not only demands that they pay attention to their own and other people's safety, but may kill them if they do not.

The suicidal mantra: "It's much safer flying a glider than driving to the club" is one of the worst culprits in this respect. Bruno Gantenbrink emphasises this in an excellent article at *www.dg-flugzeugbau.de/safety-comes-first-e.html*. He points out what many of us have sadly experienced. Very few, if any, of our companions have been killed driving to the club but we all have known a measurable number who have been killed in gliding accidents.

Whilst the BGA's Safety Committee and others have made, and continue to make, enormous efforts to improve our deteriorating situation they need a fully attentive and receptive audience.

We need to open our minds to the recognition that gliding is not *inherently* safe and that much greater and continuing pilot awareness of this critical fact is the starting point on the path to restoring a satisfactory safety standard.

Please note that I am not saying that gliding is unsafe, but that it is not *inherently* safe. It needs the pilot's input into the equation to add the necessary ingredient to confer an adequate level of safety, by flying intelligently "within the envelope".

Nor am I suggesting that we should, or even could, take all of the risks out of gliding and lower its excitement level to that of a bowls tournament. But whilst excitement and enjoyment have a place in sport, Death does not. To quote Gantenbrink: "Almost all the soaring friends I have lost have been killed due to "pilot error". Some of these errors have been silly little things, the simplest kind of carelessness with fatal consequences. They died because at the critical moment something else was more important than flight safety".

When the practitioners of other higher-risk sports, such as ski jumping, scuba diving or parachuting, prepare to leap into the air or water they do so on the presumption that a measurable element of danger is involved and that they are trying to eliminate the unnecessary risks by careful preparation and execution. I suspect that some of us when we strap into the cockpit do so with the presumption that we are entering into a safe environment ("so much safer than that smelly old M25 on which we drove to the club") and that danger is not present.

If you start with the presumption of *unsafety* you are much more likely to be a *safer* (and longer-lived) pilot

Peter Hearne, WATERINGBURY, Kent

(This letter represents the personal views of the writer and not necessarily those of the BGA)

Pete Stratten, BGA Chief Executive, adds: A new analysis of gliding accidents, which included the sobering fact that the fatal accident rate is continuing to rise, has enabled the BGA to start work on a strategic overview of flight safety. This long-term initiative is initially addressing the three significant fatal accident causal groups, which are winch launching, spinning and mid-air collisions. Gliding is a risk sport and it is the responsibility of the individual to make sure we manage the risk based on experience and knowledge to look after ourselves and others around us. We should also consider that those who do not understand or accept the risk that may apply to a particular activity should be protected from it, even if that means that they do not fly

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk *or the address on p3, including your full contact details. Deadline for the next issue is* ***December 7***

Get out your tape recorders

AS the BGA celebrates its 75th anniversary and the few remaining founder members of our sport are of advancing years, can I make a suggestion that we try to record as much as possible of their memories of the early days? I know some people have done some good work in this area with video and audio recording, but I think we should make more of an effort to seek out the pioneers and spend an afternoon with them and a recording device.

We might have to rely on one level of hearsay, if the original is no longer with us. For example: I was privileged to know the late Ernie Lingard who was a contemporary of Amy Johnson at the London Aeroplane Club. But he fell among glider pilots and had worked for Lowe Wylde at the BAC factory at Maidstone. He then rose to the exalted rank of the position of Instructor and Club Captain of the Bedford Gliding Club (Site: that one hill in on the Bedford-Luton road!). I could tell that he was an early glider pilot, because his logbook totals were in Hr, Min and Seconds!

So, teenage plastic pundits, next time the older person wants to reminisce don't glaze over, but get out the recorder and help preserve our history.

Mark Wakem, BROUGHTON, Cheshire

Glider trailer brakes

I HAVE observed recently that while most glider pilots work hard to keep their sailplanes in good condition, they often badly neglect maintaining their trailer brake systems. That is not only illegal when being towed by most mid-sized automobiles (check your auto's operation handbook

tailoring restrictions), but it can easily result in unnecessary road accidents.

Almost all modern glider trailers come equipped with a telescoping tongue that automatically apply its surge brakes when an aft force is applied to the trailer coupling ball. The telescoping tongues are equipped with grease fittings that should be serviced every year to keep the hitch's sliding action free. However, that alone does not ensure that the brakes will work.

Most glider trailers are equipped with simple and old-fashioned mechanically-operated brake systems that work fine when properly maintained. During braking, the aft motion of the hitch forces a brake actuation rod under the trailer to tighten, and thereby to actuate both trailer wheel brakes simultaneously.

The common problem there is that the length of the brake actuation rod needs to be shortened a bit each year or so to make up for the wear on the brake shoes. There is a turnbuckle on the actuation rod under the trailer and ahead of the axle where that needs to be accomplished.

These simple mechanical trailer brakes are not self-adjusting, as they are with modern automobiles. If one does not tighten the brake rod periodically, the full travel of the sliding hitch coupling will be insufficient to operate the trailer wheel brakes.

While you are working under the trailer, oil the metal parts to stop them rusting. Ordinary motor oil works fine there.

Dick Johnson, DALLAS, USA

Jim Hammerton, BGA Chief Technical Officer, replies: This letter from the US applies equally in the UK. Most car braking systems are only designed to cater for the extra additional load of an UNBRAKED trailer as specified in the handbook. There is a weight limit of half the kerb weight of the vehicle or 750kg, whichever is less. A glider trailer is most certainly more than this so a serviceable trailer braking system is essential. More advice published by the BGA can be found in the AMP manual Leaflet 4-10 *and* Laws and Rules for Glider Pilots, *section 11*

Devastation at Doncaster

TED Hull's letter (*Cash Crops*, October-November 2004, p10) rang a strong chord just a few weeks after it happened to me. I've fallen down seven times this summer (yes, okay, I'm a muppet) and met six farmers in the process. I'm always polite and immediately apologetic, aware that I've invaded their land and, to be honest, I find it a bit embarrassing. I offer compensation, which always gets turned down. I've never damaged anything (pride aside) and have done my best to cause the farmer the minimum of trouble whilst I'm on their land. I've been on two retrieves where the farmer brought out a vehicle to help retrieve from tricky fields. However, my last flight was a different matter.

The farmer, somewhere near Doncaster, was immediately angry with me and nothing I could do was able to placate him. He demanded £50 up front and had a truck across the gate to stop us leaving with the glider. His dog was a bit nasty too and worried me. What galled me the most was when he said: "Look at the devastation you've caused". It was a flat, brown, empty field (see above), and I landed short.



Paul Machacek didn't enjoy his seventh field landing this year. See Devastation at Doncaster, *below left*

There was a smirk across his face, though, when he saw my money. Discussions on the Saltby newsgroup afterwards suggested a phone call to the Inland Revenue, or refusing to retrieve claiming that the farmer would be liable for any damage we'd find to the glider if and when we came back. After all, he doesn't want it in his field anyway. But we just left. If I had upset him then he'd probably only go and take it out on the next glider pilot he meets. And knowing my luck that could be me!

I found his dog particularly worrying as a friend of mine had an Alsatian clamp down on his arm as he walked up to a farmhouse in May. In today's increasingly litigious society I guess he could have claimed something there, but to what end?

We need to maintain a good relationship with the landowners and workers, because it is inevitable that we'll meet again.

Erm, especially for me.

Paul Machacek, *via email*

One Swallow...

CAN I please apologise to Fred Ballard (*Wooden gliders and plates*, October-November 2004, p10) for misidentifying his glider as a SF 27 (more or less wood, but with a steel frame fuselage) when it was in fact a K-6cr (definitely wood and fabric). I'm afraid I didn't see him land at Lasham, so I was going on secondhand information. I do hope that he will fly from his home club, Nympsfield, to Lasham to reclaim the Wooden Plate at the next available opportunity, so that I will have the chance to repeat my flight in our Slingsby Swallow. Oh, and thanks for the aerotow, Fred!

This Swallow was rescued and restored to flying condition by a group of vintage glider enthusiasts at Lasham after spending several years hanging from a museum roof. There are still some small holes in the centre section fairing through which the suspending wires ran. Apart from a Cair electric vario (the designer/maker is a member of the syndicate) it is fitted only with basic instruments. Nevertheless, it has achieved a number of fairly epic cross-country flights, most notably a 300km triangle in the hands of Ray Whittaker that won an award for the best cross-country of the year from Lasham against several 750kms in glass.

However, if the bureaucrats of EASA and Eurocontrol get their way, it will probably become necessary for a fully licensed professional aircraft engineer to fit "approved" radio transceivers and Mode S transponders to all gliders at a probable cost in excess of £3,000. For the Swallow, unfortunately, this could not be justified, as it is several times the value of the glider, so it would either have to be returned to a museum or burnt. Ditto for many other vintage gliders, even if they are able to satisfy future airworthiness requirements.

I really hope that a way will be found for vintage gliders to not only fly locally but cross-country as well, as many of them were originally designed to do, without the need to fit all these expensive and unnecessary gizmos. Even better if all gliders could be exempted!

Derek Copeland, *via email*

BGA Chief Executive Pete Stratten replies: cost justification is one element of the discussion we are currently engaged in with both the CAA and EASA

A different viewpoint on comps

IN common with, I suppose, about 75 per cent of UK pilots, I've never had much interest in competition flying. Reading your correspondence pages I now realise that this is probably a good thing, as I obviously don't have the temperament for it.

Geoff Guttery, PRESTON, Lancashire

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Maintaining your own glider: *dos* and *don'ts*

IT HAS been a long-established tradition in UK gliding that glider pilots who own their own aircraft have carried out some of the maintenance themselves. The British Gliding Association's *Laws and Rules for Glider Pilots* is reasonably vague on this subject.

In the world of powered aircraft, including motorgliders, pilot maintenance within prescribed limitations is allowed, and this will be extended to new gliders when they are issued with a Civil Aviation Authority Certificate of Airworthiness.

To regularise this across the remaining fleet of BGA-registered gliders the BGA Technical Committee has approved the extension of Pilot Maintenance to all privately owned gliders. There are a few simple limitations and guidelines.

There are currently two lists of prescribed tasks published:

CAA CAP 520 section 5, Appendix 1, and *EASA regulation 2042-2003, appendix VIII (page 47-48).*

Eventually the CAA list will be withdrawn and replaced by the EASA (European Aviation Safety Agency) list. If you look at the list of tasks it will be seen that the EASA list was developed from the CAA list. The BGA are seeking to expand on the EASA list during the consultation on Part M – the European regulation covering continuing airworthiness of aircraft.

What is allowed (summary)

Replacement of tyres, skids, wheels, batteries, seat harnesses, windows, bulbs, cowlings, spark plugs, radio equipment, safety wiring and split pins (except those used on flying and engine control systems); some instruments, general lubrication and servicing and minor fabric repairs. Minor non-structural repairs. Rigging is included in the list of allowed tasks. Minor maintenance checks such as 25 and 50-hour inspections. Refinishing the decorative coatings (check weighing).

For a full list, see the relevant documents available to download from the CAA and EASA websites. These are linked from the technical section of the BGA website, *www.gliding.co.uk*

What is not allowed

Anything that constitutes a complex maintenance task, as defined in EASA regulation 2042-2003, appendix VII (page 46), C of A renewal certifications, structural repairs, adjustment of controls, damage assessment and anything outside the list of prescribed tasks. Certification of a Mandatory Inspection or Airworthiness Directive. Weighing of aircraft. Replacement of engines or propellers.

Recording

The details of the maintenance should be entered in the glider logbook and signed as owner with pilot licence number if you have one. If in any doubt ask the advice of a BGA inspector. Any maintenance outside the list of prescribed tasks must be countersigned by a BGA inspector.

It is important that all maintenance is recorded to establish and maintain the complete history of the aircraft. This will aid you, as owner, to remember what was done and when, and will help reassure any prospective purchaser that the maintenance history is complete when it comes time to sell and upgrade.

What about club aircraft?

Normally, club aircraft are not privately owned, and this is one of the criteria for eligibility of pilot maintenance. Maintenance on club aircraft (or aircraft used by the club) should be certified by a BGA inspector. Obviously, very minor defects found on the DI such as a missing or loose screw would not be a problem, but anything else must be completed by a BGA Authorised Inspector.

Rigging your aircraft

Although rigging is included in the list of prescribed tasks there is no change to the established practices of rigging, installing batteries, etc, as part of the normal pre-flight procedures.

Pre-flight rigging does not have to be certified in the aircraft logbook. It should be recorded in the DI book as part of the Daily Inspection if the aircraft was rigged as usual. Normal pilot adjustment of controls such as rudder pedals is unaffected.

Club procedures for rigging aircraft are unaffected and this can be completed as always, with a competent person supervising and recording in the DI book.

Unless your particular club has a policy or established practice, a duplicate inspection is not required for rigging a glider.

Further advice

Talk to your inspector if you are unsure about any maintenance. He/she will be best placed to advise you on maintenance issues. The pilot maintenance scheme assumes that the person carrying out the maintenance is a competent person and sufficiently skilled to carry out the task. If you are not sure – ask.

Jim Hammerton
BGA Chief Technical Officer

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Chairmen's Conference

MORE THAN 70 people, representing nearly 50 BGA member clubs, went to this year's conference for club chairmen, at Husbands Bosworth. As the event's usual organiser, Roger Coote, was ill, it was run by Diana King, the Development Committee chairman.

After a welcome from BGA Vice Chairman Mike Jordy, delegates heard about the new BGA Safety Initiative from Patrick Naegeli, who is leading it, and from Hugh Browning, who has analysed gliding accidents in the UK. A lively question-and-answer session ensued. This was followed by an update on the BGA's coaching operations from Chief Executive Pete Stratten, Chris Riley's ideas for a regional centre of excellence, and news of the Caroline Trust from Pete Roberts.

The keynote session, on motivating and retaining members, focused on Midshires GC, an imaginary club so true-to-life that several chairmen suspected their club was its model. Three examples of good practice, from Dave Martin (Derby & Lancs), John Dickinson (Stratford) and John Williams (Scottish) were offered before seven syndicates were asked to consider Midshires' problems – including poor utilisation, conflict between trial and instructional flights, low morale, and abysmal launch rates. The seven groups were led by Val Roberts (Needwood Forest), Charles Carter (Midland), Roy Woodhouse (Norfolk), Robbie Robertson (Black Mountains), Dick Dixon (Southdown), Roger Crouch (Windrushers) and John Rogers (Cambridge). After lunch and feedback, the event closed with topical briefings on child protection (Phillip Burton), glider insurance (John Birch), and the European Safety Agency (Terry Slater).

Clubs represented: Bath, Wilts & North Dorset; Black Mountains; Booker; Bristol & Glos; Buckminster; Burn; Cambridge; Cotswold; Dartmoor; Derby & Lancs; Dorset; Dukeries; East Sussex; Essex; Essex & Suffolk; Kent; Lasham; Lincolnshire; London; Midland; Needwood Forest; Nene Valley; Newark & Notts; Norfolk; Oxford; Peterborough & Spalding; Portsmouth Naval; RAFGSA; Rattlesden; Sackville; Scottish; Shalbourne; Shenington; Shropshire; Southdown; Staffordshire; Stratford; Surrey Hills; The Soaring Centre; Trent Valley; Upward Bound; Welland; Windrushers; Wolds; York and Yorkshire

Left, from top: Charles Carter (Midland) prepares group feedback about converting trial lessons to full members; another syndicate puts its thoughts on flipchart paper; Dave Byass (Booker) makes a point in group discussion; the syndicate led by former BGA Chairman Dick Dixon; Robbie Robertson (Talgarth) gets his presentation ready

Right, from top: Dave Martin (Derby & Lancs), waiting to speak, is pictured next to Dave Ruttle (Lincolnshire); BGA Chairman David Roberts (standing) sums up; Diana King ran the event in the absence of Roger Coote; One of the seven syndicate groups in conference; BGA Vice-Chairman Mike Jordy (left) in discussion with John Birch, a member of the BGA Executive Committee











What do you want for Xmas?

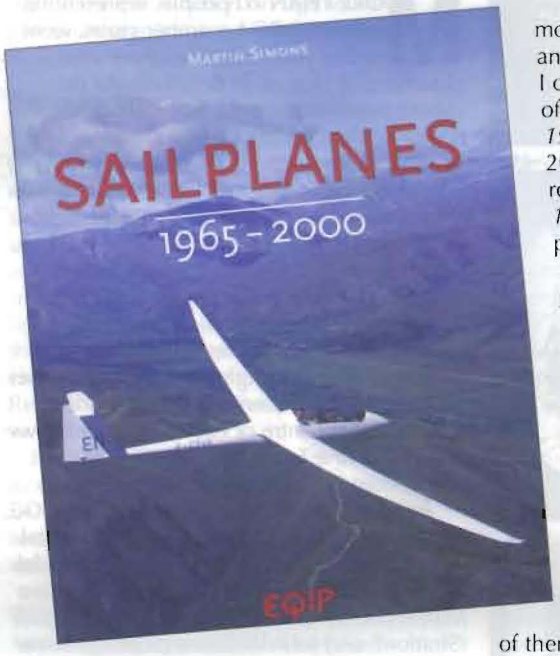
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Phil Walsh



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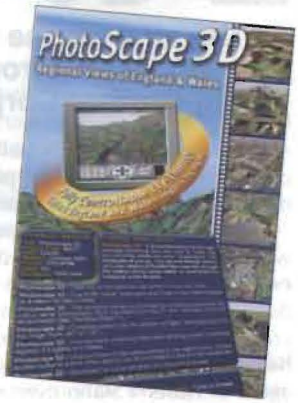
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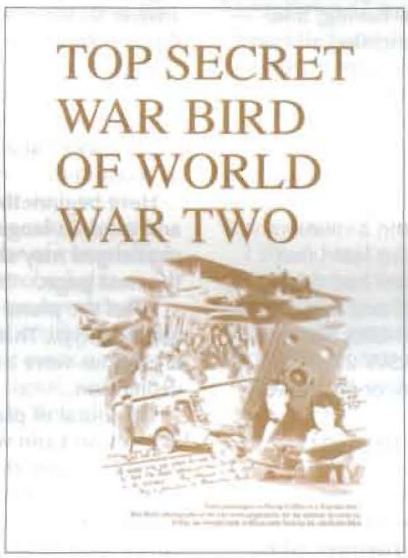
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THIS DVD offers you virtual landscapes of England and Wales. You fly over your chosen area to explore it at your chosen height and speed. One region (effectively a county) is available for £24.99; further regions can be purchased on-line for £12.50 each. The rendition is quite good, though we found screen refresh a fraction slow. Glider pilots could use it to go ridge running or view a potential cross-country. This isn't, though a flight-sim (no joystick) nor a conventional flight planning tool. www.bluesky-world.com



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Extreme Gliding Calendar

THOSE chaps down in New Zealand have been hard at work during their winter putting together a new gliding calendar. Readers of the New Zealand articles in the last two S&Gs *wilt instantly recognise the style of Marty Taylor's photos – the picture (right) of a Perlan Project pilot is one that* hasn't *made it into the calendar. This will be a limited edition A2-sized production printed on photographic quality card. It costs 49.95 NZD (c. £19) and you can order on line using PayPal at* www.extremegliding.com

For more of Marty's photos, turn to p34





SEGELFLUG-Geschichten *by Peter Selinger is more than a catalogue of all gliders and sailplanes at the Wasserkuppe museum; it also gives an insight into gliding's development from Lilienthal to first-generation fibre-glass. With 276 photos (30 colour) it's worth a look even if you can't read German. EUR 20 incl. p&p from* www.segelflugmuseum.de



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The all-purpose weather prognosis from the Big Brother Corporation

AT THE height of Joseph Stalin's Terror, ordinary workers could be permanently disappeared by the Soviet secret police for "sabotage," when all that had happened was a simple accident, like a derailment or engine failure. Mikoyan, the famed aircraft designer, was nearly executed because the crashes suffered by his well-conceived but hastily–built MiGs proved him to be "an agent of Hitler". Stalin even suspected Russia's meteorologists of trying to sabotage Soviet aviation and agriculture by issuing weather forecasts that were wrong. Mercifully, after a visit by Marshal Voroshilov, Uncle Joe's Number Two for many years, the Soviet metmen were judged to be doing their (admittedly not very good) best, and the death squads were called off at the last moment.

How the Marshal arrived at that unusually humane and rational conclusion I don't know; after all, Soviet economic forecasters were regularly hauled into the Lubyanka and beaten up, or worse, for delivering predictions that Stalin didn't like, and that's a very similar job to weather forecasting, you might say.

However, if the meteorologists had been regularly jailed, tortured and threatened with death as a matter of policy, one wonders what sort of forecasts would have emerged:

"Tomorrow will have, er, bright or sunny intervals with a 50 per cent chance of rain in some regions; winds variable, occasionally gusty, etc".

Hang on, isn't that just the sort of forecast we get on TV pretty well every day? What is the BBC doing to the poor guys?

High-Fives for Jack – well, just this once

We don't drag our gliding forecasters into the Lubyanka (a place which I actually went and saw in Moscow last September – it looks quite pretty in salmon-pink and white) for getting things not quite right, but we do inundate them under a deluge of whingeing. Like leeches, the whingers are always with us, a hardy breed.

Jack Harrison gave a top rating of five to one particular Friday this last summer and the next morning I sent him a rather grudging email to say that I supposed in retrospect it was possibly worth a five, but for myself I'd had a difficult day. My little trip up to Sutton Bank and back to Dunstable in the ASH 25 was not a walkover, and I heard scores of other people on the radio belly-aching about what a hard time they were having; final legs of tasks were being cancelled all over the place. (That's the trouble with triangles: it's far too easy to chicken out and come home from the first turn. I have always preferred out-and-returns, since once you get to the first turn you've just got to get home. Burn your boats!)

It must therefore have been a moment of great satisfaction to Jack to learn that on this day Russell Cheetham had done 1,000km in his ASW 22BLE and that Ed Downham had done the UK's first ever 800km FAI triangle in his ASW 27.

That shut us up. For a day or so, anyway.

A singular question

Plat does have a bulging postbag (even if one excludes those obviously misaddressed letters demanding overdue payment with menaces, or starting: "*Sir, My daughter informs me*... and ending... *don't bother to provide a horse-whip, I shall bring my own.*") Some are light-hearted and others deadly serious.

In the first category, Guy (Husbands Bosworth) writes:

"I was away with a group of very old friends for the weekend... dinner was already in its later stages and I walked in. Twelve people were debating the plural of platypus. It had been initiated by a disagreement over the official answer in a quiz.



What is the BBC doing to the poor guys?

This morning, even alcohol-free, breakfast also was similarly spent. Can you please urgently help by providing the definitive answer so we may have at least one meal this weekend platypus-free?"

You'd hope the HusBozzers would have something more exciting to do with a boozy evening and a sober morning, but never mind. I shall tackle the problem as requested.

Here beginneth a lesson in ancient and modern languages; the linguistically-challenged may skip to the next item – or the next page.

What the plural of platypus certainly is **not** is *platypi*. That would only be the case if platypus were a Latin word, second declension.

The plural of platypus, if it were a fifth declension Latin word, would be platy*pus*, the last syllable rhyming with goose. (Pay attention now, there'll be a written test.)

However, platypus is constructed from Greek, and the *-pus* part comes from the word for foot, *pous*. It literally means flat-footed, which doubtless says something about my prose style, or the way I walk.

Platypoda (Oxford English Dictionary) is a promising candidate for the plural, but it really means all the varieties, species and genera, of which your *platypus* is just one. So your *Crocodile Dundee* guide to Aussie wildlife might say: "There's a wonderful assortment of *platypoda* in this swamp, mate." He would not say, if he saw a male platypus and a female platypus doing what comes naturally: "Hey, those naughty *platypoda* are at it again!"

So the search for a proper plural is still on. Referring to my constant companion for 57 years, the *Liddell & Scott Greek-English Lexicon*, I find that the Greek for feet is *podes*. So it should be *platypodes*, not to rhyme with Rhodes or toads but, of course, with Antipodes. Which is appropriate, being as how that is whence the wee critter hails.

For myself, pedant though I am, I believe that once a word enters the English language and is in common use, it ceases to be a

foreign word. So for me the plural of platypus is *platypuses*.

Madam Editor insists on her prerogative, the last word:

"As for that quite different animal, Platypus with a capital P, all talk of plurals is idle. There is only one – Thank God!"

Collision avoidance – progress?

On a more sombre note, in December 2003 I received this from Dr John Crawford, who is a particle physicist living in Switzerland and flying at a Swiss gliding club:

"Originally from the UK, I read your column *(December 2003-January 2004, p16, in which Platypus referred to a non-fatal mid-air collision)* with more interest even than usual, but for sad reasons: my club here in Switzerland has had several mid-airs recently, in our case two since 2001. We lost three pilots. In each case a two-seater of ours was in collision with a single-seater belonging to someone else; in each case, the single-seater pilot "hit the silk" successfully. In the first, neither of our pilots was able to do so; in the second, only the rear-seat pilot was. Each collision thus involved "at least one death" as you put it.

"These miserable events have started me and some colleagues thinking about what technology could do to help. As a result, four schemes have been discussed. Let me list them in (ascending) order of complexity:
1) All gliders should carry strobe lights.
2) We all carry cheap, low-power radars (they do exist) to warn us of anything nearby.
3) We all carry a gadget that emits a constant, low-power radio signal, with the glider's altitude coded into it. Any glider close enough to hear the weak signal makes a comparison between the heard altitude and its own; too close a match triggers an alarm. The point of doing it this way is that a hundred-metre near-miss vertically is comfortable; a hundred-metre near-miss horizontally is not. The vertical warning zone would be set by the altitude comparison, the horizontal one by the range of the (weak) transmitter. In principle, I think I know how to do all this, but I accept that the devil is in the details.
4) Rolls-Royce version: we all carry GPS, and we all transmit a position several times each second. All this data goes into an on-board PC (I said this was the Rolls-Royce way) and an impending close approach sets off an alarm."



A database of dangerous obstacles

Dr Crawford sent me another email in September 2004:

"I'm sure you'll be interested in the FLARM scheme, which is now on the market here in Switzerland. The website is *www.flarm.com/index_en.htm*. Basically it is what I called the Rolls-Royce idea: GPS in every glider, all talking to each other. Beyond that, there is a database of dangerous obstacles such as cables, which also generate alarms. My own club (Segelfluggruppe Fricktal) is going to equip all our gliders, at a cost of (I'm told) CHF900 – approximately £400 – each.

"Information is displayed on ten LEDs, corresponding roughly to the direction of the target; that means within 15° ahead, much coarser astern. There are three grades of visual indication, the lowest corresponding to "more than ten seconds" to impact, the highest ("immediate") to a few seconds. There is an update each second, and an audio warning."

I am glad the transmission-of-altitudes idea had fallen by the wayside. Since fully-ballasted contest gliders dive and zoom as much as 1,000ft in seconds when lift and sink are strong, I felt that solution was a waste of time.

I should make it clear that Dr Crawford had no connection with the development of FLARM: the new system just happened to be in the gestation process at the time he was speculating about the idea.

My current understanding, from reading the (less than perfectly-translated) text on the website, is that the FLARM system cannot immediately be used in other countries without prior permission from the governmental bodies that regulate radiocommunications in each case. So there is no point in your rushing out and buying one unless you plan to fly in Switzerland. Besides, the whole point must be that a high critical mass of users in any area – ideally 100 per cent – is necessary for the idea to work at all. It would be necessary to equip even trainers and early solo gliders and not just high-performance machines (as Mr Crawford says "ALL our gliders") since many collisions, like car crashes, occur near to home.

What I don't know about FLARM is the extent to which it has been tested live in the air over Switzerland, and in a range of situations: the busy ridge, a crowded gaggle, a routine club operation with a mix of tugs and winches, a team cruising fast near cloudbase, a contest finish and so on. The science of the interaction of the human eye, ear, hand and brain with sophisticated information sources and the outside environment is still in its infancy. When is a piece of information a distraction? What might constitute "information overload"? That uncertainly means we should avoid extreme knee-jerk reactions, whether: "This means there will be no more collisions" from the Utopians or: "This will make mid-airs more likely" from the reactionaries.



Happy to fly with anybody

Two guarded responses so far, from a great young UK pilot and a great old US pilot respectively: "Interesting. It seems like a short-range combination of Traffic Alert and Collision Avoidance System and Enhanced Ground Proximity Warning System. I think it definitely merits trying out. In Switzerland gliders get forced into the same areas/altitudes by the terrain, and conspicuity of aircraft is poor above the snowline. I wonder what would happen in your average 40-plus glider competition thermal? I also feel that some collisions occur when in plain view – the pilots just misjudge the distance/closure rate/intentions of the other. Or they fly just too damn close." and "I would suggest of limited use since I would imagine one would have to turn it off in gaggles where most of the mid-airs I know of personally have occurred (I assume that there is both an audio and visual alarm?) Probably not suitable near a club site for reasons of too much traffic? Can it identify only ships on or near your altitude? Would be very useful in Alpine flying if it can pick up wires reliably, maybe also for approaching ridge runners?"

Rather than guess how it might work, we should soon start getting hard data on how it really performs, and how effectively pilots can interact with it. More to come on this vital topic.

Platypus takes a back seat

After 47 seasons at London GC, Platypus will be retiring from flying as Pilot-in-Charge at the end of 2004. From spring 2005 onwards he will still be happy to fly with anybody who can tolerate an old has-been offering sandwiches, drinks, peebags, anecdotes and unwanted advice from the other seat. He still intends to write the Platypus column until he is fired from his unpaid post at *S&G*, so will need to stay close to gliding activities here and around the world. **mdbird@dircon.co.uk**

PS The ASH 25 and a tenth share of a T-21 are now on the market – I thank Madam Editor for the free plug!

The Platypus Papers: 50 years of powerless pilotage *(hardback, 160 pages and 100 Peter Fuller cartoons) costs £19.95 + £3.50 p&p – buy at* www.gliding.co.uk



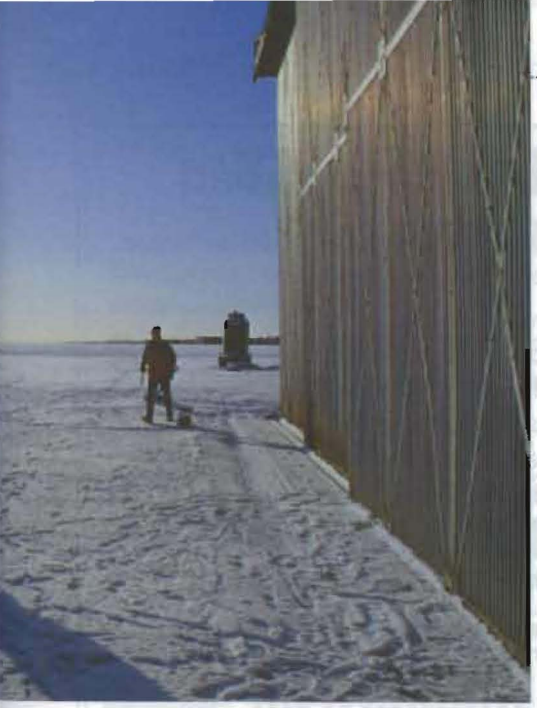


Winter flying









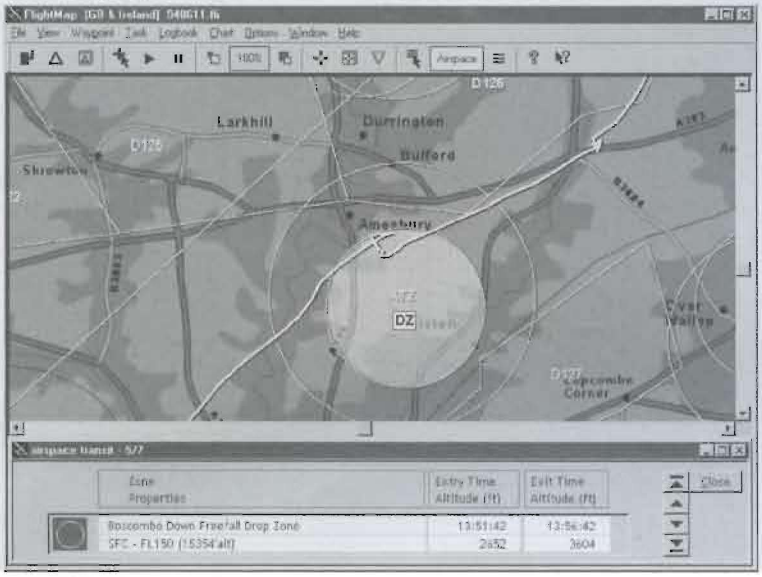


DON'T huddle over your radiators in the UK this winter: check out the fun to be had when there's a nip in the air and snow on the ground. Clockwise from top left:

Flying over the snow-covered mountains of the Brecon Beacons National Park in Wales. "It's a beautiful area to fly over," says the South Wales GC pilot who took this photo, "and with the snow on the ground, it was absolutely fantastic" (Simon France)
Preparing to open the doors of Lasham's massive hangar (Paul Haliday)
Just one reminder of summer: Adam Clark and Rebecca Ward take Viking T Mk1 for the first launch of the longest day (05.20hr) at 621 Volunteer Gliding School, which is based at Hullavington (Chris Williams)
K-13 on approach at Lasham in February 2004 (Steve Kirby)
The countryside around Talgarth in last winter's snows (Robbie Robertson)
Two brave (and well-wrapped up) individuals in a T-21 at Seighford (Paul Cooper)
The windsock at Yorkshire GC's hilltop site, Sutton Bank (Alex May)
A Rufforth K-13 over nearby York Minster (courtesy of The Evening Press, *York)*







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Illustration shows the airspace transit viewer that displays a map of each transit together with the corresponding times and altitudes from the flight.

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June 2005: 6th, 13th, 20th, 27th
September 2005: 5th, 12th, 19th, 26th
October 2005: 3rd, 10th, 17th, 24th, 31st
November 2005: 7th, 14th, 21st, 28th
December 2005: 5th, 12th, 19th, 26th

The glider is available for hire for a minimum period of a day, with no maximum period. Hire fee is £65.00 per day.

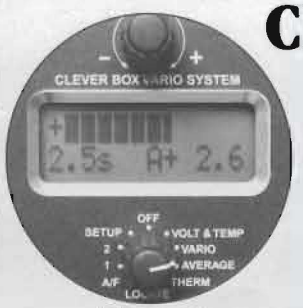
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From top left: SZD-22c Std Mucha, a popular Polish ship; the replica Hols de Teufel on the winch, its hang-glider vario on the strut, and towed by a Gawron tug; two SZD-8 Jaskolka, the blue one is from the UK, the yellow is Zbigniew Jezerski's, who ran the rally; Chris Wills (rear seat) tries the SZD-10 Czapla; (top) Moswey III





Soaring

A warm welcome, perfect organisation and fine soaring made the VGC Rally's first visit to Poland one to remember, says Jochen Ewald

MEMBERS of the international Vintage Glider Club (VGC) aim not only to preserve the history of gliding, but to keep it alive. More than 30 years ago, vintage glider owners led by Christopher Wills formed this British club to preserve old sailplanes in airworthy condition – certified and flown. This growing community soon embraced builders of replicas of famous vintage types, and even aeromodellers, who allow the very earliest gliders to fly again. With around 1,000 members all around the world, the VGC is these days one of the largest gliding clubs in the world.

Every year, its members meet in Europe for a big family reunion – the International VGC Rally. This year, the new EU country of Poland hosted the rally for the first time, and everybody was delighted by the perfect organisation and fine soaring weather as well as the warm welcome they were given by gliding aficionados and the Polish public. After a Rendez-Vous at the historic sites of Jelenia Gora and Jezew (the former Grunau), the 32nd VGC Rally was held during the first week of August at Gliwice airfield. It was attended by more than 120 historic gliders and about 450 pilots, helpers and family members. On the airfield, you felt like a time-traveller, transported back 35-80 years. Each morning, a huge representative cross-





in Silesia

section of gliding history first filled the aero-tow and winch launchpoints then, with the help of organiser Zbigniew Jezerski and his perfect Aeroklub Gliwice team, soon disappeared into their element to crowd the Polish skies as they might have done years ago.

It's impossible to pick out the stars of the show, because each of these perfectly and lovingly restored aircraft is a star. Of special interest, of course, the Polish types – some of which were quite unknown to the gliding scene west of the former Iron Curtain, like the SZD-10 Czapla, the only airworthy example of the early 1950s Polish trainer, restored just in time to fly at the rally. Admiring glances also went to recently built flying replicas. The replica of the 1923 Alexander Lippisch-designed Hols der Teufel (the version revised by Hans Jacobs in 1929) was built by Czech Jiri Lenik, who brought his wonderful nacelled SG-38 replica, too. Another little charmer was the Hütter H28/2 Kurier, built by Werner Kaluza at Warburg in Germany. Both gliders are currently the only airworthy, certified examples of their type.

As well as flying, social life during the meeting was a great success. Our hosts put on a wonderful Polish Evening with local food and entertainment. Poland is a very interesting country – a fine place to take a holiday, with or without glider!

After a perfect rally, the vintage family had to say its farewells for another year – and thank you to a wonderful organising team. We will meet again between July 27 and August 6, 2005, in Germany at Eggersdorf airfield, near Berlin, after a Rendez-Vous at Oerlinghausen the week before.









Clockwise from top left: Focke-Wulff Kranich III; Scheibe SF-26; Hutter 17A on the ground and sideslipping on approach (it has no airbrakes!); one of three remaining SZD Kobuz 3; the little Hutter H28/2 Kurier; French M200 above the unique Polish SZD Halny world record two-seater

Photos by Jochen Ewald





Norfolk racing proves its worth

Mike Jefferyes reports on an Inter-Club League final where Pocklington's old eagle and Tibenham's young hero stole the show...

THE Inter-League Final is usually held on the August Bank Holiday weekend, giving us three possible contest days. Of late, this has become difficult as more and more clubs run competitions at this time. However, this year the Gransden Regionals was held earlier and so, after many years of hoping, a rare opportunity arose to ask them to host the 2004 Inter-Club League final, on September 4-5. We were delighted when they enthusiastically agreed. Their Regionals team were called back into action, giving superb support to Colin Cownden, who took on the role of contest director.

For the first time since 2000, seven full teams arrived for the Final. Pocklington attended for the Yorkshire League, Aquila (Hinton, their first Final?) for Midland League, Norfolk (Tibenham) for East Anglia, Dunstable for the Eastern League, Lasham for Southern, Wyvern (Upavon) for South Western and Bristol & Gloucestershire (Nympsfield) for the Rockpolishers League – all grateful for the prospect of two contest days, with distinctly better forecasts than the three-day Bank Holiday had enjoyed.

Saturday was hot, largely blue and late to get going. Pundits and intermediates were launched, but novices scrubbed. Best speeds of 64km/h indicated the degree of difficulty. Six pundits finished their 216km quad (via GAB, PIC, PET) led by Lemmy Tanner (LS8-18) for Nympsfield, who reported operating heights from 1,400-2,500ft in the blue. However, speeds were so close that even 4th place scored 974pts for the day. For the intermediates, Michael Rubin of Lasham (Discus) was first of three finishers of their 186km triangle (via PIC and PET). Club scores at the end of day 1 showed Aquila tied first with Nympsfield (10 equivalent League points), closely followed by Lasham, Pocklington and Wyvern (9 points). Clearly all was to play for on day 2, which began by offering similar weather prospects, but with an easterly rather than a westerly. A slow start in blue conditions eventually gave way to good cu to the north. Pundits were set 195km via CWA and NOR, intermediates 157km via NOW and NOR, novices 102km around RUS and NOR. Just two landouts from 21 competitors and achieved speeds over 90km/h reflected improved conditions, with Mark Davis of Dunstable (Discus) leading pundits and Michael Rubin winning his second day for the intermediates. Star of the show was Norfolk's secret weapon, young Tom Smith, fresh from his Juniors success, who won the novice task at the day's highest speed of 95.15km/h (LS8-15, unballasted)!

Overall scores showed that Tony Kendall (Eagle 2) had put Pocklington second in the novice class. Their intermediates, Rob Nichols and Charlie Tagg, gave a combined weekend score also in second place – enough to put Pocklington third overall with 14 league points. Lemmy Tanner's second place on day 2 kept Nympsfield in the lead in the pundit class for the weekend. With 4th places for the weekend in intermediate and novice classes, Nymspfield took second place overall with 15 league points. Tom Smith's win for Norfolk in the novice class, plus Ray Hart's two days in third place, gave a consistency that translated into second place for the weekend. With 5th place for their intermediates, Norfolk got 16 points overall and a narrow lead in a very closely fought contest. Congratulations to the Norfolk team – League Champions for 2004.

Congratulations also to all the teams for a well-flown contest, with some travelling many miles for the two-day event, made so successful by the fortunate weather and the sterling efforts of the Cambridge team.

Mike (*Mikejefferyes@stemme.co.uk*) adds: many thanks to Cambridge for making us so welcome, allowing us to share their wonderful airfield, to the organisers working hard with met, task-setting, launching, scoring and general control, together with very welcome catering, which gave us such a successful, enjoyable weekend. Very many thanks, also, to Colin Cownden, who as director ensured that nothing was forgotten, that everything was done so effectively and that the weekend was such a resounding success



The winning team (L-R): young hero Tom Smith (who won a day at the Juniors in his first rated contest, as well as an ICL Novice task); Ray Hart (with trophy); Martin Aldridge; Tim Davies; and Andy Smith (team boss). Anyone needing help for ICL 2005 (there is talk of restarting the Northern League) should contact:
Mike Jefferyes
Tanglewood
Fingrith Hall Rd
Blackmore
Ingatestone
Essex CM4 0RU
01277 823066

Inter-Club League 2004

Place	Club	League	Points
1	Norfolk	East Anglia	16
2	Nympsfield	Rock Polishers	15
3	Pocklington	Yorkshire	14
4	Lasham	Southern	12
5	Wyvern	South-Western	10
6	Aquila	Midland	9
7	Dunstable	Eastern	8

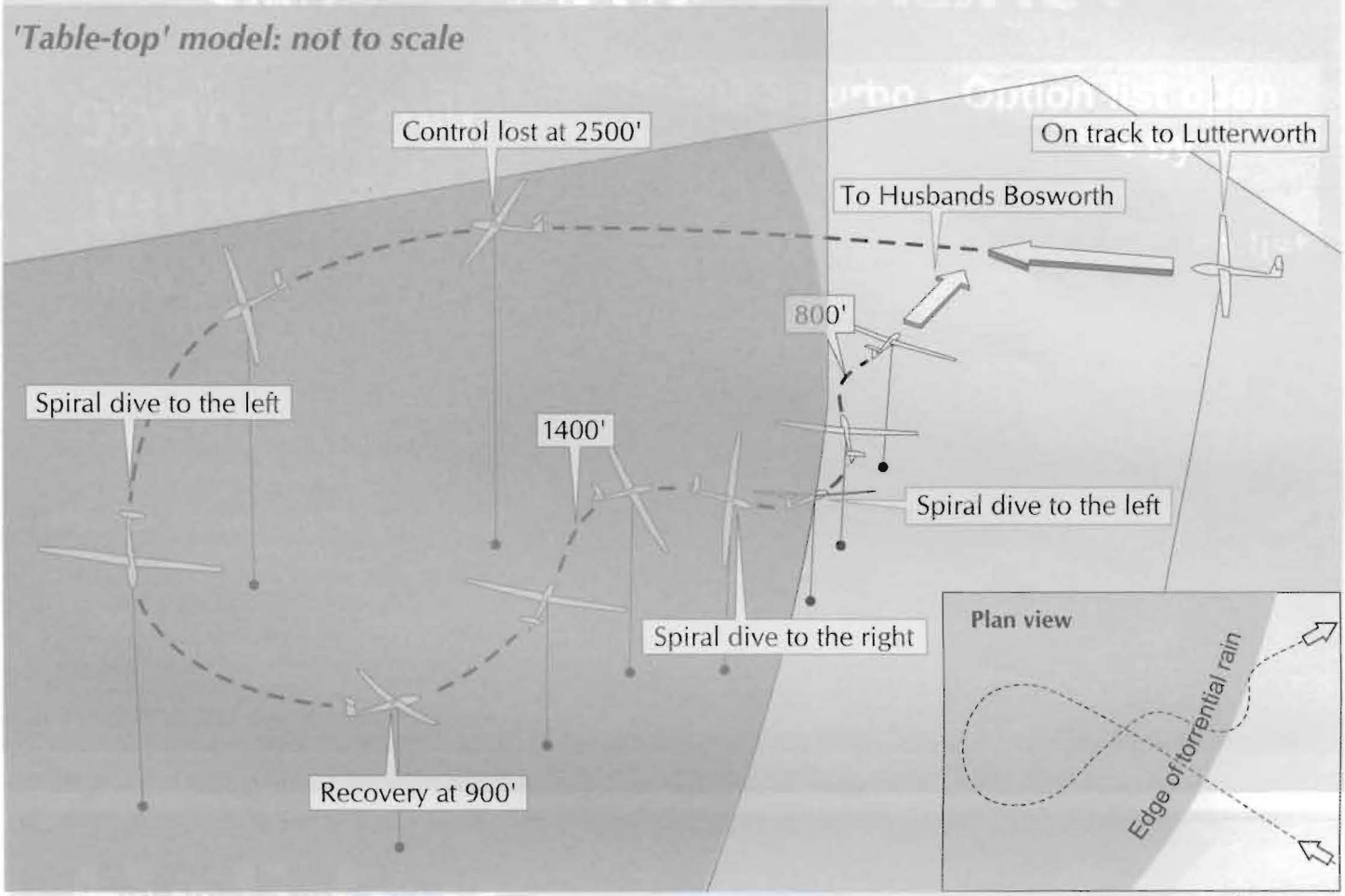
* Note: Final League points determined from cumulative 1000-point scores over the full weekend.

Eddie the Eagle is a soaring success

BUILT for the 1956 World Championships at St Yan in France, Slingsby T-42A Eagle 2 (BGA 740) – *The Mahogany Bomber* – piloted by Nick Goodhart and Frank Foster, had such a lead there after six days they were unassailable. Despite not being having the chance to fly the Eagle until they got to France they soon warmed to the harmony of the controls. The 'Soap Box', then as now, has an excellent overall performance and is easier to rig than some modern machines. Famous pilots include HRH The Duke of Edinburgh and Bryden Mossop. Currently in a syndicate at Wolds GC, Pocklington, *Eddie the Eagle* flies most weekends and, as well as appearing in Pock's Two-Seater Competition, was part of the team that enabled Wolds GC to get to the Inter-Club League Finals at Gransden Lodge this year. There it came second only to an LS8. While it's no slouch when it comes to cross-country flying, we all end up in fields at one time or another, and Eddie takes them all in his stride. Although no-one who flies in Eddie is ever rude about him afterwards, one can only assume that pilots' posture was different in 1956. But what The Pocklington Eagle lacks in comfort it certainly makes up for in "smiles per kilometre"...

Tony Kendall

Two minutes under a cu-nim



Steve Longland

Our anonymous contributor recalls the frightening moment when his glider was engulfed by torrential rain...

IT WAS the final stages of a regionals competition flight from The Soaring Centre at Husbands Bosworth. The task was Buckingham-Sackville-Lutterworth. The visibility had been bad all day and showers and/or thunderstorms were forecast for late afternoon. With 2,500ft to spare and only 12km to go to Hus Bos it seemed I was well in. The last turning point was just a few kilometres away – then 9km back to the field. It was a little darker than it had been and there were a few drops of rain.

Suddenly there was a little turbulence and then, without any other warning, torrential rain came from above. I did not fly into it – it hit me like a waterfall.

The density of water was greater than anything I had experienced in 27 years' flying in many different countries – most of them much hotter than the UK. Visibility was zero and the noise frightening. It was not hail. Pressing on through rain in the UK is usually rewarded with clear air very quickly but not this time. Within 20 seconds it became obvious that this was different and I started to lose control. The artificial horizon had been disconnected in accordance with the local competition rules and the height was slipping away very fast – nearly 3,000ft/minute. Only then did the thunder and lightning start.

Nothing sharpens the mind like the thought of imminent death and I tried to analyse the situation. High airspeed, rapid rate of descent, compass spinning with the numbers reducing – a spiral dive to the left. At about 900ft I eased back on the stick and moved it a little to the right. This produced high positive G and a height gain of 500ft. Visibility remained zero and I concentrated on keeping the speed within a normal range whilst watching the compass and Cambridge for bearing changes. The airspeed varied between 35kt and 80kt. It was impossible to maintain a constant bearing. A spiral dive to the right developed and I overcorrected before, magically, the rain reduced a little and I caught a glimpse of the ground – at around 60° of left bank. Height then was around 850ft. Levelling the wings I set the Cambridge for Hus Bos and saw that, thankfully, I was heading more or less for the field, which was just 4km away.

The glider was flying like a brick and a heavy landing at 80kt resulted in a little damage but it was a great relief to be safely back on the ground.

A number of things helped me survive. The glider was heavy with water and therefore much more stable – I think a crucial factor when flying on basic instruments, although it does, of course, mean that the glider accelerates faster. The recovery from the first spiral dive was almost exactly back along track, eventually taking me out of the torrential rain. That was just luck.

Also, the LS8 is good with wet wings although how any aerofoil can continue to work with that amount of water pouring over it is hard to understand. Finally, the GPS gave instant directions back to a good airfield with a long runway – a field landing would almost certainly have been a disaster.

What is to be learnt from this experience? Not a lot. For whatever reason the weather in the UK is becoming more extreme. If you suddenly find yourself in unbelievable rain with zero visibility then turn back at once through 180° and plan for an early landing. Hopefully, that will be the best way out of the rain but when it comes from above the nearest clear air could be in any direction. Just keep thinking and flying – that's the best chance you have.

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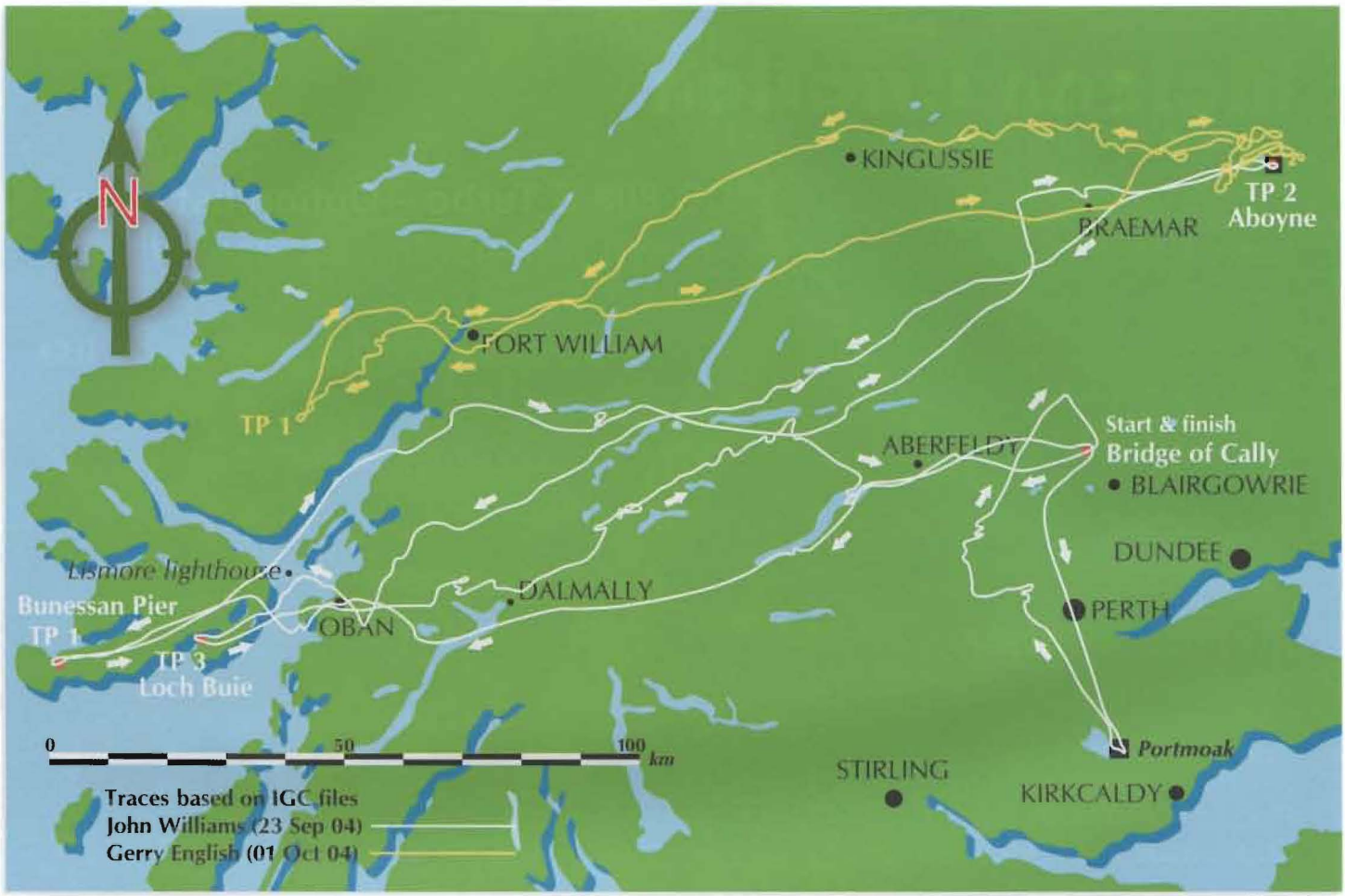
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John started gliding at Dunstable on a week course in 1993 (a frustrated sailor, who couldn't face the trek down the M3). He moved to Scotland and joined Portmoak in 1997. John, who flies LS8 Z7, has all three Diamonds, about 1,000 hours and a BI rating

A long wait for the weather and some good forward planning finally paid off for John Williams, chairman of the Scottish Gliding Union, when he achieved his 750km on a cloudy wave day last September

SQUEEZING 750km into Scotland isn't all that easy. Sooner or later you're likely to get a view of a Caledonian MacBrayne ferry – and I've found it more relaxing to see those from wave flights than from thermals. For years I've been obsessed with satpics that seem to show lenticulars over interesting places, and have come to believe that in a strong north-north-westerly there was often wave well out to the west of the then most westerly BGA turning point at Lismore Lighthouse, offshore from Oban.

So back in September 2001 I declared a 750km task using Portmoak, Bunessan (a homespun TP right out on the south-west edge of Mull overlooking Iona), Rhynie and Lismore. That day I actually got to Bunessan in lift just as the satpics had shown, but hadn't got to the more conventional TP at Rhynie over about 30 miles of clag coming in from the Moray Firth. I came home to Portmoak to think again.

A year later Ian Strachan was happy to put a few TPs (some of which would be more suitable for yachtsmen) that Jack Stephen and I had suggested on the official BGA list. Then it was just a matter of waiting for the right day... and waiting... and waiting...

The third week in September 2004 was full of promise – remnants of a big hurricane season across the pond. For six days the routine was well established: lose sleep in anticipation of what might be "the-big-one," stare out of curtains before after and during dawn, await the first webcam pictures and satpics, programme and reprogramme the logger, then of course sit in the clubhouse wondering why the sky hadn't read the forecast. However, by Wednesday September 22, the wave was starting to perform – giving Diamond heights locally even if at 70kt the upper wind was too strong for useful cross-country flights.

The forecast for Thursday 23 was for reducing wind, increasing pressure and just the right direction for the awaited task.

So into the logger went the task: BOC (Bridge of Cally – just west of that infernal

P600 airway) as start and finish, Bunessan Pier as TP1, ABD (Aboyne Dinnet) as TP2 and Lochbuie (also on Mull) as TP3. That Bridge of Cally start meant crossing the airway – either by doing all the airway-crossing radio bit – or preferably by getting an aerotow under it, if only I could find a tug pilot. John Henry, bless him, agreed to fly the tug instead of going straight to his own glider and at 09:17 I released at Methven on the edge of P600. As usual the best lift was in the airway but a dirty dive round, through and under the cloud gave a climb from 4,800ft to 11,300ft in exactly ten minutes – enough to negotiate the obligatory sink near the start and to be in sector at 10.00hrs exactly.

The line down track looked promising, and flying at 80-90kt in the weaker lift and slowing down to 60 or 70 in the better made for rapid progress as far as Dalmally at Loch Awe, about half way down the 180km first leg. There lay a large blue gap, wonderful for its open view of Scotland's maelstrom, the great tidal race of Corryvreckan, but a bit daunting for the next problem of crossing the Firth of Lorne. There is something about crossing an open expanse of water to a great wild granite island (which has precious few crash sites, never mind fields) that makes you ease back on the stick even at 8,500ft.

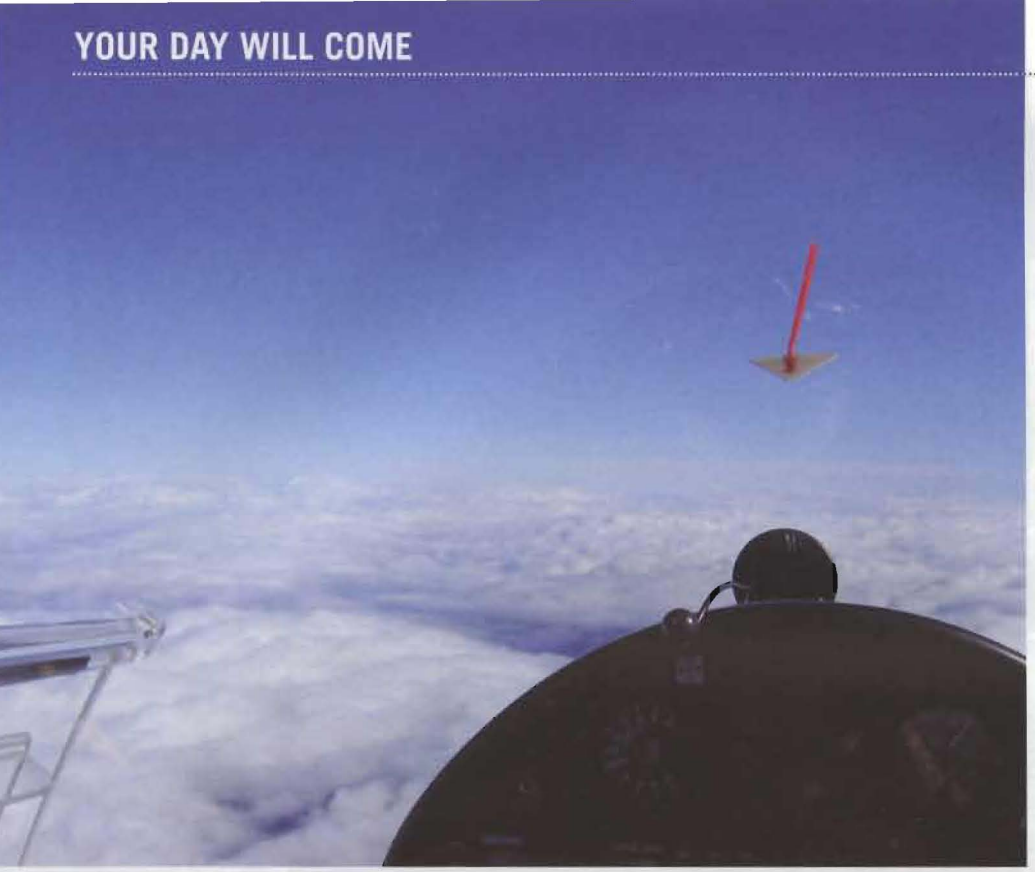
Still, after jumping two weak bars over the water I found that the solid line of mountains around Ben More gave a reliable line of lift almost all the way to Bunessan and a first leg of 118km/h. Good progress with the task was pleasing enough, but just being there in that sky and seascape was ten times better. Out came the camera for a shot of Iona to remind me later how extraordinarily privileged we are to experience such things. What would Columba have given to arrive at Iona this way 1,441 years ago?

The same energy line helped to run back to Lismore easily enough, but from there the view was grim. The fine gaps of the first leg had merged into a solid mass of cloud with only a few places where imagination or hope suggested there might be a view of the ground. The thinking became simple – the best chance of a big wave climb ought to be downwind of the biggest mountain – so I turned north of track to try the lee of Ben Nevis. Edging in over upswellings in the cloud mass I found a gap north-east of Glencoe. It was no more than a few hundred metres long and the same across – but it signalled lift that took only 15 short minutes to double my height to 15,000ft. From there I could see just how few gaps there were to the east – one in the lee of Schiehallion was in gliding range and setting off gingerly I found it worked too – so did the line of Glen Tilt and so did the lee of the big Cairngorms as I approached Braemar. Calling Aboyne to ask if there were any gaps there extracted a reply from Roy Wilson: "rain showers, not launching at present, and good luck". Creeping over Dinnet at 15,000ft I was bemused to find I'd done the ➢



Above: "Out came the camera for a shot of Iona to remind me later how privileged we are to experience such things"
Below: Looking back east through the gaps to the Scottish mainland from Mull. The first leg had averaged 118km/h





Left: edging over upswellings in what seemed like eight-eighths cloud, John found a gap north-east of Glencoe. It measured no more than a few hundred metres – but the lift took only a quarter of an hour to double his height to 15,000ft

220km second leg at 107km/h. I was thankful that I'd not had to go any further north or east, where the showers were blowing in from the coast.

Turning around to head back to Mull there was still almost eight octas cloud cover, but a hint of an upper wave system was visible in the lee of Ben Alder – and with nothing else to go for I burned 5,000ft to get there and found it delivering 5kts to 17,000ft. This was looking promising, and there were actually wave gaps ahead! So I put the stick forward, confident that I could at long last see where the lift and sink would be. Result? Twenty-five minutes later I'd lost 8,000ft and was downwind of track south of Oban wondering how to get back on to Mull or if I even ought to be trying... Still, nothing ventured nothing gained and a push out in front of some bulging curves of cloud near Lismore Island gave a gentle approach to Lochbuie without much loss of height for a third leg at 111km/h.

If I could just get back to the mainland into good wave a really fast last (and shortest at 150km) leg should be on. Wrong again! Twenty minutes into the leg I'd lost 3,000ft and was ridge soaring over mighty Cruachan – 20 more minutes and I'd dived for a "certainty" of a wave cloud and dropped to 4,000ft on the southern edge of Rannoch Moor, watching rain showers head my way at an alarming rate. Time for loud expletives (if I ever fly a turbo the noise sensor is sure to go off at such times) then a resolution to use ridge and thermal to get as far as I can – and to rather more landable territory.

At least I can take heart from it already being my longest-ever flight.

Two chopped-up thermals near Loch Rannoch leave me with enough height to dash downwind to a cumulus that's not yet showering, near the east end of Loch Tay. The LNav tries to tell me I can almost make it to the Bridge of Cally finish – but it doesn't know how much granite there is in the way of that particular glidepath.

A mile short of the target cumulus there's a tiny kick on the vario and turning across wind the averager creeps up to half a knot – then one then two then four! In no more than 60 seconds the tired brain shifts from "forlorn hope" to "If I really press on I can still get this task done inside seven and a half hours and break 100km/h". Minutes later I'm above 10,000ft with 40km to run and squeak into sector at BOC for a last leg of 75km/h and a total just shy of 102km/h. The 50km home to Portmoak takes exactly 15 minutes and Kevin Hook as Official Observer relieves me of the logger.

Thoughts on the whole thing? As I write this I'm still mentally replaying the flight every day just to check it really happened. I've learned that if you keep trying and keep waiting in hope your day will come – just make sure you're ready when it does. I've also reminded myself that there is absolutely nothing (well, almost nothing, my love) to compare with wave flying in Scotland's wild places – just turning Bunessan is worth more than any win at any competition that I can think of. Come and try it for yourself.



Connel airfield, Oban, framed by the reflection of the LS8's canopy release lever



Above "7.9 octas" of cloud on John's 755.9km. There must be gaps – somewhere...

How to convert feet to kms...



Lasham pilot Gerry English made the pilgrimage to Aboyne with TK, his self-launching DG-808b, this autumn. His goal? To learn to use wave to soar cross-country distances

HAVING "Done Diamond at Deeside, Dinnet" in 2001, this year I took TK (G-CCTK, my self-launching 18-metre DG-808b) to Aboyne to try to convert those magnificent climbs into cross-country kilometres. Friday, October 1, 2004, proved to be the day, with a stable airmass and upper winds forecast southerly. The forecast was accurate, with Winpilot reporting a very consistent wind direction throughout the flight (wind from 190°), 20kt at 2,000ft, 40kt at 10,000ft and 65kt at 18,000ft – perfect to venture westwards.

At 10.55hrs TK and I self-launched to 2,700ft AAL and 3km northwest of Loch Kinord straight into 2-3kt, climbing the south face of the stratocu in beautiful silky smooth lift. Passing 7,000ft and now above the stratocu, the sky below and westwards was an ocean of white wave, with elegant lenticulars marking the crests. With some trepidation (where there is wave lift, nearby will be also 10kt-plus DOWN!), we began to push west, tracking north of the River Dee, flying across the well-marked wave bars and steadily gaining height.

By 11.40 we were passing 10,000ft, to the north of the Cairngorm Mountains and at 12.05 from 14,000ft, the Spey Valley was clear in a cloud gap below, with Feshiebridge comfortingly only 5km away. The wave bars now suggested a more south-westerly track and we flew accordingly, to the north-west of the Spey and Loch Laggan, wave jumping between 11-15,000ft. As I approached Fort William, a magnificent lee wave gave a 6,000ft climb, with a sustained 5kt in the lee of Ben Nevis. There are good landout fields around Fort William and happily some good breaks in the cloud deck helped confidence. At 13.30, 10km south of Loch Eil West, we recorded a high point at 18,400ft. With high frontal cloud ahead I looked for a BGA TP and at 13.37 turned Strontin (SRN) on the north shore of Loch Sunart, unfortunately obscured by cloud.

Now homeward bound, Fort William was still in the clear from 11,200ft, but ahead the cloud gaps were rapidly closing. Reassuringly, Feshiebridge confirmed they had clear gaps to the south, so with Feshie as a bolthole and a welcome tailwind component, we set course for Aboyne.

Deviating only slightly from track to maximise wave bar advantage (in other words: *no turning*!) and cruising between 10,500ft-12,000ft this leg was pure magic: Strontin-Tarland, 172km, 1:24, 123km/h.

Over Braemar at 14.42hrs/10,500ft the cloud deck below was now eight-eighths, (with a lot of 4,000ft cumulo-granite below). It was looking like a "Tarland Cloudbreak Procedure" (letting down on GPS over low, safe ground 5km north of Aboyne); still in strong wave we arrived over Tarland at 11,300ft. Happily, a gap opened over Ballater to enable TK to descend in the safety of the River Dee valley and run home to Aboyne. ABD-SRN-TAD – 340km.

So, soaring flight in the UK does not have to end with the close of the thermal season. The members and staff of Deeside GC are very welcoming and supportive of visiting lowland pilots. Aboyne is a great soaring facility with superb lee wave in all wind directions other than easterly. Go for it!

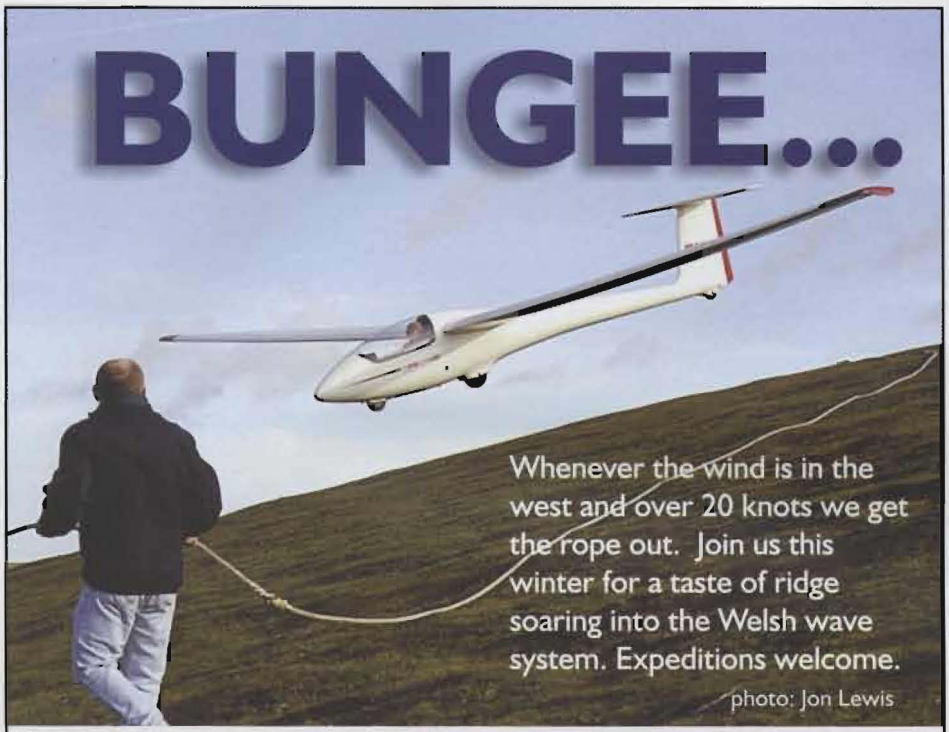


Main picture: leaving Aboyne in classic wave

Left: passing 15,000ft for 18,400ft north-east of Fort William

Gerry English re-soloed four years ago (after a 35-year break!). He holds Diamond Badge No. 647, with 437 hours in sailplanes in the last four years. DG-808b G-CCTK is based at Lasham

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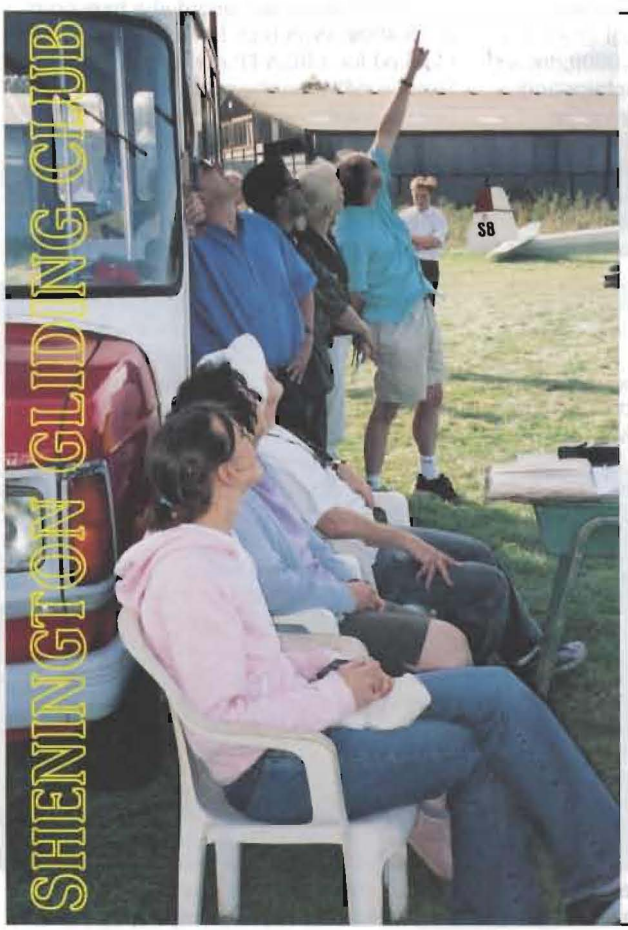
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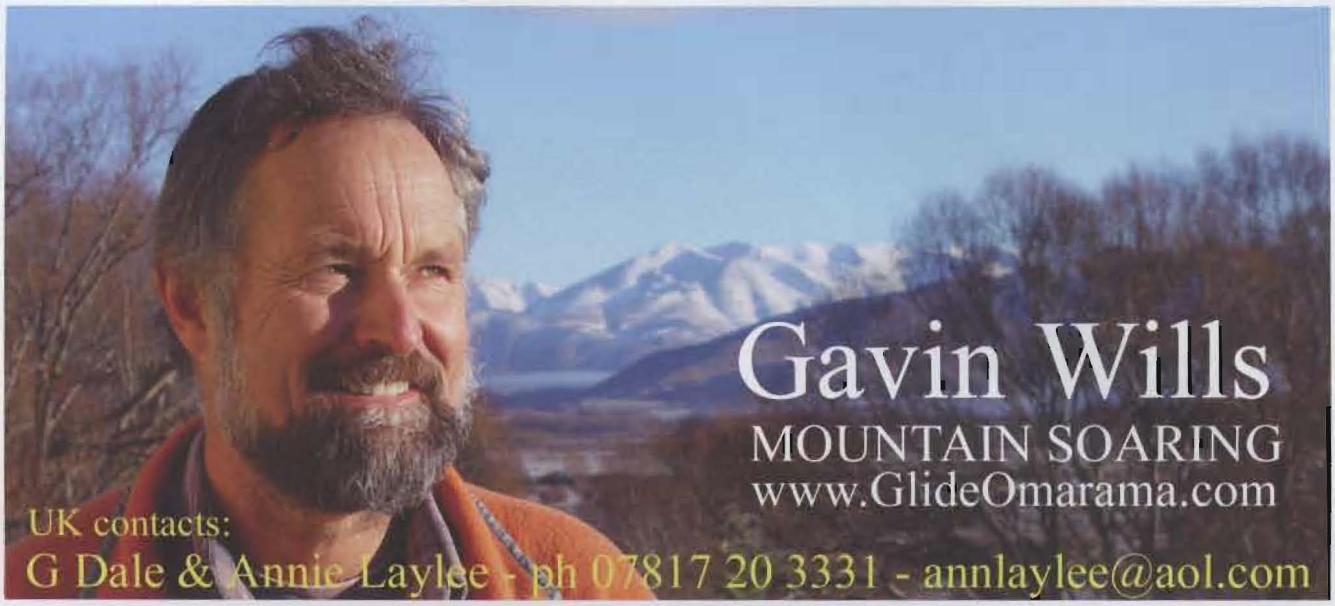
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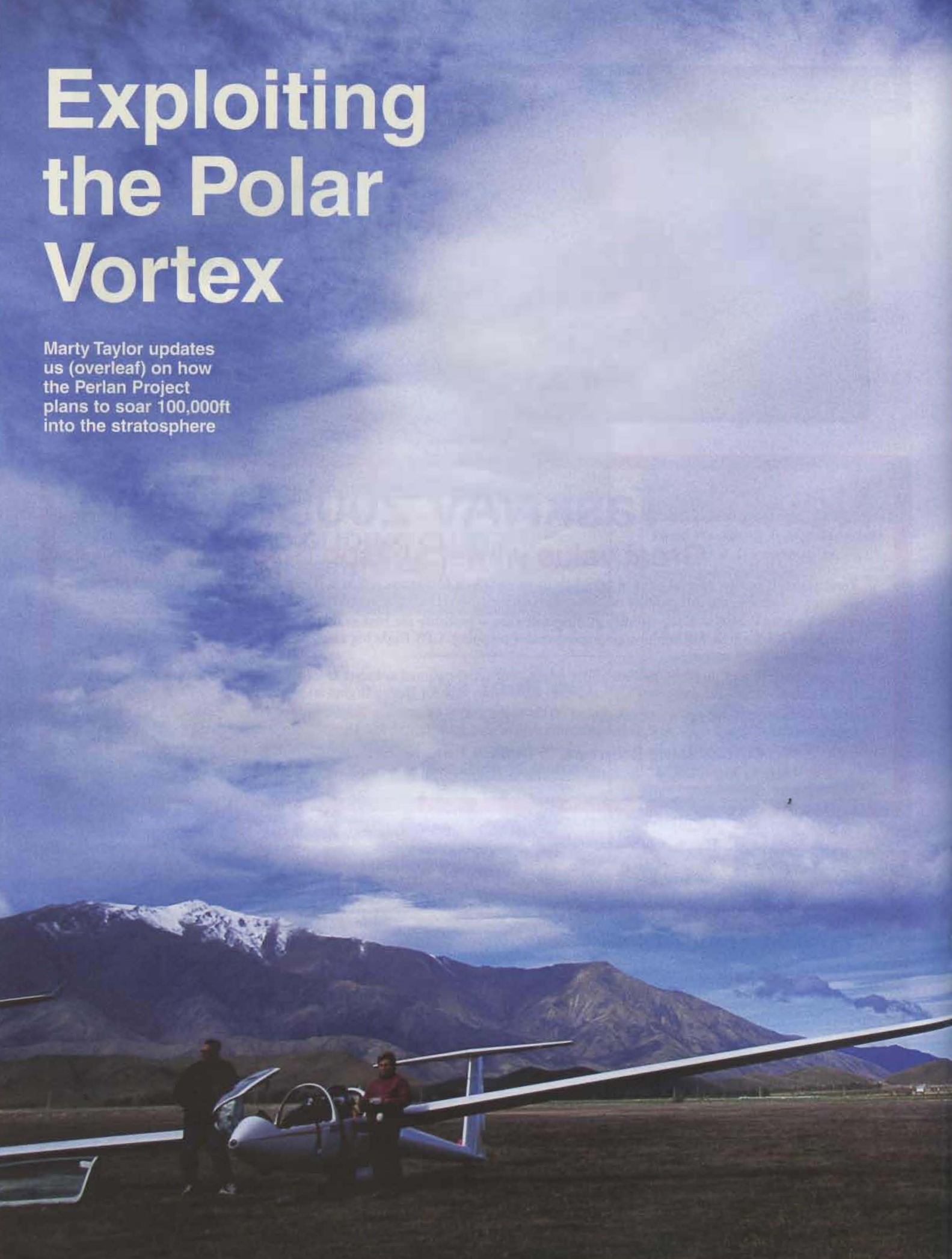


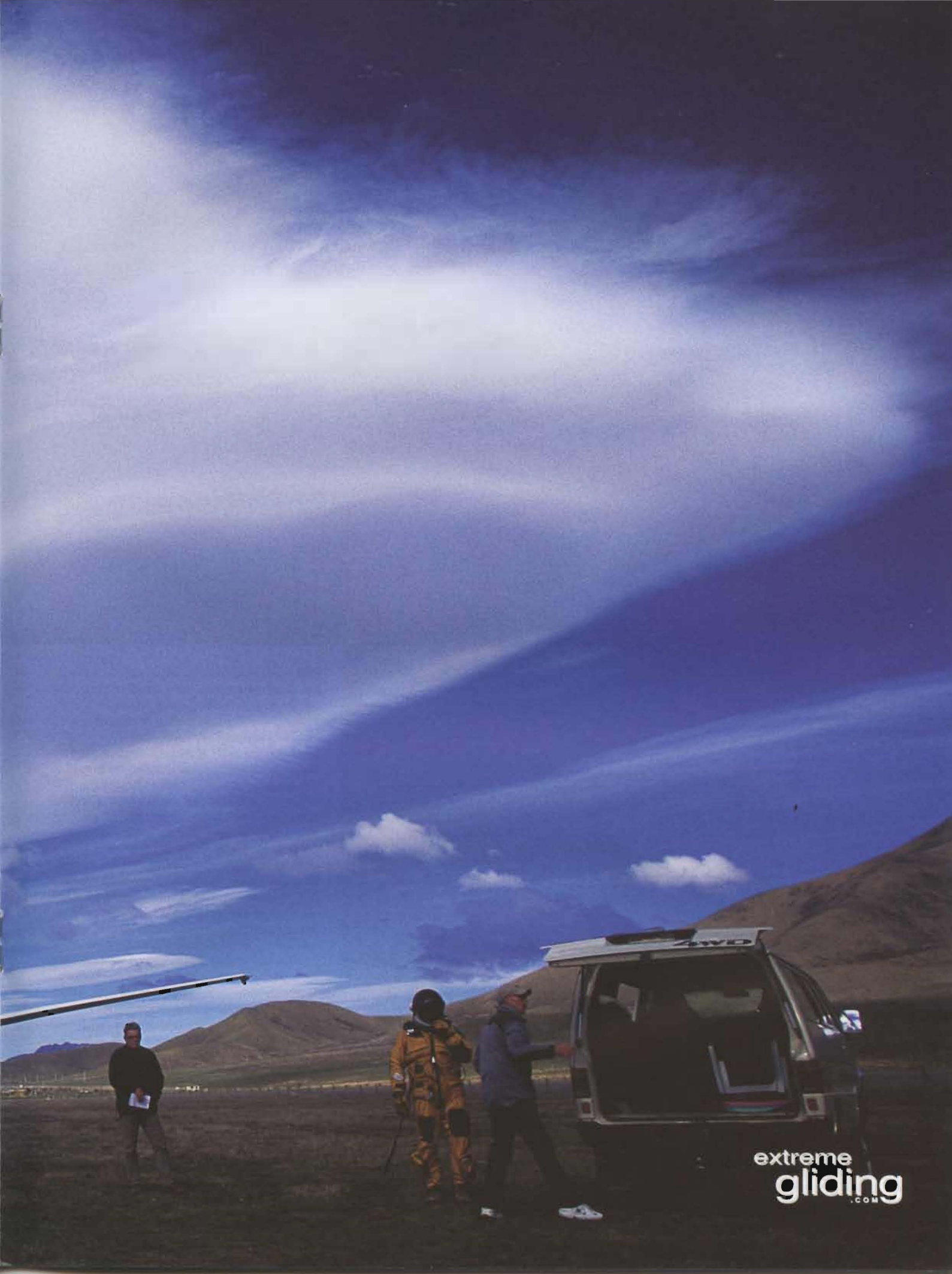
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Exploiting the Polar Vortex

Marty Taylor updates us (overleaf) on how the Perlan Project plans to soar 100,000ft into the stratosphere




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THE world height record for gliding is 49,009ft, set by American Bob Harris in the Sierra Nevadas. To break this record requires a team of well-funded adventurers that can surf the leading edge of mountain waves as well as the leading edge of science. Former NASA test pilot Einar Enevoldson and wealthy American adventurer Steve Fossett took up the challenge and chose to base themselves in New Zealand, at Omarama. They have spent the last three winters learning the idiosyncrasies of the mountain wave system in the country's southern skies. The endeavour is named the Perlan Project, after the pearl-coloured clouds that exist at high altitude, and aims to double the current record. For Einar Enevoldson, the Perlan Project is about discovery and crossing into the unexplored.

The deep roots of Perlan are almost half a century old. Einar was an apprentice mechanic on Küttner's Sierra Wave Project when, as he says: "I saw some clouds that gave me the impression that some big turbulent structure was being imposed from above. I remember thinking that it would be really interesting to get up there to see what is going on. I had no idea what that involved." In his youthful exuberance he suggested to Paul Bikle, the director of flight-testing at Edwards Air Force base, that they should get up above 50,000ft and take a look at what caused those clouds. "He laughed and informed me that only X1 and X2 rockets had flown that high and then only for very brief periods."

Forty years later Einar emerged as one of the world's best high-altitude test pilots after testing five planes above 70,000ft and solving the flat spin recovery problem in F-14s made famous in Top Gun. While working in Germany in 1991 he noticed an image that looked very much like the picture he held in his mind's eye of a mountain wave. The picture was taken using a Lidar – a hybrid between a laser and radar – and showed a beautiful sinusoidal pattern in the atmosphere between 65,000ft and 100,000ft. "As a gliding pilot I looked at the image and knew it was a mountain wave."

The science behind the Perlan Project is very sophisticated and requires a broad reach of scientific expertise. "I know enough about meteorology, physiology, aeroplanes and aerodynamics that I can make a pretty good go of it," explains Einar. "Originally I thought 80,000ft would be a nice goal but then with some very careful analysis it looked as if 100,000 was achievable." Soaring to 100,000ft would mean flying out of the troposphere through the lower stratosphere and into the middle stratosphere, which is about a third of the way to space – using only the power of mountain waves. So why Omarama and the South Island wave system? There are a number of operational advantages to Omarama, but the most important of these is the Polar Vortex. The Earth spins on a tilt as it orbits the sun and while the sunny pole basks in summer the dark pole cools. As that air cools it sinks towards the Pole; as it sinks it becomes denser. The Earth's rotation makes the cooler air spin like water spiralling down a plug hole. This huge mass of moving air is called the Polar Vortex. At the outer boundary of the Polar Vortex the stratospheric winds speed up a little, like the outside of a spinning Frisbee, where the outer edge has a greater velocity than the centre.

These are the winds that Einar and Steve are seeking to exploit. If the Polar Vortex is not in evidence, winds seldom extend above the tropopause – the interface between the troposphere and the stratosphere that usually lies somewhere between 30,000 to 40,000ft. Surface-generated winds are effectively extinguished at the tropopause. The Polar Vortex enables a wind field from 100,000ft down to the tropopause. For a glider to soar very far above the tropopause the Polar Vortex wind field must be aligned with a favourable tropospheric wind field. There does not appear to be much correlation, if any, between the Polar Vortex and the tropospheric winds. Occasionally, by chance, the Polar Vortex and favourable tropospheric winds arrive at New Zealand's Southern Alps together, and the wave can propagate to extraordinary heights. The Lauder weather station run by NIWA (New Zealand's National Institute of Water and



Main picture, overleaf: the Perlan team prepares to launch into wave at Omarama on the day the gusty rotor hit the airfield (see text at the foot of this page) Left: the modified DG, with drogue chute on the tail Above: American pilot Steve Fossett in the cockpit Below: 72-year-old Einar Enevoldson, formerly of NASA Right: Einar and Steve prepare for another record attempt at Omarama. Next year they go to Argentina

All pictures taken by Marty Taylor with the help of Gavin Wills. See p15 for details of the extremegliding.com *calendar* *(www.extremegliding.com)*





Atmospheric Research) has recorded more of these stratospheric mountain waves than anywhere else in the world: some reaching above its highest balloons at 120,000ft.

Another benefit of Omarama was the help available from local pilots. "Here the wave systems are really complex. I have flown here with Gavin Wills, Doug Hamilton and Mike Oakley and learned a tremendous amount," says Einar. He and Steve used local pilots for advice at briefings and as scouts in the air. The scouts provided sets of eyes in different parts of the sky reporting on the strength of conditions low down and what they can see high up. "Our main problem is being there at the right time. The local pilots make us more efficient the whole event can go by and you miss it if you are not there at the right time."

When a mountain wave is really pumping its power is palpable. The sound frequency is too low to be heard but pressure fluctuations generated by wave can be felt through your body as a deep resonating hum. This sub-audible vibration can build tension similar to a bow being drawn across the bass note of a cello. I stood beneath such a wave at Omarama with Gavin Wills, watching Steve and Einar – decked out in pressure suits – getting into their modified DG-505. Looking more like astronauts than glider pilots they finalised their ground checks and prepared to launch. The wind was extreme with the leafless poplars on the edge of the airfield doubling over. Directly above the airfield a huge lenticular looked impressive but the prospect of flying through the turbulence to get to it was intimidating. All of a sudden, a dust cloud exploded in the middle of the airfield. I assumed it was a result of the wind rushing down the airfield. My thoughts of turbulence were reinforced when Gavin Wills explained the dust was caused by the wave's rotor. After I watched the rotor crashing into the airfield I asked him if it was possible for the rotor to force a sailplane into the ground. "Theoretically, yes, to the uninitiated." he answered.

Shortly after the rotor hit the airfield the Perlan pilots were in the air. Only one of the scout pilots was keen to fly and that was Wes McIvor. The general consensus of the local pilots was that the turbulence would be unpleasant and that it would be very difficult to get high because the wind was unstable low down and the system was likely to destroy itself. Sure enough, the Perlan glider was back on the ground within an hour. Later in the afternoon I met up with Einar to discuss some of the risks of their endeavour.

According to Einar, hazards differ from ➢



Space suits could soon be history if plans to build a pressurised cabin succeed (www.extremegliding.com)

technical challenges: "Technical challenges are new but predictable," he says. "They require analysis and preparation, but if you do your homework they should not become hazards." Turbulence presents two challenges that could slip into the hazard category: "It is possible," he says, "but extremely unlikely that a very large gust could simply break the glider." Gliders are built to be very strong – much stronger than powered airplanes – so this possibility is remote. Secondly, one could encounter a sequence of gusts or field of turbulence that would result in the sailplane exceeding VNE (Velocity Never Exceed). This could also happen during a recovery manoeuvre while attempting to return to normal flight. "For the extremely high-altitude flying we have to fly pretty close to the limit and it would be fairly easy to go beyond the limit." The density of air decreases as you go higher. At 100,000ft, because of the low air density, the glider cannot be flown below a speed of about 0.6 Mach and the upper speed limit is about 0.7 Mach. In other words, the thinning air forces the pilot to fly faster to avoid stalling and thus closes the margins between stall speed and VNE. This knife-edge gets sharper as the altitude increases until you reach the altitude known as "coffin corner" – where stall speed and VNE meet. Because there is a fairly small range of safe speeds a change in turbulence or a brief lapse in concentration can push you over the limit. "Flight above the maximum Mach limit for any aircraft will result in buffet, loss of control, or flutter – all undesirable," says Einar. Flutter is a problem somewhere between a technical challenge and a hazard. Normally flutter can be well tested during the initial test phase of an airplane, but since flutter is a phenomenon that depends on both speed and altitude, it cannot be fully tested until it has been at all altitudes.

The Perlan glider is fitted with a large drogue parachute at the tail that can be used in an emergency to limit the aircraft's speed. (The pilots' space suits leave no room in the cockpit for individual chutes.) With the drogue deployed the pilot is still flying the aeroplane, he just goes into a very steep dive: "We can also use the drogue as an extreme emergency device, for example, if we are really high and one of the pressure suits has a problem. We can get down to a safe altitude very rapidly with the drogue chute."

Technical problems apply as much to the pilots as to the aircraft they are flying. Above 39,000ft even breathing pure oxygen is not sufficient to maintain useful consciousness.

'We are trying to fly higher than an SR71, a U2 or any aeroplane can fly'

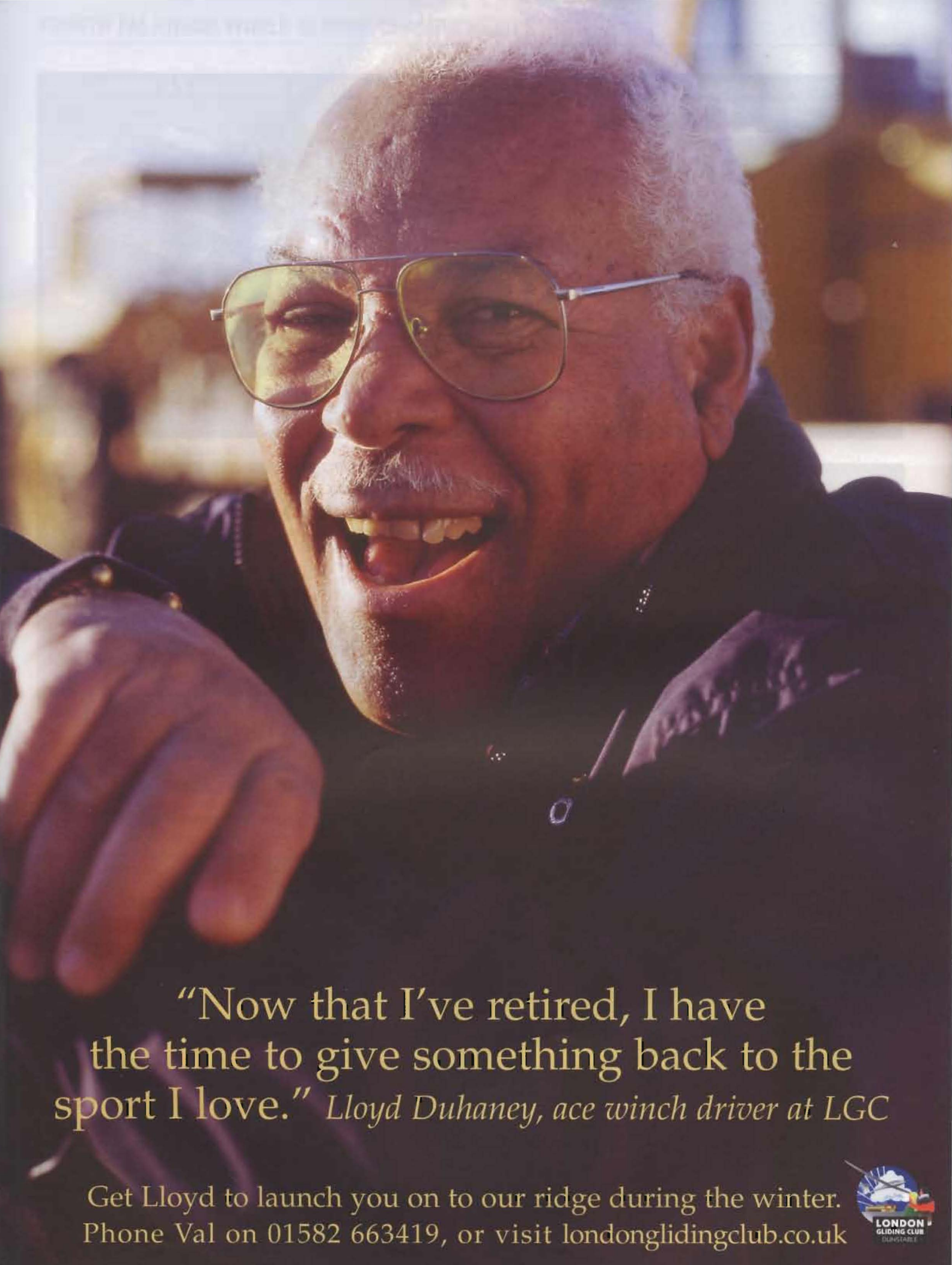
This is because the atmospheric pressure that, under normal conditions, drives oxygen across the alveoli sacs in the lungs to the blood is too weak at high altitudes. In addition to the problem of hypoxia (lack of oxygen), when altitude increases the boiling temperature of water decreases. As you pass 62,000ft, water will boil at human body temperatures. This relationship is known as Armstrong's Line and above this altitude bodily fluids begin vaporising. Only brief unprotected exposure to altitudes above Armstrong's Line is survivable.

Pressure suits or space suits create an artificial environment that keeps the body at a pressure equivalent to that below 35,000ft. The person inside the suit breathes from a pure oxygen supply then exhales into the suit. The exhaled air inflates the suit and pressurises the immediate space around the body, which effectively increases oxygen's partial pressure to a safe level. The suit has a pressure-regulating valve which opens to allow air to escape preventing the suit from over-inflating, something that would hinder movement and breathing. When flying at 35,000ft for some time there is also a risk of getting "the bends" – or decompression sickness. As air becomes less dense, nitrogen comes out of solution and forms bubbles in the blood. These are usually benign, but if embolisms form in the brain or lungs they can be disastrous. If you get the bends you must immediately descend and re-pressurise. "By the time we get to 35,000ft we will have been breathing pure oxygen for a couple of hours and that should get rid of most of the nitrogen in the blood," says Einar. As Air Force pilots in the early jet days, we used to get the bends routinely but thought little of it. Then one day as one of the guys was landing his vision went totally red. From that day on, we all got a lot more serious about the bends." Despite all the risks, Einar's adventure philosophy is: "first of all don't break your neck. My hero is Amundsen, who did everything so well, planned it so well that he handsomely succeeded in arriving first at the South Pole. It was a difficult job but he went about it the right way and he didn't hurt anybody."

"In another five years I am going to be really old," adds Einar. "I am already really old. I am 72 now and Steve talks about the year after and the year after. Even if nothing serious happens you do start to lose your energy, but there is also the possibility that something will disable you. Ideally I would like to be the one to do it but I want to see it get done. I would like to figure out a way to make this a Kiwi project. I would like to find the right people, put them together, and point them in the right direction. They live here so they know the skies down low, have a better chance of being here at the right time and they are some of the best pilots in the world."

It is, however, looking less likely to be a "Kiwi project". Originally, Omarama won out over Argentina because it has good infrastructure, and meteorological records show regular alignment of Polar Vortex and appropriate weather patterns. However, in the past three years conditions have fallen into alignment only a handful of times in New Zealand while conditions in Argentina have been consistently better. Steve has made the call to shift bases to Argentina next winter. Other refinements include Einar overseeing the design/build of a pressurised cabin for the glider. This would make the team a lot more mobile: they could react quicker when conditions are ideal.

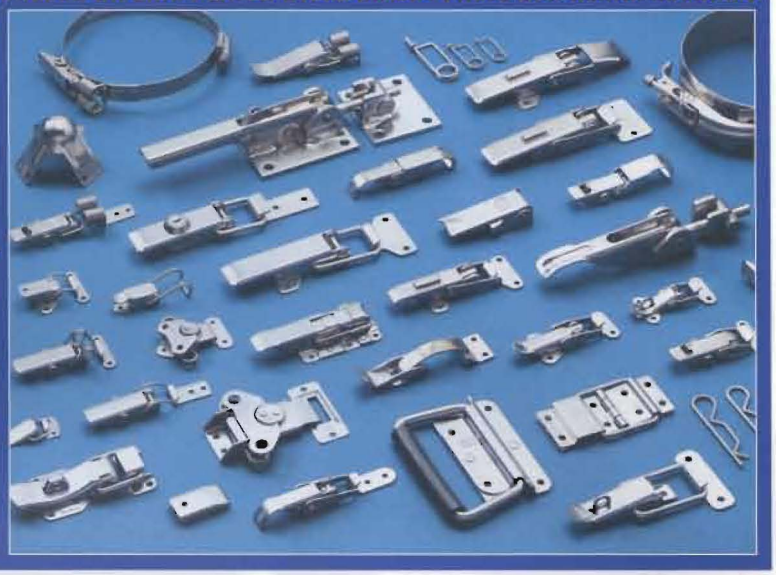
The problems being encountered are exactly those that were predicted. People have tried to get to 50,000ft but haven't made it because they work at it for five years then run out of time, enthusiasm or money and give up. "We are trying to fly twice as high as anyone has flown in a glider before, higher than an SR71, a U2 or any aeroplane can fly," says Einar. "It can be done, but like all high-altitude flying, it takes money, determination and persistence and a huge technical and logistic programme getting the right skills together".


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The next Junior Worlds...

Andy Davis, chairman of the event's Joint Steering Committee, explains how the UK is preparing to host its first Worlds for 40 years

THE Fourth FAI Junior World Gliding Championships 2005, a joint venture of the British Gliding Association and The Soaring Centre, will be held at Husbands Bosworth airfield, home of The Soaring Centre, from August 6-20, 2005. It is a great honour to be awarded this event by the FAI and is the first time that the UK has hosted a world gliding championships since South Cerney in 1965. The event presents us with a wonderful opportunity to showcase British gliding to both the international gliding community and the British public.

The Contest Manager is Harry Middleton, former British Gliding Team Manager, and Harry has formed a team (known as the Working Group) to plan and run the event, which draws on the competition expertise and experience of both the membership at The Soaring Centre and the wider British gliding movement. The competition director is Ron Bridges, the chairman of the BGA Competitions and Awards Committee and an experienced competition director and competitor. Assistant director is Derek Westwood, also an experienced competition director and competitor. The other members of the Working Group are all well known to regular competitors at either Husbands Bosworth or other UK competitions.

The joint venture is managed by a body known as the Joint Steering Committee, consisting of three members appointed by the BGA and three appointed by The Soaring Centre, with myself as independent chairman. In practice, the role of the Joint Steering Committee is to oversee and manage the plans and arrangements made by the Working Group to ensure that the event achieves the goals of the joint venture – specifically, to host a safe, excellent, enjoyable and memorable event that showcases the excellence of British gliding whilst meeting agreed financial objectives.

Pre-Worlds/Midland Regionals 2004

As a shakedown and practice competition for the Junior World Gliding Championships, this was held at Husbands Bosworth from July 31-August 8, 2004. Overseas pilots were invited to enter, and 16 overseas pilots and many British juniors were amongst the 60 entries. The competition was run as a two-class competition, Sport and Club, with an arbitrary handicap split at 99 per cent to balance the numbers between the two classes. Generally the contest was run to BGA rules but cloud flying was banned to level the playing field for the overseas pilots. The week's weather was quite difficult for competitive flying with soaring starting late on most days, fairly narrow weather windows, generally weak convection, some thunderstorms midweek and two short but surprisingly good soaring days at the end of the competition. Task-setting was very good, making the most of the available weather, and both classes achieved seven competition days, there being six fixed-course racing tasks and one Assigned Area Task.

The competition was well run by an experienced team, with many of the working group carrying out their world championship roles. Throughout, there was a good, enjoyable atmosphere and the final results fairly reflected pilots' relative abilities. Both the overseas and British junior pilots produced some stunning performances. The top British juniors flew very well and pressed the eventual overseas winners very hard throughout. With many of the same juniors returning to fly in the World Championships in 2005 it promises to be an exciting and closely run competition.

The working group was able to practise many of the procedures that will apply at the World Championships, and have been able to identify areas of the organisation and facilities that worked well and those that will need some changes and improvement.

The 2005 World Championships

The championships will be a two-class competition, Club Class and Standard Class, flown to a set of rules approved by the FAI. Every nation may enter two pilots per class with an additional reserve pilot per class. Acceptance of reserve pilot entries (that is, the third pilot per class) will be confirmed early in 2005 following the closing date for provisional entries. The total entry will be limited to 80 competitors.

Make no mistake, this is a *very* big competition and has a very large budget to make sure that the event is run to quality standards appropriate to a major international quality event. The total budget at the time of writing is £80,000. Income for the event will be from entry fees, camping charges, a generous Lottery grant awarded by UK Sport and sponsorship. We are very grateful to those sponsors – AFE/RD Aviation, ASTRAC, Joint Aviation and Norfolk Line – who have already come on board. However further major sponsors are required to ensure that the event breaks even financially and so the BGA has engaged Quo Vadis, a specialist public relations company, to assist with the search for sponsors.

Nevertheless, if any reader has any lead however tenuous which might lead to further sponsorship of any kind for the event, please contact our sponsorship coordinator, Marilyn Hood (*marilynhood@tiscali.co.uk* or *sponsorship@worldgliding2005.com*).



Jon Meyer (of Bristol & Glos GC) was the highest-placed Brit in the 2004 pre-worlds (see p48 for full results). He has been chosen for British junior team, with Ian Craigie (The Soaring Centre); Mark Holden (Portsmouth Naval); Andy May (London); Mark Parker (Bristol & Glos) and John Roberts (Midland) www.whiteplanes.com

The website (*www.worldgliding2005.com*) has more information, including links to sponsors, and will be updated daily during the competition with the latest news and results. Please visit our website and link to our sponsors' websites. Ask your friends to visit the website: the more hits the merrier and the greater the impact on our sponsors.

Many of the overseas junior competitors, particularly those from outside Europe, need to find a UK-based glider to fly in the competition. If you are the owner of a Club Class or Standard Class glider and you are willing to lend, hire or swap your glider for the use of an overseas competitor, please visit the glider hire bulletin board on the website for more information and enter your details (from the home page, click "information" then "glider hire"). This could be your opportunity to arrange a few weeks flying at some exotic overseas location in return for lending your glider to an overseas competitor at the World Championships.

Visitors, both gliding and non-gliding, will be welcome at the event. There will be information boards, Junior Worlds merchandise, gliding simulator, real-time scoring, great catering and fast low smoking finishes. It should be exciting and fun.

There is still much work to do. Working to an agreed schedule, the Working Group is busy putting the finishing touches to the local rules and procedures for the event. Facilities for briefing, scoring, IT, camping, catering, parking and visitors need to be finalised. All those involved with the event are working hard to ensure that we host a truly memorable, enjoyable and exciting event, which properly reflects the excellence of British gliding.

How to score best at Pocklington

Mike Terry of Dukeries GC gives a (highly) personal account of this year's Two-Seater Competition



Right: the grid. The results were: 1, A Melville; 2, B Bromwich; 3, D Sharp; 4, S Ruffle 5, J Inglis; 6, T Parker; 7, T Crooks; 8, K Lloyd; 9, A McWhirter; 10, R Verdier; 11, M Roberts; 12, A Gillson; 13, C Fox; 14, T Challoner; 15, A Sheldon; 16, M Jordy; 17, B Brown; 18, J Swannack; 19, R Nichols; 20, M Pagram; 21, M Haddon; 22, A Roberts; 23, R Jackson; 24, York GC; 25, D Bell; 26, D Dixon; 27, A Lyth; 28, R Walker; 29, P Desmond; 30, R Grant; 31, D Gill; 32, B Hooson; 33, D Redfearn; 34, D Skerry; 35, P Redshaw; 36, J Davies; 37, R Hardy; 38, J Rogers; 39, M Huddart; 40, M Terry 41, S Whittaker (photo: Mike Terry)

OUR syndicate and 40 other gliders went, as usual, to the Pocklington Two-Seater Competition last August. You remember – the middle of the 2004 monsoon season. The objective of most contests is to win; indeed, some pundits want to win more than anything else. There are, however, several of us who go to enjoy the fellowship of like-minded dipsomaniacs who love communal flying. There are, of course, a number of mini-comps, too, the most noticeable this year being the unofficial World Capstan Championships (four aircraft taking part). Many other pilots, where more than one aircraft is from the same club, just want to beat club mates. In our case, we had the objective of not coming last.

Flying during the British monsoon has its problems. Firstly, the wet weather does not assist soaring. Secondly, paddling ankle-deep in water from the bar to the caravan when the artificial horizon is toppling due to an excess of alcohol becomes a difficult NAVEX. The soft earth made the tugmaster decide that field retrieves should not be allowed unless Wolds GC could import a Sunderland flying boat. Unfortunately, our trailer had had a romantic interlude at Sutton Bank during the winter when during a gale it mounted a DG-100 trailer. Alas, it never recovered from the excitement, so we decided that if we couldn't land at an airfield for an aerotow retrieve then we wouldn't go. What a way to enter a comp!

Still, the day arrived when I could stand it no more. Cu popping and the sky looking not too bad. Remember our objectives (beat the other club glider/don't come last)? My wooden class glider – don't know why it's in this class, it's all bloody metal – was up against our Janus so no chance of beating it, really. He was three rows ahead on the grid but as he launched I knew we were going to at least try. Why is it that when it's your turn to follow the tug skyward the cu vanish? I decided on a task of Pocklington-Thirsk out-and-return (couldn't risk a landout). As we reached 1,800ft the vario indicated lift (6kts behind a Cub is lift). It took a while before we managed to find it again and it was tight but we climbed. As it died we saw a fair cloud over Full Sutton so pressed on over to see if it was any better. The climb

'There are many ways to score and the BGA doesn't regulate them all'

was good but drift was getting impressive, too. Track lay north-west but the sky was dead: one or two big wings were pushing on but it was not for us. The only energy apparent in the sky was downwind, over the Wolds, so we headed off to investigate.

We searched under a promising cloud and eventually centred on a reasonable thermal. The fleet started to join us – including the big wings who had explored the wilderness.

Capstan A23 left as the lift deteriorated and I soon followed with a long glide towards the white horse at Sutton Bank, clearly visible (I like easy navigation). The spreadout had no lift underneath but as I flew towards sunlight west of Castle Howard I spotted a gaggle climbing in the sunshine. This thermal left a goodly portion of the fleet well downwind of track. Even Helmsley was west of us. Analysis of the logger trace shows that the wind was 22kt cross-track. By now we were almost due east of Sutton Bank and needed to fly directly into wind. The sky still showed little sign of cu. A quick calculation on Mk1 fingers suggested I'd have enough height to make Thirsk so I decided to sneak round Sutton Bank's south ridge and park there to find a thermal.

Good plan, I thought. WRONG.The vario needle went down; the ground was rising. The logger trace showed 7.5kts *down* and heavy sink was sustained, leaving me little choice but to backtrack to a nice stubble field. Now I bow to you experts, but the wind was wrong for curlover from the high ground and I think it was wave that sank me.

All over? Definitely not.

The landowner came to see us (nice not to have to find him) and he turned out to be a Peer of the Realm. We were invited to explore the walks down by the river whilst waiting for a retrieve. P2 was my intended bride so we had a very romantic walk down by the river amongst what I think were orchids. I have to point out that there are many ways to score and the BGA doesn't regulate them all.

In the meantime, our Janus had managed to find a thermal at the start and had gone through the start line at max height and commenced his final glide into a field. Half the distance but won on *speed* points beating me by 20 (very) odd points.

While I don't think I'll ever understand how competitions award points, I wouldn't change my score for anything.

Mike adds: if you haven't tried the two-seater comp (www.wolds-gliding.org.uk) then you're missing out on a great fun comp – thank you, Wolds

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Russell's 2005 hat trick

In 2004, as well as achieving the UK's first FAI 1,000km, Russell Cheetham (right) won two Open Class contests: the Europeans, and the Nationals. Here Russell reports on the latter, which was held from August 21-29 at Tibenham in Norfolk



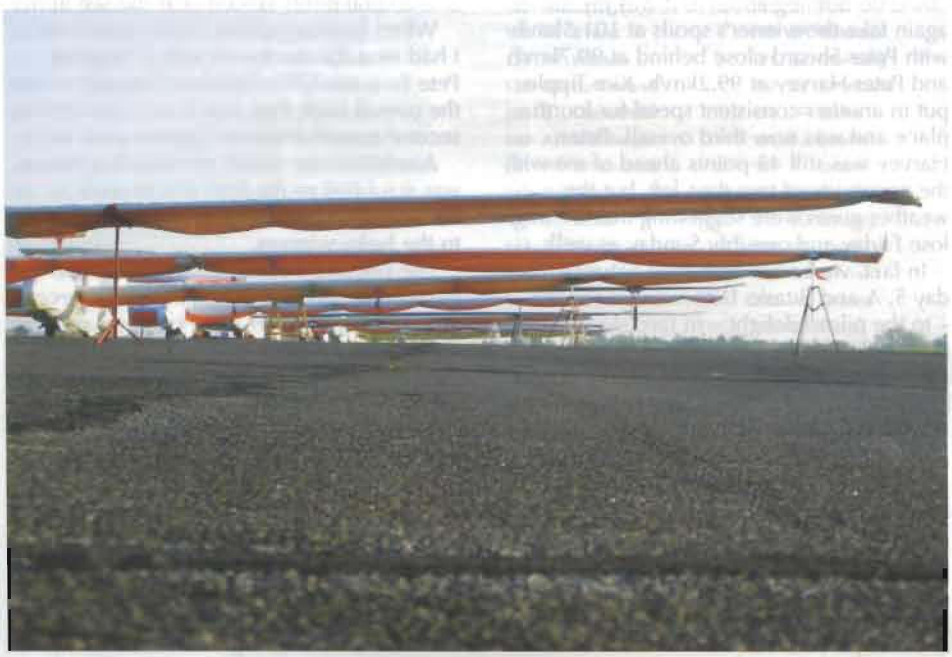
TWENTY-FOUR pilots converged on Tibenham for this year's Open Class Nationals. Fresh from my gold medal scoop at the European Championships in Lithuania, I was determined to maintain my winning streak but I was sure that there would be several pilots equipped with the skills to give me a serious run for my money. In particular, my long-time British team partner Peter Harvey would no doubt have something to say about it. With several new and talented pilots like Kim Tipple, Afandi Darlington, Richard Browne and John Tanner now beginning to appreciate the facets of Open Class, plus the attendance of all the regulars, it would ensure a good contest – as long as the weather was kind to us.

Arriving in pouring stormy rain on Friday evening, we could perhaps have anticipated the worst, considering the poor summer this year. However, the forecast was for two reasonable soaring days before the onset of unsettled weather. It was nonetheless with some surprise that on Saturday morning we were told to expect a fine day. A 416km yo-yo – to St Neots, back to Mendlesham mast, west again to Sackville Farm and then home – was proudly issued at briefing. Had Weatherjack and the task-setter lost their marbles or were we going to have a romp round?

We launched into a rapidly developing sky and once the gate had been open for some considerable time, I found myself in a good position to start, happy with conditions on track but not really prepared to hang around any longer as late starting was a big risk. Peter Harvey was with me, surely thinking much the same but presumably keen to start a couple of minutes after me and gain a possible competitive advantage, especially if I was to encourage a large gaggle down track with me. To short-circuit this situation and avoid losing what was probably the ideal starting time, an agreed start together was suggested on the radio. Pete responded instantly and we set off without the attentions of most of the other competitors, who had either left long ago or were elsewhere waiting to start.

Our two gliders parted immediately and we never spoke again because we chose completely different routing strategies, mine being significantly better initially allowing me to get a little ahead. I would not see Pete again for the next two hours. My flight continued quite well but I was aware that there had been several slow bits. I felt sure that ground was being lost to other pilots but had seen nobody to prove this. After rounding Sackville quite low, I spotted Pete, 1,000ft above me and a couple of kilometres ahead, heading towards a maturing street that should yield a good climb to get us near to final glide. Luck was with me as Pete flew to a 5kt thermal missing the 8-9kt one that I managed to core behind him. It was worth Pete's while to come back to my climb and we both circled together, now at similar altitude. Leaving together at cloudbase, we continued along the street and it became increasingly clear that we might well bounce in without a further climb. Whether by slightly better routing or perhaps gliding a little more adventurously, I was able to pull out a lead of 30 seconds or so by the time we reached finish line and won the day most fortunately at 111km/h. With Pete a close second, Kim Tipple took excellent advantage of a brave late start and nearly aced the day by propelling his Nimbus 3D to third at 110.5km/h. Twenty-one of the 23 gliders launched completed the task.

Sunday dawned bright and conditions were expected to be excellent again but there were doubts about the length of soaring day with an approaching front so a cautious 303km task was set (Gransden, Swanton Morley and Lavenham). This time, I decided to start quite early and despite having little in the way of markers was pleased with progress, stopping for nothing less that 6kt. Most of the grid started 10 to 20 minutes later and had a similar romp round. At the final turn, I fell into a hole and spent what seemed like an age (but was probably less than 10 minutes) digging myself out to get on to final glide. Pete Harvey had no such slow spot and won the day convincingly at





Above: despite some bad weather, the Opens managed five days *(John Williams)*
Right: Kim Tipple earned a Europeans place from his third place in this comp *(www.whiteplanes.com)*

126.7km/h, a full 6km/h faster than second-placed Peter Sheard. I managed third place at 119.8km/h, with half the grid exceeding 110km/h. This win put Peter Harvey a significant 72 points ahead overall of myself in second place with Peter Sheard third.

We lost a day to bad weather and Tuesday also looked unlikely with very low cloud. The forecast was for a small improvement followed quickly by heavy showers. Woody Woodhouse, the director, was quite rightly not prepared to lose the day without a fight and was rewarded with a rapidly improving situation, which, if anything, caught the organisation by surprise. By the time the task group were fired off on the 2.5-hour area task (with radiuses around Stradishall, Downham Market and Norwich rail bridge) the soaring window before the expected heavy showers was mostly used up. Much to the relief of the regionals group gridded behind the nationals, they were scrubbed. They duly taunted the nationals pilots with talk of marigold gloves, possible lightning strikes, heavy rain and soggy fields. Inevitably, many pilots experienced all of these phenomena before the day was out.

Getting away from the airfield towards the first sector proved very difficult: huge areas of spreadout made soaring anywhere near the start sector impossible. I ran into the start from a climb to 3,000ft, crossing at 2,000ft, and had several low moments before contacting the first of the building cells that allowed a cloud climb to 6,500ft and an easy run into the first sector. Over half the field landed out as I so nearly did in the first 30km. Personally, I am not a supporter of cloud flying in competitions on the grounds of fairness. However, a nationals can be decided on such days and I was very aware that there were several exponents of the art competing. Pete Harvey is renowned for some previous near-stratospheric exploits. So I used my altitude to fly deep into the first sector and expected to fly into the second sector easily without turning again. How wrong I was! With another dying storm on track and poor awareness on my part due to the bad or nil visibility, I ended up less than 1km from the second sector, 600ft above the ground with cumulus tantalisingly just too far away from me but downwind of me and the sector. Luck was with me yet again as I managed to pull out a weak climb that eventually turned into an 8,500ft cloud climb – but I was now 30km from the sector. The height allowed me to run into it then to cruise at 80kt to the final sector. It was clear that the airfield was in imminent danger of being engulfed by a storm and rain could probably be expected anywhere on the last leg. So I pushed into the final sector as far as I dared, turning back with 2,300ft allegedly to spare 30km out from the finish line. The sink on the way home, mostly without rain, was very disturbing: with 10km to go, the height in hand had dwindled to 500ft. A storm front then engulfed the airfield, making it invisible. Remarkably, associated sink was not evident and I was able to use the spare height to push through the steady rain to finish straight ahead. Richard Browne had just completed the task moments earlier along with Richard Smith, himself making a strong bid for the top placings overall.

Where were Peter Harvey and the rest of the guys? It turned out that Pete had climbed to 11,000ft but was not able to use the vast height excess to gain significant extra distance. He was pleased, though, to expend it in the torrential rain that had by then swamped the airfield and half the last leg.

Astoundingly, Richard Browne and Richard Smith proved that the task could be completed without flying in cloud, a fantastic achievement. Later study of their traces against mine showed that taking the cloud climbs but using the correct routing would have resulted in a task speed some 50 per cent faster. The four finishers' speeds ranged from 67.9-70.2km/h and all got 170 points, a triumph for the scoring system which put a correct slant on the significance and fairness of the day, if not the excitement factor.

We had to wait until Thursday before the next contest day, when we were set a racing task around Sudbury, Thrapston and Rattlesden for 284km. The thermals turned out to be strong but a huge area of spreadout and its dead air on the leg from Sudbury to Thrapston made the task very challenging, forcing the use of all of the awesome slow speed glide performance available to us.

'I was able to take weak climbs to stay as near to cloudbase as possible. This was critical...'

A hole in the spreadout at Thrapston allowed a good solitary cumulus and thus a climb at the turnpoint, but pilots arriving there later had to go well beyond the turn to climb. They were forced to lose a lot of time and could do nothing about it. It was my turn to again take the winner's spoils at 101.5km/h with Peter Sheard close behind at 99.7km/h and Peter Harvey at 99.2km/h. Kim Tipple put in another consistent speed for fourth place and was now third overall. Peter Harvey was still 43 points ahead of me with the possibility of two days left, but the weather gurus were suggesting that we might lose Friday and possibly Sunday as well.

In fact, we had to wait until Saturday for day 5. A and B tasks both went in the bin – to the pilots' delight – in favour of a new task into soarable sky, since the area to the west of us was pronounced unsoarable as far as the eye could see. We were subsequently tasked with Ridgewell, north to Saxthorpe, south to Claydon and home for 280km.

The better weather in the coastal area eventually moved over us and the launch commenced with conditions poorer than they looked. It became clear that it would be a slow or a landout day so, given that time was getting on, most pilots started promptly. The real problems started for most on the second leg with a long glide out on track to nothing under total spreadout just east of the D208 exclusion area. Good working cumulus were – tantalisingly – inside the exclusion zone and along with Kim Tipple I made for it in the hope we could climb on the edge of the airspace. Sadly, we could not but we found a weak thermal to keep us alive until the cumulus had drifted just north of the area, allowing us to track to it and climb to cloudbase. At this stage, Terry Mitchell in J15 had the day in his pocket due to the smart decision to go well to the west and pass to the west of the exclusion area, an idea which I had never even considered as an option. He subsequently made a mistake later but completed the task.

Running to Saxthorpe, I was able to take weak climbs to stay as near to cloudbase as possible. This proved to be critical at the turn because it enabled me to take a further weak climb to base that others failed to get when later arriving at lower level. With the huge advantage of height, I was able to slowly glide over a totally spreadout and unsoarable area to reach sunshine and developing cumulus around and just north of Tibenham. Many pilots arrived here just too low to climb and had to land at or near the airfield. Peter Harvey (unknown to me at the time and no doubt determined not to let his lead ebb away) scraped away from the circuit at a height most people fly models.
I was now well ahead of the remaining airborne pilots, except for Jed Edyvean, who had also enjoyed a good run.

But where was Pete? How far was he behind? How many finishers might there be, if any? How cautious could I afford to be? I knew none of the answers and decided to adopt the most cautious approach so took climbs of 1-2kt, each a welcome surprise, to get at last on to final glide, round the last turn and home for a speed of 77.8km/h. Kim Tipple made 76.2km/h with Peter finally third at 71.1km/h. There were eight finishers and several pilots landed near the last turn.

When the scores were finally published, I had won the day by enough to leapfrog Pete by a small but significant margin to take the overall lead. Pete was a very comfortable second overall and Kim Tipple a solid third.

A suitable rain dance ensured that Sunday was scrubbed so the final places were confirmed and lots of goodies were presented to the lucky winners.

The Tibenham team again pulled off a great competition despite limited resources and variable weather and I hope we can come back again in future years. The highlight for me was the exceptional variety and quality of the flying achieved over the five days and the friendly environment fostered by competitors and the organisation alike.

Russell, a member of The Soaring Centre, began gliding in 1986 and has flown five international competitions. His first contest was in 1989, when he flew the Hus Bos regionals and finished third from last. At Tibenham he flew ASW 22BLE E2 and Arthur Docherty crewed for him. He has c. 3,500hrs in gliders and is the only pilot to have achieved an FAI 1,000km Diploma in the UK

For full Open Class results, see overleaf (p47)





Jay Rebbeck



Russell Cheetham

Top 300 UK racing pilots

1	JN Rebbeck	55	D Draper	109	RA King	163	NG Hackett	217	AD D'Arcy	259	CC Watt
2	RS Hood	56	AF Perkins	110	BA Birlison	164	AR Head	218	RJ Verrall	260	AJHSmith
3	RA Cheetham	57	ML Brown	111	BA Fairston	165	DJ Westwood	219	TJ Wills	261	AM Dalton
4	LM Wells	58	JN Wilton	112	I Craigie	166	BT Spreckley	220	BC Marsh	262	MT Davenport
5	AJ Barnes	59	GE McAndrew	113	PJ Kite	167	EW Johnston	221	TM World	263	JA McCoshim
6	S Crabb	60	AA Darlington	114	A Kangurs	168	R Tietema	222	CJ Lowrie	264	KW Payne
7	AJ Davis	61	MI Pike	115	PT Healy	169	DG Chalmers	223	JR Warren	265	JD Ewence
8	TJ Scott	62	RC May	116	GW Craig	170	PC Fritche	224	JKG Pack	266	CC Rollings
9	B Flewett	63	WD Inglis	117	GG Dale	171	RA Cole	225	SP Woolcock	267	RC Hodge
10	SG Jones	64	GP Stingemore	118	IR Cook	172	SCJBarker	226	MJ Philpott	268	M Collett
11	DS Watt	65	CP Jeffery	119	MT Davis	173	RE Robertson	227	P Whipp	269	AE Weatherhead
12	PR Jones	66	RJ Nunn	120	G McKnight	174	ND Smith	228	RE Francis	270	A Wells
13	DW Allison	67	WT Craig	121	RP Garner	175	N Smith	229	LE Tanner	271	R Johnson
14	JM Hood	68	RJ Toon	122	A Clark	176	JP Gilbert	230	MD White	272	RJ Welford
15	MJ Young	69	BF Walker	123	K Nicolson	177	NH Wall	231	CL Withall	273	CV Heames
16	DP Francis	70	AD Tribe	124	R Jones	178	KM Draper	232	RB Witter	274	SW Bradford
17	LM Rebbeck	71	RJ Hart	125	MJ Aldridge	179	AI Kay	233	R Priest	275	JH Russell
18	PJ Harvey	72	M Holden	126	DF Bromley	180	AP Moulang	234	GP Hibberd	276	DK McCarthy
19	P Crabb	73	W Aspland	127	AC Walford	181	D Heslop	235	SM Sanderson	277	I Reekie
20	PC Naegeli	74	R Maskell	128	P O'Donald	182	KJ Hartley	236	GS Goudie	278	JS Wand
21	OJ Walters	75	D Williams	129	RL Fox	183	NF Goudie	237	M Rogers	279	PM Sheahan
22	MJ Jordy	76	ND Tillett	130	CJ McInnes	184	TAJ Smith	238	CR Emson	280	GN Thomas
23	MD Wells	77	BL Cooper	131	JR Taylor	185	IM Pettman	239	MH Pope	281	PE Baker
24	DA Booth	78	MC Foreman	132	MF Cuming	186	CG Corbett	240	BR Forrest	282	A Hoskins
25	PF Brice	79	PR Stafford-Allen	133	SR Ell	187	JD Glossop	241	S Lapworth	283	JP Simmonds
26	HA Rebbeck	80	I MacArthur	134	AV Nunn	188	JP McNamee	242	AA Docherty	284	DM Byass
27	JE Roberts	81	J Williams	135	MG Stringer	189	G Paul	243	RD Grieve	285	WH Davis
28	A Hall	82	MJ Birch	136	IM Evans	190	SR Wilkinson	244	NJ Gough	286	CJ Alldis
29	GK Drury	83	J Lynas	137	AF Watson	191	SJ Steinberg	245	RC Bridges	287	IP Hicks
30	I Ashdown	84	SJ Redman	138	GD Sutherland	192	EJ Smallbone	246	JH Tucker	288	PW Armstrong
31	LS Hood	85	DE Findon	139	S Carmichael	193	PR Barley	247	SR Kronfeld	289	DM Brown
32	KB Tipple	86	TM Mitchell	140	AR MacGregor	194	PJ Stratten	248	APC Sampson	290	TL Cook
33	GM Spreckley	87	ME Newland-Smith	141	RP Brisbourne	195	A Jelden	249	GK Payne	291	AD Holmes
34	DC Chappell	88	PE Rice	142	GJ Bass	196	CG Starkey	250	JG Arnold	292	AR Mountain
35	H Jones	89	JC Meyer	143	JL Birch	197	AD Betteley	251	AD Piggott	293	MP Roberts
36	MJ Cook	90	DJ Langrick	144	TJ Parker	198	NL Clowes	252	R Kalin	294	EJDFoxon
37	GN Smith	91	GD Coppin	145	P McLean	199	RA Johnson	253	E Sparrow	295	AJ McNamara
38	PJ Masson	92	JE Gatfield	146	C Curtis	200	JB Giddins	254	AH StPierre	296	GW Venning
39	RJ Smith	93	CC Lyttelton	147	AR Parker	201	SR Nash	255	AA Baker	297	R O'Conor
40	AD May	94	O Ward	148	M Tomlinson	202	T Stuart	256	P Onn	298	MR Garwood
41	RF Thirkell	95	RA Browne	149	MJ Smith	203	GC Beardsley	257	ND Aram	299	PO Paterson
42	DP Masson	96	KD Barker	150	AR Hughes	204	NP Heriz-Smith	258	P Ryland	300	TW Slater
43	MW Durham	97	TR Gaunt	151	GR Green	205	D Arkwright				
44	MR Fox	98	DR Smith	152	PH Rackham	206	M Jerman				
45	PM Shelton	99	GD Morris	153	SJ Waterfall	207	DR Ley				
46	JA Tanner	100	AJ Clarke	154	TJ Davies	208	AR McKillen				
47	AJ Garrity	101	NV Parry	155	FG Bradney	209	MP Robain				
48	JA Crowhurst	102	MR Parker	156	G Macdonald	210	ER Smith				
49	MR Dawson	103	JG Allen	157	SG Olender	211	MA Roberts				
50	PR Pentecost	104	GC Metcalfe	158	I Mountain	212	RD Payne				
51	RA Johnson	105	SA Adlard	159	JW White	213	DS Innes				
52	TJ Milner	106	JL Whiting	160	A Langton	214	RJ Brimfield				
53	FJ Davies	107	PG Sheard	161	WA Harris	215	TC Wright				
54	JR Edyvean	108	SS Shah	162	MB Jefferyes	216	EH Downham				

PROVISONAL ratings list compiled by John Wilton. Pilots are advised to check their own ratings (preferably by January 1) and can do so by following the instructions on the BGA website (Info for clubs – Cross-Country & Competitions – Ratings, www.gliding.co.uk/competitions/ratings.htm).
If you shared a glider, did not renew your FAI licence or used an incorrect FAI number to enter a comp you are particularly advised to read the instructions. From sometime in December, applications forms for 2005 nationals places and FAI licences will be available at www.gliding.co.uk/competitions

This page contains the results for all BGA-rated national competitions from 2004.
For the provisional ratings list, please see page 45 (updates at www.gliding.co.uk)
For the 2005 competitions calendar, please see page 5 (updates at www.gliding.co.uk)
For the results of BGA-rated regionals and the Aerobatic Nationals, see overleaf

18-Metre Class Nationals

Tibenham, Jun 26-Jul 4

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	Jez Hood	LS8-18 18m	2928	1/654	5/869	1/647	1/757	6=/1	11=/0
2	David Booth	LS8-18 18m	2804	6/553	4/910	14/438	10/595	8=/0	2/308
3	Ian Ashdown	LS6c 18m	2765	7=/537	10/784	10/476	4/657	3=/5	3/306
4	Andrew Hall	LS6c 17.5m	2665	11/510	2/965	2/571	5/619	8=/0	11=/0
5	David Masson	LS6c 18m	2546	23/382	1/1000	26/143	3/736	3=/5	4/280
6	Allan Garrity	Lak17a 18m	2507	12/509	6/858	3/564	13/576	DNF/0	DNF/0
7	Frank Davies	LS6c 17.5m	2503	10/513	3/949	21/294	11/593	8=/0	5/154
8	Howard Jones	Ventus 2c 18m	2389	2/592	11/779	13/463	17/555	8=/0	11=/0
9	Bob Thirkell	ASW 28	2375	7=/537	15/720	6=/509	16/570	8=/0	7/39
10	Gary Stingemore	LS8-18 18m	2342	17/477	7/856	15/396	6/613	8=/0	11=/0
11	Brian Birlison	Ventus 2c 18m	2251	3/582	17/702	16/367	8/600	8=/0	DNF/0
12	Colin Mcinnes	Ventus 2c 18m	2245	13/493	8/812	24/157	2/751	1/32	11=/0
13	Richard Browne	ASW 28	2226	18/472	20/635	6=/509	25/297	8=/0	1/313
14	Bill Inglis	Ventus 2c 18m	2208	25/293	9/796	9/484	7/612	8=/0	9/23
15	Kay Draper	LS8-18 18m	2169	4/571	13/744	17/316	18/538	8=/0	11=/0
16	Allan Tribe	LS8-18 18m	2155	14/490	23/509	4/544	9/597	2/15	11=/0
17	Craig Lowrie	DG-800 18m	2152	5/560	14/722	5/536	23/334	8=/0	11=/0
18	Bob Grieve	LS8-18 18m	2072	19=/455	21/613	8/503	20/501	8=/0	11=/0
19	Derek Westwood	LS8-18 18m	1814	16/482	25/294	12/464	14=/574	8=/0	DNF/0
20	Christopher Aldis	LS8-18 18m	1796	19=/455	16/703	18/314	24/324	DNF/0	DNF/0
21	Tim Davies	ASW 20bl,cl	1769	15/484	18/694	25/146	22/430	5/4	10/11
22	Lemmy Tanner	LS8-18 18m	1721	28/268	12/758	27/118	12/577	8=/0	DNF/0
23	Jon Arnold	LS8-18 18m	1712	29/185	22/592	11/465	21/470	8=/0	11=/0
24	Graham Drury	LS8-18 18m	1630	9/532	29/227	20/296	14=/574	6=/1	DNF/0
25	John Bell	LS8-18 18m	1489	24/322	19/686	22/262	28/219	8=/0	DNF/0
26	Simon Edwards	Ventus 2c 18m	1193	26/285	24/297	29/38	19/535	8=/0	8/38
27	Dennis Heslop	Ventus 2c 18m	1142	21/446	28/249	28/116	27/239	8=/0	6/92
28	Julian Hitchcock	LS8-18 18m	1117	22/400	27/289	19/301	29/127	8=/0	DNF/0
29	David Innes	Ventus 2c 18m	1077	27/274	26/290	23/242	26/271	DNF/0	DNF/0

Club Class Nationals

Pocklington, Jul 10-18

	Pilot	Glider	Total	Day 1	Day 2	Day 3
1	O J Walters	Std Libelle w	2090	21/93	1/1000	2/997
2	J E Roberts	ASW 19a,b	2030	18/98	2/988	3=/944
3	L S Hood	Std Cirrus w	1989	2/217	4a/952	18/820
4	M J Cook	Std Cirrus	1949	20/94	7/855	1/1000
5	A D May	LS4	1925	4=/195	10/825	8/905
6	M R Fox	LS4	1918	29/85	3/984	14/849
7	JA Crowhurst	ASW 19	1917	9/191	19/782	3=/944
8	T J Milner	DG-100/101	1909	7a/192	5=/859	13/858
9	M L Brown	Std Cirrus	1884	10/155	13=/815	7/914
10	R J Nunn	Std Cirrus	1856	4=/195	13=/815	15/846
11	J Williams	Std Libelle	1851	24=/91	11/822	5/938
12	I Macarthur	LS4	1803	11/153	25/731	6/919
13	S S Shah	DG-100/101	1789	14/129	17/790	12/870
14	A Clark	LS4	1772	28/88	8/850	16/834
15	R Fox	DG-100/101	1740	33/49	15=/795	9/896
16	M Tomlinson	LS4	1703	36/30	15=/795	10/878
17	I Evans	ASW 19a,b	1632	15/110	26/690	17/832
18	K Draper	Std Cirrus	1603	12/140	27a/591	11/872
19	A Jelden	Std Libelle	1480	7a/192	9/827	26=/461
20	A J Barnes	Std Cirrus	1477	3/208	5=/859	32/410
21	R E Francis	LS4	1433	6/193	20/770	25/470
22	S Lapworth	ASW 19a,b	1416	24=/91	28a/512	19/813
23	D F Bromley	Std Cirrus	1387	13/130	21/760	23/497
24	P M Sheahan	Std Cirrus	1376	16/102	18/788	24/486
25	M Holden	Std Cirrus	1324	30/80	24/741	22/503
26	E Sparrow	Pegasus	1282	27/89	22/759	30/434
27	G Macdonald	Std Cirrus	1204	32/57	23/742	33/405
28	D Draper	Std Cirrus	1143	26/90	34/435	20/618
29	A V Nunn	ASW 19a,b	1136	22=/92	32/448	21/596
30	J A Stephen	Std Cirrus	1011	1/245	36/323	29/443
31	M P Roberts	ASW 19a,b	964	34/38	31/469	28/457
32	G N Thomas	Shk-1	958	22=/92	33/439	31/427
33	D Leroux	Std Cirrus	890	31/69	12/821	DNF/0
34	S M Platt	LS4	871	19/95	37/315	26=/461
35	R A Johnson	DG-100/101	760	17/100	35/338	34/322
36	B Stott	Shk-1	726	35/37	30/470	35/219
37	J T Hitchcock	Pik20	474	37/2	29a/472	DNF/0

Overseas Championships

Ocana, Spain – May 24-Jun 6

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8
1	Mike Young	Discus w	7286	2/909	1/1000	5=/839	12/863	1/1000	4/894	8=/861	5/920
2	Leigh Wells	LS8 15m	7197	13/819	2/910	5=/839	3a/965	7/874	1/1000	5/881	9/909
3	Paul Crabb	LS8 15m	7075	14/815	4a/847	2/897	6/916	3/913	12/826	1/1000	16/861
4	Martyn Wells	LS8 15m	7030	5/866	22/690	3/876	4/936	8/866	2/925	7/871	1/1000
5	Russell Cheetham	ASW 28	6776	22a/654	7/838	12/772	5/920	6/875	3/910	4/892	7/915
6	Stephen Crabb	LS8 15m	6676	20a/680	5/846	1/908	2/978	4/904	10/832	29=/666	15/862
7	Gill Spreckley	LS8 15m	6664	7a/853	11/787	11/807	13/860	10/862	7/847	3/900	29/748
8	Marc Seretti	Lak19 18m	6651	11/841	6/842	17/739	10/871	9/863	9/833	12/818	18/844
9	Kim Tipple	ASW 20	6626	25a/511	8/833	4/868	1/1000	14/829	8/835	16/803	4/947
10	Martin Durham	LS7	6276	4a/879	17/727	15/749	22/742	18/795	27/673	15/814	11/897
11	Sylvain Gerbaud	Ventus 2c 18m	6269	15/808	9/828	19/707	16/813	16=/814	18/756	19/756	24/787
12	John Roberts	LS4	6158	24a/608	13/750	18/736	30/687	13/839	13/811	13=/817	8/910
13	Richard Johnson	ASW 28	6132	10/846	12/775	20=/703	21/744	15/828	26/675	33/643	6/918
14	Martin Smit	LS8 15m	6090	48/113	20/703	14/755	11/870	2/945	6/849	6/875	2/980
15	Graham Smith	LS8 15m	6068	31/308	23/674	8/832	9/876	11/858	11/830	13=/817	13/873
16	Gary Stingemore	LS8 15m	6021	6/854	3/866	9/819	7=/886	46/232	22/687	10/840	19/837
17	Mel Dawson	Ventus 2a,b	5989	1/919	32/606	10/812	26=/702	12/856	23/679	28/685	32/730
18	Marcel Soler	Discus 2 w	5844	8/851	15/745	7/837	31/655	19/779	42/514	31/656	23/807
19	Richard Browne	LS8 15m	5817	39/177	24/673	35/608	7=/886	5/886	17/762	2/926	10/899
20	John Whiting	Discus w	5789	16/801	18/709	30/648	15/820	31/663	14/795	45=/389	3/964
21	Phil Jeffery	LS8 15m	5624	29/380	14/747	33/615	14/856	25/704	5/852	26/689	25a/781
22	David Findon	Nimbus 4d	5598	9/849	19/705	31/645	36/619	33/651	31/622	34/639	14/868
23	Rooij / Vd Zwain	Duo Discus	5574	30/317	10/827	28/662	26=/702	20/776	19/735	23/732	21/823
24	Aert Mante	Discus w	5552	12/836	16/734	13/764	23/734	21/775	39/551	11/832	41/326
25	Steve Olender	Ventus 2c 18m	5445	19/722	36/537	27/663	19/760	35/634	24/677	37/600	17/852
26	Al Clarke	Duo Discus	5334	3/890	46/337	20=/703	24a/713	32/655	37/572	25a/692	26/772
27	Alan Binks	LS4	5302	37a/209	25/650	25/665	32/654	23/710	28/667	8=/861	12/886
28	John Glossop	Discus	4946	32/306	35/553	41/568	28/698	29/673	20/712	20/748	35/688
29	Rose Johnson	DG-100/101	4776	47/122	28/629	23/697	29/691	16=/814	16/765	18/767	42/291
30	Manfred Scholtz	DG-800 18m	4735	23/615	39/476	39/580	34/639	28/691	32/609	43/441	36a/684
31	Jerry Langrick	LS8 15m	4563	38/179	43/453	24/673	33/653	22/748	29/656	21/736	40/465
32	Jorg Hermann	LS3 15m	4539	36/243	37/533	37/591	35/632	39/584	41/530	36/606	22/820
33	Mike Pope	Ventus 2c 18m	4438	35/268	30/623	38/581	41/561	38/602	43/479	38/581	30/743
34	Patrick Onn	LS8 15m	4388	27a/423	27/642	48/365	39/577	43a/453	25/676	42/486	27/766
35	Francisco De Almeida	LS7 w	4375	28/406	40=/458	42/552	25/704	30/667	46/309	39a/555	33/724
36	Jon Wand	ASH 26	4374	45a/152	40=/458	43/543	43/524	37a/603	30/623	22/733	31/738
37	Eric Heinonen	LS4	4344	21a/668	48/12	16/747	18a/765	27/695	15/770	27a/687	DNC/0
38	Terry Slater	Duo Discus	4219	34a/287	38/531	32/625	45/479	24/709	49/128	17/781	37/679
39	Ray Payne	ASW 27a,b	4217	18/760	31/622	34/610	20/752	26/703	21/710	48/60	DNF/0
40	Bill Inglis	Ventus 2c 15m	4133	46/149	29/624	29/661	40a/567	36/605	34=/581	24/712	44/234
41	Peter Baker	LS8 15m	4056	44/165	DNF/0	22/700	17/770	34/645	47/296	32a/654	20/826
42	Graham Hibberd	LS7	3891	41=/170	34/588	49/315	37/617	41a/573	33/583	45=/389	39/656
43	Frank Jeynes	Ventus 2c 18m	3655	51=/0	33/598	45/521	44/523	42/458	38/571	47a/278	34/706
44	Reb Rebbeck	LS4	3644	41=/170	40=/458	36/602	47/260	44/452	40/538	44/400	28/764
45	Iain Evans	LS8 15m	3248	26a/494	45/340	26/664	46/288	48/53	44/478	29=/666	43/265
46	John Birch	Duo Discus	3245	49/109	47/50	44/538	38/603	47/83	34=/581	35/615	38/666
47	Pepe Gresa Valero	Nimbus 4d	2893	33a/299	21/691	40/573	48/253	DNF/0	36/580	41a/497	DNC/0
48	Nina	Duo Discus	2315	43/166	DNF/0	46/469	42/526	45/436	48/180	40/538	DNC/0
49	Eduardo Gandia	Nimbus 3d	1996	40/173	44/383	47/424	DNF/0	40a/577	45/439	DNC/0	DNC/0
50	Ramon Grimalt	Lak17a 18m	1420	17/773	26/647	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0
51	Mike Mee	ASW 28	67	50/67	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0
52	Stephen Ell	LS8 15m	0	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0	DNC/0

Junior Nationals

Lasham, August 14-22

	Pilot	Glider	Total	Day 1	Day 2	Day 3
1	Andrew Perkins	LS8 15m	2026	8/438	2/995	3/593
2	John Roberts	LS4 wl	1994	1/499	6/918	6/577
3	Mark Holden	Discus	1923	2/496	8/910	14/517
4	Ian Macarthur	LS4	1902	5=/455	9/905	10/542
5	Jon Meyer	ASW 20f	1899	18/377	1/1000	13/522
6	Mark Parker	Discus	1895	13=/399	11/873	2/623
7	Ian Craigie	LS1f w	1878	26=/325	3/980	7/573
8	Richard Garner	LS8 15m	1866	19/371	7/911	5/584
9	Rob Nunn	LS8 15m	1810	11/412	12/859	11/539
10	Andy May	LS8 15m	1783	34/296	4/922	8/565
11	George Green	Discus	1733	3/460	16/785	17/488
12	Andrew Langton	Astir Cs	1724	22/336	13/838	9/550
13	Simon Barker	ASW 28	1702	29/312	5/920	20/470
14	Tom Smith	LS8 15m	1648	36/289	21=/709	1/650
15	Andrew Betteley	Std Cirrus w	1609	24=/328	15/794	18/487
16	Matt Robain	LS4	1602	12/400	17/759	25/443
17	Richard Verrall	Discus	1600	37/286	14/816	15/498
18	Mark Brown	Std Cirrus	1557	30/304	20/728	12/525
19	Arthur Docherty	LS4	1493	17/380	25/662	24/451
20	Nicholas Smith	Std Libelle	1488	21/338	26a/655	16/495
21	Mike Collett	Std Libelle	1461	24=/328	27=/647	19/486
22	Anthony Hoskins	Std Cirrus	1362	28/323	33/573	22/466
23	Edward Foxon	Ventus 17.6	1342	35/292	27=/647	28/403
24	James Ewence	Std Cirrus	1322	16/390	10/889	39/43
25	Tim Webb	Discus w	1217	10/423	44/206	4/588
26	Alastair Harrison	Std Cirrus	1207	5=/455	19a/746	45/6
27	Mark Laver	Discus w	1176	50=/0	21=/709	21/467
28	Mark SzymkowiczLS4		1164	43/203	32/579	30=/382
29	Ian Plant	Astir Cs	1162	41/250	29a/631	35/281
30	Tom Brenton	DG-100/101	1153	13=/399	18/754	DNF/0
31	Peter Ballard	ASW 19a,b	1125	42/214	34/528	29/383
32	Alex Bundock	Discus w	1056	7/446	47a/171	26/439
33	Claire Alston	LS7 w	1044	4/457	45=/205	30=/382
34	Michael Pettican	Dg505 20m	1008	31=/302	23/678	43=/28
35	Albert Freeborn	Dg505 20m	1005	33/301	24a/676	43=/28
36	Peter Hibbard	Pegasus	999	47/99	35=/446	23a/454
37	Rachel Hine	LS4	977	45/152	31a/581	37/244
38	Hannah Hay	LS4	898	48/90	37/426	30=/382
39	Hemraj Nittianandarajah	LS6 15m	844	9/437	40a/367	40/40
40	Phillipp Schartau	Astir Cs	786	46/140	39/396	36/250
41	Shaun Mclaughlin	ASW 19a,b	770	44/156	30a/614	46=/0
42	Andrew Bates	Discus	748	31=/302	48a/64	30=/382
43	Alex Maitland	Discus w	745	26=/325	48=/0	27/420
44	Amelia Nash	Ask23	699	20/340	41a/328	41/31
45	Tom Newham	Shk-1	683	40/252	38/401	42/30
46	John Hingley	Pegasus	643	15/397	42a/246	DNF/0
47	Mike Witton	Ask23	638	39/264	45=/205	38/169
48	Jamie Denton	Discus w	611	38a/267	50a/-38	30=/382
49	Jim Wilson	ASW 19a,b	576	23/330	42a/246	DNF/0
50	Kelly Teagle	ASW 19a,b	466	49/20	35=/446	46=/0

Standard Class Nationals

Aston Down, Jul 24-Aug 1

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	J Hood	LS8 15m	5366	1000/1	910/6	1000/1	667/5	830/22	959/1
2	D Francis	LS8 15m	4982	981/2	938/5	746/18	584/16	890/9	843/14=
3	MJ Young	Discus 2	4909	674/23=	947/3	767/16	679/2	904/5	938/4=
4	M Jordy	ASW 28	4885	943/4	725/31=	917/5	639/9	896/7	765/38
5	HA Rebbeck	LS8 15m	4876	674/23=	948/2	881/11	670/4	911/4	792/29a
6	G Drury	LS8 15m	4818	888/11	755/18	738/19	640/8	859/16	938/4=
7	DC Chappell	LS8 15m	4772	920/5	725/31=	736/20=	548/21	903/6	940/ 3
8	GN Smith	LS8 15m	4699	884/13	739/20	935/3	536/24	759/29	846/12
9	R Thirkell	ASW 28	4697	893/9	803/12a	768/15	507/28	921/3a	805/26
10	PM Shelton	LS8 15m	4696	902/8	728/27	728/29	633/11=	878/12	827/20
11	H Jones	Discus 2	4687	682/22	759/16	899/9	703/1	807/26a	837/18a
12	PR Pentecost	LS8 15m	4662	890/10	730/22=	730/27	622/14	924/2	766/36=
13	D Draper	LS8 15m	4659	864/18	729/24a	734/22=	648/7	841/18	843/14=
14	RA Johnson	ASW 28	4586	882/14	813/11	549/36=	656/6	744/31a	942/ 2
15	W Aspland	LS8 15m	4580	611/31	725/31=	916/6=	520/26	870/13	938/4=
16	SJ Redman	LS8 15m	4574	659/27	875/7	916/6=	490/32	821/23	813/23
17	O Ward	Discus 2	4554	685/21	843/9a	890/10	459/34	842/17a	835/19
18	CP Jeffery	LS8 15m	4484	873//16=	725/31=	906/8	573/19	665/35	742/39a
19	GP Stingemore	LS8 15m	4454	904/7	852/8	417/39	634/10	838/19	809/24
20	SR Ell	LS8 15m	4446	906/6	772/13a	944/2	505/29	886/10	433/41a
21	PJ Harvey	LS8 15m	4409	873/16=	768/14a	287/41	676/3	957/1	848/11
22	MT Davis	Discus	4399	656/29	815/10	860/12	628/13	642/36	798/27
23	MB Jefferyes	LS8 15m	4380	390/39	942/4	687/33	633/11=	819/24	909/ 8
24	PC Fritche	LS8 15m	4372	876/15	727/28=	706/32	351/38	895/8	817/22
25	AJ Clarke	LS8 15m	4360	625/30	742/19a	734/22=	531/25	885/11	843/14=
26	RA Browne	LS8 15m	4343	673/25	727/28=	734/22=	541/23	861/15	807/25
27	JN Rebbeck	LS8 15m	4252	658/28	962/1a	732/26	473/33	749/30a	678/40a
28	PG Sheard	Discus 2	4152	700/19	726/30	660/35	576/18	720/33	770/32=
29	Rose Johnson	LS8 15m	3997	503/34	556/41	838/13	452/35	866/14a	782/31
30	A Smith	ASW 28	3909	488/35	685/37a	733/25	551/20	514/39a	938/ 4=
31	RJ Welford	LS8 15m	3835	660/26	724/35	736/20=	579/17	339/40	797/28
32	CJ Alldis	LS8 15m	3779	394/38	729/24=	721/31	428/36	737/32	770/32=
33	K Nicholson	LS8 15m	3757	-13/44a	757/17	919/ 4	518/27a	808/25a	768/35
34	N Wall	LS8 15m	3691	450/36	729/24=	342/40	493/30=	834/20	843/14=
35	PE Baker	LS8 15m	3641	337/41a	738/21	261/42	599/15	833/21a	873/10a
36	DA Booth	LS8 15m	3557	552/33	637/38	549/36=	139/40a	793/27	887/ 9
37	JR Luxton	LS8 15m	3432	887/12	77/43	723/30	372/37a	603/38	770/32=
38	JG Arnold	Discus	3399	386/40	610/39a	684/34	82/42	792/28	845/13
39	SP Woolcock	LS7	2913	572/32	523/42	69/43	272/39	711/34a	766/36=
40	JA McCoshim	LS8 15m	2819	319/42a	730/22=	729/28	-385/44a	604/37	822/21
41	JA Clark	LS8 15m	2661	37/43a	575/40	506/38	493/30=	266/41	784/30
42	M Jerman	ASW 28	2416	421/37	69/44	772/14	545/22	224/42a	385/42
43	JB Giddins	LS8 15m	2253	698/20	723/36	747/17	85/41	0/DNF	0/DNF
44	SJ Steinberg	ASW 28	1714	953/3	761/15	0/DNF	0/DNF	0/DNF	0/DNF

Open Class Nationals

Tibenham, Aug 21-29

	Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5
1	Russell Cheetham	ASW 22bl	3777	1/1000	3/678	1=/178	1/921	1/1000
2	Peter Harvey	Nimbus 4	3759	2/997	1/756	1=/178	3/889	4/939
3	Kim Tipple	Nimbus 3d 25.5m	3494	3/987	12/572	6=/68	4/882	2/985
4	Richard Smith	Nimbus 3 25.5m	3108	4a/851	6/612	1=/178	13/539	6/928
5	John Tanner	ASH 25	3105	9/815	5/659	17/28	8/677	7/926
6	Jed Edyvean	Nimbus 3 25.5m	3072	6/830	4/669	22=/0	10a/631	3/942
7	Afandi Darlington	ASH 25	3056	13a/740	15/535	20/15	5/833	5/933
8	Terry Mitchell	Nimbus 3 25.5m	3051	8/822	9/593	12/35	7a/689	8/912
9	Peter Sheard	Nimbus 4	2778	5/845	2/687	16/29	2/895	23/322
10	Alistair Nunn	Nimbus 3 25.5m	2613	12/751	13/571	19/25	9/646	10/620
11	Richard Browne	ASH 25	2603	10/759	8/597	4/176	18/403	9/668
12	Tim Parker	ASW 22bl	2486	15/715	18/490	5/126	6/801	20/354
13	Mike Foreman	Nimbus 3d	2386	7/828	7/605	9/54	22/377	16/522
14	Lemmy Tanner	LS8-18 18m	2382	14/730	10=/582	6=/68	17/448	14=/554
15	John Glossop	Nimbus 3d	2328	11/758	10=/582	18/26	12/576	19/386
16	Alan Kangurs	ASH 25	2284	18a/614	22a/395	8/63	11a/608	11/604
17	Tony Moulang	Ventus 2c 18m	2076	19a/515	19/483	13/33	14/488	13/557
18	J M Fryer	ASH 25	1839	17a/625	21/402	21/7	21/391	18a/414
19	John Giddins	ASW 22 24m	1818	20a/506	14a/554	14/31	20/392	22/335
20	D S Innes	Nimbus 4	1740	16/707	16/529	11/39	23a/128	21/337
21	Colin Smithers	ASH 25	1709	22/97	17/507	10/40	15/484	12/581
22	David Gardiner	Nimbus 3 24.5m	1668	21a/408	23a/257	DNC/0	16/449	14=/554
23	Ian Molesworth	Nimbus 3 24.5m	1417	23/54	20/459	15/30	19/398	17/476



Finishers at the Lasham Nationals this year *(Paul Haliday)*

15-Metre Class Nationals

Lasham, August 14-22

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5
1 Leigh Wells	LS8 15m	2343	5/394	2/518	5/934	9/497	
2 Steve Jones	Ventus 2a,b	2302	21/315	1/521	1/1000	18/466	
3 Patrick Naegeli	Ventus 2c15m	2280	2/424	6/497	13/909	22/450	
4 Paul Brice	ASW 27a,b	2279	3/409	18=/408	4/936	3/526	
5 Andy Hall	LS6 15m	2277	9/362	21/394	10/921	1/600	
6 Howard Jones	Discus 2 w	2194	8/363	10/464	16/890	16a/477	
7 Pete Masson	LS8 15m	2187	19=/319	7/474	2/940	20/454	
8 Dave Chappell	LS8 15m	2180	10/359	14/437	17/889	10=/495	
9 Derren Francis	LS8 15m	2129	7/382	26/332	6/933	13=/482	
10 Mel Dawson	Ventus 2a,b	2108	6/389	23/355	30/805	2/559	
11 Bob Thirkell	ASW 28	2103	16/333	22/371	11/919	15/480	
12 Roy Pentecost	LS6 15m	2098	15/344	4/507	18=/888	30/359	
13 Martyn Wells	LS8 15m	2093	11/358	18=/408	18=/888	24/439	
14 Martyn Pike	ASW 27a,b	2088	30/239	16/426	8/928	10=/495	
15= Jon Gatfield	ASW 27a,b	2079	12/356	8/472	9/922	34/329	
15= John Wilton	ASW 20b,c	2079	24=/299	15/436	27/841	5=/503	
17 Matthew Cook	ASW 27a,b	2057	36/108	3/516	7/930	5=/503	
18 Iain Evans	LS8 15m	1996	22/312	20/405	21/882	26a/397	
19 Bill Inglis	Ventus 2c15	1965	29/246	5/503	26/855	29/361	
20 Richard Hood	LS8 15m	1951	39/63	9/469	3/937	13=/482	
21 Paul Fritche	LS8 15m	1945	17=/324	25/345	29/820	19/456	
22 Stephen Ell	LS8 15m	1933	35/137	13/443	25a/859	12/494	
23 Wayne Aspland	LS8 15m	1923	17=/324	28/317	15/902	28/380	
24 Tony Hughes	LS6 15m	1900	24=/299	35/235	24/863	5=/503	
25 Chris Lyttelton	ASW 27a,b	1861	33/189	27/324	22/876	17/472	
26 Keith Nicolson	LS8 15m	1860	31/238	31/272	14/907	23/443	
27 Pete Stratten	LS8 15m	1853	28/248	17/416	35/688	8a/501	
28 Jan Mccoshim	LS8 15m	1807	32/236	29/299	28/821	21/451	
29 Chris Starkey	ASW 27a,b	1785	4/395	11/463	36a/416	4/521	
30 Nick Tillett	ASW 27a,b	1768	13/352	34/240	32a/792	27/384	
31 George Metcalfe	ASW 28	1699	37/91	24/347	12/916	33/345	
32 Mark Jerman	ASW 27a,b	1696	19=/319	32a/264	31/799	35/314	
33 Bruce Cooper	LS6 15m	1637	34/146	33/245	18=/888	31/358	
34 Nick Smith	LS6 15m	1584	23/305	36=/208	23a/872	39/199	
35 David Draper	LS8 15m	1528	38/69	30/289	33/759	25/411	
36 Kay Draper	LS8 15m	1464	26/295	36=/208	34/730	37=/231	
37 Al Mcnamara	Ventus 2c15m	1374	14/350	12a/445	39a/266	36/313	
38 Andy Holmes	Discus 2 w	1085	27/267	38/116	37/355	32/347	
39 Nicki Marchant	LS6 15m	615	DNF/0	39/36	38/348	37=/231	
40 David Watt	Ventus 2a,b	254	1/426	40a/-172	DNC/0	DNF/0	





The grid at the Lasham Regionals *(Steve Kirby)*

This page covers all BGA-rated regionals, plus the UK Mountain Soaring Competition and the Aerobatic Nationals. For the results of BGA-rated nationals see the two previous pages. Results for the non-BGA Wolds Two-Seater Competition can be found in the picture caption on p42 and for the Inter-Club League on p24

Eastern Regionals, Tibenham, Aug 21-29

	Pilot	Glider	Points
1	Ray Hart	Nimbus 2,b,c	2815
2	Peter Stafford Allen	Ventus 16.6m	2663
3	Roy Gaunt/ Steve Welsh	Kestrel 19	2662
4	Basil Fairston	ASW 27a,b	2645
5	Martin Aldridge	Duo Discus	2634
6	X-Men	LS8 15m	2545
7	Angus Watson	LS7 w	2487
8	Derek Westwood	LS8 15m	2435
9	Dennis Heslop	Ventus 2c 18m	2397
10	Norman Clowes	ASW 20b,c	2347
11	Toby Wright	Discus	2326
12	Martin White	Nimbus 2,b,c	2220
13	Ron Bridges	Duo Discus	2219
14	Ken Payne	ASW 20b,c	2179
15	Gwyn Thomas	Shk-1	2165
16	Paul Armstrong	LS4	2161
17	Robbo Roberts	ASW 20 w	2115
18	Alistair Cook	Ventus C 17.6m	2109
19	Graham Thomas	LS7	2053
20	Steven Codd	Nimbus 2,b,c	2049
21	Rory Ellis	Discus	2015
22	Timothy Edmunds	Discus	1933
23	Peter Ryland	DG-400 17m	1858
24	Tessa Whiting	Discus w	1833
25	Tim Davies	LS8 15m	1806
26	Steve & Jane Nash	Mosquito wl	1728
27	Damien Dyer	ASW 15	1488
28	Simon Armitage	Discus	1484
29	Mark Wright	Mosquito A,b	1462
30	James Dean	Astir Cs	1421
31	Paul Copland	ASW 19a,b	1372
32	Huw Williams	Std Cirrus	1315
33	Keith Hill	Acro Twin 2	1312
34	Tim Parker	Pegasus	1240
35	Jeremy Beringer	Is30	1154
36	Minoo Patel	LS8 15m	955
37	Robert Godden	LS1f	747

Northern Regionals,
Sutton Bank, Jun 26-Jul 4

	Pilot	Glider	Points
1	John Wilton	ASW 20b,c	1565
2	Richie Toon/ Derek Taylor	Kestrel 19	1439
3	John Lynas	Nimbus 2,b,c	1323
4	Graham Morris	ASW 27a,b	1274
5	Alan & Wes Kangers	ASH 25 25.6m	1128
6	Bob Fox	DG-100/101	1065
7	Richard Brisbourne	Kestrel 19	1047
8	Mike Tomlinson	LS4 w	967
9	Geddes Chalmers	LS8-18 18m	946
10	Steve Wilkinson	Pik 20	882
11=	Geoff Beardsley/ Robert John	Duo Discus	852
11=	Nick Heriz-smith	Ventus C 17.	852
13	Steve Sanderson	DG-300 Club r	819
14	Peter Ryland	DG-400 17m	808
15=	John Russell	Ventus 2c 18	805
15=	Stephen Bradford	Kestrel 19	805
17=	James Davidson/ Duncan Mackay	Duo Discus	792
17=	Sam St Pierre	DG-200	792
19	Bob Bromwich	DG-500/505	789
20	Brian Stott	Shk-1	776
21	Mark Jerman	ASW 28	770
22	John Clark	Std Cirrus	767
23	Mark Holden	Discus	711
24	B J Griffin	DG-100/101	646
25	Ian Plant	Astir Cs	642
26	Robert Bottomley	Discus	641
27	Jamie Quartermaine	ASW 27a,b	629
28	Alan Jenkins	Discus	594
29	Christopher Teagle	Nimbus 3d	511
HC	David Hayes	DG-1000 20m	491
30	Steve Turner	LS8 15m	477
31	Pete Smith	Std Cirrus	459
HC	John Ellis	Nimbus 3 25	458
32	Micheal Fairman	ASW 19a,b	449
33	Mark Tolson	Cirrus 17.7	260
34	Mike Witton	Std Jantar	253
35	Peter O'Donald	Duo Discus	0

For the provisional BGA ratings list, see p45

For next year's competitions calendar, see p5

Western Regionals, Nympsfield, Aug 7-15

Position	Pilot	Glider	Points
1	Barry Walker&friends	Duo Discus	2529
2	Ken Barker	Std Cirrus w	2435
3	Graham Morris	ASW 27a,b	2381
4	Tony Parker	Ventus 2c 18m	2203
5	Nick&john&lemmy	LS8 15m	2156
6	Norman Parry	LS4	1976
7	Michael Pope	Ventus 2c 18m	1966
8	Russ Francis	LS4	1896
9	Phil Morison	ASW 20	1805
10	Julian Fack	Discus w	1492
11	Chris Edwards	Discus w	1403
12	Rob Andrewartha	Std Cirrus	1320
13	Ed Wright	Std Cirrus	1093
14	Sid&Alison	LS4	961
15	Cj Nicholas&j Meyer	Lak12	954
16	Jon Baldock	ASW 19a,b	890
17	Alan Montague	DG-300	815
18	Mark Wright	Mosquito A,b	707
19	Rob Thompson	LS4	420

Midland Regionals/Junior Pre-Worlds
Husbands Bosworth, Jul 31-Aug 8

	Pilot	Glider	Points
Class A			
1	Jeroen Verkuyl	Std Cirrus	4560
2	Robbie Seton	Discus w	4551
3	Jon Meyer	ASW 20f	4534
4	Jelmer Wassenaar	Discus w	4522
5	John Roberts	LS4	4487
6	Mark Holden	Discus	4191
7	Daniel Rossier	LS4	3981
8	Rolf Tietema	Std Libelle	3926
9	Leigh Hood	Stdcirrus w	3861
10	Mike Tomlinson	LS4 w	3849
11	Mike Fox	LS4	3845
12	Ian Craigie	LS1f w	3792
13	Colin Watt	ASW 20f	3686
14	Ian Macarthur	Discus	3676
15	Berendsen / Kaisbeek	Std Cirrus	3664
16	Niek Van Dillen	ASW 19b w	3656
17	James Ewence	Std Cirrus	3639
18	Gunnar Axelsson	LS4	3436
19	Stefan Hunger	Std Libelle	3403
20	Peter Preisegger	Std Libelle	3347
21	Dominik Fassler	Discus	3312
22	Tobias Stumpfl	Libelle w+f	3271
23	Graham Hibberd	LS7	3238
24	Andrew Thornhill	DG-200	3116
25	Mik Garwood	Discus	3028
26	Costa / Schiavotto	LS4	2978
27	Andreas Brandwer	Discus	2834
28	Whiting / Stanley	LS4 w	2828
29	Henrik Roos	Std Jantar	2424
30	Charlie Tagg	LS7 w	2270
31	Chris Davison	LS7 w	2028
32	Dave Ruttle	ASW 19a,b	1833
33	Brian Mcdonnell	Discus	1528
34	P Andrews	Std Libelle	1193
Class B			
1	Georg Falkensammer	Discus 2 w	4250
2	Nick Tillet	ASW 27a,b	4202
3	Jerry Langrick	LS8 15m	4201
4	Stefan Leutenegger	Discus 2 w	4035
5	Cuming / Gleeson	Duo Discus	4027
6	Chris Curtis	ASW 17	3948
7	Nick Hackett	LS8 15m	3866
8	Guy Corbett	Ventus 2c 18m	3796
9	Andrew Davis	Discus 2 w	3769
10	Basil Fairston	ASW 27a,b	3727
11	Christian Lyrenmann	Discus Bwl	3704
12	Anna Wells	LS8 15m	3676
13	Simon Barker	ASW 28	3669
14	Mike Armstrong	DG-505 20m f	3578
15	Kangurs	ASH 25	3505
16	Ken Payne	ASW 20b,c	3467
17	Mike Costin	Ventus 2c 18m	3461
18	Adrian Hatton	LS6 15m	3095
19	Martin White	Nimbus 2,b,c	3016
20	Large / Simpson	Duo Discus	2913
21	Tony Pozerskis	Lak17a 18m	2755
22	Stephen Bradford	Kestrel 19	2746
23	John Wilton	ASW 20b,c	2650
24	John Inglis	LS8 15m	2555
25	Malcolm Allan	LS8 15m	2477
26	Rory O'conor	DG-800 18m	1611
27	John Spencer	LS8 15m	1408
28	Shelton / Marsh	LS8 15m	0

Aerobatic Nationals, Saltby, Jun 3-6

Beginners	Pilot	Glider	Overall %
1	David Gethin	Puchacz	71.125
2	Tim Brook	K-21	90.851
Sports			
1	Paul Watson	Pilatus B4	75.629
2	Patrick Greer	Pilatus B4	74.274
3	Nikki Mills	K-13	74.238
4	Caroline Bois	Pilatus B4	73.400
5	Mark Erlund	Lunak	70.800
6	Brian Griffin	Lunak	56.515
7	Gerald Davies	K-21	44.919
Intermediate			
1	Mike Woollard	Pilatus B4	72.898
2	Steve Jarvis	Pilatus B4	72.654*

** Silver medal awarded following post-contest review*

Unlimited			
1	Paul Conran	Swift	75.376
2	Guy Westgate	Fox	75.105
3	Jamie Allen	Swift	66.337
4	Chris Cain	Swift	65.470
5	Lucky Cunningham	Swift	53.897

Dunstable Regionals, Aug 21-29

Class A	Pilot	Glider	Points
1	Bill Craig	ASW 27a,b	2678
2	Mark Newland-smith	ASW 28	2592
3	Robert King	ASW 27a,b	2549
4	Mike Stringer/ Rupert Puritz	Duo Discus	2512
5	Paul Rackham	LS7	2463
6	Rupert Robertson	LS6 15m	2426
7	Trevor Stuart	ASW 27a,b	2314
8	Rob Brimfield	ASW 24 w	2111
9	Geoff Payne	ASW 27a,b	2099
10	Ian Reekie	LS8-18 18m	2085
11	Mik Garwood	Discus	1999
12	John Spencer	LS8 15m	1997
13	David Starer	Duo Discus	1941
14	Steve Lynn	ASW 27a,b	1759
15	Tony Hutchins / Andrew Brown	ASW 27a,b	1742
16	Francis Russell	LS6c 18m	1731
17	John Ferguson/ Colin Macalpine	Duo Discus	1712
18	Andy French	LS8 15m	1550
19	Wendy Head	ASW 27a,b	1543
20	Simon Edwards	Ventus 2c 18m	1493
HC	Mike Jefferyes/Cadets	Stemme S10	1239
21	Alan Head	LS8 15m	994
22	Trevor Nash	Glasflugel 604	767
23	Ted Coles	LS8-18 18m	699
24	Reb Rebbeck	LS8 15m	593
Class B			
1	Andy May/Robin May	LS4	2714
2	Malcolm Birch	Std Libelle	2697
3	Norman Parry	LS4	2659
4	Gordon Craig	LS4	2486
5	Stuart Carmichael	ASW 24 w	2245
6	Martin Smith	LS4	2140
7	David Williams	Std Libelle	2083
8	Graham Paul	Vega 15m	1842
9	Alan Mokillen	ASW 20	1776
10	Thomas Beckwith/ Paul Whipp	Discus	1730
11	Andrew Sampson	LS4	1707
12	Robin Hodge	ASW 20	1675
13	David Brown	ASW 19a,b	1546
14	Cornelius / Garfield	K-21	1451
15	Alan Harrison /Cadets	K-21	1431
16	Justin Craig	Std Cirrus w	1382
17	Peter Sharpe/ Simon Cattle	ASW 19a,b	1378
18	Patrick Greer/ Carl Sorace	LS4	1357
19	Richard Lodge	Std Cirrus	1335
20	Thomas Rose	Std Libelle w	1227
21	John R Jeffries	K-21	1214
22	David Miller	LS7 w	1198
23	Kieran Commins	ASW 19a,b	1180
24	Graham Pursey	ASW 19a,b	1175
25	Peter Miles / Roy Broadbridge	Astir Cs	956
26	Ayala Liran	Astir Cs	829
27	Joe Walsh	ASW 20	711
28	Jim Slater	Discus	683
29	Anthony Claiden	DG-100/101	621
30	Mike Makin	ASW 20	444

Bidford ("Turbo") Regionals, Jun 12-20

Position	Pilot	Glider	Points
1	Bill Inglis	Ventus 2c 18m	4760
2	David Findon	Nimbus 4d	3742
3	Jamie Allen	Ventus C 17.6m	3739
4	Ian Cook	Ventus 2c 18m	3720
5	Alastair Macgregor	Discus w	3660
6	Simon Waterfall	Nimbus 3d	3406
7	Richard Cole	Ventus 2c 18m	3404
8	Brian Birlison	Duo Discus	3379
9	David Innes	Nimbus 4	3368
10	Iain Evans	LS8-18 18m	3366
11	Derek Piggott	Duo Discus	3280
12	Jon Wand	ASH 26	3202
13	Rory O'conor	DG-800 18m	3181
14	Kevin Hook	DG-400 17m	3084
15	Michael Pope	Ventus 2c 18m	3071
16	Mike Thorne	Discus w	2999
17	Chris Morris	Ventus 2c 18m	2925
18	Julian Hitchcock	LS8-18 18m	2858
19	Rod Witter	Ventus 2c 15m	2730
20	Richard Chapman	Ventus 16.6m	2727
21	Ralph Jones	Nimbus 4d	2469
22	Frank Jeynes	Ventus 2c 18m	2461
23	Tony Moulang/ Tim Gardner	Ventus 2c 18m	2376
24	Mike Osborn	Ventus C 17.6m	2274
25	Mike Costin	Ventus 2c 18m	2240
26	"Z" Goudie	Discus	1881
27	Ted Coles	DG-800 18m	1742
28	Tim Caswell	Ventus C 17.6m	1067
29	Gordon Burkert	DG-100/101	289

Inter-Services Regional Gliding Competition
RAF Cosford, Jul 31-Aug 8

Open Class

	Pilot	Glider	Points
1	Martyn Pike	Ventus 2c 18m	2778
2	Peter Stafford-Allen	Ventus 16.6m	2597
3	Bill Inglis	Ventus 2c 18m	2580
4	Simon Adlard	Duo Discus	2531
5	Ged Mcknight	LS6c 17.5m	2331
6	Angus Watson	ASH 25 25.6m	2322
7	Paul Mclean	Ventus 2c 18m	2116
8	Ian Mountain	LS7 w	2091
9	Nick Smith	Discus	2030
10	Barley / Jones	ASW 27a,b	2023
11	Del Ley	Discus	1975
12	Tony World	ASW 27a,b	1953
13	Trip Rogers	Discus	1947
14	Nick Aram	Ventus 2c 18m	1938
15	Chris Heames	Duo Discus	1926
16	Trev Cook	Duo Discus	1912
17	Carl Peters	ASW 27a,b	1898
18	Luke Hornsey	ASW 20	1857
19	Terry Moyes	Ventus C 17.6m	1840
20	Philip Sturley	LS6c 18m	1805
21	Richie Arnall	Discus	1801
22	Mike Osborn	Ventus C 17.6m	1741
23	Brian Penfold	Nimbus 2,b,c	1603
24	Tochi Marwaha	LS8 15m	1590
25	Jeynes / Witter	Duo Discus	1524
26	Garrett / Critchlow	Janus C fixed	1415
27	Sarah Platt	ASW 24 w	1389
28	Gaz Baker	Discus w	1294
29	Andy Farr	Discus w	1291
30	Guy Davidson	Discus w	1198
31	Peter Gallagher	Discus	1195
32	Graham French	Discus	1189
33	Walter Baumann	Discus	1106
34	Ollie Peters	Ventus 2c 18m	840
35	Peter Kingwill	Discus	705
36	Dj Graham	ASW 20	288
37	Paul Moslin	Discus w	270

Sport Class

1	Al Tribe	K-21	2146
2	Daz Smith	Pegasus	2082
3	Dave Bromley	Std Cirrus	2035
4	Tim Davies	ASW 15	1894
5	Andy Hyslop	K-21	1739
6	David D'arcy	LS4	1685
7	Derek Piggott	K-21	1618
8	Will Davis	LS4	1602
9	A Clark	LS4	1408
10	Bob Blanchard	K-21	1086
11	Pete Yeo	Szd 51 Junior	1009
12	John Wright	Pegasus	1005
13	Dave Peck	DG-100/101	924
14	Terry Mitchell	K-21	638
15	Chris Franklin	Astir Cs	591
16	Phil Penrose	Std Jantar	502
17	Mike Witton	Std Jantar	471
18	Bernd Vermeulem	K-21	334

Gransden Regionals
August 7-14

Class A	Pilot	Glider	Points
1	Phil Jeffery	LS8 15m	4846
2	Graham Drury	LS8 15m	4748
3	Simon Redman	LS8 15m	4409
4	Andy Walford	ASW 27a,b	3774
5	John Birch	Duo Discus	3772
6	Alan Head	Duo Discus	3759
7	John Mcnamee	Duo Discus	3594
8	Robbo Roberts	ASW 20 w	3551
9	Rod Witter	Duo Discus	3534
10	Jane & Steve Nash	Mosquito B w	3372
11	Richard & Peter Baker	ASH 25	3327
12	Malcolm Allan	LS8 15m	3269
13	Alastair Macgregor	Discus w	3223
14	John Rogers	LS6 15m	3108
15	Rob Jarvis	Ventus C 17.6m	3093
16	Dennis Heslop	Ventus 2c 18m	3025
17	Janet Birch	LS8 15m	2669
18	Mike Brooks	LS6 15m	2645
19	Richard Chapman	Ventus 16.6m	2384
20	John Carter	DG-1000 20	2324
21	Colin Davey	Duo Discus	2039
22	Chris Luton	LS8 15m	1770
23	James Kellerman	ASW 27a,b	1745
24	Andrew Watson/ Chris Ramshorn	ASW 20b,c	1337
25	Richard Starey	ASW 27a,b	1311
26	Frank Keinhoffer	Discus w	780

Class B	Pilot	Glider	Points
1	Richard Maskell	Discus	4681
2	Paul Rice	ASW 20	4665
3	Jim Crowhurst	ASW 19a,b	4387
4	Peter O'donald	LS7	4370
5	Gerald Bass	Pegasus	4212
6	Will Harris	ASW 20	4004
7	Neil Goudie	LS4	3839
8	Peter Healy	ASW 19a,b	3756
9	Steve Woolcock	LS7 w	3599
10	Jeff Tucker	LS7 w	3424
11	Tony Weatherhead	ASW 24 w	3372
12	Mike Roberts	ASW 19a,b	3325
13	Jem Davies/ Colin Cownden	ASW 20	3216
14	Clive Thomas	Pegasus	3043
15	Gordon Burkert	DG-100/101	2963
16	Paul Copland	ASW 19a,b	2903
17	Paul Candler	LS7 w	2886
18	Michael Benson	Discus	2810
19	David Williams	Std Libelle	2677
20	Simon Armitage	Discus	2663
21	Andrew Preston	ASW 19a,b	2589
22	John Ferguson	DG-500 20m	2561
23	Julian Bayford/ Steve Foster	ASW 20	2386
24	Peter Hamblin	Discus	2194
25	Derek Coker	Pik20	1453
26	Paul Browne/ Martin Gregorie	ASW 20	1318
27	Laurie Clarke	ASW 20	1104
28	Paul Harvey	LS7 w	0

UK Mountain Soaring Competition
Aboyne, Sep 5-11

	Pilot	Glider	Points
1	Roy Wilson	DG 600 17m	2456
2	Phil King	LS8 18m	2106
3	Mark Jerman	ASW 27	1683
4	Tait and Naylor	Duo Discus	1681
5	Dickie Feakesµ	ASH 25E	1634
6	Steve Thompson	DG 200	1532
7	Andrew Warbrick	LS 6	1153
8	James Davidson	ASH 25	1102
9	John Williams	LS8 18m	964
10	Pete Gray	DG -200 17	944
11	Sam and Mike	DG- 200	732
12	Bruce Duncan	Pirat	541
13	Simon Ramsay	Discus	511
14	Dave Latimer	Discus	291
15	Duncan Mackay	Duo Discus	118

Booker Regionals, Jun 12-20

	Pilot	Glider	Points
1	Dave Watt	Ventus 2a,b	5673
2	Paul Brice/Tim Scott	ASW 27a,b	5587
3	Bruce Cooper	LS6 (15m)	5413
4	Peter/Sally Wells	ASW 27a,b	4940
5	Owain Walters/ Richard Garner	Libelle (w)	4517
6	Mark Davis	Discus (w)	4320
7	Guy Sutherland	ASW 19a,b	3976
8	Mark Brown	Std Cirrus	3729
9	Jim White	ASW 27a,b	3592
10	John Gilbert	LS3 (15m)	3444
11	Doug Hilton/ Ashley Birkbeck	LS7 (w)	3429
12	Mark Jerman	ASW 28	3352
13	Mike Philpott	LS8 (15m)	3336
14	Brian Forrest	LS7	3041
15	Jack Luxton / Jan McCoshim	LS8 (15m)	3019
16	Geoff Lyons / Robert Sinden	LS6 (15m-w)	2458
17	Andrew Betteley	Pegasus	2198
18	Derek Staff	LS4	2145
19	Tony Hughes	LS6 (15m)	2127
20	Ben Flewett	Discus 2a	2088
21	Pete Sheard/David See	Discus 2a	1914
22	Andrew Preston	ASW 19a,b	1811
23	Glen Alison	Ventus (15m)	1663
24	Alan Green	LS8 (15m)	1575
25	Alun Jenkins/ Robert Smith	LS4	1505
26	William Parker	ASW 20b,c	1378
27	Luke Roberts	DG-200	1224
28	Hannah Hay	LS4	1104
29	Stephen Williams	DG-300	1096
30	Minoo Patel	LS8 (15m)	1087
31	Geoff Tabbner	Ventus Bt	951
32	Paul Copland	ASW 19a,b	824
33	John Turner	Discus	778
34	Mary Meagher/ Andy Short	Pegasus	651
35	Marjorie Hardwick	LS6 (15m)	344
36	Michael Pettican / Mark Holden	Discus Cs	80

Lasham Regionals, Jul 3-11

Class A	Pilot	Glider	Points
1	Graham Mcandrew/ Hugh Kindell	Duo Discus	1798
2	Mike Foreman	Nimbus 3d 25.5m	1284
3	Chris Lyttelton	ASW 27a,b	1270
4	Paul Kite/Al Nunn	Nimbus 3 25.5m	1262
5	John Taylor	LS6c 17.5m	1185
6	Tim Parker	ASW 22bl	1158
7	Ralph Jones	Nimbus 4	1157
8	Tony Moulang	Ventus 2c 18m	1139
9	Ed Smallbone	ASW 20	1123
10	David Innes	Nimbus 4	1092
11	Jim White	ASW 27a,b	1032
12	John White	Ventus 15m	1028
13	John Simmonds	Ventus C 17.6m	1010
14	Peter Paterson	LS8-18 18m	1003
15	Keith Walton	Nimbus 2,b,c	987
16	Alan Baker	ASW 20	981
17	Mick Wells	ASH 25 25.6m	980
HC	Peter Reading	ASH 25 25.6m	940
18	Peter Hamblin	Discus	939
19	Jeff Warren	ASW 28-18t	848
20	Geoff Payne	ASW 27a,b	845
21	Howard Torode	Kestrel 20	819
22	Chris Gibson/Colin Hunt	ASW 20bl,cl	728
23	Nicki Marchant	LS6 15m	708
24	880 Syndicate	Nimbus 3d 25.5m	706
25	Tony World	ASW 27a,b	656
26=	Andy Holmes	Discus 2a	624
26=	Derek Piggott	Ventus A,b 16.6m	624
28	Debbie Scholey	Ventus C 17.6m	503
29	Doug Edwards	ASW 17	177
30	Bill Hosie	Nimbus 3 25.5m	0
Class B			
1	David Williams	Libelle 201	1518
2	Mark Davenport/ Garry Coppin	Discus w	1516
3	Peter Healy	ASW 19a,b	1451
4	Alan Eckton	Discus	1418
5	Glyn Bradney	Libelle 201	1364
6	Nicholas Smith	Std Libelle	1140
7	Steve & Jane Nash	Mosquito B w	1129
8	John Hoolahan	ASW 20	1104
9	Simon Kronfeld	Discus 2 w	1043
10	Bob Johnson	Pegasus	1013
11	Graham Venning	Pegasus	1009
12	Matt Sheahan	Std Cirrus	933
13	Derek Tagg	Discus	866
14	Shaun Lapworth	ASW 19a,b	831
15	Michael Brooks/ Mik Garwood	Janus A,b	818
16	Gareth Bird	Discus w	701
17	Martin Rayner	ASW 20	680
18	Derek Copeland	Std Cirrus	603
19	Paul Harvey	LS7 w	579
20	Ann Laylee	ASW 24 w	569
21	David Shearer	LS3 15m	512
22	David Bowtell	DG-100/101	418
23	Chris Lewis	Astir Cs	385
24	Malcolm Hodgson	Pilatus B4	159
25=	Tony Challoner	DG-505 20m Flap	0
25=	Stewart Watson	Ka6cr	0

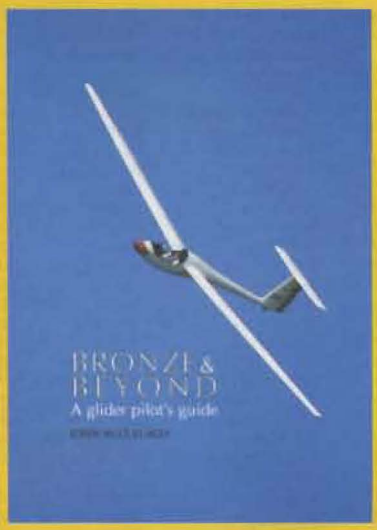


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Club news

Anglia (Wattisham)

THERE have been numerous solos this year at Anglia, one of them being Sean Smith. He was also the first student to be sent solo by James Dean, who got his Assistant Rating earlier this year, after many years as an AEI/BI. Hannah Cooper also went solo in early September. Mark "Woody" Wood has completed his Silver height and duration as well as Bronze this summer, DJ Graham has his Gold. Andy Smith and Kev Girling are well on their way to Bronze and Cross-Country Endorsement (get those Bronze papers done). The club has had more members involved in contests this year than in the past couple of years and as a result strong cross-country ethos has developed. We look forward to the next season to see what that will bring.
DJ Graham

Bidford (Bidford)

AS at so many other clubs, 2004 hasn't been a season to remember. With the bad weather keeping launch rates down, it has also given us waterlogging problems in both May and August. These two factors, as well as some extra maintenance required on one of our tugs, and a new engine in our Gator retrieve buggy, make for grim reading in the end of season accounts. However we are in the process of formulating a new business plan for next year. We say goodbye to John Dean, after his third and final year as course instructor, although he will still be around the odd weekend throughout the winter for instructional flights. Congratulations to Gordon and Lynn, who are now married. We had a week-long club expedition to Lleweni Parc, with our Pawnee tug. Most people managed either a ridge or wave flight, with Andrew Reid getting the highest gain to 16,500ft. We thank the members and staff for their hospitality. By the time this goes to print we will have had our dinner dance, and thank Simon Waterfall again for his event organisation skills. Here's to a good 2005.
James Ward

Black Mountains (Talgarth)

OUR task week at the end of August was fully subscribed and turned out a great success with tasks set on every day and the usual barbecues and live music after flying. Martin Langford completed his Diamond goal with a 305km triangle taking in Enstone and Long Mynd. Another member, who shall remain nameless, managed to join the 298km club and has vowed to be a bit more patient when leaving the last thermal of the day! Greatly aided by the enthusiasm of Don Puttock, our new CFI and midweek instructor/manager, we are 12 per cent ahead on launches over last year and the average flight time per launch is an amazing 1.5 hours plus and that includes training circuits and trial flights!

Please send news to *editor@sailplaneandgliding.co.uk* or Helen Evans, 7 Ollney Road, Minchinhampton, Stroud GL6 9BX to arrive by **December 7** for the February-March issue (**February 8** for April-May)

On non-flying days, Don has been busy with his lecture programme, often using the briefing room he has created in the old caravan next to the hangar. The midweek tug pilot rota is working well with special thanks to Doc Saundby and Tony Crowden and many others, including Don Gosden, our newest tug pilot. The regular wave expeditions from other clubs are arriving thick and fast to play on our 100km plus of ridges and sample the wave. On October 9, the Dunstable contingent arrived en masse, rigged and were soon in the easterly wave at 10,500ft above the clubhouse at the base of the airway where there was still 4 knots plus to be had! Excellent visibility gave superb views of the Bristol Channel and Lundy Island.
Robbie Robertson

Booker (Wycombe Air Park)

IT seems a bit quiet at Booker at the moment after the widely reported successes of our members in so many National competitions during the season. The Aboyne expedition has yielded, so far, just one new Diamond height for Glen Alison. Still, a lot of flying has been done, as well as some friendly competition with a little club about 50km down the road from Booker. Recent first solos include Nigel Kent, Rob Munro, Louis Quartly, Jim Pengelly and John Spencer, whilst Diana Brice (wife of former chairman Paul Brice) and Chris Wilson have resoloed. An unofficial expedition seems very likely to the Borders club, home of staff instructor Andy Henderson; other expeditions are being planned to Shobdon and Ontur next spring, using both our Duo and ESC gliders. The television and radio news have recently been full of obituaries for what must be our most famous former member; one Christopher Reeve. He was a full and active member at Booker during the late seventies and early eighties, whilst he was making the first two Superman films in England. He was a part owner of 580, an ASW 19 that stayed on the site for many years. Our sympathies go to his family, after his long, widely publicised struggle with the paralysis that resulted from a riding accident some nine years ago.
Roger Neal

Borders (Milfield)

OVER the past three months there has been a decent amount of wave activity, usually peaking at a modest 10,000ft level. However, Hugh Baird climbed to 12,000ft on September 17, in the club Astir. Hugh and a significant cluster of sages, self-employed (I think) and unwaged (maybe), keep Milfield flying on Fridays, during the months of British Summer Time. Steve Marples has completed his five hours in his Pilatus B4; it is not certain if this is his first. Andy Bardgett finished the speed element of the 100km Diploma in his LS4b. The wave weeks have been well attended by other clubs, who generally experienced good soaring. Visitors have come from Eight Ball, Derby & Lancs, Hus Bos and Buckminster. Newark & Notts, Burn and even Midland GC will be attending. Mark Erlund from Buckminster gained Gold height with a climb to 14,200ft on October 1. Ema Gamlin soloed on October 9. We were saddened to hear of the recent death of life member Alan Urwin *(see obituary, p62)*.
Leonard Dent

Bowland Forest (Chipping)

WE have missed out on some potentially good flying days because of the recent rain made our field too boggy, but we have managed to paint our windsock pole a glorious bright yellow. Congratulations to Trevor Tuthill and Jeff Davies on becoming Assistant Category Instructors – that will ease the roster for duty instructors. We had a very successful set of events during the National Gliding week, with lots of publicity in the local press (see the 'publicity' link on our website at *www.bfgc.co.uk* for some wonderful press cuttings and photographs). Many thanks to Phil Punt for arranging the press visits. We have a K-13 and a K-8 currently in the workshop, both undergoing full refurbishment (and



Ema Gamlin, who soloed at ***Borders GC****, Milfield, on October 9 this year, proudly clutches her new wings*

the refurbishment of the Gents toilets is still making progress!).
Eileen Littler

Bristol & Glos (Nympsfield)

CFI Tim Macfadyen flew the local MP, who was briefed about the club and offered help with any problems. A new six-aircraft hangar project is proceeding, as is a power line to the private trailers. A new launchpoint bus is nearly ready and new metal Scout wings are on the way. We're trying to beat the badgers with electric fences. Thanks to Richard Grey, who stepped into the role of secretary. Many members enjoyed Alpine flying with James Metcalfe in the club DG-505 this summer. Lemmy Tanner is to direct the 2005 Standard Nationals. A farewell was held for summer instructor Gavin Wrigley, who is to return next year.
Bernard Smyth

Burn (Burn)

CONGRATULATIONS to Luke Brownbridge on going solo within a few days of his sixteenth birthday. Also to Ron Jubb, more than 50 years his senior, on gaining his Standard aerobatic badge. Gary Marshall has re-soloed after a period out of gliding and is making valiant efforts to complete his Silver before winter arrives. So far this year we have had no Diamond flights but expeditions are planned to both Aboyne and Milfield so there is still hope. The clubhouse was made available to the residents of Burn, over a period of two days, to view proposals by North Yorkshire County Council for the re-routing of the A19 to bypass the village. Our thoughts have been with Mel Morris and his family on the death of his son, Flight Lieutenant Paul Morris, who was killed in a flying accident at RAF Marham after 20 years' distinguished flying service with the RAF.
George Goodenough

Cairngorm (Feshiebridge)

WE are now in the middle of Octoberfest with visiting pilots all trying to outdo each other to gain top place on the Vertical Barograph Trace Chart, which prized spot, at the moment, belongs to Ric Prestwich with a climb to 19,500ft. Congratulations to William McLeod on being the first of our Royal Aeronautical Society bursary students to go solo, Well done and thanks is due in no short measure to our CFI Andy Carter for giving up his time so freely to coach our student members. Thanks are also due to tugmaster Nick Norman, Ian Carruthers, Roger Greig, and John Whyte in getting our tug through another annual C of A. We shall be flying through the winter at weekends and midweek by arrangement. Please see our website at *www.gliding.org* for details.
Chris Fiorentini

Chilterns Centre (RAF Halton)

CONGRATULATIONS to Kev Maher (on his 50km to Enstone in the K-8 to complete his Silver), Ian Gallacher (on his Full Cat, Stages 1, 2 and 3 SLMG Instructor



*Mike Randle (centre) celebrated 50 years of flying by holding a party at **Cotswold GC**, Aston Down*

rating and Inspector's ticket), Colin McInnes (Stages 1, 2 and 3 SLMG Instructor rating), Paul Moslin (Ass Cat and Inspector's ticket) and Guy Davidson (Ass Cat). A big thank you is due to Don Knight for sorting all the wooden K series inspections, so the wood fleet is back in the air – though Taff's K-2 is still sitting dejectedly in the back of the hangar. A recruiting drive by Colin and Mark has resulted in an influx of members from the Station and it is hoped this potential can be further developed. We have also been seeing the results of the UCL UGC's Freshers' Fayre. Also, club/centre members, don't forget we are now a seven-day-a-week operation, so if the wind is on one of the ridges (usually works from westerlies clockwise round to north-easterlies) come down and keep current with some enjoyable ridge soaring. A warm welcome to new staff members Pete Brown, Mick Hazzard and Garry Binnie. Meanwhile the final stages of the move are being completed, and some consolidation will result in surplus equipment becoming identified, so if anyone has any requirements we may be able to help for a price – contact Ted Norman on *manager@RAFGSA.org*. On a sad note, our condolences go to Rick and Virginia's parents on the untimely passing of Ginny Huntley at just 28 years of age.
Andrew Hyslop

Clevelands (RAF Dishforth)

THE small expedition to Germany proved disappointing – only one contest day to be had, but Emma Salisbury did manage to squeeze in a 220km flight. Our pre-Bronze pilots have been the main achievers recently. Karl Dagger and Bob Crick have both achieved Bronze Legs, and Andy Rhodes and 'Cas' Cassidy converted to the K-18. There has been a large influx of new university members, which has kept our instructors busy (and the bar lively!). We would like to extend grateful thanks to the treasurer, Pete Marshall, for all his hard work and dedication to the club. Unfortunately for us, Pete has been posted to High Wycombe, but not before he converted to the Ventus!
Polly Whitehead

Cotswold (Aston Down)

THE weather since July has not been too kind and regrettably caused the cancellation or curtailment of some of the task weekends organised by the chairman although Gary Fryer and Andy Smith in particular continue to fly 400km-plus cross-countries. For some while we have had difficulty in getting sufficient winch drivers from the membership to cover weekend flying in summer. To improve the situation the chairman has instigated a winch rota together with a training plan to ensure that all solo pilots are qualified to drive the winch. So far the system seems to work well. At a party at the clubhouse we recently celebrated Mike Randle's 50 years of gliding. Mike brought along his oldest logbooks describing his first flights at The Mynd, some of which were quite eventful! We wish him and wife, Jane many more years of flying. Alastair Harrison flew his Std Cirrus at the Juniors and finished 22nd but had a storming first day. Weekly course instructor Bo Nilssen was able to send Andrew Bellamy, Nick Best and James Cull for first solos on the morning of September 9. We believe that three solos in a morning is a club record.
Frank Birlison

Cranwell (RAF Cranwell)

WELL, we are approaching that time of year again (in some respects a blessing! The sight of some members in shorts! They should be licensed.) In spite of the UK weather a number of members have achieved some successes, our congratulations going to Miriam Gillows for achieving her two Bronze legs, James Hale his Silver height, and a good attempt by John Trueman to gain Silver distance, landing safely in a field just short of his goal. We were well represented at the Inter-services at Cosford. Tim Davies gained 1st, 2nd and 3rd places and came 4th overall in the sports class. We were able to welcome some of the members from Four Counties GC, who joined us on a couple of weekends whilst their own airfield was being used for the British Model Flying Championships and other activities; we hope you enjoyed the flying and look forward to seeing you again. Last but not least, nice to see Ray Walker again, and a warm welcome back from all of us.
Zeb Zamo

Dartmoor Gliding Society (Brentor)

WE are indebted to Colin Sanders, once more, for inspecting and recovering the wings of our K-7/13 and getting it back in the air, inspecting our K-13, thus enabling us to return to a two twin-seat operation, and giving us an option for our early solos to fly, while the club K-6 is at his workshop for the similar inspection. We have sent the club Zugvogel away to Aston Down for repair. Congratulations to Gerald Badcock for earning his Bronze; after a break following many years flying with the ATC in the 1950s Gerald decided to return to gliding (properly!) and re-soloed last year. He brought his wife with him into the club and Jennipher is now a stalwart of the launchpoint whilst progressing towards solo. The weather has not been conducive for long-distance soaring, although Trevor Taylor has, as ever, done his best, this time managing to land at Halesland (Mendip) whilst they weren't flying, and having to take a bus back from Cheddar to Plymouth before retrieving his Jantar the following day! Bob Jones, valiantly pursuing Silver distance, declared North Hill on September 1 and, obtaining no more than 2,200ft QFE, managed to get as far as North Tawton near Okehampton before making his first field landing for real.
Martin Cropper

Deeside (Aboyne)

OUR 7th UK Mountain Soaring Championship, held at the beginning of September, was a great success with 16 entrants. Directed by Roy Ferguson-Dalling and scored by Mike Whyment, it had six flying days out of seven. Although the weather was poorer than previous years, there were tasks in both wave and thermals. The winner was Deeside's Roy Wilson, finally getting out of the runner-up's spot, which fell to Phil King, with Mark Jerman third. Another member, Bruce Duncan, won the Novice Award and also achieved his Gold height on the last day, while Andrew Warbrick took the Height Trophy. Our thanks to all involved, and particularly to our many sponsors. Our New Members' Courses have produced their first solo in Peter Donaldson, Tom Arkle (son of Richard) and Liz Eddie (daughter of Big Al) have also soloed, while Geoff Paterson has converted to the ASW 19. We are now halfway through our "wave season" and, by the standards of this past summer, the weather has been quite good with a crop of Gold and Diamond heights, and some decent cross-countries.
Mary-Rose Smith



*Bob Jones and Brian Seedhouse of **Dartmoor** de-rig Bob's K-6 after he landed out on a 50km bid. Nice field!*

Denbigh (Denbigh)

SUMMER 2004 has been eventful, to say the least. Our K-7 was taken off line, reducing us to one two seater, and giving us many headaches. Our Capstan was brought out of retirement, and has put in solid service as a training platform for members, and providing air experience flights. On the membership front, John Watkinson has now qualified as a half cat instructor, helping to reduce the load training the more advanced students. Three members have gone solo – John Sconce, Steve Briggs and recently Paul Jewell. Both John and Steve have also completed their Bronze legs. Malcolm Austin, John Jones, Gary Jones and Dave Catherwood have completed their Bronze Badges, with Dave also completing the Cross-Country Endorsement. Our membership is slowly expanding, thanks to the efforts of the instructors with visitors, and through a successful open weekend. We need more instructors though - if you are interested, please contact Tony Dickinson, our CFI. Thanks go to those members who spend many hours keeping both the gliders and equipment in serviceable condition. Without their contribution, we would struggle to remain viable. In September members of Bidford, Devon & Somerset and Burn spent a few weeks enjoying the wave. Highest altitude was 21,000ft from a winch launch, with several flights over 10,000ft, including an 11,500ft from club member Tony Cooper. You are welcome to visit – why not contact us on 01745 813774 at *office@denbighglidingclub.co.uk*?
Paul Jewell

Derby & Lancs (Camphill)

WE are pleased that Miranda and Ray are staying for the winter to look after us. We are now on our winter schedule (this seems to get longer – actually and administratively – each year), and so the club does not open on Mondays. Congratulations to Andrew Fletcher for completing Silver and to Trevor Watcham for Silver height. Mike Armstrong and Andy Melville won the two-seater comp at Pocklington in the DG-500, 10 years after winning before. The new Puchacz, KHW, and the Ximango G-MOAN, are now flying, and the expeditions that went to Aboyne and Milfield enjoyed some good flying.
Dave Salmon

Devon & Somerset (North Hill)

DESPITE an awful weather forecast, our open day was a roaring success due to the enthusiastic efforts of Simon Leeson and his team. The official list cites 42 members as helpers! The day generated £2,700 in flying fees and perhaps more importantly is showing signs of having generated new members. Due for congratulation are Steve Westlake for obtaining assistant instructor rating just too late for the last edition. Also to Alasdair Alston and Andrew Mugglestone for going solo plus Hal Newbury and Richard Brown for achieving their Bronze certificate. The new (to us) Junior arrived in time for most of the season and our thanks to the Polish glider



Above: the airfield. Right (top): recent soloist Ann Pearson and instructor Phil Pickett; (below) fleet K-21 at the club

At a glance

Full membership cost: £240 pa

Launch type and cost:
Winch £5.75

Club fleet:
K-21, K-13 (x3), SZD Junior, K-18, K-8 (x2)

Private gliders: 27

Instructors/flying members: 24/120

Types of lift:
Thermal and occasional wave

Operates:
Seven days a week May to September; other times at weekends, Thursdays and on public holidays

Contact:
Clubhouse: 01789 731095
Membership: Richard Maks, 0121 684 9282
Web www.stratfordgliding.co.uk

Radio frequency: 129.90

Location: 52° 14.11 N 1° 42.56 W

CELEBRATING its 30th anniversary this year, Stratford-on-Avon GC was formed in April 1974 at Long Marston airfield, South Warwickshire, by ex-members of the defunct Worcestershire Gliding Club, previously based at Bickmarsh airfield.

Problems of shared use and lack of security of tenure at Long Marston eventually forced the club to seek a new site. As a result, it moved in 1987 and has since operated from the southern end of the ex-RAF airfield at Snitterfield, about two and a half miles (by air) north of Stratford-upon-Avon. With security of tenure until at least 2024, the club provides excellent facilities for members and visitors.

As well as the club fleet (see *At a glance* panel), there are about 27 privately owned aircraft at Snitterfield, mostly syndicated. Ranging from modern to vintage, they include LS8s and ASW 24s, an Eagle and a T-21. Several of our members are also members of the Vintage Glider Club.

The club's 30th anniversary was marked on August Bank Holiday Monday when members flew at 1976 rates. Launches, on the day, were 65p and flying time in club gliders was 5p per minute. (Unfortunately there is no record of 1974 launch and flying costs, but they were probably similar.)

Although launching is by winch only, due to planning restrictions, this is no hardship. The site's position on fairly high, well-drained ground at 375ft AMSL, higher than the local terrain, makes Snitterfield a good thermal site. Launches are by a twin drum Skylaunch winch using LPG fuel or a twin drum 220hp diesel winch, either of which provides excellent launches up to 2,000ft.

The club's site is a flat field of about 100 acres orientated approximately east-west and about 1400 yards in length. There is also a hardstanding at the north-east corner of the field with clubhouse, toilets, two hangars, workshop, fuel storage, generator housing and car parking. Trailer parking and rigging is on a grass area on the north side of the hardstanding.

With about 120 members, representing a typical cross section of the community in terms of age and occupations, Stratford-on-Avon Gliding Club has a good friendly mix of members that works very well. A high proportion of these are very keen cross-country pilots and its members flew a total of almost 25,000km last year.

New members and visitors are welcome at Snitterfield all the year round. Situated between the villages of Snitterfield and Bearley, near the junction of the A46 and A3400 Stratford-Birmingham road, the club is just five miles east of the M40 at junction 15. *Tony Edlin*





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works at Jezow for a superb job of refurbishment. There are moves afoot to position our DG-505 at Fuentemilanos for several weeks next year, allowing members to sample some early season soaring in Spain at reasonable cost. Watch this space!
Phil Morrison

Dorset (Eyres Field)

OUR July task week was carried over to our August task weekend (due to there only being four taskable days), and, guess what, the August task weekend was a washout. So the results were: winner, Gerry Cox, second, Tim Linee. third, Pete Allingham. Well done to to all three. Congratulations to Gerry Cox and Carol Marshall, who have returned triumphant from their Assistant rating course, and have now completed the rest of their checks at Eyres Field. We have had the east side of the field (approx. 18 acres) ploughed and harrowed and it will be re-seeded ready for use again by about February 2005. This should greatly increase the landable area available and make our operations a lot safer. There are three new syndicate gliders now: a Glasflugel Hornet, a Kestrel 19, and a Sport Vega. Our chairman, Doug Every, has now obtained his Silver height, which completes his Silver. Well done, Doug.
Colin Weyman

Dukeries (Gamston)

SINCE the K-7s got back in the air we have had a number of solos, Ian Burgin, Keith "Tiny" Goodwin and Geoff Kay having gone solo and added Bronze legs in their very early solo flights. Many thanks to all who have helped with the rebuild of FLK's wings, particularly John and Adele Swannack and Glen Barrat, who have done the lion's share. Alan Docherty joins us from the RAFGSA, giving us another full cat and a motorglider instructor. The club has had its usual summer camp at the two-seater comp at Pocklington with the Janus and IS 28 competing and as this is written the wave camp at Portmoak is just beginning. A very vibrant and forward-looking club we are BUT we are in danger of losing our home due to developments at Gamston (Retford) airport, where we operate. We have about a year to find ourselves a new home and the committee is very active in pursuing this, including discussions with our neighbours at Newark & Notts GC, who have a similar problem. If anyone has any suggestions, we are happy to listen.
Mike Terry

East Sussex (Ringmer)

MEMBERSHIP continues to grow – we welcome Peter Clark, Sue Elliott, Michael Coumbe, Malcolm Sparshott, Tamzin Downing, Sarah, Amanda and Tim Davis, Chris Hinchey, Corbin McNeil, Martyn Wilson, Tim Rothwell, Bruce Henderson, James King, Graham Holmes, Daniel King and Lee Harper! The K-7 has finally been retired from the fleet – much good service has it provided over the years. Field levelling continues apace and we are hugely indebted to Steve Bidwell for the enormous amount of voluntary time he has put into this venture to keep it on track. Various trips to Jaca, The Wolds Two Seater Comp, Talgarth, Denbigh, Ontur and Serres have provided many hours of fun. Winter lectures are being organised and BI training has already started. Phil Williams has a brand new shiny badge of a Silver hue and Andy Cole is now fully acquainted with Challock!
Adrian W Lyth

Essex & Suffolk (Wormingford)

AS the season draws to a close we are busy planning next year's expeditions and the coming Xmas festivities, for which as usual we have to thank the lovely Rita. Our juniors put up another good show at the juniors with 9th, 11th, 29th and 36th places, respectively Rob Nunn, George Green, Tom Brenton and Peter Hibbard. Four members have recently soloed: Will Ellis, Ian Smith, Richard Belcher and memorably on her 16th





Clockwise from top right: *Claire Alston's brother Alasdair has gone solo at* ***Devon & Somerset GC***
James Ward rigged the BGA Discus for ***Coventry University GC*** *outside Coventry Cathedral during Freshers' Week*
Steph Smith, seen with instructor Johnny Gilbert at ***Essex & Suffolk****, soloed on her 16th birthday*
Going flying: ***Derby & Lancs GC****'s new Puchacz, KHW, at Camphill*





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➢ birthday Stephanie Smith. We're not sure who was more chuffed, Steph or dad Kim; at least he was, until he realised that she's soon going to be asking him for the loan of his K-6...
Steve Jones

Essex (North Weald/Ridgewell)

CONGRATULATIONS to Lloyd Haynes and Alan Line on going solo. Lloyd achieved his at the end of our August course week despite being interrupted by strong winds and rain, and has since achieved a leg towards his Bronze. Congratulations also to Tom Fowles, who has two Bronze legs. A belated well done also to Reg Standcumbe on achieving his solo. Despite the efforts of the weather over the last few weeks members have put in some good soaring flights and with the encouragement of the instructors, more are attempting various cross-country tasks from our Ridgewell site. We have gained a number of new members and we wish them all success in their gliding. All in all we have had a good season despite the weather and by the time you read this we will have returned to flying at North Weald. Why not come and visit us this winter and enjoy our hard runways at North Weald? Visiting pilots are more than welcome. It is with deep regret that we announce that Norman Prior, who joined our club way back in 1976, recently died; our sincere condolences go to all Norman's family *(see obituary, p62).*
Peter Perry

Fenland (RAF Marham)

WELL done to our gallant Timmy Edmunds who, during the Eastern Regionals at Tibenham in August, achieved his 300km in our Discus, finishing 22nd overall. Also three cheers for Pete Stafford-Allen who, in the same competition, just edged second place overall after never finishing outside the top ten. Held later at Tibenham was the Anglia TV Cup competition. We entered with a team comprising of Pete S-A, Ian S-A, Timmy, Mike O'Brien and Donny Johnstone. We emerged victorious with some splendid flying; Timmy came second on Day 1 in his K-6. But Pete S-A clinched it for the visiting Fenlanders as he took Day 2, which was only fit for the big boys, with the maximum 1000 points and being the only one to get round the task. Other news: the Barge has found a new home at Shipdam. Wave was recently seen over Marham but with thermal strength at three down was just out of reach. The annual exped in search of Diamonds will have taken place as you read this with DJ leading the pack and Del and co bringing up the rear hoping for some autumn wave.
Graham French

Four Counties (RAF Barkston Heath)

OUR expeditions to Aboyne and Portmoak were a success with some excellent flying all round, including



The victorious Fenlanders after winning the Anglia TV Cup (L-R): Mike, Donny, Timmy, Ian and Pete



Roy Briggs took this photo of (L-R) Alan Line, Stan Harris and Don Ling after Alan's first solo at ***Essex***

a Gold height for Pete Dixon to complete his Gold Badge. Alan Ellis has flown 50km in the K-18 to finally complete his Silver – well done to both. Our AGM is due to be held on November 27 at Barkston Heath.
Sue Armstrong

Fulmar (Easterton)

FIRST congratulations this month go to Robert Tait and Stu Naylor, who finished 4th in the UK Mountain Soaring Championships at Aboyne. As the competition season draws to a close our wave season starts and several of our pilots have been taking advantage of this already. Billy Fisher went to 12,000ft for Silver height and many more members have been exploring the area around the Cairngorms. Members of Norfolk GC enjoyed their expedition to Easterton with some very impressive flights being made. Members are still eagerly awaiting the arrival of our Discus. It will make a welcome addition to our fleet.
Mark Brown

Imperial College (Lasham)

ICGC continued the soaring season with students and ex-students alike taking part in the Juniors. Jamie Denton flew our Discus 296 and enjoyed his first Juniors, while Jaime Mateus and I flew with Chris Smart in our G-103, 496, which was a great learning experience, especially when topped off by a 149km cross-country. Special congratulations go to Luke Cooper-Berry for completing his Silver Badge just before term started! The club then focused on preparing for the next academic year and the freshers it would bring. 296 was rigged on the Queens Lawn and encouraged lots of students to ask more about the club and sport. Thanks to Afandi Darlington and Andy Lincoln for towing her through central London! We had a good response to the videos at our first meeting and are already hard at work, having introduced 13 students to the joy of gliding last weekend, with plenty more lined up.
Edward Coles-Gale

Kent (Challock)

WITH the soaring season now on its base leg, heralding the replacement of white hats on heads with wellies on feet, we are looking forward to Cs of A and a number of social events. There have been some late season achievements, notably Gold heights for Malcolm Kerley and Brian Tansley in Scotland, and Diamond distance for Mike Kemp in Spain. Stafford Lintott and Walter Shine are planning a trip to join John Hoye in Australia, so, fingers crossed for some Christmas badges.
Caroline Whitbread

Lasham Gliding Society (Lasham)

THE renovated and brightly re-decorated clubhouse helped maintain the high morale of the competitors ➢

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Club news



*L-R: father-and-son Bob and Mike Fox trained **London GC** son-and-father Andy and Trevor Mills as instructors*



***Lincolnshire GC**'s Dick Skerry and Derek Woodforth with the K13 they have bought from Germany*



*Former and present chairmen and CFIs assembled to celebrate **Midland's** 70th anniversary (Paul Garnham)*

and crews against the slings and arrows of outrageous weather at the 15-Metre Nationals and the Junior Nationals. Successful expeditions have flown at Aboyne and Jaca. Our Australian staff instructor, Darcy Hogan, has returned home to the sunshine until we welcome his return next spring. Our South African ground crew, brothers Paul and Mark Fleck and Simon Berkeljon, have flown like swallows south. Simon flew 140 hours in the tugs and will be commencing a CPL course. We thank them for their hard work. A Ladies Driving Event on the airfield, driving vehicles such as fire engines and ambulances, raised £13,000 for the Marie Curie Foundation. The relay of the water and electric supply to the caravan site is progressing well under the supervision of Malcolm Hook. Richard Moyse and his colleagues have been carrying out the necessary groundwork for this major undertaking.
Tony Segal

Lincolnshire (Strubby)

CONGRATULATIONS to Richard Coleman on his 50km to Crowland to complete his Silver distance and Keith Brown on completing his Cross-Country Endorsement. The club has bought another immaculate K-13 from Germany, bringing the club fleet to two K-13s and a K-8.
Dick Skerry

London (Dunstable)

WE ran an extremely successful Regionals with congratulations going to Bill Craig ASW 27 (winner of Red Class) and an LS4 shared combination of father Robin and son Andy May winning Blue Class just pipping Malcolm Birch flying his Std Libelle. Our caravan park is going through a blitz with new hard-standing together with water and power laid on and many trees removed, and old vans taken away. It should please the local authorities after their inspections and demands. Congratulations to 82-year-old John White, who achieved Diamond and Gold distance with a 500km flight during the late summer. We now have in place a Young Person`s Protection Policy on account of the successful Faulkes Flying Foundation youngsters and other young visitors to the site with the appointment of Michelle Appleby as Child Protection Officer. We are all saddened by the death of Peter O'Donovan, who died as a result of a tragic accident on August 7. A memorial service was held at the club on August 30, which was well attended, showing Peter's popularity and the great respect in which he was held. There were moving tributes from friends and a fly past from the tugs in Peter's honour. Our thoughts and sympathies go out to his family. Congratulations to Trevor Mills and his 18-year-old son Andy on completing their Assistant Instructor ratings – trained by another father and son.
Geoff Moore

Mendip (Halesland)

THE heavy gang, led by Brian Headon, have rebuilt the windward end of the clubhouse, which was letting in the light as well as the weather. Patrick Haxell was P1 on the roofing, which was totally replaced (on a particularly wet and windy day) giving us a weather-proof building in time for winter. Meanwhile, Simon Withey and Gordon Dennis were away getting their Assistant Cat ratings and have now cleared the final hurdle of being accepted by the CFI. Simon was also involved in collecting a Skylark 4 from the Staffordshire club. The Thursday group managed to rig and fly it. As a concession to de-rigging, the tips were removed but it will be hangared with the centre section in place! This is the replacement for our K-18 and will be used as an intermediate between K-8 and a (still to be obtained) glass ship.
Keith Simmons

Midland (The Long Mynd)

THE 70th Anniversary Dinner was a memorable finale to the year. There was champagne on entry and the committee in black ties and DJs instead of farming serge. There was even a classical pianist for those of higher tastes. He had a lonely evening. Over 200 attended to hear Chairman and President tell the much-loved legends again. Hopefully the ghost of Amy Johnson enjoyed it just as much. Of course no one partook too liberally and if they did it was their business and their livers and there are no neighbours on the Mynd. Nick Heriz was the close winner of a very damp Task Week with Dominic Haughton second. Needless to add the good days started immediately afterwards. Congratulations to new soloists Tom Priestley, Anthony Giles and Robert Snear. Midland pilots have been in training camps or competitions from Australia to Norway (Alan Barnes in the Club Class Worlds). Courses were full up right to the end and are filling up for the spring of 2005. There are rumours of a fleet reshuffle with perhaps, maybe, hopefully the scrape of tiny winglets.
Roland Bailey

Needwood Forest (Cross Hayes)

DESPITE the summer weather being generally unhelpful to us, several members have achievements to celebrate. John Colbert, Justin Strachan, and Alex Rowlands have flown their first solos. Kat Lewis completed her Bronze Badge just days before her 18th birthday. A few members gave up on the British weather altogether and went on an expedition to Ontur in Spain. While there, Anthony Bradford got Silver height and distance, and Berian Griffiths achieved Silver height. As the autumn starts, we are planning a programme of winter activities and lectures.
Ian Walker

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*Mary Meagher earned the Guild of Aviation Artists' TN Lawrence Award for this painting of **Perranporth***

Newark & Notts (Winthorpe)

A BUSY end to the summer! During our second flying week John Harrison and Roy Kempton completed their Bronze Badges. Amy Sentance did her field landing checks. Andy Lucas has had a five-hour flight in the club ASW 19 to complete his Silver Badge. The Treasurer made his Silver 50km flight in the club K-8 since his Oly 2 has emigrated to New Zealand. A strong contingent attended Pocklington for the competition week and secured a 3rd (from the bottom) in one of the club K-13s. The Community Amateur Sports Club application is reaching its final stage with the Inland Revenue. The number of Friday night parties has improved thanks to Bob Tatlow. We generally fly weekends and Wednesdays – visitors always welcome.
Noel Kerr

Norfolk (Tibenham)

THE University of East Anglia GC is up and running again and has created 20 new *ab initios*. Thanks to Nancy Smith, Tim Davies, Tom Smith and Chris Pollard, who went recruiting at the UEA Freshers' Fair. We wish the students every success. Russell Cheetham won the Open Nationals after a gladiatorial struggle with Peter Harvey, who came a very close second. The Eastern Regionals were flown at the same time with three NGC pilots in the top ten; Norman Clowes 10th, Martin Aldridge 5th (he was lying second on the penultimate day) and some other bloke came 1st. Woody and his team are to be congratulated for their superb management of the two concurrent competitions. Team Tibenham made it to the Inter-Club League final, held at Gransden Lodge, where we narrowly beat Nympsfield for our first-ever victory in this competition. Thanks to all the team: Tom Smith (novice), Martin Aldridge and Tim Davies (intermediates) and that other bloke again (pundit). Also to Andy Smith (team coach), Chris Pollard (crew and psychoanalyst) and Leo Smith (crew, canteen and moral support). It was a brilliant weekend, featuring super-accurate task setting and all the usual excellence from the Gransden comps team. Tom Smith, still only 17, won the last day at the Juniors (his first rated comp)! All the above Tibenham competition successes were flown by members of NGCRacing in its first season of operation. The cunning plan seems to be working!
Ray Hart

Northumbria (Currock Hill)

CADET Chris Storey went solo eight days after his 16th birthday (he would have done it on the day itself, but bad weather intervened). He and several other cadets have formed a syndicate to buy the old club Skylark, which has been lying unused in the hangar for many months. Any new cadets will be offered the chance to buy into the syndicate as the current ones move on. Instructor Colin Tweddell has been running radio courses for members wanting to gain RT licences. Basic instructor Ian Plant, fresh from achieving a respectable mid-table place in the club's Astir at the Junior Nationals at Lasham, has just completed his NPPL with ex-CFI Colin Sword, now at Milfield. He hopes to be flying the club Piper Pawnee 235 tug soon.
Richard Harris

Nottingham Uni (Barkston Heath)

NUGC was well represented at the Juniors this year, with Andrew Langton coming 12th (in the club Astir), Pete Ballard, Rachel Hine, Tom Newham coming 31st, 37th and 45th respectively, and ex-member Ian Craigie finishing 7th. Freshers' Fayre was again successful, with us signing up over 100 students this year. The first few weekends of flying have taken place, with lots of members promising to return for more flights. We have several trips planned for this year, including Portmoak, the Long Mynd and Ontur (following last year's successful trip). It looks like it is going to be another good year for NUGC!
Chris Emerson & Amy Cooper



***Needwood Forest GC**'s latest soloists (L-R): John Colbert, Justin Strachan and Alex Rowlands*

Oxford (Weston on The Green)

IN an otherwise quiet couple of months at OGC John Mart has thankfully given me something to report by sailing through his checks to qualify for his Bronze. Really well done, John, now take your hand off the airbrake lever! We have had a very healthy intake of new members in recent months (many off the back of our Friday night flying and trial lessons) and our cadetship scheme is fully subscribed, which all bodes well. A couple of groups of wave seekers travelled to Sutton Bank and Feshiebridge and would like to extend their thanks to both clubs for making them feel so welcome. Unfortunately both groups failed miserably to contact any wave. In true OGC style, on the day when the local pilots were at 18000ft and 19800ft, one group could be found in the local pie shop whilst the other group was shopping for size 12-and-a-half gold lamé sling-backs. Well done, chaps.
Simon Walker

Peterborough & Spalding (Crowland)

SOME of our members have been very busy recently. Ant Halifax, Mike Tyrell, Brian Wingate and Matt Bell have gone solo. Paul Goulding obtained his Basic Instructor rating after a long gap from instructing. Martin Ewer achieved a Motor Glider instructor rating and Robert Theil successfully completed his Assistant Instructor course. Les Rigby flew 300km in his Nimbus whilst Roger Duke did his 50km flight to Gransden Lodge. Congratulations to them all. We also have two new gliders on the airfield. Kevin and Sheena Fear bought a Ventus B (and a dog) whilst Tony Fidler is now the proud owner of a Cirrus in a cocoa tin on wheels. We also have a new Land Rover to back up our aging fleet of retrieve vehicles. We are looking forward to this year's club expedition to Aboyne, which is fully booked.
Robert Theil

Portsmouth Naval (Lee on Solent)

AS the shortening days mark the end of another soaring season, we welcome back our Portsmouth and Southampton University members as they return at the start of the academic year. On their return, the students introduce some of the new freshmen (and ladies) to the sport of gliding and we look forward to an influx of young, enthusiastic, new members. One of our youngest existing members, Fran Aitken, has completed her Bronze before her 17th birthday. Since this now qualifies her to fly Mum and Dad's glider, her parents have resigned themselves to effectively becoming ex-owners. The older, but no less enthusiastic members of the club have also been busy. Andy Durston has added to his recent Diamond distance a wave climb at Aboyne, completing his Gold. Congratulations are also extended to John Bradbury, who has qualified as a CAA Motor Glider Instructor. We are particularly pleased to report that Mark Holden achieved a 3rd place in the Junior Nationals and has won a place in the British team at the 2005 Junior World Championships. His selection means that he is currently avoiding the autumnal gloom by flying in Australia with George Lee. We eagerly wait to hear of his experiences on his return.
Steve Morgan

Rattlesden (Rattlesden)

MANY thanks to Cathy Page, who is standing down to go to university, for all the hard work she has put into writing club news over the last 12 months; Cathy has handed the reins to me. I hope I can keep to her high standards. We all wish Cathy well. Congratulations to Alan Towse on passing his Bronze paper. Andy Page is progressing well to gaining his assistant rating (good luck, Andy), and Stella O'Leary has taken over the running of the bar from Colin Poole – many thanks, Colin, for the last 18 months, and good luck, Stella.
Paul O'Leary

Scottish (Portmoak)

BY the time you read this we expect to have all of the doors fitted to our new hangar. It is already being used by some of our syndicate owners, and the club aircraft will be moving in before the end of the year. As far as achievements are concerned, the first one mentioned has to be the incredible 750km completed on September 23 by our chairman, John Williams (see p28). Other notable achievements include: Tom Hedley, Gordon Hunter and Robert Neely (first solo); Ian Duncan (re-solo); John Dunnington (Bronze with Cross-Country Endorsement); Dave Brotcihg (Cross-Country Endorsement); Ian Russell (Silver distance to complete his Silver Badge); Charlie Guthrie (Silver height); Chris Williams and Amy Barsby (Silver distance); Sarmed Mirza (Silver distance and duration and Gold distance and diamond goal); Bruce Duncan (12th in UK Mountain Soaring Comp and best novice); Ricky Jackson and Kate Byrne (BI ratings). Well done, everyone, and season's greetings from north of the border.
Ian Easson

Shalbourne Soaring Society (Rivar Hill)

CONGRATULATIONS to Colin Baines on his Assistant Rating; more pilots are being lined up for BI training. In September a band of intrepid Shalbourne pilots headed to the Mynd to enjoy the great hospitality and flying on offer. As always, a big thank-you to all who contribute to the successful running of the club and airfield.
Liz Seaman

Shenington (Shenington)

OCCASIONALLY, due to a miscalculation, even the most advanced and astute of cross-country pilots and instructors may find themselves choosing a field. If the home airfield is seriously moving up the canopy and you are still at 1,000ft it is time to select something nearer! We congratulate Geoff Powell, who was towed up through a gap in the clouds with a trial lesson. After admiring the sublime view, it was time to go back – and when in doubt you can find the airfield by following the tug. Unless it is going for fuel. Martin Hill went from first solo to Bronze, Silver height and duration and Cross-Country Endorsement in only six weeks. Young Andrew Heller went solo early September. At Pocklington the Shenington Team, Lu, Bruno and Bob Playle, carried off second place in the wooden ship division, in four days of dodgy weather. Tim Parker and Tessa Whiting both achieved 300km at the Tibenham Regionals. John Watson is still wondering what went wrong with his compass. It helps, occasionally, to program an "E" into the GPS...
Mary Meagher

South London Gliding Centre (Kenley)

A BUSY summer, with continuing high demand for trial lessons and courses and membership being maintained

Club news

at a satisfactory figure despite difficulties caused by the grounding of K-7s. We had one up and running again but, alas, within a short time it suffered some damage in a heavy landing, though not before Michael Warren and Russell King managed to go solo in it. Congratulations to them both. We have to close for a week every August – this is when we have the time for summer excursions. This year a group of members went to Chauvigny in France and some others sought fresher airs at the Soaring Centre. Good times were had by all. Our late summer barbecue and dance was a great success held, once again, in a barn on a nearby farm, with music provided by the Ken Mackintosh big band. Our next social event will be our annual dinner, to be held on December 18 at a nearby golf club. As usual, we hope to be flying virtually every weekday throughout the winter – apart from Christmas Day. We have to rest our instructors sometimes!

Peter Bolton

Southdown (Parham)

SOUTHDOWN took part in the Shoreham Air Show in September, with Guy Westgate delighting the crowds with an aerobatic display in the Fox. Our static exhibition attracted plenty of interest; the Astir cockpit was seldom unoccupied. The Delmenhorst GC of Bremen, Germany, visited us in August, and enjoyed some local soaring followed by a barbecue. Among their senior members were a number of ex-Luftwaffe men, including a Heinkel 111 bomber pilot. They were kind enough to donate a model SG38 to the club, and we are considering offering this as an annual award for the most promising Senior Citizen still flying at Southdown. Adrian Blades and Mark Emerton soloed in August, at about the time that the "Horrendous Sink Trophy" went missing! This most fiercely contested award shuttles back and forth along the South Downs, usually on ridge soaring days, hence its name. It is a fine example of modern installation art, complete with hand-crafted porcelain sink and gold taps, and may not strike the unsophisticated pilot as a trophy at all. So, if any visitor can throw a light on the subject, please contact the CFI at Ringmer. Sadly, Ron King, our glider master, died recently after a short illness. (See obituary, p61) A celebration of his life was held in the hangar on October 8, and around 150 visitors came from far and wide. With a mixture of film, poetry and anecdote we reconciled ourselves to our loss and gave thanks for a life fulfilled. He will be greatly missed by ourselves and by neighbouring clubs, who knew him well.

Peter J Holloway

Staffordshire (Seighford)

CONGRATULATIONS to Prab Kler and Nick Weston for being awarded the Cadet Flying Scholarships for 2004. A warm welcome to other junior members Aron Fudger, Richard Gooch-Butler, Steve Green, Amy Smith, Matthew Bannister and Alex Laird. Adam Williams has re-soloed after a short lay-off. Thanks to Graham Burton, the ground equipment continues to be kept in good order despite the efforts of the members (please be more careful, folks!). Graham Bowes is now DCFI. Although we are down on launch numbers, flying time for the club as a whole is still on the increase, indicating better flying for all (the acquisition of the tug must have something to do with this). From April 1 to September 5 we managed to fly on 65 per cent of the days, with 72 per cent of these seeing soaring flights (thanks to Nick Rolfe for the stats). Rangi de Abaffy still has the lead in the club ladder, and despite some good soaring late in the season, should be uncatchable this year.

Paul (Barney) Crump

Stratford-on-Avon (Snitterfield)

THE club's 30th anniversary celebration on August Bank Holiday Monday was very successful with launches at 65p and flying time in gliders reverting to 1974 rates. A number of retired and ex-members were invited, resulting in photos of four chairmen and four CFIs. A very satisfactory flying day was rounded off with a barbecue. We congratulate Laura Maks on the award of a Royal Aero Club bursary to further her flying career post-Bronze; aged under 18, she has gone from solo to Bronze in a year and joins York University GC this autumn. Well done, too, to Steve Farmer on his BI rating. We are revelling in our 100 acres of lush green pasture, without any sheep, for the first time since moving to Snitterfield, but finding the challenge of mowing this beautiful lawn very daunting. Regular mowing by volunteers is the key factor with a team of hardy souls but we are very dependent on maintenance of the equipment supplied by our landlord, Richard Hobbs. The plus side is no sheep but the downside is sandwiches will never taste the same again.

Harry Williams

The Soaring Centre (Hus Bos)

CONGRATULATIONS to all of the following: Oliver Ford, who went solo; Kevin Fisher, who flew his Silver distance and completed Silver; Tony Lintott, who did his Silver distance; Russell Cheetham, who came 1st in the Open Class Nationals (what a year you're having, Russell!). Members have visited Milfield and Aboyne during October and had some successful flying. Over the winter we are extending the tug workshop, rewiring the hangars and replacing the flooring in the clubhouse. Tug OY will have a major overhaul, including being recovered, and two of our club Puchaczs will go to Poland to be re-lifed and refinished. The British Gliding Association's Chairmen's conference was held at the club on October 30. Congratulations to all members who received awards at our annual prizegiving and dinner. Thanks to our social committee – the "S Club" – who are keeping us sane over the winter with great parties, including the end of season "Wild West" party, bonfire night (great fireworks again!) and home-made hot-air balloon contest. The children's Christmas party will be held on December 18 and there will be a New Year's Eve party too. It is with sadness that we report the death of club member Brian Kilby.

Siobhan Crabb

Ulster (Bellarena)

IN spite of mixed weather we managed to beat our best year for launches with 1,826 – no doubt helped by a number of extra training courses and midweek flying. Both our hours flown and days flown show healthy increases of seven per cent and 10 per cent respectively against last year. With the days shortening, talk in the clubhouse inevitably now turns to the eagerly anticipated arrival of our new DG- 505, expected on site before the end of November. Watch this space! Brian Irwin has been appointed deputy CFI. Congratulations to Alan McKillen, who finished 9th in the London Regionals, and to Brian Brannigan and Finbarr Cochrane, who both have achieved Bronze.

Seamus Doran

Wolds (Pocklington)

THANKS to all who helped with the Two-Seater Competition. Special thanks to the Director John (Stormin') Norman. Despite having the usual "contest weather" everyone seemed to enjoy themselves. Old friendships were re-kindled and new ones forged. Congratulations to Mike Proctor for going solo on his 16th birthday. John Tillson has completed Silver. Members are agog at the rate the new hangar extension is progressing and are already looking forward to the opportunity of arguing where exactly all the gliders are going to fit.

Tony Kendall

Welland (Lyveden)

I HAVE failed to celebrate Mike Connelly going solo on June 26 in previous editions of this slot. Our flying week was a frustrating test of perseverence and patience with so much wet weather and the field was unflyable for two reasonable days when yours truly, taking off from a not-so-wet Hus Bos, flew over 600km cross-country. Since then operations have continued with a great deal of activity involving a private/club partnership in a Grob Acro. A team made an appearance for the Anglia Cup. Our pundit flew the first day but was afflicted by gale force winds overnight that had scattered the weary campers by morning. Many of our members have been frequenting Sutton Bank and a small expedition has just embarked for Aboyne.

Strzeb



*Mike Proctor went solo at **Wolds GC**, Pocklington, on his 16th birthday*

Wrekin (RAF Cosford)

THE club would like to thank Mike Osborn for his stint as CFI. He handed over the mantle in February to Trev Cook, who came in from Fulmar GC at the back end of last year. The year kicked off with our biannual wave exped to Lleweni Parc. The weather wasn't particularly good for wave. However, we all enjoyed riding the lovely ridge down the Conwy valley on the days that were flyable. We conducted many trial flight evenings during the summer months, bolstering club finances while giving RAF trainees and local people a taste for the sport. With all of us suffering, the appalling weather took its toll on launch rates, badge claims and cross-country performance. Not for lack of trying though. Two members stand out: Simon Harris, who completed his Silver Badge with a 50km flight to Bidford in our K-18, and Helen Williamson, eventually going solo and consolidating that position very quickly to converting into the K-18 with a Bronze leg completed. For the second time in two years, Cosford and the Wrekin GC hosted the Inter Services Regional Gliding Competition. The amount of work put in by all members to organise, run and clear up afterwards is amazing. My personal thanks and gratitude for a successfully run event. The weather gave us five competition days, although not the big racy tasks that we all enjoy. WGC members who competed were Mike Osborn, Jonathan May and Trev Cook, all doing the club proud with the highest place of 16th. The Windy Ridge Inn has been given a new lease of life by the hard work of Stu Duncan. The annual party is planned for mid November. WGC's fleet now comprises a K-13, K-21, K-18, Discus and a newly acquired LS6c. Any service personnel and those who want to pop over will be made more than welcome. Hopefully, this club news entry will be the start of more regular reporting from us.

Trev Cook

Obituaries

Wyvern (Upavon)

AS proud winners of the South-West Area Inter-Club League there was no question of Wyvern not competing in the final at Gransden Lodge, Cambridge. On the first day, only the pundits and intermediates were sent on tasks, which was bad luck for novice entry Will Davis, but Roy Gaunt (4th) and John Appleford (3rd) both got round, displaying some exciting low finishes. The second day looked like being a repeat of the first, but around 13.00hrs the cu popped up all around. Unfortunately the Wyvern team was rather outclassed. Intermediate Dennis Stangroom accepted the only penalty of the competition by starting 30m in front of the line, but without loss of a place, to come 5th, but pundit Allan Tribe and novice Andy Gibson struggled slowly round and each only managed to finish 6th. Overall, however, thanks mostly to Roy and John's performance on Saturday, Wyvern finished 5th, but, as the Team Captain said, our prize was getting to the final! Our thanks go to Cambridge GC, and all others involved in running the area heats for providing such a an enjoyable series of five weekends without a single day scrubbed. Who says the English summer is unreliable? In an end-of-season rush, both Matt Beasley and Will Chappel, who had been sprung from school for the afternoon when soaring conditions looked likely, both did out-and-return flights to Lasham to complete their Silver Badges. New member Justin Shepherd, more accustomed to take-offs with a full passenger load and landing solo (he's a parachute plane pilot) went solo in a K-21 after only 12 flights in two days of instruction! The annual wave flying expedition to Aboyne took place in October and November and reports of several Gold and Diamond heights have been received. Finally, the annual C of A programme has begun in the workshop with the K-13 satisfactorily passing the mandatory structural inspections and we look forward to delivery of a DG-1000 in the spring to replace it and so complete an "all glass" fleet for the first time.

Andy Gibson

York Gliding Centre (Rufforth)

THE club is in the process of buying the DG-505 from the Faulkes Flying Foundation, so this high-performance two-seater will become part of our normal training fleet, especially for cross-country training. The new clubhouse is in place, and we now have a long-term project to fit it out internally to give a high quality set of rooms, including a modern inside toilet block for the first time in the club's history! A fair gaggle of our pilots have reached Bronze this year but unfortunately there have been very limited opportunities for them to attempt their Silver distances. Hopefully next year's season will lead to a number of Silver Badge claims in *S&G* in 2005.

Mike Cohler

Yorkshire (Sutton Bank)

CONGRATULATIONS must go to Alex May for Silver distance (free flight to Kirton in Linsey with an equally long retrieve) and Liam Watts, who went solo in on a Saturday just after his 16th birthday. By Tuesday he had already flown the club's Astir and K-8: three aircraft in three days – well done, Liam. Both of these events took place during the very successful task week in August where – as usual – Phil Lazenby did a great job of running the fun competition. Plenty of kilometres were flown , and of course there were several long and interesting retrieves. Just because the field is next to a big road doesn't mean to say that you can get to it easily (as the crew who went to collect David Bradley found out). Sutton Bank has welcomed several visiting expeditions during the summer and have indeed undertaken one themselves to Aboyne with several pilots and gliders making the trip north. Finally, I would like to thank Alex May for holding the mantle of club news for the past 18 months.

Marian Stanley

David Carrow – Cambridge University, Lasham

DAVID Dunbar Carrow, DFC (1922-2004) died on September 26. He had had a minor stroke following the death of his beloved wife Barbara in 2003 and his daughter died a year later. Nevertheless, with the support of his united family, coupled with his habitual energy and determination, he fought back to an almost normal life until finally brought down by the after-effects of a fall. He started gliding in 1947, when he joined Cambridge University GC, but it was not his first acquaintance with gliders. While in the RAF as a navigator, he had been flying in Halifax bombers towing gliders in Europe (including D-day, Arnhem, the Rhine crossing); he also flew on more than a score of Special Forces ops. Later, he was navigating (with inaccurate maps) from India over "the Hump" to Thailand. In 1949, he won the Kelmsley Winter Cross-country Contest with one of the earlier wave cross-countries. In the fifties, he joined the Surrey GC (now Surrey & Hampshire), a major unit in Lasham Gliding Society. In the early 1960s, as Lasham's chairman he was an outstanding leader in the ultimately successful struggle for its security of tenure. Also for a period in that decade he was vice-chairman of the BGA. For years he was an active competition pilot in the Nationals and in foreign competitions. In the eighties he became involved in local affairs and was elected as an independent to Hart District Council, of which he later became chairman.

Mike Gee

Ron King – Southdown

RON King (1926-2004) was a larger-than-life character, who had been at Southdown for so many years that it was difficult to remember exactly when he had joined. He was responsible for the maintenance of the glider fleet, and at his happiest when up to his eyes in aircraft repair. He gathered around him a team of willing helpers, and led them with good humour and enthusiasm. Greeting everyone with a bear hug and a huge grin, he was generous with both his technical advice and his time. He joined the RAF in 1943 hoping to become a pilot. A perforated eardrum meant that aircrew was out of the question, and he became an aircraft fitter, working on Lancasters, Spitfires and Hurricanes. After the war he continued his aviation engineering career with Hawker Siddeley at Dunsfold. He worked on the prototype of the Harrier, specialising in avionics, and his photograph stands alongside the aircraft in the Science Museum in London. His experience with civil airlines included periods with Airworks, Dan Air, British Caledonian and finally British Airways, who often seconded him to work abroad. Ron had the awesome responsibility of signing off the aircraft as airworthy, and he took as much care over a basic glider trainer as he did with a jumbo jet. It would be difficult to imagine a more conscientious and responsible engineer, and he was our Glider Master right up to the day that he was taken ill. Ron was fortunate in that he discovered his vocation at the age of 16 and never deviated throughout his working life. He often said that the hangar was his church, and that he needed no other. Certainly, the hangar will seem a strange and empty place without him.

Peter J Holloway

Sigfrid Neumann – Cambridge

WITH the death of Sigfrid Neumann (1926-2004) on July 15 this year the Cambridge club lost one of its most memorable and respected characters. When he had his last flight soon after his 78th birthday (four hours in a Discus) he had been a member of the Cambridge University Gliding Club and its successor for 55 years and an instructor for 48 (originally passed out by Lorne Welch and Tony Goodhart). During this time he amassed 6,831 hours and 137,424km, all meticulously recorded in 20 log-books now in the CUGC archive. Even in his seventies Sigfrid was often the first to launch and always the last to land, but in his early days he flew in National Championships, in 1953 taking the T-21 Bluebell 128 km from Camphill to Bridlington with Ann Mari Edlund as P2. They married and had four children; a glider pilot herself for many years, Ann Mari died just a few months before Sigfrid. Sigfrid's appetite for Cambridge club trophies was insatiable, winning the last of many in 2003. In his middle years he was the club's leading, and sometimes almost the only, cross-country pilot. As an instructor he was utterly dependable and completely uncompromising in matters of procedure and safety. Throughout his flying career he never had an accident. He was secretary of the club for many years until increasing deafness forced his retirement. Sigfrid discovered the east-wind wave at the Long Mynd, climbing to 6,600ft in the Prefect in March 1953 during one of the memorable Cambridge Club camps (see *Cambridge rules the waves*, August-September 1993). Born near Dresden and taken prisoner at Arnhem, he elected to stay in England after the war rather than return to East Germany. His national characteristics endeared him to many in the gliding world, but especially to those whom he taught to fly with such thoroughness.

Anthony Edwards

Norman Prior – Essex, Rattlesden

NORMAN Prior (1931-2004) became interested in aircraft in his teens, building and flying model gliders and powered model aircraft. His first glider flight was from Husbands Bosworth in 1967. He resumed gliding, with the Essex GC, at North Weald in March 1974, obtaining Silver distance in 1979. As a syndicate partner he had flown Skylarks, a Mosquito, Pirats and more recently a Mini Nimbus. His last flight was on Wednesday March 3, 2004, in a K-13 at North Weald. Norman was one of a group of about 10 people who resurrected the Ridgewell and Oatley GC in 1986. This operated for about two years until Essex GC added Ridgewell to its North Weald activities. In May 1992, he joined Rattlesden, remaining a member of both clubs until his death from cancer in June 2004. After National Service in the RAF he spent several years at the De-Havilland works at Hatfield, working on RAF and commercial aircraft, including the Comet, before moving on to a small local engineering workshop. His wide, practical experience served very well in the building of several trailers, repairs to winch equipment, glider skids and many other gliding-related jobs. Norman was very popular and had a dry sense of humour. His was always the helping, willing hand given in a cheerful and encouraging manner. He will be sorely and sadly missed by Nena, his partner of 30 years, his son Martin, other family members and his many, many friends in and outside the gliding movement.

Bill Pottinger

Paul A Schweizer

PAUL Schweizer died on Wednesday, August 18, at the age of 92. He had been ailing for some time. His first interest in soaring was inspired by an article in the *National Geographic* magazine of July 1929. He and his two brothers decided to design and build a primary glider – the SGP 1–1. They completed it in June 1930 and taught themselves to fly. In 1935 Paul graduated in aeronautical engineering from New York University, and founded the Schweizer Metal Aircraft Company with his brother Ernie. Their all-metal SGU 1-6 won third prize in a design competition at the 1937 US National Championships. Their two-seat SGS 2-8 broke soaring records in 1938. They re-incorporated as Schweizer Aircraft Corporation at Elmira and were joined by the third brother, Bill. In the Second World War the 2-8 was adopted for military use as the TG-2: 57 were built, followed by the TG-3, of which there were 114. The Schweizer 1-26, a small, inexpensive sailplane available either as a kit for home building or from the factory

Obituaries

ready to fly, became highly successful after 1954. Annual championships were organised and a very successful 1-26 Association was formed. Production ended in 1980 when a total of 689 had been built. Paul continued to advocate the "one design" idea which, with enthusiastic support also from the Italian Professor Piero Morelli, eventually resulted in the establishment of the International World Class soaring championships and the PW-5 sailplane. Paul had joined the nascent Soaring Society of America pre-war. An outstandingly successful soaring pilot, he broke several national records and represented his country in the 1952 and 1954 Worlds. He became a director of the SSA in 1946, Secretary in 1954 and President in 1957, continuing after his term of office as a director for several decades. He later became a member of the International Jury judging and test flying entrants for the Standard Class design competition held in conjunction with the World Soaring Championships. Paul also was one of the founders of the National Soaring Museum at Harris Hill, Elmira. The Schweizer Soaring School still flourishes on the Elmira-Corning airport. Paul is survived by his brother Bill and by Ginny, his wife, herself formerly a successful soaring pilot. Shortly before his death Paul completed his autobiography and had made arrangements for its publication. He was a great man, kind, thoughtful and optimistic. He will be very much missed by all soaring pilots not only in the USA but also throughout the world.

Martin Simons (courtesy of *Soaring Australia*)

Dave Triplett – Shropshire Soaring

DAVE was one of those people with tremendous vitality. Everything he tackled was at full throttle. He came late to gliding in 1988. He was fortunate in joining the Shropshire Soaring Group, which allowed him to use his power experience to fast track to wave and cross-country flying. Under the expert guidance of Vic Carr he reached the higher reaches of our sport quickly. Typically, he wrote an enthusiastic article on gliding at Sleap for *S&G*. After an apprenticeship in the Twin Astir he went on to share in an ASW 20 and then a DG-400 before buying an ASH 26E. When our Chipmunk went for a major refit Dave tugged for us with his syndicate's Reims Rocket. He was also a very keen SCUBA diver as well as obtaining his Yachtmaster Certificate. Three years or so ago, he "retired" and sought to combine his life-long passion for sailing with power and gliding. He moved to Devon and bought a 30ft yacht, which he operated single handedly. Before leaving Sleap he had reorganised the finances of the Shropshire Aero Club on to a viable footing. For that he was awarded lifetime membership. Whether the pull of his friends in Shropshire or the sort of flying he loved drew him, last year he decided to leave Devon and returned to buy a house right next to Sleap airfield. He bought a Piper Arrow, had it completely rebuilt and resprayed and built a hangar for it. Over the years he made a number of expeditions to Fuentemilanos, Australia, the Alps, Chauvigny and Feshiebridge. At Feshie last year he completed his third Diamond for height. This spring, with Dickie Feakes, he investigated the attractions of Jaca, in Spain, leading to a successful visit by Sleap and Seighford pilots this summer. Dave was always willing to help. He didn't suffer fools gladly but time and again we learned of acts of kindness and generosity quietly done. Despite having his own glider, which didn't require retrieving, he was always the first to come and fetch us when we landed out. He was vitally concerned to ensure we encouraged new members, with positive patronage for youngsters. His influence on the engineering side was equally beneficial. He was fully active and flying until just a few days before he died. His sudden loss is a shock to his many friends in the Shropshire Soaring Group, the Aero Club and the gliding fraternity. Our sympathy goes to Vanessa.

Keith Field

WA (Alan) Urwin (1931-2004) – Borders

IT IS with a profound sense of shock and disbelief that we have to report the sad and premature death of Alan Urwin, who was killed in an accident on the farm at East Kyloe, on Monday, August 23, 2004. Alan's club "seniority number" was 14, having joined in May 1971. He threw himself into his new hobby with enthusiasm, bringing considerable skills and energy to the emerging club at Milfield. Alan's involvement in the club was financial as well as physical and, for a number of years, he was the main bearer of the burden borne by a club seeking its way in the 1970s. Better gliders, Bocian 1e and Skylark 3, were purchased for the club by members, but the major contribution always came from Alan. In addition, he was always hard at work, building improved winches. The hundreds of hours he spent went largely unseen, since Alan, a very private person, tended and preferred to work on his own. He involved me in these projects and many hours were spent on the airfield and at Kyloe, servicing and repairing equipment so that it worked the next weekend. In 1982, with the airfield disappearing under our feet, the controversial decision to purchase the Super Cub and go to aerotow, was taken. Ten members provided the finance, with Alan again bearing a large part of that burden. Shortly after this Galewood was purchased outright, with the directors of the time taking a considerable personal stake in the venture. It is doubtful if any of us knew at the time how much was owed to Alan in keeping the club financially viable during that period. The changes of site and operations, however, enabled the club to pay off all its debts, including those to Alan. In due course, Alan became a life member, having served over the years as general benefactor, secretary, chairman, CFI, and tugmaster and had upgraded to a DG-200 which, because of his commitment to club flying, he seldom flew. Alan had married Margaret whilst we were at Galewood. She was most supportive of his role, and flew with us for some time, giving every encouragement to Alan in his flying. Our deepest sympathy goes out to Margaret and the Thompson family at this terrible time.

Alastair Fish

Colin Winnall – Lasham, Vale of White Horse

ALL OF us at Sandhill Farm were very sad to hear of Colin Winnall's sudden death from a heart attack in early October. Everyone here knew Colin (1924-2004), and knew that they could rely on him to do much more than pull his weight for the good of the club. Colin was into everything electrical and mechanical from a very early age, and when older this included motorcycles and engines. During the early part of the war, as an engineer, he was in a reserved occupation but still kept applying for the RAF, each time being rejected because of his job. Eventually, he got his employer to say that his job was not reserved, and finally joined the RAF for training. Unfortunately he never achieved his ambition to fly in the RAF, and in 1944 was transferred to the army, where his engineering skills were in need, and where he also became a motorcycle instructor. After the war he and a partner set up a car hire and taxi business in Kingston on Thames. Fairly late in life he "did the knowledge" and became a black cab driver, and was still driving a cab until earlier this year. He started gliding at Lasham, driving down from London after work to fly. He gained his Silver there before moving to Highworth and joining the Vale of White Horse club in the mid 1980s. He was also an ATC instructor. Colin was one of those stalwarts that every club relies on; he was always ready to lend a hand, and put in sterling service maintaining our winches over the years. He was also a larger-than-life character with a giant handlebar moustache. Full of good humour, he will be sorely missed by us at Sandhill Farm and, I am sure, by his contemporaries at Lasham.

Graham Turner

BGA Badges

No	Pilot	Club (place of flight)	Date
FAI 1,000KM DIPLOMA			
14	Russell Cheetham	Husbands Bosworth	25/6/04
DIAMOND BADGE			
686	Phil Morrison	Devon & Somerset	22/5/04
687	Michael Kemp	Kent (Jaca)	15/8/04
Diamond distance			
1-1009	Phil Morrison	Devon & Somerset	22/5/04
1-1010	Anna Wells	Bristol & Glos	6/7/04
1-1011	David Smith	Aboyne (Fuentemilanos)	20/7/04
1-1012	Richard Moyse	Lasham	25/6/04
1-1013	Michael Kemp	Kent (Jaca)	15/8/04
1-1014	James Clarke	The Soaring Centre	23/5/04
Diamond goal			
2-3038	Stephen Gibson	Cambridge (La Motte)	24/6/04
2-3039	Michael Gibbins	Aquila	22/5/04
2-3040	Tom Smith	Norfolk	23/5/04
2-3041	Nigel Greenwood	Cotswold	23/7/04
2-3042	David Jones	Midland	16/8/04
2-3043	Nicholas Smith	Lasham	6/7/04
2-3044	Paul Copland	Booker	30/7/04
2-3045	A McNicholas	Vale of White Horse	22/5/04
2-3046	Paul Ivens	Bristol & Glos	31/8/04
2-3047	Jonathan Foster	Lasham	21/8/04
2-3048	Colin Cownden	Cambridge	21/8/04
2-3049	Justin Craig	London	23/5/04
2-3050	Mark Laver	Cambridge	21/8/04
2-3051	Martin Langford	Black Mountains	31/8/04
2-3052	Tim Parker	Shenington	21/8/04
2-3053	Kevin Tarrant	Bristol & Glos	23/5/04
Diamond height			
3-1632	George Newbery	Yorkshire	24/7/04
GOLD BADGE			
2342	Stewart Renfrew	Bannerdown	22/5/04
2343	Stephen Gibson	Cambridge (La Motte)	24/6/04
2344	Paul Copland	Booker	30/7/04
2345	Gerald Higgs	Surrey & Hants (Minden)	26/4/04
2346	Kevin Tarrant	Bristol & Glos	23/5/04
2347	Keith Chandler	615 VGS (Minden)	4/7/04
Gold height			
George Newbery		Yorkshire	24/7/04
Ronald Carter		Yorkshire	24/7/04
Richard Logan		Ulster	11/6/04
Gerald Higgs		Surrey & Hants (Minden)	26/4/04
Keith Chandler		615 VGS (Minden)	4/7/04
Gold distance			
Stewart Renfrew		Bannerdown	22/5/04
Stephen Gibson		Cambridge (La Motte)	24/6/04
Tom Smith		Norfolk	23/5/04
Nigel Greenwood		Cotswold	23/7/04
David Jones		Midland	16/8/04
Nicholas Smith		Lasham	6/7/04
Paul Copland		Booker	30/7/04
Anthony McNicholas		Vale of White Horse	22/5/04
Paul Ivens		Bristol & Glos	31/8/04
Jonathan Foster		Lasham	21/8/04
Justin Craig		London	23/5/04
Mark Laver		Cambridge	21/8/04
Martin Langford		Black Mountains	31/8/04
Tim Parker		Shenington	21/8/04
Kevin Tarrant		Bristol & Glos	23/5/04
SILVER BADGE			
11428	Richard Crockett	Essex & Suffolk	22/5/04
11429	Justin Craig	London	31/7/04
11430	Juan Toledo	Bristol & Glos	1/8/04
11431	Alex O'Keefe	Essex & Suffolk	16/5/04
11432	Jon Gammage	Cotswold	31/7/04
11433	Ian Symms	Southdown	22/5/04

11434	Stefan Zatorski	Burn	25/6/04
11435	Nigel Burke	Yorkshire	18/7/04
11436	Paul Fournaise	Essex	24/7/04
11437	Geoffrey Arms	Rattlesden	24/7/04
11438	Martyn Johnson	Yorkshire	17/5/04
11439	Peter Davey	Four Counties	24/7/04
11440	Andrew Whiteman	Mendip	13/7/04
11441	Bruno Ighmouracene		Lasham 21/8/04
11442	Michael Schlotter	Bath, Wilts & N Dorset	23/7/04
11443	Robert Johnson	The Soaring Centre	24/7/04
11444	James Fordham	Bristol & Glos	23/7/04
11445	Andrew Lucas	Newark & Notts	8/8/04
11446	Nick Garland	Booker	6/8/04
11447	Shaun Murdoch	Lasham	22/5/04
11448	Stephen Dodds	Buckminster	6/7/04
11449	Stephen Haley	London	23/7/04
11450	Randle Theobald	Shalbourne	10/8/04
11451	Andy Corbett	Booker	1/9/04
11452	Barclay Dutson	Cambridge	1/9/04
11453	Kevin Joliffe	Surrey & Hants	1/9/04
11454	Christopher Prideaux		Buckminster 22/8/04
11455	Charles Hay	Booker	24/5/04
11456	Christopher Ellison	Shalbourne	21/8/04
11457	Megan Montgomery		Bannerdown 21/8/04
11458	Kevin Fisher	The Soaring Centre	21/8/04
11459	Miles Wigfield	Cotswold	25/6/04
11460	Ken France	London	21/8/04
11461	Michael Corfield	Stratford	6/7/04
11462	John Selman	Bidford	1/8/04
11463	Richard Gardiner	The Soaring Centre	21/8/04
11464	Marcus Rowson	Yeovilton	1/9/04
11465	Stephen Gibson	Wolds	5/9/04
11466	Will Chappel	Wyvern	15/9/04
11467	Glen Turpin	Bannerdown	31/8/04
11468	Philip Williams	East Sussex	1/9/04
11469	Richard Coleman	Lincolnshire	15/9/04

BGA CROSS-COUNTRY DIPLOMA

Pt2	Andrew Gibson	Wyvern	23/5/04
Pt1	Francis Broom*	DSGC	25/6/04
Pt1	Nicholas Jaffrey	Stratford	6/7/04
Pt1	Martyn Johnson	Yorkshire	17/5/04
Pt2	Martyn Johnson	Yorkshire	20/5/04
Pt2	Patrick Musto	Soaring Ctr	8/6/04
Pts 1&2	George Knight	Cambridge	30/7/04
Pt1	James Fordham	BGGC	23/7/04
Pt2	Jeremy Anscomb	Lasham	21/8/04
Pt1	Megan Montgomery	Bannerdown	21/8/04
Pt1	Anthony Ffoulkes	Booker	23/7/04
Pt2	Andrew Bardgett	Borders	22/8/04
Pt1	Alan Wallace	Bidford	21/8/04
Pt1	Marcus Rowson	Yeovilton	1/9/04
Pt1	Glen Turpin	Bannerdown	31/8/04

**Apologies to Francis Broom of Devon & Somerset GC for the mistake in this listing in the October-November issue of* S&G

AEROBATIC BADGES

Spt Known	Caroline Bois	Buckminster	6/6/04
Std Known	Peter Chapman	Soaring Ctr	1/9/04
Std Known	Bruce Forbes	Shalbourne	1/9/04
Std Known	Ron Jubb	Burn	19/9/04

***The Sailplane and Glider* – just 14 to go!**

If you can help us locate spare copies of these issues of *S&G*'s predecessor (for donation, swap or sale), please contact 01453 889580 or *editor@sailplaneandgliding.co.uk*

Vol 1 (1930-31): issues 4, 26, 34, 36, 41, 42.
Vol 5 (1934): issues 2, Feb; 3, Mar; 4, Apr; 7, Jul; 9, Sep.
Vol. 12 (1944): issues 1, Feb; 7, Aug; 11, Dec

Thanks to all who have helped! Helen Evans, Editor, *S&G*

Accident/incident summaries by Dave Wright

AIRCRAFT Ref	Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
068	K-23	2998	None	16-Jun-04 1200	Dunstable	76	Minor	170

The pilot approached a little too high and close to the limited 200m landing run and failed to use full airbrake. Having missed the normal landing area he crossed a downsloping area and used full airbrake. As his speed reduced he encountered an upsloping area and he landed very heavily.

069	Discus CS	4318	Substantial	22-Jun-04 1245	Upavon	68	Minor	618

The experienced pilot was taking a winch launch in crosswind conditions when, soon after the wing tip runner released, the downwind wing dropped and caught on the ground. The glider rapidly span around and launched into the air backwards and nose down before the pilot could release. The nose was destroyed and the fuselage broken.

070	K-8B	2717	Minor	06-Jun-04 1324	Aston Down	60	Minor	–

During the winch launch the pilot re-trimmed the glider and in doing so may have knocked the canopy latch, causing it to open and swing on its restraining strap, hitting the pilot in the face and arm. He released from the cable and, despite having difficulty seeing due to blood and losing his glasses, landed safely. The catch was bent and insecure.

071	K-21	4031	Minor	11-Jul-04 1100	Sutton Bank	–	None	–

The pilot checked out the Super Cub tug, which he had flown the previous day. He "pulled the prop through to check the correct function of the mags". Unfortunately he had forgotten to check the switches were off and they were not. The engine fired up and the tug ran into a K-21 glider and, finally the airfield hedge, causing minor damage to the glider (see also 76).

072	Open Cirrus	4773	Minor	21-Jun-04 1305	Maidstone Kent	43	None	88

The pilot decided to fly cross-country as the conditions improved. When the lift failed he picked two fields, both of which had power lines nearby. Final selection was probably made very late and during the circuit the pilot concentrated on avoiding power lines and hence forgot to lower the wheel. The landing damaged the fuselage.

073	Sport Vega	–	None	Jun-04 1700	Incident Rpt	59	None	98

After three hours soaring the glider's canopy opened. On the Sport Vega the lock is behind the headrest and so pilot could not lock it shut again. He landed, without brakes, while holding it shut. It is thought that wear and play in the mechanism had been pushed open by contact with the headrest when the pilot stretched his back during the long flight.

074	Grob	4691	Minor	20-Jun-04	Rothes Glen	38	None	319
	Twin Acro 2			1450	–		None	0

During a soaring flight the instructor encountered an area of sink so headed back to the airfield. He expected the sink to reduce but it did not so he chose a suitable field. After a slightly downwind landing the ground run was normal until the glider crossed an unseen lip in the surface, which damaged the nosewheel.

075	Ventus 2C	5084	Minor	02-Jul-04	Tibenham	26	None	832

The pilot returned to the airfield after abandoning a competition task due to a large area of rain that was advancing rapidly to blanket the airfield. After an approach through light rain, the pilot landed on the runway with the wheel up.

076	PA18 Cub Tug	G-BJIV	Substantial	11-Jul-04 1100	Sutton Bank	–	None	–

The pilot checked out the Super Cub tug, which he had flown the previous day. He "pulled the prop through to check the correct function of the mags". Unfortunately he had forgotten to check the switches were off and they were not. The engine fired up and the tug ran into a K-21 glider and, finally the airfield hedge, causing minor damage to the glider (see also 71). This caused substantial damage to both wings and shock loaded the propeller and engine.

077	LS7	3714	Substantial	20-Jul-04 1341	Spain Aragon	58	None	958

While mountain soaring in a valley in Spain the pilot became low and so picked a stubble field. Landing up the valley he failed to recognise the onset of the valley wind, which resulted in a downwind landing. The glider overran the field at low speed and was substantially damaged on rocks.

078	K-23	2995	Minor	02-Jul-04 1655	Long Mynd	43	None	39

While attempting a five-hour duration flight the pilot encountered a large rain shower and tried to stay airborne near his club rather than further away in the clear. As a result he had to make his first field landing in worsening conditions. He hurriedly chose a field and bounced on landing, hitting the far hedge sideways.

079	PIK 20	5086	Substantial	24-Jul-04	Upwood	57	None	195

The pilot was returning to his home field after a three-hour cross-country flight in strong thermic conditions. He commenced his approach in gusty conditions at 400ft and 50kts with landing flap set. He encountered heavy sink and reduced flap which resulted in the glider stalling into standing crop in the undershoot area.

continued overleaf

Accident/incident summaries *continued*

080	Dart 15R	–	None	Jun-04	Incident Rpt	–	None	48

The pilot found he could not lock the undercarriage down so made a wheels-up landing. Subsequent inspection revealed that an aluminium rubbing strip on one of the doors had come loose and restricted the full travel of the gear. The strips were replaced and are now checked as part of the daily inspection.

081	K-13	5101	Minor	14-Jul-04	Strubby	66	None	1198
				1530		60	None	–

The last flight of the day progressed normally until, with the instructor in control, it landed on a narrow strip, bounded by crop, that had often been used for hangar landings. On this occasion the pilot failed to realise the crop was too tall to allow this and the glider's wing caught in it, causing a ground loop.

082	Std Cirrus	3775	Minor	23-Jul-04	Nr Towcester	19	None	79
				1600				

While on his first 300km distance flight the pilot had to make a field landing. After trying to get away from low down, the pilot landed in an upsloping crop field and dropped a wing, which resulted in a ground loop. The fuselage was cracked behind the wing and the left wing spigot was bent.

083	T-21b	1965	Substantial	31-Jul-04	Upwood	51	None	624
				1224		18	None	15

After an instructor initiated a cable break at about 500ft, P2 started an abbreviated right hand circuit and set up a good approach at 40 to 45kts. At a late stage he asked P1 to take over. P1 had to change hands to operate the spoilers and had trouble co-ordinating the controls. The result was a very heavy landing, which almost severed the cockpit.

084	K-13	2191	Substantial	10-May-04	Lasham	68	Minor	1972
				1443		50	Serious	–

P1 pulled a pre-planned simulated winch cable break at about 50ft. P2, an experienced power and motorglider pilot, flew the recovery but pushed the stick too far forward. The instructor failed to take over in time to prevent a very heavy landing that injured both pilots' spines, one seriously. A doctor on site supervised their diagnosis and care.

085	ASW 20FL	–	None	Jul-04	Incident Rpt	69	None	4900

After a winch launch the pilot found that the wheel would not retract. After landing it was found that the left undercarriage door was jammed on top of the axle nut, preventing retraction. This possibly occurred during the take-off run, which was not smooth.

086	T-21b	3287	Minor	14-Jul-04	Greiling,	29	None	435
				1358	Germany	–	None	1138

The winch launch started sharply and so, as it leapt into the air, the pilot pushed the stick forward, in anticipation of a rope break. While reducing pitch he noted that the rope was not taught but still pulling but it suddenly snatched again, pulling the glider's nose up despite the pilot's efforts. The glider stalled in from about 15ft.

087	K-6e	1476	Write Off	28-Jul-04	Loxley,	57	None	217
				1400	Warwicks			

While on a cross-country flight the pilot became low so chose a field then tried, unsuccessfully, to thermal. He returned to his field but, while in the circuit, he changed his mind and attempted to land in a nearby stubble field. He realised too late that he was too high/close and the glider overran and hit the far fence and a tree stump.

088	Acro III	3574	Minor	22-Jul-04	Lasham	19	None	100
	and Vega			1200		58	None	0

This midair collision took place between a trial lesson two-seater and an experienced pilot on his first flight on type. The single-seater flew a low, tight circuit and the pilot did not see the other glider outside him. The two-seater saw the other glider then lost sight until hitting it from above on finals. Both damaged gliders landed safely.

089	Super Blanik	3635	Minor	28-Jul-04	Lleweni Parc	57	None	607
				1020		40	None	0

The student flew a good launch and circuit but had to be prompted by P1 when the speed started to build up on the approach. With speed under control the approach was fine until the flare when the student rounded out too sharply, causing the tail to strike the ground first before P1 could react. The tail wheel and structure were damaged.

090	Std Cirrus	1624	Write Off	07-Aug-04	Nympsfield	50	Fatal	82
				1330				

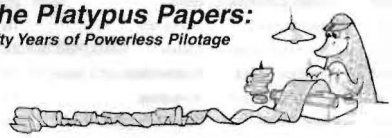
This FATAL accident occurred during the initial stages of a winch launch. The glider was seen to climb more steeply than normal and then yaw and turn to the left. At about 200ft, in a steep bank, the glider released, recovered but then lost speed in a turn and spun into trees, killing the pilot. Subject to a BGA Investigation.

091	LS7	3824	Write Off	07-Aug-04	Dunstable	43	Fatal	274
				1522				

FATAL Accident. The glider was seen to climb very steeply on the winch launch. At about 150ft, and still attached to the cable, it stalled, rotated through 180° and struck the ground marginally left wing first, but slightly inverted. The pilot was seriously injured and died later in hospital. Subject to BGA Investigation.

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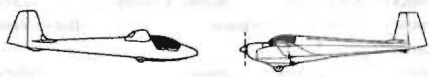
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