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Magazine of the
British Gliding Association

December 1995-January 1996
Volume XLVI No. 6

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SAILPLANE & GLIDING

YOUR LETTERS

Tricia Pearson,
Natasha Spreckley,
Dilys Hampden Yates
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Cover: Jochen Ewald's photo of the IS-28M2G he writes about on p328. He was flying from Speyer Airfield, Germany.



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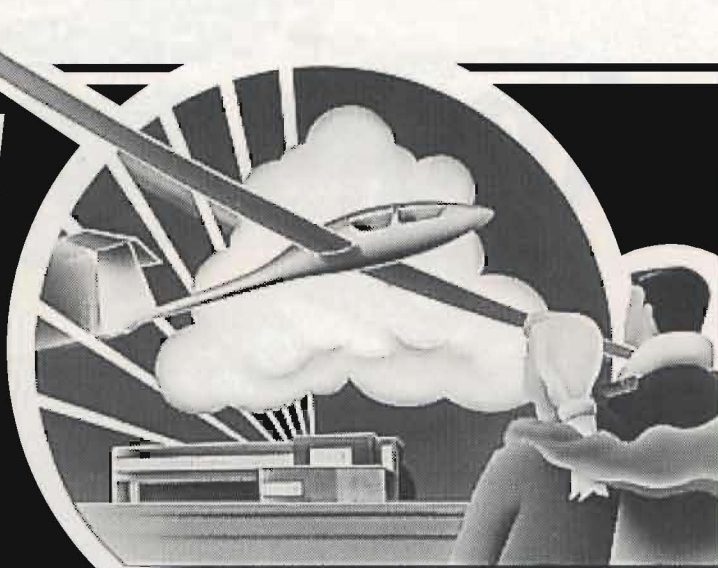
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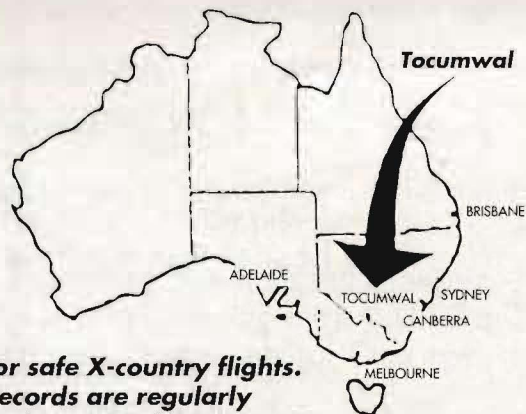
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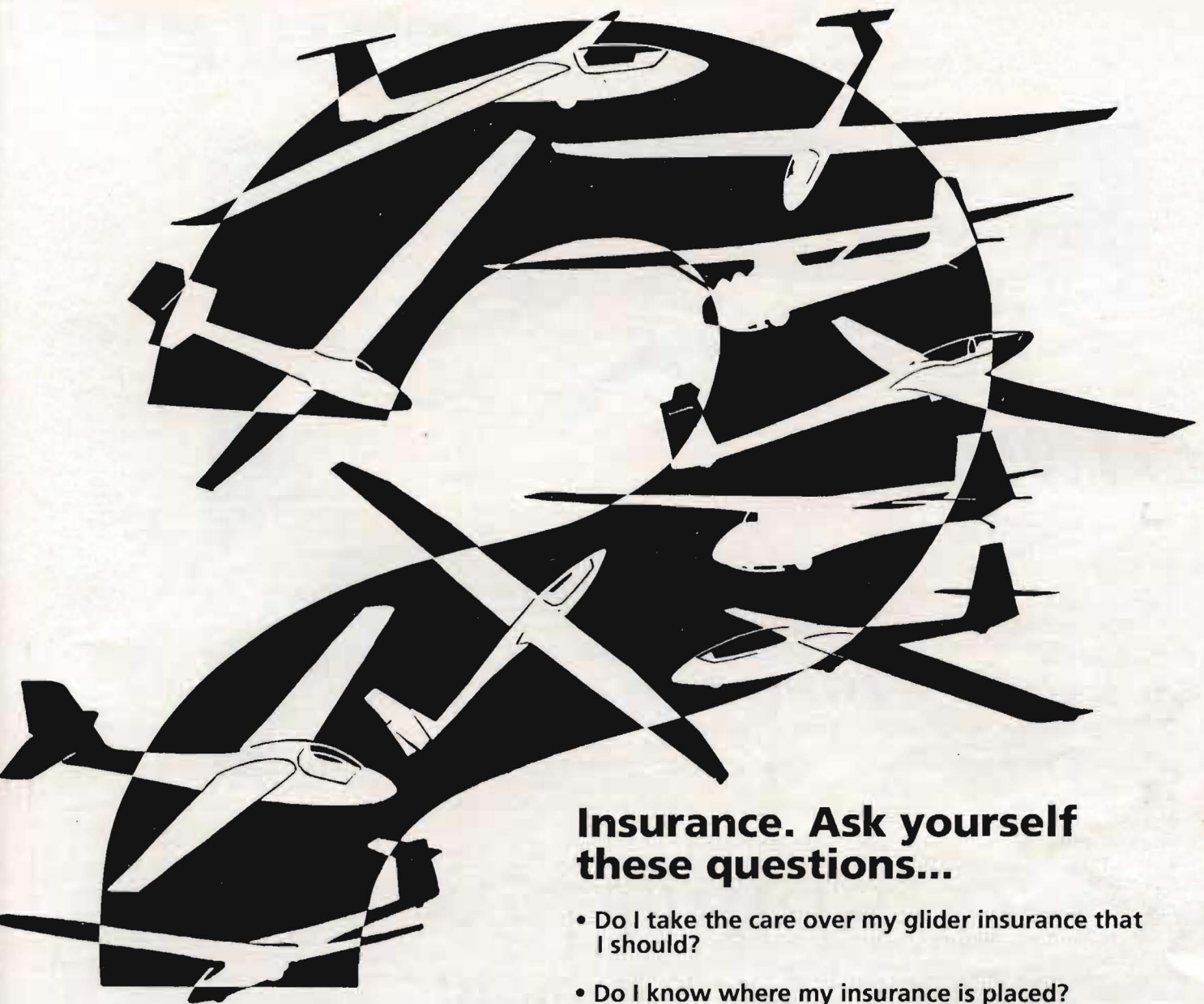
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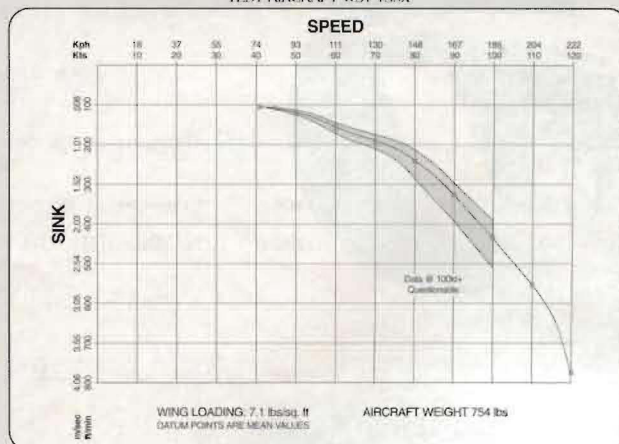
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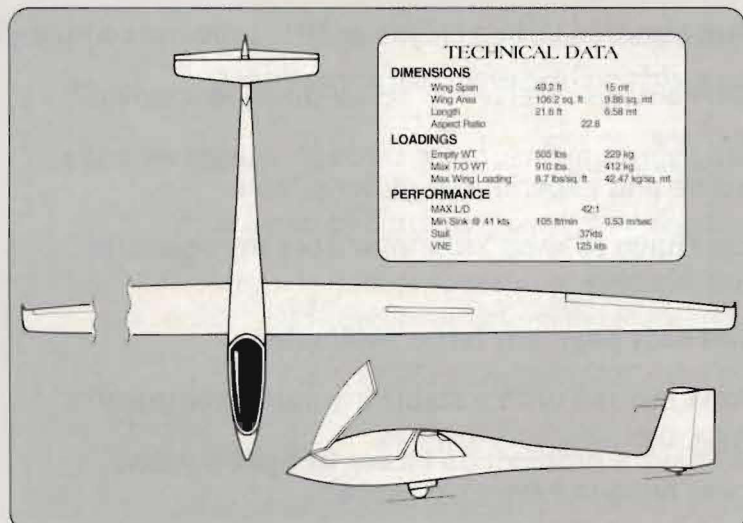
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YOUR LETTERS

NON COMPETITIVE NEED A VOICE

Dear Editor,

Dick Dixon's letter in the last issue, p255, raises an interesting issue. He is quite correct in asserting that the hierarchy of the BGA is made up of experienced and competitive pilots, like himself. So **who** at the BGA represents the enthusiastic non-competitive weekend glider pilots who constitute by far the greatest majority of club members?

Where is the support for the K-8 pilots who enjoy their flying but have neither the time nor the financial resources to compete other than at a task week level? There must be thousands of enthusiastic glider pilots like myself who have access only to a club K-8 for weekends and the occasional week's holiday, who go cross-country when they can but cannot hope ever to acquire the high performance glass ship complete with GPS necessary to attempt today's competitive tasks, dependent as they are on speed, an accuracy of navigation not achievable with just a map and using a short weather window at the best time of the day.

There are equally thousands who are happy to potter around locally, set themselves moderate targets and enjoy their hobby with no wish to compete. Competition pilots do not have a monopoly on elation and despair - we all experience these emotions when succeeding or failing in our given self set task, but most of us have a living to earn and families to provide for. Gliding is in danger of becoming an elitist sport for the well heeled and then we wonder why we are failing to attract females and youngsters.

Perhaps it is time the BGA elects to its ranks not another dedicated professional of the ilk of Brian Spreckley, but an average, competent and enthusiastic cross-country instructor who would take the time and trouble to visit **small** clubs and support their efforts in training all comers, the average pilot, the mums, the retired, the very young and the disabled who form the bulk of club members across the country, and whose subscriptions subsidise only the few outstanding competition pilots.
TRICIA PEARSON, *Whyteleafe, Surrey*

Dear Editor,

I am deeply flattered that Dick Dixon read my article on Brian Spreckley, one of our World Champions. However, he has managed to read into it something that was not intended by my

father. Brian made no reference to the BGA Executive. It was in a more global context that Brian was referring to the administration of the sport. Nevertheless, Dick, as vice-chairman of the BGA, is quite right to jump to the Executive's defence if he feels it needs to be defended.

If Dick is referring to Brian's comments regarding the future of British gliding, he should ask him to elaborate. As the next likely BGA chairman Dick might find some inspiration in Brian's views.

NATASHA SPRECKLEY, *Brixworth, Northants*

Dear Editor,

I have to object to Dick Dixon's attack on Brian Spreckley.

The BGA would do better to direct their energies in addressing the welter of dissatisfaction and concern throughout the gliding movement instead of bringing a personal attack on a man who for over 20 years has brought enthusiasm (the word includes an element of vision), encouragement and ambition to many ordinary and top pilots.

Brian is obviously not alone in his depression for the future of British gliding. May I recommend that Dick reads AESOP the Third in the last issue, p309, to get a picture of how an average gliding member regards the BGA and club committees in general, as well as comments from Andy Davis in the same issue, p267, who also appears distressed that the BGA are not addressing the future for top pilots who want to fly at international level.

As the governing body the BGA would do well to listen rather than bringing a disproportionate attack on one who has a proven track record of devoting his energies to gliding, and from Natasha's article it sounds as if Brian intends to continue devoting his time encouraging others to improve their flying to the very highest level.

DILYS HAMPDEN YATES, *London*

Dick Dixon, BGA vice-chairman, replies:

Dilys seems to have missed the point. In my letter I expressed my admiration for Brian's gliding achievements and impressive competition record - and even admitted to a touch of envy. I have no intention of attacking Brian for whom I have the very highest regard.

My reason for writing was to provide some

factual information about the background and level of experience and commitment of the various members of the BGA Executive Committee. I did this to counter what I felt to be Brian's misleading comments on this one point.

Perhaps I should add that most of my colleagues on the Executive do very much keep in touch with what Dilys describes as "the average gliding member". In fact this is exactly what most of us **are** at our clubs. We work, fly and in some cases instruct and generally help to keep gliding going week after week, year in year out - like the vast majority of club members. And in many cases (like myself) we have been doing this for more years than most of us would care to admit to!

LAUNCH FAILURE ACCIDENTS

Dear Editor,

I read the article on launch failure accidents in the last issue, p279, with a growing sense of unease. I hadn't realised how out of date I was.

I used to check the surrounding fields for landability when I arrived on the site, carefully consider the landing options before take-off and practise sideslip "approaches" with and without airbrakes and vice versa, when I had some height to throw away at the end of a flight. Holding a steady approach speed with maybe the odd S turn thrown in, enabled me to choose a suitable landing point and cope with wind gradient or curl-over effects.

This new technique where you open the airbrakes and keep pushing the nose down sounds so much easier and can give you the exhilaration of a high *g* pullout almost at ground level! I can't think why it hasn't been suggested before and I'm sure that it will do wonders for the accident rate.

Do you happen to remember where the Kamikaze Veterans' Association hold their annual fly in? One of their instructors seems to have escaped and we'd like to send him back, please.

CHRIS CHAPMAN, *Petworth, Sussex*

DO WE WANT TV COVERAGE?

Dear Editor,

So we're going to be on telly! (See the August issue, p195.)

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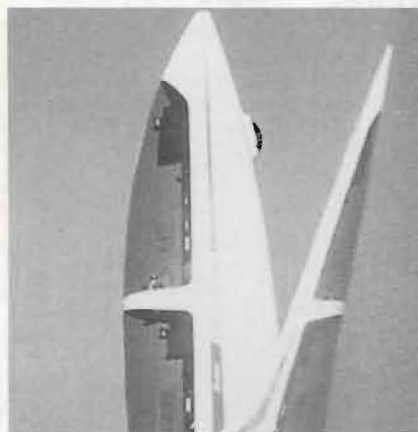
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America and elsewhere, but especially in North America, is to promote and recruit.

It is questionable whether this is the answer or even an important part of the answer. At my club we have had a steady inflow - and a fairly steady outflow. Membership is now 56% of the 1990-1994 average.

We are not recruiting the right people or we have not found a way to hold their interest. If we can't sell the sport to the ones we get our hands on, can we sell it to the public at large?

Most mature adults know that it is possible to fly. If flying catches their fancy they will find ways to fly for fun. If they don't have enough initiative to find us it is unlikely they will get much out of it, or put much into, the sport.

My slight experience with gliding in England and France suggests to me that the sport is much more vigorous and healthy over there than on this continent. You have a greater margin for error. I, nevertheless, get indications that there is a general desire to see gliding gain wider acceptance but promotion will not bring a change that is both significant and desirable. TV will create more problems than it solves.

C. ALBERT HOLST, Ontario, Canada

LEE WAVE PARAMETERS

Dear Editor,

Scientific work undertaken a considerable time ago on lee wave calculation is currently being updated by The Met Office making use of modern technology. We have developed new algorithms to run on a PC and have now reached a stage advanced enough to evaluate our calculated values.

In the absence of any real data we seek BGA assistance to verify the algorithms' calculated values.

We would be looking for any retrospective information such as vertical speeds experienced, wave length, height occurred, date/time and location of any lee wave activity reported by BGA members.

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Any help you could provide would be very much appreciated.

BRIAN LLOYD, *International services data and products manager, Meteorological Office, Room R213, London Road, Bracknell, Berks RG12 2SZ*

AN UPLIFT!

Dear Editor,

It was not until the recent requirement for every glider to display its three letter identifica-

tion that we bothered to find out what letters had been set aside for our syndicate T-49. OK, so it is a side-by-side two-seater, but did the BGA have to make us label it BRA?
KEN BROWN, Bristol

BETTER SPEED-TO-FLY

Dear Editor,

I don't know whether anyone tried wave jumps using Fig 2 from my article in the June issue, p180. I certainly didn't and wouldn't fancy

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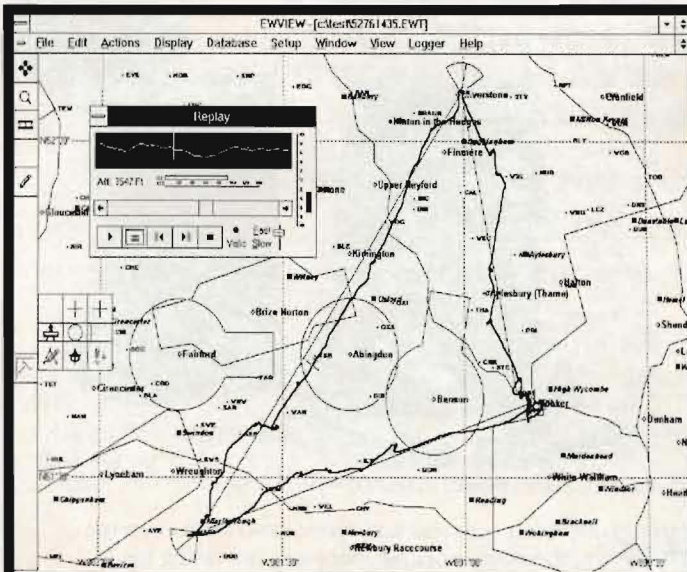
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BUSINESS MEMBER

my chances at reading a vario, looking up a graph, finding speed-to-fly and then doing the same again in a few seconds when the sink had changed.

While S&G's publishing process took place, I continued the search for a practical yet accurate means of helping the pilot to find the optimum speed-to-fly upwind in varying sink to maximise glide over the ground.

As so often when considering the mathematics of gliding, I found Frank Irving had laid it down many years ago in **The New Soaring Pilot**, third edition 1977, p265.

"a) For low wind speeds (about 1/3 of the speed for (L/D) max), increase V2 by half the wind speed.

"b) For high wind speeds (about the same as the speed for (L/D) max, increase V2 by 1/3 of the wind speed."

Working on Frank's thesis that we can usefully add some proportion of headwind to the speed-to-fly indicated by a nil wind ring, the proportion depending on how headwind compares with speed for max L/D, I did a few regressions, plotted a lot of curves and came up with a pragmatic "rule" as follows:

Where V0 defines speed for max L/D:

**For headwinds up to 2/3*V0, add HW/2;
For headwinds above 2/3*V0, add HW and subtract V0/3.**

(Where headwind is equal to 2/3*V0, these two "rules" give the same result.)

One can plot curves of precise theoretical speed-to-fly in various conditions of sink and headwind, and superimpose on these the results of this pragmatic "rule": the fit is so good that one would think the "rule" was mathematically accurate rather than a mere "bodge".

In practical use, knowing the speed for max L/D of the glider we're flying and getting the 10 000ft wind either from Air Traffic or from GPS, we can work out a reasonable speed offset **once only** during a given flight and add that to the indication of a nil-wind ring.

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At last there is a *practical* means of optimising glide ratio over the ground. And this is not confined to upwind wave jumps: it applies equally well to reaching an upwind ridge and to upwind final glides.

It seems to work reasonably well in the air too. It certainly isn't theory, but I like to think Andy Penswick might be pleased,
IAN TROTTER, *Edinburgh*

MORE ON MICROLIGHT TUGGING

Dear Editor,

Several years ago Ann Welch suggested that the ideal tug for a Kite 1 would be a microlight, the optimum climb speed for the tug being similar to a comfortable tow speed for the Kite. When the opportunity eventually arose my experience in the Kite behind a 55hp microlight tug was similarly enjoyable and problem free as that described by Roger Ellis with his Me 7 in the August issue, p195.

A subsequent tow by a 260hp Pawnee - the Kite at max A/T speed and the tug "hanging on the prop", waffling along near the stall - confirmed the lunacy of this conventional method of getting a light glider to 2000ft.

Having a C of G hook the microlight is inherently safe. And with towing costs working out at £8/2000ft, I can assure readers that a microlight tow is the most pleasant way to launch (unless, of course, you have a hill for a bungy or "shoulder" launch).

The only drawback I can foresee could be wind speed limitations and, possibly, finding a supply of tug pilots conversant with "weight shift" on a BGA field!

TONY MAUFE, *Norwich*

EIGHT WONDERFUL YEARS

Dear Editor,

Before second-hand values plummet and enraged owners beat me into a pulp, I would like to point out that the in-flight aileron disconnections, described in my letter in the last issue, p255, was the only glider induced moment of anxiety in over eight wonderful years of Std Cirrus ownership. Even this was most probably down to pilot stupidity on my part, as Bill Scull rightly pointed out in his reply. DEREK COPELAND, *Rickmansworth, Herts*

We welcome your letters but please keep them as concise as possible and include your full name, address and telephone number. We reserve the right to edit and select.

NORWICH SOARING GROUP

The Norwich Soaring Group, formed after the war, was disbanded in 1982. After the Group's Skylark was sold and debts were cleared, the residue of the money was invested with the intention of reforming the Group if the opportunity ever arose.

Just before he died, Alfred Warminger, trustee and founder member of the Group, asked me to assist him with the "wrapping up" of its affairs.

As 13 years has passed and Swanton Morley Airfield is likely to close this year, it was considered appropriate that the money accumulated over many years and from within the gliding world, should be retained by the movement.

The money, approximately £1600, has been donated to the Upward Bound Trust, a registered charity whose aim is "to give young people the opportunity to experience gliding at prices they can afford".

The Upward Bound Trust was formed, as was the Norwich Soaring Group, in those hard years of the 1950s by the survivors of the war. The Upward Bound Trust was set up by Army glider pilots and the Norwich Soaring Group grew out of the ATC based at Swanton Morley where Alf was CO. Both groups had similar ideals - encouraging youth into gliding.

Tony Maufe

INTER-UNIVERSITY TASK WEEK

Four Counties and Nottingham University GCs hosted the Inter University task week at RAF Syerston in late August. There was a good turnout including teams from University College London, Imperial College, Essex, Manchester and Bristol, with Queens University, Belfast, coming despite having damaged their aircraft. Bristol made up the numbers with five instructors and ten students (most with Silver badges!).

It was great fun with the specially constructed Nottingham University Platypus racing table much enjoyed by Chris Rollings. The grim weather precluded cross-country tasks but teams used the week for circuit training leading to two solo flights.

On the final day, we had a short task - our only one. Pete Thelwall (flying Nottingham GC's K-8) won the Wood Class and Bill Dean (UCL) the Glass Class.

Next year's competition will be hosted by Bristol University at Nympsfield. ✕

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Back in the 1930s the Cambridge University Gliding Club used to make an annual Easter visit to the Vale of Pewsey for a week of hill-soaring. If the wind blew between south and west there were good areas along the line of hills near Huish and if, as there frequently is at this time of year, there was an outbreak of northerlies then the superb north facing slopes at Inkpen Beacon were the magnet.

In 1938 there were good northerlies and a young 18 year-old who lived in Inkpen was fascinated by the grace and beauty of these lovely machines as they slid effortlessly along the ridge often only feet from him. It was not long before one of the pilots gave him a copy of S&G in which there was an advertisement for a gliding course at the Yorkshire GC in August (which would coincide with summer leave) and he was hooked for the next 35 years.

The 14 day course at Sutton Bank was interesting. Training was entirely solo in a Dagling, a totally elementary machine which had no pilot enclosure whatever and no instruments (not even an ASI) but perhaps more importantly there was literally no shock absorption whatever between the pilot's bottom and the ground - not even a cushion. The effect was that as the course progressed more and more people could be seen taking their meals standing up!

The wings of the Dagling were hinged to the kingpost and had flying wires to stop them hinging upwards in flight and landing wires to hold them up when not flying. The clever point was that instead of using steel pins to attach the landing wires we used copper nails. In the not infrequent event of a heavy landing the nails simply sheared and the wings hinged undamaged down to the ground.

The solo training method was certainly not for all and by the end of the course only four of the original 16 had not given up and were praying for a westerly in order to have a go at their C certificate.

The last day of the course produced the required wind and to our enormous joy three of us survived for 5min to gain our Cs. The fourth could hardly be given that accolade as, though she soared for 5min, she ended up sitting in the shattered remains of the Dagling (advanced version - it had a nacelle) after spinning in. I have to confess that I was still under the impression that you pulled the stick back to go up so it was sheer good luck that the same thing didn't happen to me.

Spring and summer leave periods in 1939 were spent at Oxford University Gliding Club training under the great Robert Kronfeld and beginning to learn the rudiments of what it was all about, but I do not recollect any real soaring during this period.

And then came the war!

Immediately after VE day (I was still out in the Indian Ocean fighting the Japanese) John Sproule (an RNVR lieutenant) gathered together a small group and some transport and headed off to various gliding clubs in Germany in search of gliders. Luckily he got there literally hours ahead of the RAF, who had instructions to take an axe to any and all gliders, and managed to secure and bring back to the UK two Kranich two-seaters, an Olympia and Mü 13. These four machines gained some semi-official recognition

BRITISH WORLD CHAMPIONS

We bring this series, written and instigated by Natasha Spreckley, to a close with reminiscences by Nick Goodhart, the 1956 Two-Seater Champion (with the late Frank Foster) flying an Eagle



Nick Goodhart.

as the RN Gliding Flight and John became officer i/c RN Gliding.

It might be wondered why the Navy needed gliders but the powers-that-be had at last realised the importance of air-mindedness and arranged for a small group of us to give air experience to Dartmouth cadets during succeeding summer leaves. Tiger Moths were also made available so most of the flying was by aerotow. For two impecunious young naval officers (my brother and me) the availability of this equipment was heaven-sent and enabled us to get in a lot of circuits and very occasionally a little bit of local soaring, though nothing so adventurous as a cross-country.

In 1947 John Sproule took me as his P2 in one of the Kranichs to compete in the Nationals at Bramcote and so was kindled for years to come my love of competition flying. We only did one significant cross-country but for me this was the real thing; competition was an added dimension - you knew for sure how you compared with others. You met and talked to the gods - Philip Wills, Geoffrey Stephenson, Kit Nicholson and many more - and you wondered how on earth

you were going to get into it yourself.

But for the next three years there were no competitions and anyway I was not getting any soaring in, only interminable circuits for Dartmouth cadets. In any case I had bought an Auster and discovered the delights of weekend trips to France - no rationing and a wonderful welcome wherever we went.

The dead hand of officialdom had yet to destroy the adventure of it. No radio, no weather limits, one was one's own master, and all that was necessary was to throw the dinghy in the back and putter across the Channel. If there was a headwind one went at literally 0ft and with a tailwind perhaps as much as 3000ft if the cloud-base was that high. The *Entente* was extremely *Cordiale*.

The Bramcote affair had been a financial disaster and it was not until 1950 that the BGA felt able to organise a Nationals at Camphill which immediately stirred me into action. A quick trip to the French site at Challes-les-Eaux got me duration and altitude for my Silver badge though still no cross-country time, and I arrived at Camphill with the Navy's Mü 13 strictly a cross-country virgin.

The Mü 13 with its steel-tube construction had a glide ratio of probably about 23:1 and minimal instrumentation - ASI, basic Cobb-Slater vario, T&S and a useless compass - but we made a glorious trip on a race to Boston (Lincs) managing to come equal 1st with Philip Wills in his Weihe. Undoubtedly it was a case of good luck rather than good judgment but it set me on a course of competition flying for the next twenty years - and it completed my Silver badge.

I do not remember any conscious analysis of what was the long term aim; there was simply the challenge at each succeeding competition to maximise performance and win. The flying was not particularly enjoyable and many of the flights ended with a splitting headache, but that is not to say there were not some wonderful moments. Coming out of a cu-nim at 20 000ft or more with the whole world spread out like a map below and the unbelievable brilliance of the great white wall of cloud behind you, is a transcendental moment.

I still vividly recall a number of these occasions but there was no time to enjoy them, always there was too much to do - where are we? What speed to fly with perhaps 300lbs or more of ice on the wings? Switch off the artificial horizon to conserve the battery. Is the oxygen OK? And most important of all what is the sky ahead and where is the next lift to come from? Perhaps

even (but only for a moment) by Golly I'm miserably cold, and sopping wet and hungry.

From 1950 onwards things really took off with Gold distance from Pont St Vincent in France and a win (Club Class) in the 1951 Nationals. My brother and I flew the Olympia and I and my brother flew the Mü in order to comply with the Club Class rules. We came 1st and 2nd.

The following year there were no Nationals but my Gold badge was completed with a climb in a cu-nim over Odiham and I began to learn about World Championships by crewing for Philip Wills in Sweden.

Then at the end of that year the Navy sent me to Washington DC for three years where I was fortunate enough to be very well looked after by American gliding. They lent me their machines and helped me unstintingly, resulting in a 5th place in their Nationals in an old Army wartime training glider and 1st two years later in a Schweizer 1-23. In the intervening year I crewed in the World Championships (in England) for their No. 1 pilot, Paul MacCready.

Became the first British pilot to gain all three Diamonds

That Christmas another of their World team pilots took me, together with his high altitude equipped Schweizer 1-23, to Bishop, California where I got Diamond height and, on a later trip, the British absolute altitude record (37 000ft) in the superb wave behind Mt Whitney. Finally, just before returning to the UK, a borrowed Weihe carried me 318 miles across Texas to become the first British holder of all three Diamonds. It is hard to believe but this was in fact only the 100th flight of over 500km in the world.

Back in England in late 1955 there was the good news that the BGA had selected me for the British team for the 1956 World Championships in France. Not quite so welcome was the fact that I was to fly a Slingsby T-42B in the Two-seater Class though the choice of the charming and equable Frank Foster* as P2 almost made up for it.

The T-42B could hardly be described as high performance but at that time the opposition were not that much better. The local French press summed it up with the memorable headline "*Goodears dans sa boîte de savon a gagné...*"; it seems "Goodhart" was too much for them. There have been no Two-seater Championships since 1956 so you could say that Goodhart and Foster are still the World Two-seater Champions! It is interesting to note that I had had only one flight in the T-42 before we went to France.

We had one or two fairly hair-raising moments during the Championships, but we came to no harm, unlike Bill Ivans (the American who had lent me his high altitude 1-23) who was caught in an unlandable situation and broke his back.

One memory stands out above all others: final gliding on a free distance task we had scraped through a pass in the Jura with less than 100ft to spare and were gliding across the Lake of

*Frank Foster was a BEA pilot who sadly was killed in 1960 when an Italian fighter rammed his Viscount on the way to Rome.

Geneva perhaps ten miles from the city. It was a warm and glorious evening, many sailboats dotted the water and the huge fountain in the lake near the city glistened and sparkled in the slanting rays of the setting sun and, best of all, we had no pressures. We were confident the opposition would not have realised that though the west shore of the lake is Swiss one can get back into France on the east shore and we knew we could make it. All we had to do was glide out as far as possible to maximise our scoring distance. Life was good.

Soon after getting back from the USA I had bought a Skylark 3 and after the World Championships I was able to set about the task of getting a competition outfit organised ready and able to go off to any competition which might come along. The Skylark's performance was adequate but the other essential ingredient, instrumentation, was not. There were two essential systems, neither of which did I ever succeed in getting to work properly. I had two good variometers but try as I would I never did achieve a really satisfactory total energy system with a result that my thermalling skills, particularly centring, left a lot to be desired. I sometimes wonder whether anybody else's was significantly better. This was the era when calculating was done with a slide rule and home-made circular slide rules and a MacCready ring did the necessary work for breaking off the climb in the last thermal and regulating the final glide.

The other system which would not work properly was the Cook compass. I had a good artificial horizon (I believe it came from a German fighter) which enabled me to set the Cook with its axis vertical when banked at my normal cloud flying angle of 35-40°, but the needle still insisted on gyrating wildly. I never solved this any more than the total energy problem. Was the Cook's problem that the needle's C of G was slightly off the axis? I never did think of a way to separate gravity from magnetism in order to correct it. Of course I should have invested in an alternative system but I never did.

Practically all leave periods were arranged to fit in with competitions

World Championships happened at approximately two year intervals and there were Nationals in the intervening years as well as the Inter-Services Regionals and the occasional rally, so practically all my leave periods were arranged to fit in with this or that competition. My logbook shows seven Worlds (1956-1972) and seven Nationals (1957-1971) with three wins and three 2nds in the Nationals and one win, one 2nd and two 4ths in the World Championships.

Looking back on it all it is fairly clear that my aim to get into the top level of competition gliding was achieved but, and it is a very big but, I was never really satisfied with my performance. Time and again I made mistakes and was particularly bad at pushing on when the probabilities were all against me.

The 1960 World Championships were an example. I was in the lead on the last day with a relatively short triangle as the task. All I had to

do was put in a reasonable time and I would hold my place. A weak warm front was expected to be in the area though exactly where was not clear.

All went reasonably well on the first leg but on the second leg it became apparent that I was catching up with the front and it should have been obvious that there was no alternative but to creep along behind it as it moved away. It was obvious to some of the others but I pushed on and soon found myself on the ground eating my heart out as I watched the others sneak past as the sky improved. My position dropped to 4th with no more days to recover and it was my own silly fault.

On another occasion with a lot of cu-nim development in the sky, I could see a nice looking flat based cloud, maybe a couple or three miles away, but in between there was a slightly suspicious looking bit of mammatus. I was at 3500ft and could easily have doglegged round it but decided to make a dash through below it. It was certainly not more than half a mile wide and would only take a few seconds to pass, so I put the speed up and as expected found increased sink when without any warning the bottom dropped out of the sky.

With the nose down at what seemed 45°, the airspeed would not come back on the ASI, the variometers were jammed on the down stop and the altimeter was unwinding at an unbelievable rate. In less than a minute I was on the ground, a sadder but I hope wiser man and very thankful that I had been thrown down where there happened to be a field. This event happened in the States in the early fifties when the word downburst had probably not been invented but it made me realise that airliners badly need a defence against these (fortunately rare) events.

And then in 1973 the BGA deselected me from the British team. At the time it hit hard as I was still winning in the UK but in retrospect they were absolutely right. The world standard was improving in leaps and bounds and I was not. The time had undoubtedly come to quit and after a short while I did just that and sold off all my equipment. ☒

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There are many well documented tales of the painful and often fatal attempts of men trying to fly, leaping from tall buildings with a framework of eagle's wings, that the thought of anyone succeeding before the last century is quickly dismissed.

Myths, however, sometimes have a root of truth. This is often hidden in a story that was not written down until centuries after the event and had gradually been embellished by the teller who earns his living by keeping his audience entertained.

The tale of Icarus and Daedalus is set on the island of Crete, about 1700BC. Daedalus, an "engineer", incurred the displeasure of the king and was imprisoned with his son. His escape plan involved making wings and flying away.

His advice to Icarus could be considered as the briefing before a cross-country and telling him not to get too close to the sun as a Met forecast. But Daedalus may have been giving more serious warnings based on a sound knowledge of the theory of flight.

The "wings" may well have been suitable for a short, controlled descent but when Icarus tried to go higher, rather than the sun melting the wax of the "feathers", as the story goes, he increased the angle of attack beyond the stall and having no rudder or aileron was unable to recover from his spin and became the first recorded fatality of the gliding fraternity.

Daedalus, however, escaped. Possibly he just survived a foolhardy escape attempt, while his son perished, and was then able to get to a boat and escape. But what if he really did fly beyond the island?

Some versions of the story claim that he reached Naples, 1200km away! This would certainly have taken him more than 5hrs and is far enough not to invoke the 1% rule. As for height, he would hardly dare thermal for fear of stalling and suffering the same fate as his son, but to go that distance he must have got into a pretty good cloud street and the height would definitely be on.

So was the first person to gain his Silver badge

SILVER BADGE 1700BC?

George Cayley, or rather his coachman, is attributed as the first person to have a successful gliding flight in 1853 but the true honour of this pioneering leap may belong to a hero of a much earlier time



If Daedalus had a "flat" day, his hope of all three parts of his Silver are somewhat dashed - no height gain. However, if he still managed his incredible distance then we should be re-thinking the future of glider technology - out must go the glass and carbon fibre and in must come feather and wax! Does anyone know where I can find some large geese?

With no rudder or aileron control, Icarus became the first fatality of the gliding fraternity.

a Greek convict fleeing from an irate king? Possibly but if he didn't have his barograph then it probably won't be accepted! ❏

BGA (Before Gliding Association) ACCIDENT SUMMARY Compiled by King Minos of Crete

Ref No.	Glider Type	BGA No.	Damage	Date Time	Place	Age	Pilot/Crew Injury	Hrs
1.	Daed/2	None	W/O	1700BC	Crete	18?	Fatal	0

Shortly after launch, pilot pulled up into a stall. Wing dropped and glider began to spin. Pilot was unable to correct because of inadequate rudder and aileron control (DI book was not recovered but it is suspected that positive checks were not carried out.) Glider crashed into sea; pilot was drowned.



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TAIL FEATHERS

How to guarantee great soaring weather (for a bribe)

Loyal readers of this column (Hah! Name one. Ed) might feel I have been overdoing the Curse of Plat joke, on the grounds that it is grossly unscientific. "You are reinforcing the superstitions of feeble minded people who never leave home without their rabbit's foot charm, and who would always walk around a ladder even if it entails falling under a bus (it'll be a No. 13, of course). You lend credibility to dimwits who have to consult their horoscopes before embarking on any important journey and who, if they fall in



Falling under a bus.

the river (the moon being in Aries, it is more or less bound to happen), are drowned because their pockets are loaded with lucky horseshoes. Besides, have you considered that if the presence of yourself and No. 13 at any site at the start of a competition is a guarantee of high winds, thick cloud and rain, then your absence should have the opposite effect?" you add triumphantly by way of a logical clincher. But that's the whole point. The British Open Class Championships in 1995, while I and the big bird were safely out of the way in Texas, was the all-time best ever. Nine contest days out of nine, I am told, with one successful task over 600km - and no task this year in the four USA Comps I took part in was as big as that. "You should have been here last month..." was all I heard the moment I got off the plane at Heathrow in mid-September. They know what that does to my boiling point, especially those fellow club members who delude themselves that I am leaving my gliders to them in my will.

Nevertheless the USA was wonderful, and I'll go again and again as long as US Immigration allow me in. On that topic, I do wonder about the green form you have to fill in, stating that you have never taken part in genocide or terrorism. That must stop the crazed killers in their tracks, I bet. When I first came to the USA the visa application form asked "Is it your intention to overthrow the government of the USA by force?" and a chap I know wrote down "Sole purpose of visit." He still got his visa, which proves how tolerant

people are over there. "Are you here on business, pleasure or terrorism, sir?" "Well, I hope I can fit in a bit of all three." "Say, that's just great; enjoy your stay, take care and have a nice day now."

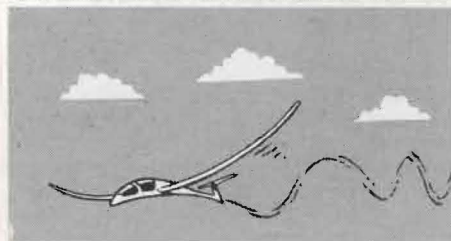


Have a nice day.

When ignorance is bliss, 'tis folly to be wise - in Texan skies

It takes a lot more of a curse than I and my ship can muster to spoil the 1995 Texas Nationals in Uvalde last August, I am glad to say. Cloudbases were certainly lower than in the 1991 World Championships (6000 to 7000ft rather than 8000ft plus) and average thermal strengths correspondingly less powerful (5 to 6kt rather than 8kt) but for sheer consistency it is difficult to beat Texas. Texas is where I would head if I was coming to the USA to soar cross-country for ten days or less (and if I had access to a privately owned high performance glider: renting good machines in Texas is difficult). The mountains of Nevada are more spectacular, the climate more pleasant and glass gliders are readily available for hire - but you should budget for more than ten days, since there can be occasional holes in what are usually the world's finest soaring conditions.

I did win just one day in the Open Class in Uvalde, so naturally I shall write about that and skip the rest; there's no silly nonsense about fairness and objectivity in this column. The first task of the contest was a 500km triangle with the last TP at Laredo, way down south on the Rio Grande, which is the US/Mexican border. All the local experts told me afterwards that nobody starts a 500km task before 2.30pm in a big ship. Not knowing the conventional wisdom, I set off at 1pm with Duncan Cumming, an ex-Brit now a naturalised Californian (an ancestor of his was knifed to death by Robert the Bruce in a church, if you are interested) in the back seat of the ASH-25. Deciding never to circle so long as we had at least 4000ft above ground, we found splendid stretches of as much as 100km that could be



Pure dolphining.

covered by pure dolphining, wings level. "This is the life!" we crowed. The absolute joy of soaring, and no mistake.

Then far to the south we saw streaks of high cloud, early warnings of massed stratus and rain coming to meet us. If we had been making a movie this apparition would have been accompanied by a low, menacing rumble of bass fiddles, as in Jaws. A hurricane in the Gulf of Mexico, the pet name of which I have forgotten (as you know, hurricanes now alternate male and female names to placate the politically correct lobby) was spreading its baleful influence northwards, and its outliers soon fell across our track. So, back to good old English soaring technique - a slow 30km glide into wind from 7000ft at the end of the cloudstreet to the turn, then 40km back through dead air to capture the rapidly receding cumulus. But our troubles were over: more joyous dolphining merged effortlessly into a final glide to finish with a 128km/h average speed. Naturally, being a coarse glider pilot and no gentleman (I can't speak for Ladder) I had a very satisfying cackle at the prospects for the experts who departed after 2pm, since the murk was spreading relentlessly over the whole southern part of the task area. Most of them suffered dreadfully and arrived back at Uvalde after the free beer and food had been consumed by you know who. However it was our only moment of glory: the weather never again caught Charlie Spratt or the other pilots by surprise, and over the next six days we slid gently towards the bottom of the rankings where we belonged, as true soaring skill prevailed over luck. Congratulations to Ron Tabery, who has a secret rocket motor somewhere in his beautifully finished Nimbus 3.

I have enjoyed two-pew flying enormously over eight seasons, especially as I have learned a huge amount flying with Nationals and World Champions and record holders like Robin May, John Jeffries, Hans-Werner Grosse, Brian Spreckley, John Williamson and an Austrian



Utilisation is very high.

National Champ, and in the Alps with Bill Malpas and John Good in the mountains in Pennsylvania. It is the best way of expanding one's horizons without scaring the daylight out of oneself or jeopardising the glider.

I also find no difficulty in getting people to help me rig the 25 either in hopes of future flights or as a thank you for past flights. There are also marginal days when I would not bother to rig and fly a solo machine, but in the 25, because someone else is keen to fly with me or because I have promised them a cross-country and don't want to let them down, I have gone and had some amazing flying. So the utilisation is very high. There was a time when Robin, JJ and I did about a third of the club's entire cross-country mileage in No. 13 alone.

In the early 1980s IAR in Brasov/Romania produced the motorised version of their IS-28 all metal glider. Some of these side-by-side motor gliders with a 1.7 litre Limbach engine were sold in the west, but for some time there wasn't any news from the factory until they started a comeback last year.

To fit in the actual JAR standard, the IS-28M2 was given a 2 litre/80hp Limbach engine and modified to fulfil the JAR requirements. This prototype, YR-1994, was brought to Dieter Oschinsky, the German and European IAR dealer, and demonstrated to the LBA and interested customers. The YR-1994 I flew last year as a prototype with the old airframe and several modifications that brought the payload down to 141kg, but promised to become a good deal.

When the first IS-28M2G of the new series (with a maximum take-off weight of 780kg and 200kg payload) arrived in Germany for JAR certification I flew it at Speyer Airfield. It is extremely well built which isn't surprising as the firm also produce the Puma helicopter and other aircraft.

A good motor glider for training

This 17m motor glider has everything you could want - a two-leg retractable undercarriage, flaps, two bladed Schempp-Hirth airbrakes on the upper surface and a three position (take-off, cruise and gliding) Hoffmann propeller. While this is a lot for a motor glider of average performance it is good for training. It allows the instructor to teach the pupil everything he needs to know to fly other motor gliders or even aircraft without spending large sums of money. These features give some extra performance and are designed for easy and safe handling.

The Limbach engine has been used in many motor gliders and a lot of pilots know how to operate the three-position variable pitch propeller. If you pull the lever out gently at 2000rpm, the prop goes to cruise setting. If you do the same at less than 1500rpm, it goes back to the take-off/climb setting. By switching off the engine and pulling the lever out and locking it, it brings the prop to the feathered position for gliding. An excellent new feature for the Limbach engine are the two very small and light silencers in the exhaust system. They fulfil Germany's strict noise requirements and weigh 4kg less than the pod normally used with the Limbach engines. There is a 60 litre fuselage fuel tank.

You climb into the roomy cockpit with its big backwards sliding canopy by walking over the back surfaces on the wing. To prevent falling back as you get in, there is a grip between the two adjustable back/headrests. There is baggage space behind the backrests which fold forward for stowing. Behind the canopy closing lever in the middle is the jettison lever that makes the canopy fly away up and backwards in an emergency. The shoulder belts are fixed at the back of the baggage compartment, which is a good safety factor.

The instrument panel is like an aircraft's with all the electric switches, fuses and avionics on the right side, engine control in the middle and standard instruments on the left. It also houses two throttles and a prop lever. The airbrake

FLYING THE IS-28M2G AND THE SAMBURO

Jochen continues his appraisal of the latest sailplanes with news of two motor gliders from Rumania and Austria

levers are on the side and operated by the instructor using his right hand. If the fuel cock under the middle throttle came out a bit more when pulled, it would be easier to register the "closed" position. Toe wheelbrakes are fitted to the rudders on the left side only. The trim, flaps and the big undercarriage retracting lever are in the middle between the seats. The seats have comfortable cushions and the backrest cushions may be removed to make room for parachutes. Fresh air comes in over the instrument panel and the cabin heating works without smelling oily or burning your feet.

In Rumania, the IS-28 motor gliders are certified semi-aerobatic. But this wasn't done in Germany, as the LBA certification procedure seemed too complicated and expensive. A lot of care was taken on safety aspects - there is a strong aluminium airframe with a titanium fire wall in the front. The battery has its own little closed box behind the fire wall with a lid outside, so the engine heat cannot destroy it and the crew is also protected from its acid.

The engine starts well and it is easy to taxi the well-suspended motor glider with the steerable tailwheel. The tailwheel may be unlocked at the tail for ground operations and it locks automatically when taxiing forwards. The rudder loads during taxiing are a little higher than in a Falke. The feel is similar to the RF-5 or Sperber motor gliders. The visibility from the cockpit is excellent. The wheel brakes may be operated separately and allow very tight turns.

For take-off, the flaps are set to 10° (best climbing angle at 85km/h) and the fuel pump on. Under standard conditions, the fully loaded IS-28M2G needs 430m to reach a height of 15m. At a safe altitude, you accelerate a bit, switch the flaps to 0° (best climb rate with maximum take-off weight is 2.4m/sec at about 100-110km/h), swing the big undercarriage lever forwards and switch the fuel pump off. To cope with turbulent conditions the tail could be a little bit longer - the otherwise very stable IS-28M2G tends to swing a bit sideways if one wing hits a thermal.

Ailerons and rudder are very effective. At 110km/h I measured 3.5sec and at 95km/h 4.5sec to roll from 45° to 45° with the flaps set to 0°. The control loads are a little bit higher than on other motor gliders. The aileron drag is well compensated by the effective rudder. Maximum cruising speed is about 170km/h. The effective tab trim has to be adjusted for every speed to make flying easy. For thermalling, the handbook recommends a flap setting of 20°, but I think the optimum is 0° at 95km/h for centring and only 10° for well centred, narrow thermals. During centring, the aileron loads show where to find the centre.

Stall behaviour is as it should be for a trainer.

With the flaps at 0°, it feels soft and starts buffeting at an indicated 70km/h. A staggering stall starts at 65km/h with the indicated speed during the stall coming up to 70km/h. While stalling, the stick loads give a good impression of the disturbed airflow on the big ailerons. If you want to spin, just pull the stick further back. It performs as you would expect from a trainer and recovers well using the standard recovery procedure.

The landing gear is brought down easily with the big lever. A green light says "gear out" and the landing check list is: - prop to take-off position, fuel pump on and flaps to the position required. If the trim was set to 100km/h, it would automatically reach the recommended speed in every configuration without any trim change. If unfamiliar with flapped aircraft, don't try to pull up the nose because if you use the flaps' 30° landing position the speed will decrease rapidly. You can land using any combination of airbrakes, flaps and sideslip which is appreciated by instructors wanting to demonstrate how various gliders behave. Landing steep and short is easy - even under gusty crosswind conditions it does exactly what you want.

It is robust and versatile for clubs, flying schools and private owners. The all metal design and the excellent craftsmanship means it may be parked outside without the danger of water damage. The performance is average for an 80hp Limbach-powered plane and the price low. Dieter Oschinsky, in Heidelberg, is offering a limited number at DM 85 000, (+ VAT). He is also the dealer for the IS-28B2 two-seater and IS-29 single-seater. The Rotax 912 powered VLA IAR 46, a Rotax powered version of the IS-28M2 and the fully aerobatic single-seater glider IAR 35 are being test flown in Brasov, Rumania and should be on the market next year.

The New Samburo

During the mid-1980s ALPLA in Austria developed a side-by-side two-seater motor glider, the AVO 60/68 Samburo, powered by 60 or 68hp Limbach engines. ALPLA is a packaging material factory and the design and construction of the motor glider was the owner's hobby. When he died, about 50 were built and production stopped. The plans went to Gerhard Nitsche, a glider repairer at Unterwössen (where the famous alpine gliding school is based) in southern Germany, and he has built the first water-cooled Rotax 912 A3 powered version of the Samburo.

The prototype, being flight tested at Unterwössen, is based on an Austrian built



Jochen's photograph of the Samburo flying over Unterwössen, an alpine airfield.

Samburo's airframe. For later serial production he intends to make the cockpit, which has comfortable moulded seats, some inches wider with the option of a two wheel undercarriage instead of the central wheel with two out riggers under the wing. There will also be optional folding wingtips to reduce the span from 16.68 to 10m.

At first glance the Samburo, with its wooden wings and steel fuselage, looks a bit similar to the old Falke. But the wing is double tapered with a special ALPLA designed wing section which is a mixture between NACA 64₂A215 and Gö 549. The large canopy, which can be jettisoned and slides backwards, has a fixed windscreen and excellent visibility. To climb in you walk over the black wingroot areas.

The Rotax 912 A3 has a special feature - the Hoffmann hydraulic constant speed propeller, operated by the throttle only. This system makes flying as easy as with a fixed prop by giving the climb and cruise performance of a fully adjustable one.

For gliding, a lever under the instrument panel swings the prop to the feathered position. This avoids the disadvantage of electric operated props which take a long time to get back to the starting position if you need to start the engine after gliding. The instrument panel design is still a prototype with some levers modified to find out the best ergonomic way to operate them.

The rudder pedals aren't adjustable, but this will be offered in later versions when the fire wall between the engine and cockpit will be some inches forward - made possible by the Rotax engine. The trim lever, also on the instrument panel near the throttle, is easy to operate and I think it is an unusual, but good place.

The effective wheelbrake works with the last inch of the airbrake's lever. This Samburo has the new Rotax Flydat engine control instrument. It digitally shows rpm, operating hours, cylinder head, exhaust gas and oil temperature as well as the oil pressure. It also stores data readable by a PC.

A big red lamp warns the pilot if anything is out of range. If this instrument isn't certified, and there are doubts, conventional ones will be used in serial production models.

The fuel tank holds 40 litres. Two wing tanks with 30 litres each and a 15 litre fuselage tank are planned as optional for serial production. Samburo's empty weight is low, 480kg which gives a 205kg payload up to the maximum per-

mitted take-off weight of 685kg. When I flew it, we took off with about 670kg.

The Rotax starts easily. Thanks to the high seat position and the low nose, visibility is marvellous. The tailwheel steering is light and exact. The good clearance between the propeller and the ground even allows turning at one point. You just pull the airbrakes fully to stop the wheel, pull the stick back and set the throttle to about 1/2. Then ease the stick forward until the tail just leaves the ground and apply the rudder. This makes the Samburo turn round the main wheel which is good for narrow airstrips.

Apply full throttle three times

Before taking off, you have to apply full throttle three times to make the hydraulic prop system work properly. If you forget, the rpm might swing up and down a bit during the first half minute of flight. After checking the double ignition on the magneto, the engine temperature check and switching the fuel pump on, you are ready for take-off.

Those who have flown other motor gliders with the powerful Rotax engine will know they have to apply (right) rudder to keep it straight. This is not needed in the Samburo. Rainer Stöckl, the test pilot, told me to set the trim to 0 and take my hand off the stick and my feet from the pedals. He did the same and I set full throttle (5800rpm). The wind was calm, and the Samburo accelerated straight along the narrow Unterwössen paved runway, took off after less than 100m and climbed straight at 4.5 m/sec at 85km/h.

It is difficult to believe that 15m was reached after a bit more than 200m. The best climb angle is between 75 and 80km/h. The best climb rate is nearly constant between 90 and 120km/h. With this data, the Rotax-Samburo should make an excellent tug - the time will come when the German LBA will follow the Austrians and French and allow motor gliders to tow.

It took only 5min to climb 1000m from Unterwössen, at 550m, using the maximum continuous power setting of 5500rpm. The noise level is very low due to the good exhaust and the low 2420 prop rpm.

Cruising at 55% power setting is possible at 160km/h and using only 10.5 litre/hr of unleaded euro-fuel. When you change the power setting you don't have to adjust the trim; the nose just goes up or down and the speed stays constant, even when you switch off the engine.

The Samburo is stable while the stick and rudder are delightfully light. The stall is gentle - at about 65km/h the stick shakes and at 60km/h a staggering stall begins that may be controlled by the rudder. With the stick fully back, it drops a wing. Spinning is possible with full rudder, opposite aileron and the stick fully back. It is very steep and stops immediately when the rudder is centralised.

With the engine off, the stick already started shaking at 80km/h. I think the reason was turbulence from the end of the rear canopy frame and this will be modified. The gliding performance seems to be similar or a little bit better than the Falke. Thermalling the Samburo is easy and the aileron-rudder co-ordination is fine. At 90km/h, it rolls from 45° to 45° in 4.5 to 4.7sec.

The airbrakes are just spoilers on the upper wing surface (again similar to the Falke). Their efficiency is just average. Opening them causes no trim changes. The sideslip is effective and easy to control if you want to make a steep approach. The minimum speed with brakes open increases only 3-4km/h. Landing in a crosswind is no problem.

The new Samburo is easy and fun to fly and is a powerful motor glider. It is excellent for short airfields, aerotowing and mountain flying (the tested service ceiling was 6700m!), offers an acceptable and economic cruise and is forgiving for inexperienced pilots.

First deliveries are expected in the spring and at DM 145 000 (including basic instruments, but not VAT) it seems to be reasonably priced. ✕

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Crash! The sound of the hangar doors thumping on to their stops dragged me from my slumbers. "Oh no" I thought as the cold moist air condensed on to my fabric, "Not another weekend already". But yes, a pain shot along my wing as someone tripped over it. Hands grabbed me and I was dragged blinking from the hangar into the cold grey light of dawn.

I heard the voices around me. "Looks like a good day:" they said. Then came the tricky bit, having my cockpit poked and my wheels prodded, then this bloke went all the way along my wing, tapping my ribs. I mean would you like your ribs tapped by a strange man?

As they dragged me across the rough ground to the launch point I got a chance to see that it was fine and dry with a light wind. It did indeed look a good day. It also looked as if it was going to be a long day with no rainy rest period.

It was to be a winch day so I prepared myself mentally for the torture to come. Boots scraped my side and bottoms filled the seats ready for the first launch of the day. The rope was thrust into my nether regions and we were off. I felt the pain of stretching wood and my wing took the whole weight for the first time in the day as we were flung skywards like a demented fledgling with a death wish.

The first launch was only a gentle circuit, one of many I get every flying day until, that is, we come to the bit I always dread, that collision with the ground they call a landing. I've seen some rough ones I can tell you, stalling in from 6ft, hav-

THE WORST DAY OF MY LIFE

By a Club Two-seater (ghosted by Dick Skerry)

ing my nose stuffed into the ground. I could write a book on it, believe me.

So it went on, launch after launch, then it happened. I had been noticing the air getting warmer and one or two of the glass ships were coming out to play. With a surge of warm air under my left wingtip, round and round we went. This bit I always like. It's what I was made for and in good hands I can soar with the best of them. Up we went, the air getting cooler and thinner.

Then we flew off and I heard the words I often hear as we fly high "Let's do some stalls and spins on the way down." I must admit if there is one thing I like it's a good breeze over my wings. I felt the speed falling of.

Oh well, I thought, I'd nod my nose. That will keep them happy. Did it? Not on your life. "We'll do a spin" he said.

Well I'm even unhappier with one wing flying and the other stalled, so I flicked them into a good spin. Sort that out, I thought, knowing full well they would. Down we went and I gritted my

teeth for another landing. Sure enough we arrived with a good deal too much speed and bounced.

The day went on, all the plastic disappeared and I was left doing 30min rides in those lovely thermals. When the day was almost over and the last thermal beckoning, I felt the rear straps being done up even though the seat was empty. Oh good, I thought, a solo ride. The pilot had a few hours, but not many solo winch launches.

Off we went and with just the light weight I leapt off the ground eagerly. This must have transmitted itself to the pilot. He heaved back on the stick and twang went the cable. Everything went light as he pushed the stick forward. We were only about 40ft up, still in negative *g* and the attitude looked OK, but I couldn't feel that wind I like on my wings. Then he pulled the brakes out. Well I can't fly like that.

He's in hospital and I'm in the workshop and will be here for some time. Please love and look after us two-seaters. ✕



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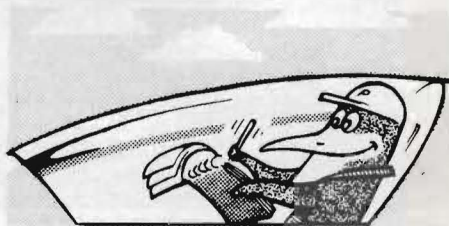
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PENGUIN

WAY OFF TRACK



Out-landing pilot thoroughly cowed

A few mildly odd things have happened to Penguin in his 50-odd field landings but nothing as weird as a live lecture, in real time, on bovine reproduction. It happened to a clubmate who landed out near Kilkenny during the Irish Nationals in August.

At first he thought nothing was amiss when the farmer bearing down to welcome him, with typical Irish hospitality, was clad in somewhat *Star Trek*ish protective garb, including ominous sleeve-length plastic gloves.

After going to the house to 'phone his crew our man was ushered into a nearby cattle byre. His host, it transpired, was about to use up-to-the-minute technology for a diagnostic ultrasonic scan on his herd of, hopefully, pregnant heifers. He was prudently checking up on the riches he could expect within the next few months.

A bizarre hour or two ensued. Alan was talked through all the details when a probe, followed by the farmer's forearm, was inserted - as the tail was held high - into each complaisant cow in turn.

On a small VDU all the details were authoritatively pointed out to him; this calf is the most advanced; this one looks a little worrying; the cow isn't pregnant at all and so on. It was absorbing - if you've the stomach for that sort of thing.

Maybe Alan hasn't. He eventually returned to Kilkenny, complete with his de-rigged ASW-20, but was markedly off his dinner that night, his wife Maire reports.

He hasn't eaten a beefburger since but probably knows more about the gestation of cattle than any building control inspector strictly needs to know.

Another Ulster GC pilot had a more immediately profitable encounter with another Co Kilkenny farmer when he, too, landed out next day. His host's tractor was equipped with a VHF transceiver. Joe displayed an expert interest as he is in the business of setting up private short-range radio nets - so the farmer unleashed a tale of woe.

His supplier had disappeared; he'd been ripped off; the equipment didn't work; he'd never re-

ceived a licence though he'd paid for it, etc., etc.

Taking advantage of new European single-market freedoms Joe told him he could set everything to rights and arrange for the express delivery from the north of five transmitter/receivers for his various tractors, truck and combine harvester, and a base station too. Within a day or so the farmer had a working R/T net again.

The four-figure cheque in payment arrived the morning that Joe was setting out, with his trailer, from his home for his return to Bellarena.

As he drove to the site he was, understandably, grinning from ear to ear. ✕

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CLUB FOCUS

This issue we feature Highland GC with a description of the club by their treasurer

This year turned out to be a great beginning to the third decade of Britain's most northerly civilian gliding club. You could say that after a longish ground run the club has finally lifted off and is heading for the clouds.

There was an Elgin GC between the wars, but the Highland GC was formed from the civilian membership of the club associated with the former Royal Naval Air Station at Lossiemouth. When Milltown airfield ceased to be available, a lease of part of the perimeter track at Dallachy Airfield was secured. Tons of stones were removed, acres of whins (gorse bushes to English readers) were grubbed up, and a Nissen hut erected by members to serve as a hangar.

Dallachy, however, is only a mile from the sea, and the frustration of seemingly endless circuits and an annual average flight duration barely into two figures, led us to look around for a site further inland. We moved on August 24, 1991 to a site at Easterton and a year later had secured a lease of the ground. Thoroughly fed up with rigging and de-rigging everything each flying day, we were preparing to move our hangar from Dallachy.

Imagine our alarm in mid-1994 when our landlords, Rothes Estate, were put on the market - and bought by a company rumoured to be intending to sell the estate in smaller lots! Members rallied round with loans and guarantees and, with support from our bank and BGA help, we made an offer to buy the strip. We were naturally delighted when the offer was accepted, and even more so when an application to the Scottish Sports Council for a grant from the Lottery Sports Fund was successful.

Being in the Moray Firth area, Easterton enjoys a climate which would amaze southerners brainwashed by the traditional view of Scottish weather. This area has annual rainfall as low as the south-east of England (about 25in a year) and an enviable sunshine record. Summer cloudbase is usually about 4000 to 5000ft, and with the prevailing wind blowing over the mountains from the west, wave can occur at any time of year. The club height record stands at 24 600ft.

With the help of the Scottish Gliding Association's ASH-25 we discovered in 1992 that a low ridge 3km downwind of the launch point also produces ridge soaring in westerlies.



Fulmar GC's tug prepares to tow one of the club's two-seaters:

Both Aboyne and Feshiebridge are convenient for 50km flights and there is plenty of landable country to the north-east. Flying continues all year round, with the best average durations achieved in March to June and December to January.

Membership has increased to almost 60, a third of whom are female, and a quarter of the members are under 18. The club has two Bocian 1Es, two K-8s and an Astir. There are nine privately owned gliders including a third Bocian which is sometimes available for club flying. The hangar is complete, and forthcoming projects will include installing water and electricity, a clubhouse with all the necessary facilities, upgrading the fleet, burying the power lines along the north side of the strip which restrict our winch launching in southerly winds and improvements to the strip, especially drainage. Our elderly winch, built by members out of an Aberdeen Corporation bus, still gives good service and a tug is often available from RAFGSA Fulmar GC (based at Kinloss about 16km to the north-west of Easterton), with whom we enjoy excellent relations.

In September 1994 we held our first open day, welcoming over 1000 visitors who were enter-

tained to flying demonstrations and static displays, a balloon race and sideshows. Sixty visitors enjoyed trial flights and several have gone on to become student pilots.

This midsummer, with the help of Fulmar GC, we organised a competition for the first time when the second leg of the Scottish Inter-Club League was held at Easterton. Unfortunately the weather was just too kind (baking hot sunshine, not a breath of wind and not a cloud in sight) so that Saturday's task was cut short and Sunday's abandoned, but both visitors and club members enjoyed the occasion - especially the Saturday evening barbecue.

The club is always delighted to welcome visitors. If you arrive by air, look for the big white distillery roofs about three miles south of Elgin; the strip lies roughly east-west a mile south of the distillery. By road, find the signpost to Birnie off the A941 between Elgin and Rothes, follow it to the Birnie Inn, turn left and the site entrance is to the left about half a mile further on. If you want to contact us by phone, try CFI Angie Veitch on 01456-450266, secretary John Thomson on 01542-887585 or me on 01343-820834. We look forward to seeing you! ✕

Below: The club's open day in September 1994. Both photos by Martin Knight.



FLYING THE FALCON

Derek writes about the Ximango motor glider, known as the Falcon, which Bob Rodwell commented on in the last issue, p276

The Ximango is an impressive machine with its wide track undercarriage, long clean engine cowling and elegant high aspect ratio wings. Designed by Rene Fournier as the RF-10, it is made in Brazil where it is in series production.

It will cruise economically at 110mph with a range of 700 miles, yet it has a glide ratio of over 30:1. More important from the soaring point of view, it will circle happily gliding at 50kt giving it the advantage over the other glass-fibre side-by-side motor gliders for thermalling.

It is intended to be kept in a hangar with the outer sections of the wings folded over to reduce the span to 10.15m (33.3ft). This takes less than five minutes and can be done single-handed. It can be taken apart for transport although this is a fairly major undertaking.

Man-handling is made very easy with the fully castoring tailwheel. A pip pin is used to engage the tailwheel steering before flight.

The Rotax 912 has twin ignition and produces a maximum of 81hp at 5800rpm for take-off. It is very neatly cowled with NACA low drag ducts on either side of the nose for the air intakes for the oil cooler and radiator. The cylinder heads of the 912 are liquid cooled so eliminating problems of over-heating and rapid cooling on descent. It has a 2.27:1 reduction drive so that although the engine is running at 5500rpm for the take-off and initial climb, the propeller is only turning at 2400rpm. This makes it much quieter than most other motor gliders.

The surface finish over the whole aircraft is excellent and the span of 17.47m and the aspect ratio of over 16:1 ensures a good soaring performance. It has Frize ailerons to reduce the adverse yaw and to keep the aileron control forces nice and low. The fixed tailplane with a conventional elevator and trim tab is mounted at the top of the fin.

Access to the cockpit is easy by standing on the non-slip surfaces at the wing roots. The canopy is opened by moving it up and backwards and it is securely held by struts on each side of the cockpit. It is well balanced with gas struts making it easy to open and close.

The cockpit is very roomy and allows for the wearing of parachutes. The seats are well upholstered and fitted with five point harnesses.



Derek's photo of the Ximango.

Both sets of rudder pedals are independently adjustable over a large range to cater for large and small pilots. The all round view is superb thanks to the one piece "fighter" type canopy.

The cockpit is well laid out with all the controls easily accessible. There is a large instrument panel with ample room for every conceivably instrument and navigation aid.

The centre console between the pilots' seats has the undercarriage retraction lever cleverly tucked out of the way when not in use. The undercarriage is manually operated by this lever which is incredibly light to use, especially when you consider you are raising two legs and two wheels. The wheels retract inwards and are almost completely covered once they are in the up position.

To retract the wheels, the undercarriage knob is first pulled upwards to extend the lever and then moved to the forward position in an arc. A red warning light indicates while the wheels are being retracted. The same red warning light and alarm buzzer operate if the airbrakes are unlocked with the wheels up. There is a "push to test" system to check the lights and buzzer.

Lowering the wheels is just a matter of pulling back the lever and then pushing the knob down out of the way. Two green lights indicate once the wheels are locked down.

The airbrake lever is in the centre between the two pilots. The powerful Schempp-Hirth type brakes have very little tendency to suck open at normal approach speeds and can be set and will stay in any position. This makes it possible for a non gliding pilot to select the airbrakes in the same way as he would the flaps and make a powered approach, using one hand on the throttle.

Flying from the left hand seat the pilot has the stick in the left hand and the airbrake lever or throttle in the right hand. This is not ideal for basic training for glider pilots but they could be trained to fly in the right hand seat allowing the airbrakes to be used by the student with the left hand. The Ximango is used extensively in Brazil for training both military and civilian power pilots and is obviously an ideal machine for basic training.

The fuel cock is cleverly arranged so that in the OFF position it covers the starter button. The fuel tanks are in the wing roots and each hold 44 litres (11.6 US gallons).

The propeller pitch change and feathering lever lies horizontally just below the main instrument panel. The loads required to change pitch are very reasonable thanks to the size of the

lever. With such a large propeller, feathering has a really significant effect on the glide ratio, improving it by many points. Closing the cowling shutter helps to keep the engine warm and reduces the cooling drag.

The positive steering tailwheel makes taxiing easy and the very wide track undercarriage gives a reassuring feeling that this is one motor glider which will not end up on a wingtip in a strong crosswind.

The acceleration with the 912 is impressive and within a few seconds it is up to 50kt and leaving the ground after a run of just under 300 yards. There seemed no tendency to swing and just a touch of right rudder is needed to balance the propeller effects on the climb. While I flew it was too thermic to measure the rate of climb accurately but it was certainly over 500ft/min at the best climbing speed of 59kt. Once well clear of the ground, the wheel brakes are applied for a moment before retracting the wheels, which is a surprisingly easy operation.

A slight reduction in throttle brings the engine rpm down into the continuous operating range and also reduces the noise level for those below. However, as the CAA noise tests proved, the Ximango is a very quiet machine and not only meets the requirements for this country but also, at 69.7dBA, is even well below the level required in Germany.

In cruise pitch the aircraft is remarkably quiet and at 5000rpm the fuel consumption is less than three gallons/hr cruising at 95kt.

This is an easy machine to fly, but like most gliders it requires co-ordination with the stick and rudder to get really accurate turns. The rate of roll at thermalling speeds is about 5sec turning from a 45° banked turn to a 45° turn in the other direction. Even using full aileron and full rudder during the change over the rudder is adequate to prevent any slip. Using full aileron alone shows the adverse yaw as being much the same as most modern gliders.

The aileron forces are nice and light and they are effective right down to the stall. The large fin makes it easy to fly accurately although it limits the sideslipping to moderate angles. However, the airbrakes are super powerful and more than adequate for very steep approaches.

With the propeller stopped and feathered, quite steep thermalling turns are possible at 50kt and lower in really smooth conditions. The circling performance is impressive and there is no difficulty in using weak thermals and moving from cloud to cloud. A 30:1 glide ratio puts it into the K-6, Skylark 3 performance range and so it

Some hope!



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should be quite capable of 300km cross-country soaring flights on good days.

In straight flight the stall warning buffet starts a few knots before the stall at 42-43kt with a gentle nose drop. Any slight yaw resulted in a wing dropping but it was gentle and stopped immediately with any forward movement on the stick. In an accurate gentle turn with about 15-20° of bank, there was little or no tendency to drop either wing unless the stick was kept right back for some time. In steep turns it was difficult to reach the stall. I did not attempt a full spin as it is not cleared in this country for spinning or aerobatics. However, spinning tests have been carried out in Brazil.

If the airbrakes are unlocked while the undercarriage is still retracted the alarm buzzer sounds and the red warning light flashes. It takes seconds to lower the wheels and the glide remains surprisingly flat until the airbrakes are opened.

The landing proved very simple and on smooth ground a gentle wheel landing can be made, but it is easy to make a normal fully held off three pointer. The crosswind limitation of 15kt shows the advantages of having such a wide track undercarriage. It was easy to keep straight with the very positive steering tailwheel.

The very wide track undercarriage, super powerful airbrakes and the fuel tanks in the wings make it a very safe machine. In addition the airframe is stressed from +5.3g to -2.65g giving a safety factor of 1.5 with a VNE of 132kt and a rough airspeed of 97kt. This all makes it considerably stronger than most light aircraft. It has a very useful payload of two 12½ stone pilots plus full fuel.

Summing up, if you fancy a lovely looking aircraft with a good cross-country performance, both under power and as a glider, you must fly it. Imagine how you could fly across the country to the mountains for a day's wave soaring or nip across to the Continent for the weekend to use the better soaring weather!

The demonstrator is kept at Rufforth and I understand that potential customers are very welcome to try it out. ❑

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PIPER PAWNEE TUG WITH A VOLVO 960 ENGINE



Lars Broberg flying the Pawnee. Photo: Lars-Erik Lundgren.



Above: Bo Eriksson, a member of the development group, with the new Volvo 960 engine, the injection system and transmission. Photo: Gosta Arvastson.

In Eskilstuna, Sweden, a group of flying enthusiasts led by Lars Broberg has fitted a Volvo 960 car engine to the Eskilstuna GC's Piper Pawnee which is now flying very successfully.

There has been little revolutionary thinking in the aero engine world of light sports aircraft. The basic concept is from the 1930s. One reason has been the American liability laws and very rigid laws affecting aviation engines, which are to a large extent a product of the successful lobbying of the engine makers - and there are only two in the world.

Previously the Pawnee had a Lycoming 235hp engine. The Volvo 960 is a modern, three litre water-cooled six cylinder car engine, giving 200hp at 6000rpm. A very highly developed fuel burning technique, an electronic ignition system and datorised engine functions combine to give a high degree of efficiency. It uses 40% less fuel and will take lead free car fuel unlike the Lycoming engine.

The fuel injection uses a car datorised system which is automatically adjusted to the change of flight level. A special belt reduction gear has been designed with double belts giving a reduction of 3:1. Static measuring shows that the less powerful car engine gives the same traction with a big propeller designed for aerotowing. The low propeller revs in combination with the large diameter propeller give far lower decibels than the ordinary aero engine.

Easy maintenance and a good supply of spare parts are other advantages. A major overhaul in Sweden of a Lycoming 235hp engine is in the region of £12 800. A brand new 960 engine costs approximately £3600. The test programme isn't complete but the installations and test programme have been approved by the Swedish Air Board. So far it looks as though the group is on the right track. Details from Bengt Micander.

A TWO HOUR WINTER WAVE FLIGHT

Written by Michael Erdman in memory of John Hawkins of Southdown GC

*This was a day of skies of blue and cold,
With morning frosts in shadow free of sun
And gulls like paper scraps from waste undone,
With pools of ice that dimpled concrete hold.
The breeze is north as gentle windsock told*

*And Downs await the east and westwards run
Of sailplanes, where few thermals can be won,
So take a highish tow as hours unfold.*

*Six thousand feet's the launch for John today,
Ignoring unwarmed cockpit's piercing air,
To Arundel on DG's wings of white
And glides weak wave 'tween sea and castle grey,
Admirable this Hawk of old compare,
Who surely would have praised this winter flight.*



Photo A. Fairly persistent low level wave cloud in the evening.



Photo B. A persistent bank of wave cloud capped by a good lenticular.

The first theories of lee waves assumed that the undulation was set off by a mountain ridge lying more or less at right angles to the wind. The temperature profile most suitable for waves showed very stable air at low levels capped by a deeper layer of a less stable air aloft. The wind direction needed to be fairly constant while the wind speed increased with height.

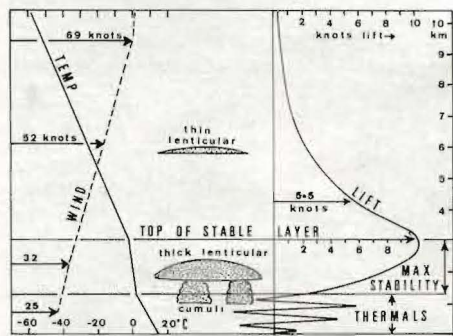


Fig 1. Profiles of temperature, windspeed and lift in a lee wave.

Wally Wallington soon noticed that the commonest situation had a shallow unstable layer at the bottom, then the inversion and finally a deep layer of low stability aloft. Fig 1 illustrates the classic profiles of temperature and windspeed on the left and the distribution of lift on the right. The profile of wind speeds is an average taken from a large number of days with climbs of 3km or more.

Below: Photo D. Small lenticular seen through a gap in the cu; the first sign of a developing wave system aloft.

DRIFTING WAVES TOM BRADBURY

Tom says that lee waves are generally thought of as essentially stationary systems through which the air travels. This idea is generally true, but there are baffling exceptions which make wave soaring a skill which has to be learned



Above: Photo C. A short lived lenticular above a wave which stimulated puffs of cu.

Mathematical models

In the days before computers were commonly available mathematicians such as R.S. Scorer wrote a set of equations to calculate the forms of lee waves. These generally assumed that the atmosphere had reached a balanced state with the wave flow steady. This simplified the equations but even so they were extremely tedious to solve manually. It was many years before powerful computers became so common that experimenters were able to write more realistic equations. These can show how the wave form develops with time and may change dramatically over an hour or two.

Water waves

Even the non-mathematical observer can see that wave flow changes with time. Atmospheric waves are often hard to see unless prominent clouds develop in the wave crests. Even then the changes are apt to be too slow to notice. Waves on water are easier to watch and can be quite instructive. A pleasant observation point is the bridge over a shallow river or stream,

Below: Photo E. Lenticulars almost at right angles. Nearer cloud is aligned across the wind while further clouds are almost parallel to the wind.





F ↑

preferably near a village pub. The flow pattern often contains standing waves as well as semi-permanent eddies.

One might suppose that the current of water would be steady enough for any lee wave pattern to persist indefinitely. In fact the waves downstream of an submerged obstruction tend to drift off station, collapse and then reform at their original position. A similar effect influences atmospheric waves.

Waves in the atmosphere are less likely to be stable than water waves because there are more variables. In a steadily flowing river the waves show up at the discontinuity between dense water and rarefied air and both the water level and river speed do not change significantly. In the atmosphere the density discontinuity is far less and the layers above and below experience changes of stability and wind velocity which alter the resonant wavelength. For example if the windspeed decreased steadily the wavelength would shorten and the wave amplitude increase.

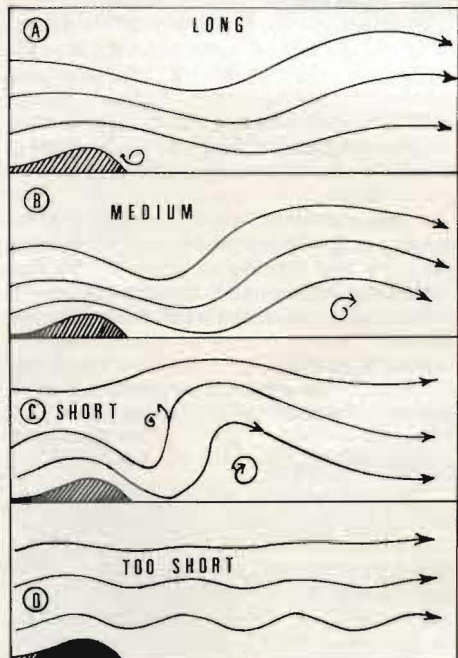


Fig 2. How a decrease of wavelength moves the primary wave and alters the steepness and amplitude of the streamlines until the system collapses.

This is shown in Fig 2. In the last example (D) the wavelength became too short and the system collapsed. In some circumstances the steepest wave and the strongest lift occurs in stage (C) just before the critical speed when the wave ceases.



G ↑

Big lee waves are usually steady

Many pilots get their first experience of wave soaring at a site near the mountains where there is at least one big ridge to trigger off a wave. On a good wave day the wave stays anchored to the ridge and extends high above the peaks. The ridge supplies the initial impulse and, if the atmosphere is tuned to resonate at a certain frequency, the wave holds its position long enough to be called a "standing wave". Photos A and B illustrate stable waves. Neither was particularly long lasting but both held their position for at least half an hour. The availability of GPS has made it much easier to tell if a wave is stationary, particularly when the air is too dry for any upper cloud to form or too moist for any wave slots to reveal the ground.

Weak waves are more likely to drift

Waves tend to weaken if the depth of the stable layer decreases and if the windspeed changes through the deep layer associated with wave flow. The effect of these changes can be to broaden the tuning of the atmosphere so that one single wavelength is no longer dominant. Then oscillation may become possible at several wavelengths and the actual wave may seem to move about.

Some visible indications

Very thin lenticulars are often shown in textbook illustrations of wave clouds but these elegant formations are often associated with very low amplitude waves. A deep lenticular is a good sign but a thin high lenticular may just mark the weak upper limits of a wave system.

Photo C shows such a thin wave cloud. It had a larger amplitude lower down where it set off scruffy bits of cumulus which grew and declined as they moved through the wave pattern.

Cumulus and waves

It has long been known that cumulus clouds may set off waves; this occurs chiefly when there is an increase of wind upwards. The air aloft travels faster than the cumuli which act rather like hills forcing the upper flow to rise and fall as it passes over the active clouds. The effect fades out when the cu loses its lift. If the thermal inside dies out the cu becomes passive and starts to drift with the wind. One can often see such cloud tops bent over by the stronger wind aloft. Bending is soon followed by dissolution of the cu top and collapse of the wave above. When there is a powerful wave aloft, produced by a distant upwind mountain, the wave pattern controls the location of the cu which then grow beneath regions of wave lift.

It can be difficult to tell whether the cu or the wave is the dominant factor. One may fly 100km

or more in thermals and never realise that there is wave aloft. Photo D shows a patch of wave cloud which unexpectedly appeared through a gap in the low level cumuli. This heralded the development of a much larger wave system which offered climbs to above 10 000ft.

Confusing wave alignment

Nearly all the well established large waves have wave bars aligned across the wind and more or less parallel to an upwind ridge. Occasionally the wave pattern is broken into zig-zag sections which combine to form diamond shaped gaps in the cloud. These are usually unstable patterns which have a short life; the associated waves tend to be rather weak and liable to drift away or collapse completely.

Now and then wave bars appear parallel to the wind as well as at right angles. Photo E shows such an occasion. The wind was blowing from right to left. The nearer wave cloud was parallel to the upwind ridge and more or less at right angles to the wind. Further away, however, there were four lenticular bars aligned almost parallel to the wind. I have not yet come across a satisfactory theory to explain why this happens. The pattern persisted for about 20min before becoming degraded and drifting away downwind.

Growth and decay of a wave cloud

Photos F,G and H show most of the life span of a weak looking lenticular. The period covered

Photos F, G and H show the growth and decay of a thin lenticular over half an hour. The dappled effect on the lee side showed when wave flattened out. Photos by Tom.

H ↓



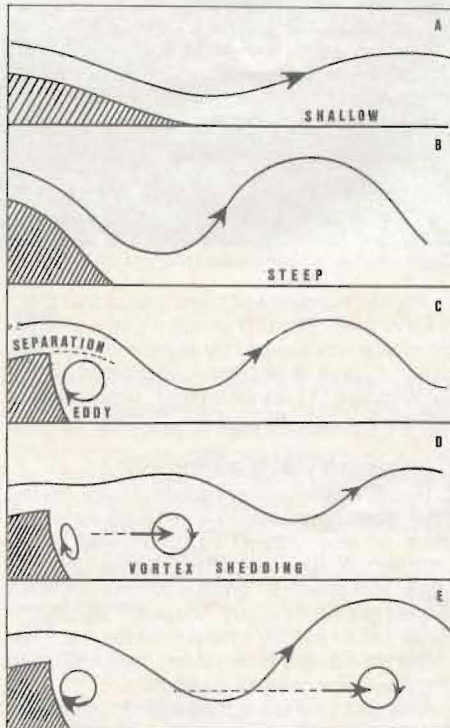


Fig 3. Steepening of lee slope resulting in the formation of a lee eddy followed by vortex shedding causing the wave to move.

about half an hour. Photo F taken looking some 30° left of the wind direction shows the first small patch of lenticular.

Photo G, looking in the same direction as F, shows the same patch some 10min later. The downwind side had just begun to change its appearance. Photo H shows the final stage when the wave had flattened out. This changed the

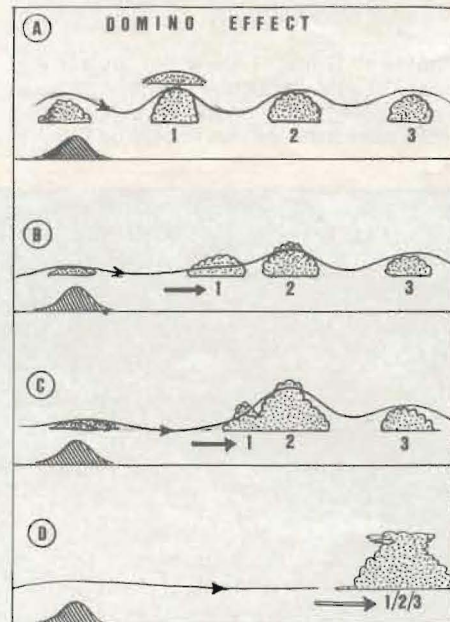


Fig 4. The Domino effect; progressive collapse and drift away of waves when convection ended.

smooth lenticular into a dappled altocumulus pattern. The whole cloud began to spread out and drift away shortly after this.

Vortex shedding

Many years ago J.Förchgott observed a wave pattern which drifted downwind and then reformed in its original location just to the lee of the generating ridge. Fig 3 shows how the changing steepness of the lee slope affects the wave position and amplitude. In diagram C the lee slope is too steep to be followed by the wave flow so it breaks away from the ground leaving a surface of separation and a lee eddy below the cliff. This rotating eddy (the vortex) altered the effective shape of the lee slope.

From time to time this vortex broke away and drifted downstream. The process was called vortex shedding. As a result the wave moved downstream in phase with the eddy until the drifting vortex decayed.

Meanwhile a new vortex formed up against the lee slope restoring the original shape. The primary wave then redeveloped in its proper place. In effect the wave jumped upwind.

Breakdown when thermals end

A different type of wave collapse can accompany the end of thermal activity in the evening. Fig 4, labelled "Domino Effect", shows the changes with time. In A thermals developing over an upwind hill produced semi-permanent cumuli which marked waves numbered 1, 2 and 3. In B the cu died out over the hills and wave 1 faded away resulting in the associated cu weakening and starting to drift downwind. C shows it closing up the original wave slot as 1 approached 2. In the final stage D waves 1 and 2 had drifted far enough to merge into wave 3 which then moved off itself.

This was disconcerting because chasing wave 3 was fruitless and only led to a marginal final glide home.

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PRIMACY

Two recent winch launch accidents, one with serious injury and one a fatality, warrant a review of training for winch launch failures, including cable breaks. In this article Bill Scull considers some of the training points that have been forgotten or, worse, never been taught

Before getting to the main theme of the title we must have a close look at just what happens when the winch cable breaks.

The recovery

The main concern is when the glider is rotating into or in the fully developed climb. I am sure the recovery action is well understood - the need to lower the nose is obvious. There is a specific stall/spin awareness exercise dealing with the risk of turning before the glider has regained a safe flying speed, generally regarded as the approach speed.

It may not be appreciated by all pilots that **regaining a safe flying speed may take several seconds and turning or opening the airbrakes may be enough to cause an accident.** Acting in haste may result in the pilot taking such action.

All right, so the recovery has been made and the pilot is faced with the first decision - whether a landing straight ahead is possible.

Straight ahead

The further question that may arise is "Is there enough space available?" Consider this situation: a pilot of moderate skill decides to land ahead, recovers well, pauses to make sure the speed is safe and then gradually opens the airbrakes. There isn't enough airfield ahead and so the glider runs into the upwind boundary fence and maybe the pilot will deliberately groundloop to avoid the fence. So, for someone of moderate skill the situation was critical.

A more skilled pilot may have recognised the situation and side-slipped with full brake and so stopped short of the boundary and avoided the need to groundloop. Not that I am not advocating this but using it as an example to establish the absolute limit of being able to land ahead. In this situation there is a perceptual problem that is not well understood.

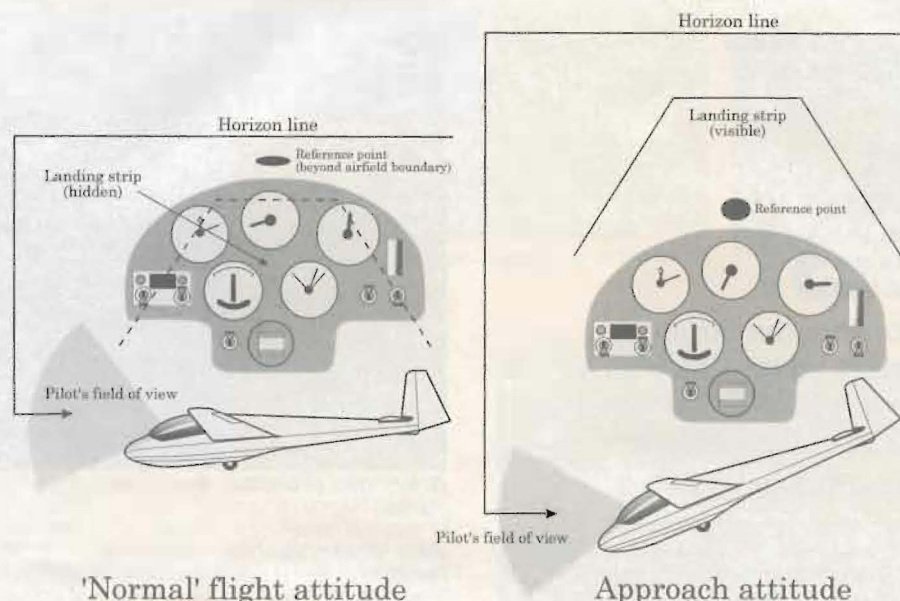


Fig 1.

A perceptual problem

After the recovery and before the airbrakes are opened, and assuming there is sufficient space to land ahead, this may for a time appear not to be the case. Why? Because the present glide path if extrapolated will take the glider beyond the upwind boundary of the airfield. Even when the airbrakes have been opened this perception of overshooting the upwind boundary will persist for a time. Once the appropriate glide path is established and the reference/aiming point identified all will appear to be well, making due allowance beyond the reference point for the distance the glider will float after roundout and run after touch down.

Fig 1 helps to show you the nature of the problem which is sometimes apparent when instructing.

The student or pilot being checked doesn't think there is sufficient room ahead and doing so would be against their judgment. They will only become convinced if made to do so and there is a successful outcome, which should be the case (given your better judgment). There is one fundamental reason why this judgment problem exists. The criterion of whether there is enough space available seldom arises in basic training and it may not arise until a pilot chooses a field which is too small or perhaps the circuit is flown too close.

So a pilot may reject landing ahead when, in fact, it would be possible and with room to spare. There are other factors.

Other reasons

There are other factors which may cause a pilot to turn after a cable break and the first is almost too obvious to mention. At some sites, from a cable break at a certain height, any option may be possible - straight ahead, dog leg, 270° turn, circle or circuit. It's too easy. Indeed, it may be difficult to create training situations which limit the student to only one option. So if options other than straight ahead are possible then the student, solo pilot or instructor is likely to take them.

Why? Convenience (retrieve), peer pressure for early solo pilots and possible macho image.

As a senior national coach I remember being checked in a K-13 at Weston on the Green. It was quite windy and the cable broke at 600ft or so. There was probably enough height to go ahead but from 600ft there was also no problem about getting back to the launch point. Indeed it was actually possible to land at the original take-off point, albeit by doing a slightly lower turn than one would accept from a student. The instructor checking me was not uncomfortable with the situation. Perhaps he should have been. Incidentally, we did discuss the implications.

However, on that flight I did exhibit all the tendencies which concern me in the context of this article which brings me to the crux of it.

Basic training

Let's suppose that all a pilot's training launches were by winch. A well organised training programme will have included winch launch failures/cable breaks at various heights and this might be classified as low, medium and high, implying straight ahead, dog leg and circle or abbreviated circuit. This over-simplification is fraught since it isn't only the height but also the position which matters, but I don't want to go into details.

Instructors

Instructors may not place much emphasis on the straight ahead case regarding it as too easy. It is also inconvenient with a retrieve the length of the airfield!

Next let us suppose that a student never did any straight ahead landings during training. This ought to be easy enough to check from a log-book. It follows that all the training, practice and testing involved patterns with turns (dog leg, S turn, 270° turn, circle or circuit).

At small or restricted sites the dog leg option may not be possible and the S turn is questionable anyway since a straight ahead with full brake is more likely to be successful.

Therefore pilots who have turned after recovery on every occasion when practising a cable break become strongly disposed to always turn, and this is what is meant by "primacy". A dictionary gives two meanings and neither "the offer of a primate" nor "pre-eminence" concern us here.

Psychologists have coined another meaning for this word which concerns anything one learns first being predominant.

In other training contexts it leads to over-ruddered turns when low and opening the airbrakes without thinking - the "going to land lever" syndrome. Any pilot will revert to these predominate responses under stress. Turning after a cable break is just another reversion, especially for a pilot who has seldom, or never, landed straight ahead.

The remedy?

For those of us who are already programmed there is no remedy other than to recognise the problem. Agreeing with the contents of this article is one thing, putting it into practice another.

For instructors there are two, perhaps three, messages:-

1. Your students stand a better chance if they have made straight ahead landings before any which involve turning. On the basis of primacy they should be more strongly disposed to the straight ahead option.
2. In the case where more than one option (pattern) is possible then it is better to encourage the straight ahead choice. Compare the situation where, after a circuit, you say "You could have landed straight ahead" with the actual experience of doing so.
3. Set the example when giving demonstrations; land straight ahead even if it does take longer to retrieve the glider. If the pilot you are checking starts a turn when straight ahead is possible, stop the turn to discourage the habit.

Finally!

When pilots have turned as a reflex and there was sufficient height to even make a circle then it is not a question of whether the glider crashed but how. There are two choices. Either to hit the ground still turning but with flying speed (in which case the glider cartwheels) or to spin. The only saving grace in a spin is if it starts from very low down then it may not be fully developed.

The choice is yours - land straight ahead if possible. Even if you get it wrong and run through the upwind boundary fence, the accident is likely to be much less serious and in any case may be averted by a deliberate groundloop. Gliders are easier to repair than people, supposing they can be repaired at all.

The Story of Flight published by Kingfisher Kaleidoscopes at £12.99.

This is a highly attractive, glossy "living encyclopedia" designed to get children interested in all forms of flying from gliding to space travel as they explore these highly inventive pages. Some unfold, others are enhanced by the enclosed stickers and all the time the child is being entertained, stimulated and taught about flight.



Gordon Camp. Photo: Timothy Harris.

WEST IS BEST

Gordon, the director, writes about this year's Junior Nationals hosted by Bidford GC from August 19-27

When BBC Midlands weather presenter Shefali Oza opened this year's "Juniors" she could not forecast how much longer the prevailing anti-cyclonic conditions would continue. In any case the longer high pressure remained, the greater the risk of a lowering inversion and deteriorating visibility. Accordingly, the first task would be a 300km triangle, as it might be the only opportunity for the ten entrants without Diamond goal to fulfil this achievement during the contest period.

There was no need to be so pessimistic! By the time Gillian Wills presented the final prizes ten days later, most of the 30 competing pilots had completed **five** tasks over 300km, including one of 400km.

Day 1's task of 308km via Bath racecourse and Telford was completed by all but five, with Oliver Ward winning at over 100km/h, just beating Lucy Withall in another Discus. Day 2 was a variation on the previous day's route, this time a 301km triangle via Frome and Ludlow. Once more Oliver won at over 100km/h.

For Day 3 a similar route was chosen, but extended by a third TP to stretch the pilots with a more challenging task. Far from it! Everyone completed the 340km polygon via Yate, Long Mynd and Chipping Norton. The winner was Henry

Rebeck at 97.3km/h in an LS-4, beating on handicap the ASW-24 flown a little faster by Peter Masson.

On Day 4 it was again intended to stretch the competitors, this time with 404km via Longleat, Craven Arms and Charlbury. All but six completed the task, which was won by Edward Weaver in a Discus at 107.2km/h, with Dave Allison's LS-4 2nd. So far we'd had four days of light easterly winds, with thermals starting late but giving 8kt at times and exceeding 6000ft. Pilots dutifully gridded on the next two days, but suitable conditions did not materialise and the tasks were scrubbed.

Day 5 was very windy, with a strong crosswind component on take-off, presenting me with the week's most difficult decision as director. However, a sky full of cumulus against a backdrop of lenticulars was difficult to resist, and all the tug pilots and competitors skilfully managed an incident-free launch. A short task of 107km had been set to minimise the number of outlandings, and indeed everyone completed the triangular course, Chedworth, Edgehill. Richie Toon took his Kestrel 19 round in 1hr 2min at 102km/h to win ahead of Alan Duerden's LS-4.

Regrettably the day was devalued by less than 50% to 523pts, which punished any minute's



At the start of another day. Photo: Timothy Harris.

delay too severely. Had it been devalued by the Nationals' 2.5hr rule instead of 2hrs as applied to Regionals and this event, the maximum day score would have been more equitable at about 400pts.

Day 6 offered the prospect of about 4hrs soaring before a frontal trough arrived from the west, so a 205km doglegged O/R was set to Olney in the east, via Aylesbury outbound and Lower Heyford on the return. The frontal rain arrived quite suddenly and only five made it back, although two landed in the field across the road and the rest were not too far away. The winner was Oliver Ward at 79.7km/h followed by Richie Toon at 63.8km/h.

Day 7's forecast was also for strong wind and wave, but launch conditions were not so severe. A 173km polygon traversing the Cotswolds via Birdlip, Deddington and Cheltenham gave competitors a mixture of thermal, wave and hill lift. Dave Allison (LS-4) at 69.2km/h won the day on handicap from Peter Masson at 70.2km/h. Dave's father John Allison, who with his wife Jill had been our special guests at briefing that morning, flew the task with Chris Rollings in the DG-500 entirely in wave up to 10 000ft. Difficult patches caused 16 pilots to land out, including Karina Hodgson (Discus), who had been flying consistently well

Below: Organisers, marshals, tug pilots, competitors and crews at the end of the competition. Photo: Timothy Harris.





Bidford Airfield showing the briefing marquee, control and the tugs. Photo: Timothy Harris.



The SGA's ASH-25. Photo: Phil Tiller.

and would otherwise have celebrated her last Juniors with a top placing. Karina had won the previous Bidford Juniors in 1993, and was the only entrant surviving from the first Juniors of 1988.

It was fitting that Day 8 should end the Championships in the style in which it started, namely a 310 km task. In superb visibility but a fresh northerly wind, the route via Raglan, Banbury and Aston Down was completed by all but three. The winner was Peter Masson at 88.1km/h, with Oliver Ward second at 85.0km/h. This result confirmed Oliver as the 1995 Junior Champion, and allowed Peter Masson to climb into overall 3rd place ahead of Dave Allison finishing 4th. Henry Rebbeck was the runner-up, having held 2nd overall place for most of the



Overnight, at the end of the Comp, one glider was given the shark look with masking tape and others quickly followed. Gillian Foreman caught Richie Toon getting into fishy mode.

event. Four pilots (Oliver Ward, Henry Rebbeck, Richie Toon and Tom Goodall) completed all the tasks, the latter two in Kestrel 19s older than several of the competitors.

The total task length for the eight contest days was 2150km with a daily average of 269km. The average proportion of finishers was 72%. Special thanks are due to Derek Sear for excellent forecasts faxed in from Dunstable, which enabled us

to set the right tasks. "Best in the west" was a recurring theme of weather reports.

Competitors' standard of airmanship was exemplary, and there were no accidents or airspace infringements. The Juniors' notorious Dick of the Day trophy did not go to any of the competing pilots, and a new Wally of the Week trophy was held in reserve for next time.

This year, as well as Chris Rollings and Gee Dale flying the BGA DG-500, plus Lemmy Tanner and Terry Slater the Scottish ASH-25, all of whom gave general coaching to the competitors, Justin Wills attended in the new role of British team adviser. He flew *hors concours* to set the par for



Above: Oliver Ward, the Champion. Photo: Gordon Camp.

Below: The grid at the west end of the airfield. Photo: Timothy Harris.



each day's task, then chaired an evening debrief in which pilots shared their individual successes and failures. These sessions, together with Justin's words of advice at briefing on gliding philosophy and psychology, were an enlightening and educational experience for all present, and represent a feature which should definitely be retained for future Junior Nationals.

The event enhanced Bidford's reputation as an excellent soaring site. Although lying low in the Vale of Evesham, Bidford is only five miles from the fabulous Cotswold edge. On the days with easterly wind we experienced significantly better conditions than the two Regionals simultaneously taking place further upwind. And a major advantage, readily apparent during this event when ther-

mals went above 7000ft at times, is that Bidford is well placed to avoid restrictive airspace. Hopefully there will be a Bidford Nationals soon, when we shall look forward to the return of many of this year's memorable young "Class of 95".

FINAL RESULTS
Junior Nationals

Pos	Pilot	Glider	Day 1.19.8 308.1km ▲ Bath racecourse, Telford			Day 2.20.8 301km ▲ Frome, Ludlow			Day 3.21.8 340km 4 legs Yate, Long Mynd, Chipping Norton			Day 4.22.8 404.9km 4 legs Longleat, Craven Arms, Charlbury			Day 5.25.8 107.2km ▲ Chedworth, Edgehill			Day 6.26.8 205.9km 4 legs Aylesbury, Olney, Heyford Station			Day 7.27.8 173.2km 4 legs Birdlip, Deddington, Cheltenham			Day 8.28.8 310.7km 4 legs Raglan, Banbury, Aston Down			Total Points
			Speed (Dist)	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Dist (Speed)	Pos	Pts	Dist (Speed)	Pos	Pts	Dist (Speed)	Pos	Pts	
1	Ward, C. M.	Discus B	100.6	1	1000	100.4	1	1000	88.5	6	851	101.8	6	940	78.1	10	418	79.7	1	929	67.7	3	983	85.0	2	968	7089
2	Rebeck, H. A.	LS-4	88.7	9	838	99.4	2	999	97.3	1	1000	104.4	4	980	72.5	16	385	58.5	3	853	65.4	4	972	81.5	4	930	6968
3	Masson, P. J.	ASW-24	95.5	3	926	85.6	15	808	97.7	2	976	99.3	8	903	87.7	7	476	(199.5)	9	756	70.2	2	994	88.1	1	1000	6837
4	Allison, D. W. K.	LS-4	88.9	7	840	98.6	3	990	93.2	3	936	105.5	2	992	73.3	12	391	(194.3)	12	745	69.2	1	1000	76.3	12	853	6747
5	Toon, R. J.	Kestrel 19	93.6	8	839	95.5	10	863	90.8	13	797	101.8	9	868	102.4	1	523	63.8	2	869	63.7	9	916	90.5	3	958	6633
6	Mason, T.	Nimbus 2c	102.3	5	898	104.4	7	920	90.8	16	750	100.9	10	823	101.4	4	486	(199.3)	19	670	66.2	10	914	87.9	9	876	6337
7	Goodall, T.	Kestrel 19	86.6	14	757	90.9	13	810	94.1	9	844	92.0	14	765	95.1	8	477	61.7	3	863	67.9	8	944	82.9	11	854	6314
8	Wihall, S. L.	Discus	100.1	2	994	94.0	6	921	88.4	8	849	105.5	3	981	87.3	5	482	(187.5)	15	896	(144.9)	12	525	77.1	12	853	6301
9	Hodgson, K.	Discus	94.6	4	914	95.9	5	931	92.5	5	897	103.9	5	952	89.9	3	492	58.1	6	858	(100.4)	22	269	82.7	5	922	6235
10	Duerden, A.	LS-4	84.9	11	804	75.1	21	685	75.9	22	659	86.9	12	772	91.7	2	514	(205.4)	6	800	62.8	5	948	79.1	8	891	6063
11	Turnbull, M. J.	Astir CS	73.7	17	722	83.8	11	858	74.5	20	708	78.9	16	737	69.1	11	401	(188.6)	8	760	58.2	7	935	72.9	10	864	5985
12	Weaver, E. F.	Discus CS	65.3	10	810	96.7	4	954	93.1	4	929	107.2	1	1000	(95.0)	27	112	(204.9)	7	797	(118.4)	16	375	60.8	6	907	5875
13	Darlington, A.	Grob 102	81.3	8	863	82.3	9	897	75.9	12	739	91.0	7	938	80.4	18	377	(178.6)	11	753	(101.0)	20	319	70.7	7	896	5862
14	Foreman, N. R.	ASW-19	77.4	15	740	78.4	19	756	71.4	25	623	83.0	16	757	69.0	17	381	(178.6)	18	675	(144.0)	11	543	64.5	21	698	5173
15	Davies, R. M.	Discus C	81.2	13	759	70.0	24	622	88.5	7	850	(369.7)	29	309	73.8	15	387	(149.8)	28	481	58.7	8	918	73.7	15	802	5128
16	Tanner, J. A.	Sport Vega	71.4	19	701	88.7	22	668	79.1	14	796	74.1	19	689	68.9	20	359	(163.6)	24	609	(107.0)	17	340	67.0	17	783	4945
17	Wright, T.	Mini Nimbus C	83.5	12	766	85.7	16	797	79.4	21	689	87.4	13	760	56.8	25	257	(178.6)	23	634	(100.0)	23	264	72.4	18	761	4930
18	Gouldie, N. F.	Discus 97	71.9	21	643	82.0	18	771	80.3	19	725	86.5	13	768	(88.9)	30	45	(178.6)	21	650	(110.1)	19	328	73.2	16	796	4726
19	Clarke, R. J.	Ventus C	82.7	20	694	100.5	6	900	90.3	15	766	88.9	11	820	89.2	8	424	(198.9)	17	683	(134.6)	13	415	DNF	27	0	4702
20	Fox, M. R.	Discus	71.8	22	642	85.0	14	808	74.8	24	641	85.2	17	754	73.9	14	389	(168.8)	25	588	(66.5)	28	105	63.3	23	650	4726
21	Rebeck, J. N.	K-6e	57.6	24	587	(295.4)	26	385	66.7	17	730	66.0	21	662	54.7	19	366	(168.8)	14	719	(107.0)	15	381	58.4	19	741	4571
22	Woodman-Smith, N. D.	ASW-15	74.4	18	721	(271.2)	27	312	71.3	25	645	73.4	21	662	55.5	23	290	(189.4)	10	755	(125.0)	14	392	65.6	20	738	4515
23	Henderson, I. J.	ASW-19	81.3	15	740	(253.3)	29	282	84.9	10	836	(374.5)	26	323	75.0	9	420	(199.3)	12	745	(96.4)	24	259	72.2	14	816	4421
24	Roberts, R.	Jantar 1	(307.0)	29	289	84.3	12	830	92.7	11	800	78.7	24	612	65.7	24	278	(199.5)	16	687	(100.0)	25	243	(189.1)	25	150	3889
25	Cooper, D.	Pegasus	68.7	23	620	66.0	25	588	66.8	28	539	75.6	20	683	72.1	12	391	(179.6)	20	667	(82.9)	26	200	(70.8)	29	51	3719
26	Coe, N. S.	Astir CS	61.8	25	565	77.7	17	777	75.7	18	727	(389.7)	25	329	56.0	22	300	(107.7)	29	274	(106.0)	18	329	DNF	27	0	3301
27	Morcraff, S.	ASW-19	(298.1)	28	315	(267.3)	28	300	61.5	29	467	(328.0)	30	281	(85.0)	28	88	(147.0)	27	482	(100.0)	21	281	61.4	22	651	2865
28	Balnbridge, M.	Discus B	(153.6)	30	140	73.6	23	666	73.0	26	615	73.6	23	624	(81.0)	29	74	(168.8)	25	588	(63.9)	27	130	DNF	27	0	2837
29	Buchanan, S. A.	GD-300 Club	(298.3)	27	316	74.4	20	704	89.6	27	595	(366.5)	27	316	86.4	21	322	(112.6)	30	238	(0.0)	30	0	(206.4)	24	188	2675
30	Smith, G. M.	SZD Junior	(297.8)	26	348	(171.5)	30	193	DNF	30	0	(328.0)	28	310	34.6	26	196	(168.8)	22	638	(45.4)	29	84	(0.0)	27	0	1769

DNF=did not fly; *-penalty. BGA competition scoring programme by Specialist Systems Ltd.

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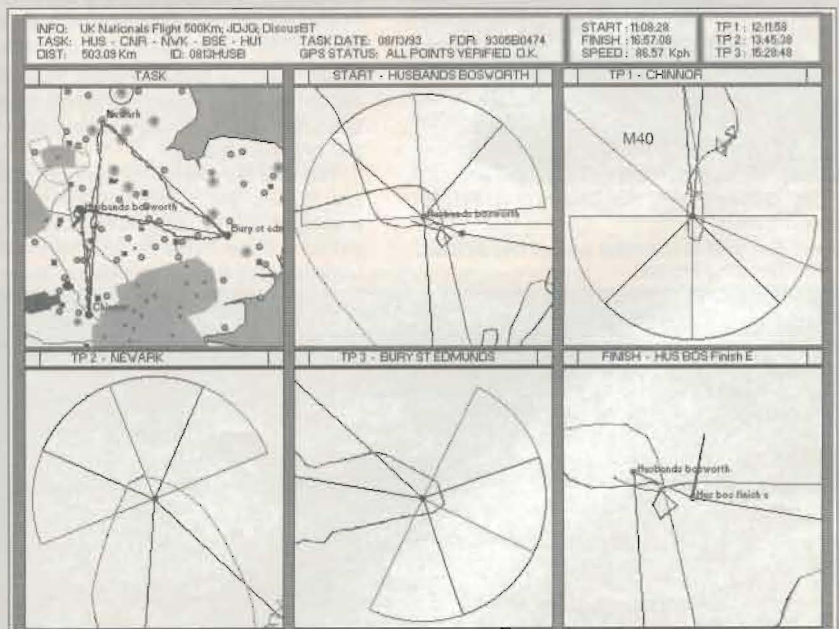
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Provisional Priority and Promotion Lists

The provisional Priority and Promotion lists were compiled as described in the 1995 competition handbook. The change-over from identifying pilots by competition licence number to date of birth has given me some problems identifying pilots with similar names. Please notify any errors by phoning me on 0181-449-4386(home) or 0181-562-0811(work). The final lists will be used for allocation of places in 1996 Nationals. Entry forms and details of nationals are available from the BGA office. The closing date for entries is January 31, 1996.

GUY CORBETT, BGA Competitions and Awards Committee

PROVISIONAL NATIONALS

Priority List 1995

1 B. T. Spreckley BT	19 P. J. Harvey O	39 A. Pozerskis 15	59 M. J. Jordy 15	79 O. M. Ward JE	99 C. R. Emson QL
2 T. J. Willis BT	20 D. R. Campbell S	40 H. A. Rebbeck JE	60 P. J. Stratten O	80 W. M. Kay QL	100 D. G. Roberts O
3 M. D. Wells BT	21 D. S. Watt 15	41 N. D. Tillet S	61 R. J. Toon QL	81 G. P. Stingemore 15	101 P. J. Coward S
4 A. J. Davis BT	22 G. E. McAndrew O	42 G. G. Dale O	62 A. J. Stone S	82 P. E. Baker 15	102 J. B. Giddins 15
5 C. Garton BT	23 E. R. Smith S	43 G. M. Spreckley 15	63 R. D. Payne QL	83 M. W. Durham QL	103 R. J. Smith O
6 S. G. Jones BT	24 J. A. Hallam S	44 J. D. J. Glossop S	64 T. R. Gardener O	84 M. C. Forsman O	104 R. C. Bromwich QL
7 A. E. Kay BT	25 R. Jones O	45 D. S. Innes O	65 H. S. Franks S	85 L. S. Hood QL	105 G. W. Craig QL
8 M. J. Young S	26 R. C. May QL	46 S. J. Redman QL	66 N. A. Weir 15	86 Z. Marczynski S	106 M. G. Throssell 15
9 P. R. Jones O	27 P. G. Sheard 15	47 G. D. Morris 15	67 S. J. Crabb QL	87 P. Pozerskis O	107 D. D. Copeland O
10 P. G. Crabb 15	28 J. R. Edyvean S	48 C. C. Rollings QL	68 B. C. Morris S	88 P. M. Shelton 15	108 J. R. Barry 15
11 C. P. Jeffery S	29 T. J. Murphy 15	49 K. Hodgson S	69 L. E. Tanner O	89 J. B. Dobson O	109 A. J. Clarke QL
12 M. R. Dawson 15	30 B. C. Marsh S	50 J. D. Cardiff QL	70 M. H. Thompson QL	90 P. E. Rice 15	110 K. Pickering O
13 E. R. Lysakowski S	31 J. P. Gorringe O	51 A. P. Moulang O	71 D. H. Gardner 15	91 J. G. Arnold S	
14 R. A. Cheetham O	32 M. G. Thick O	52 M. Strathern QL	72 M. V. Boydon QL	92 D. P. Francis QL	
15 N. H. Wall S	33 B. Elliott S	53 D. E. Findon O	73 J. R. Taylor O	93 M. J. Webb QL	
16 P. F. Brice 15	34 K. J. Hartley 15	54 S. A. White QL	74 W. Aspland S	94 D. J. Langrick 15	
17 K. D. Barker S	35 G. C. Metcalfe S	55 F. J. Davies 15	75 C. C. Lyttelton O	95 M. B. Jeffereyes O	
18 E. W. Johnston 15	36 J. E. Gatfield 15	56 C. C. Watt 15	76 M. Bird QL	96 J. C. Kingerlee S	
	37 T. J. Scott QL	57 C. J. Aldis S	77 A. P. Hatton O	97 C. M. Davis QL	
	38 R. W. Fox S	58 T. J. Milner QL	78 P. A. King QL	98 S. P. Robertshaw 15	

(O = Open, 15 = 15 Metre, S = Standard, BT = British Team (Worlds), JE = Junior Europeans, QL = Qualifying Lists)

PROVISIONAL REGIONALS

Promotion List 1995

1 G. N. D. Smith M	20 R. W. Fox NO	41 T. D. Harris QL	62 J. R. Burry QL	83 D. Taylor NO	104 S. R. Lynn QL
2 J. P. Popika IB	21 P. L. Hurd DP	42 J. Nash E	63 A. O. Harkins IB	84 Z. Marczynski QL	105 H. E. Cheetham M
3 O. M. Ward J	22 M. J. Jordy M	43 R. W. Alcoat QL	64 N. A. Weir QL	85 R. Lemin DP	106 D. S. Innes QL
4 S. M. Wells GS	23 R. I. Davidson DB	44 P. Atkinson M	65 R. H. Blackmore QL	86 L. E. Tanner QL	107 I. M. Evans NS
5 P. Davis LA	24 G. C. Westgate QL	45 W. M. Kay DB	66 E. Downham DP	87 G. C. Beardsley NS	108 J. A. McCoshim BB
6 N. V. Parry GC	25 C. V. J. Heames IA	46 R. A. Browne IA	67 B. M. Chaplin QL	88 J. R. Taylor QL	109 A. J. Clarke IA
7 J. D. Spencer NO	26 J. N. Wilton QL	47 R. G. Smith IB	68 J. B. Nicholson BB	89 D. M. Byass BB	110 R. H. Dixon QL
8 R. D. Payne DP	27 E. K. Stephenson IB	48 D. W. K. Allison J	69 C. J. Aldis QL	90 G. D. Morris QL	
9 P. C. Fritchie E	28 R. J. Wellford LB	49 A. D. Piggott LB	70 R. D. Tillet DB	91 C. G. Corbett M	
10 M. F. Cuming M	29 P. J. Masson J	50 D. T. Owen QL	71 N. D. Tillet QL	92 M. P. Mee QL	
11 I. P. Freestone DB	30 P. J. Coward NS	51 C. J. Short LA	72 A. V. Nunn BA	93 A. J. Danbury DB	
12 M. F. Brook NS	31 C. G. Starkey QL	52 S. J. Crabb QL	73 P. Atkin QL	94 A. J. O'Regan QL	
13 W. Aspland BA	32 A. J. Stone BB	53 C. R. Emson GC	74 D. K. McCarthy LA	95 H. S. Franks GS	
14 D. P. Francis IA	33 A. Pozerskis M	54 P. A. King QL	75 M. Bird QL	96 A. P. Hatton QL	
15 T. M. Mitchell IB	34 J. R. Reed QL	55 B. A. Fairston GS	76 D. LeRoux GC	97 T. D. Faver IB	
16 H. A. Rebbeck J	35 P. M. Shelton GS	56 M. G. Throssell QL	77 D. H. Gardner QL	98 T. Goodall J	
17 S. J. Redman GS	36 G. G. Dale QL	57 D. A. Booth NS	78 S. A. Hindley GS	99 P. W. Armstrong QL	
18 I. R. Cook LA	37 A. MacGregor GC	58 J. R. Jeffries QL	79 P. L. Hackett IB	100 R. J. Marriott QL	
19 M. Roberts GC	38 D. Hilton BA	59 D. W. Smith NO	80 S. E. Hill LB	101 W. J. Murray QL	
	39 D. A. White NO	60 R. J. Toon QL	81 T. Mason J	102 M. Carnet LB	
	40 A. R. Hutchings DP	61 R. A. Cole IA	82 R. J. Brimfield QL	103 R. A. King DP	

(BA, BB = Booker, DB, DP = Dunstable, E = Eastern, GC, GS = Gransden Lodge, IA, IB = Inter-Services, J = Junior Nationals, LA, LB = Lasham, M = Midland, NO, NS = Northern, QL = Qualifying Lists)



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David Innes with his Nimbus 3.



Tug pilot Edwina Aveling.



The contest director Roy Pentecost (right).

Under cloudless skies on Friday, August 4, a total of 87 contestants plus two *hors concours* assembled for the Open Class Nationals and the Lasham Regionals. The Open Class was scored as both an unhandicapped Nationals (all gliders with speed index 100) and as a handicapped Nationals. In addition, at the request of the BGA Competitions Committee, all gliders conforming to the FAI 18 Metre Class were scored as an unhandicapped 18 Metre Nationals.

Many rigged that evening and at least one soared in from his home club. Next morning, again hot and cloudless, Lasham's superb organisation swung into action with a prompt 10am briefing at which Peter Hearne, former chairman of GEC-Marconi Avionics, spoke briefly, ending with "Pilots, man your planes!" to declare the contest open. Terry Joint and Roy Pentecost co-directed with Peter Purdie, Ian Strachan and David Ince as stewards.

Day 1, Saturday, August 5. The London GC Met forecast said that with high pressure to the north and a thundery trough to the south, there would be a generally light to moderate easterly airflow. Despite the heat, convection was slow to develop, so the fall-back task, a 248.3km triangle, Cirencester church, Banbury, was launched as late as 2.25pm. In virtually cloudless conditions all 39 completed, 1000pts each going to Ralph and Steve Jones in matching Nimbus 4s - son leading father home by the tiny margin of an unsplitable 3sec - each recording 89.3km/h in 2.78hrs.

Russell Cheetham (ASH-25wL) was 3rd at 88.2km/h and only nine recorded speeds more than 15km/h less than the joint winners, the slowest being Chris Rollings in the BGA's DG-500. Chris had deliberately elected a late start to use slower folk ahead as markers; an error as it turned out, for they were by then well ahead - and he wasn't helped later by increasing cirrus. But his reward was a large magnet at the next day's briefing to help keep him up in future!

Beryl and Geoffrey Stephenson - in April 1939 Geoffrey flew the Gull 1 from Dunstable to Calais on the first soaring flight across the Channel.



Day 2, Sunday, August 6, started with high overcast, but with pressure much the same as the day before, after burn-off similar hot conditions pertained. A 359.1km polygon was set but at 1205hrs changed to a 272km quadrilateral, Birdlip, Brackley, Didcot. Phil Jones (Nimbus 3DT) won the 1000pts day at 95.9km/h with Russell Cheetham 2nd at a tiny .7km/h behind. Steve Jones came in 3rd at 94.3km/h with Ralph 4th just .5km/h slower and 7pts behind.

Day 3, Monday, August 7. There was more hot weather and a 360.3km quadrilateral was set, Bath racecourse, Gloucester West and Northampton West. In fact the day gradually became overcast and whilst many reported good conditions on the first leg, thereafter the feeling was "you took anything and kept going as best you could". Twenty-four completed led by Phil Jones with Russell Cheetham again close behind and Brian Spreckley ((ASH-25) 3rd. Speeds were thus slower from 88.3 down to 69.2km/h and distances ran from 322.3 down to 142.9km. Sadly, Ralph chose the wrong startline sector and forfeited his 1000pts after his usual fast time, so provisional scoring was distorted for a day until 950pts (a penalty of 50) were reinstated when the stewards decided he was just within the penalty area for the correct zone.

Day 4, Tuesday, August 8. A cool, clear morning with early cumulus soon overdeveloped causing another rebriefing on the grid, this time reducing an ambitious 506.6km to a 340km quadrilateral, Gillingham, Nympsfield, Banbury. There was a sad cautionary tale: Robin May (ASW-22) did not fly due to over-pressuring a wing when filling with waterballast. It seems that even a 12 volt caravan pump used direct is too much and the outboard right wing panel split open along the leading edge. But Mike Fripp came to a speedy rescue. The damage was repairable and Robin was promised his glider back for the next day.

Fast times went to the later starters. Indeed some of the leaders were surprised to hear the Jones' family start as they were going through the Cheltenham area, but this decision was cor-

Below: Rebriefing on the grid.



1995 GEC-MARCONI OPEN CLASS NATIONALS

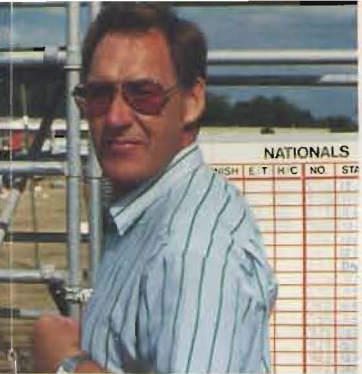
Lasham, August 5 -13



The Champion Philip Jones (left) with his brother Steve.

rect. As a trio they sped around the course in a minute under 3hrs to finish within seconds in loose line-astern. As Ralph said next morning "We don't need other gaggles - we have our own!" It was a truly splendid family performance: 1st, 2nd and 3rd. Someone suggested it was difficult to compete against a three-pilot 100m span Nimbus.

Day 5, Wednesday, August 9. With a beautiful cloudless dawn promising a good day competitors were asked to get their gliders on the grid before briefing. But a local northerly surface wind, easterly at 24 000ft and, as briefing closed, a layer of stratus drifting slowly in from the south shutting out the sun, resulted in the



(right) with task setter Terry Joint.



Michael Thick.



Rosemary Pozerskis with Frank on the right (regulars for many years in the ASH-25) and their Lithuanian crew member.

CONI ATIONAL

Report and photos by MICHAEL RUSSELL



ve, who came 2nd. Photo by Howard, their brother.

416.2km task eventually being changed to a 316.9km triangle, Cirencester, Pitsford.

This was Pete Sheard's day flying his ASH-25 at 120.7km/h with Robin May 2nd and Phil Jones 3rd, drawing clear of Ralph and Steve (11th and 13th). The 18m experts, Mike Foreman and Dave Watt, were being noticed - 8th and 9th in LS-6s among solid big wings.

Day 6, Thursday, August 10. "Today is going to be ballistic" and with such Met (high pressure centred over the North Sea with little change expected during the period) Terry Joint suggested briefing should be quick as a 600+km was posted. At 1142 launching started just as small flat cumulus were beginning to form to the south

and along the westward track - and so began what is believed to be the biggest day ever in British competition gliding in this country. (The 1993 Overseas Nationals in Poland had a 613.4km polygon which was completed by nine. A 602km polygon was set in the 1985 Open Class Nationals at Lasham which no one finished.)

The 612km polygon task, Gillingham, Long Mynd, Little Rissington, Leominster, turned out to be not only sound but courageous, inspired even, for in under 5hrs we were treated to a variety of low dashes across the line - very pretty, all of them. Ralph was the fastest at 129.7km/h but denied first place by a 50pt start zone photo penalty, leaving the honours to Robin May at 126.1km/h with Phil 2nd and Steve only yielding this because of a small admin penalty.

This must surely be the best day ever flown in a UK Nationals and the results speak for themselves - out of 43 competitors 30 completed (including the two *hors concours*) with Tony Moulang (ASH-25) the slowest at 97km/h. Ten completed between 531.4 and 598.2km with a 365.5 and 303.9km and a single DNF giving close on 24 800km and well over 200hrs flying.

Day 7, Friday, August 11. There was yet another favourable forecast with a very hot day in prospect, so that a 519.6km revised primary task was set, Birdlip, Earith, Melton mast and Oxford East, to improve airspace clearances. Such tasks became almost routine during the week.

Excellent conditions with cloudbases close to 8000ft were reported, but this was the day the Jones' family yielded. Brian Spreckley took the honours at 114.3km/h followed by Robin May at 112.7 and Dave Watt at 111.9km/h, which was an incredible performance for an LS-6 among the "starships". Further down, at 35th and 36th, Kevin Pickering (LAK-12 at 80.1km/h) and Derek Copeland (Nimbus 2 at 74.6km/h) completed their Diamond distances.

Day 8, Saturday, August 12. At last there was a change of airmass with the low pressure system to the west of the British Isles gently bringing its influence to bear with a slack westerly airflow and for the first time gridding at the

eastern end. After a sunny dawn, Lasham "went out" in fog for a while, but this soon burnt off as the temperature rose.

Four knot thermals were forecast generally with a 5kt peak around 2pm. So yet another polygon was set, this time 302.7km, but launching was delayed and with a sky showing every sign of the approaching warm front, there was a fall-back 234.4km dog leg O/R, Oxford East, Northampton, Oxford East. Earlier starters appeared to benefit and 21 (plus the *hors concours*) made it round with Tony Moulang 1st at 91.5km/h, Gee Dale (ASW-17) 2nd at 86.9km/h and Mel Dawson (Janus C) 3rd with 82.2km/h.

Many of the top names fell by the wayside, including Ralph - but it was his own doing as he took a nice snap of Grafham Water, a TP on the original task! As the sun set there were signs that the long awaited warm front had almost gone through with the next day said to hold even more promise.

Day 9, Sunday, August 13. And so it was: the front cleared during the night and classic early cu were forming in a light north-westerly - yet another beautiful summer day to make it a nine day contest. Before briefing cupboards were searched for a pewter mug from the mid-1970s Nationals when Grafham Water was last set as a TP from Lasham and this was presented to Ralph. So all set out on the last task. Yet again it was a big one, a 525km double O/R, Gillingham, Lasham, Melton Mowbray. It was another splendid day with only six landing out and the honours going to Brian Spreckley at 108km/h, Russell Cheetham 2nd at 105.9 followed by David Findon (Nimbus 4DT) at 104.1

With Phil Jones becoming the Open Class Nationals Champion, Dave Watt (LS-6) flew well and consistently to come 1st in the Handicapped and 18 Metre Nationals. In fact many of the 18m pilots flew impressively against the larger span.

Finally

This will probably go in the record books as the best and most successful Open Class Nationals ever held with nine 1000pts days, the 600+km task (with 70% finishers), two 500+kms, four of more than 300kms producing a total task



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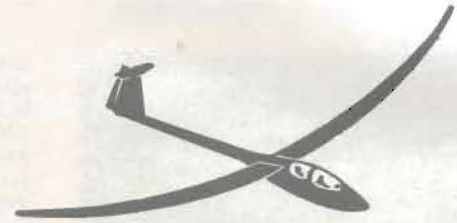
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length of almost 3500km.

Including the Regionals, which shared equal success, a total of 224 000 cross-country kilometres were flown with the Open Class launched first each day in less than 35min by the ten tugs

and the entire field in 30min on Day 6.

The sun shone brilliantly every day and most gliders were not derigged throughout the contest. There was only one minor accident, a groundloop during a field landing.

Lasham's organisation was faultless with goodwill and good humour at every turn. The entire contest is what our wonderful sport is all about and for me it was a privilege to be there to record the story.

FINAL RESULTS

Pos.	Pilot	Glider	Day 1.5.8 248.3km ▲ Cirencester Banbury			Day 2.6.8 272km ■ Birdlip, Brackley, Didcot			Day 3.7.8 360.3km ■ Bath, Gloucester, Northampton			Day 4.8.8 340km ■ Gillingham, Nymphfield, Banbury			Day 5.9.8 316.9km ▲ Cirencester Pitsoford			Day 6.10.8 612km polygon Gillingham, Long Mynd, Little Rissington, Leominster			Day 7.11.8 519.6km polygon O/R Earith, Milton, Oxford			Day 8.12.8 234.4km dogleg O/R Oxford, Northampton, Oxford			Day 9.13.8 525km double O/R Gillingham, Lasham, Milton Mowbray			Total Points
			Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts				
1	Jones, P. R.	Nimbus 30r	86.3	6=	949	95.9	1	1000	86.3	1	1000	113.2	2	983	115.7	3	939	126.0	2	975	104.8	19	887	77.2	9	874	97.5	12	880	8457
2	Jones, S. G.	Nimbus 4	89.3	1=	1000	94.3	3	976	87.1	4	926	113.0	3	981	112.2	13	897	128.0	3	972	107.6	7	921	75.8	13	862	99.4	9	899	8434
3	Cheatham, R. A.	ASH-25w	88.2	3	981	95.2	2	993	87.7	2	994	95.0	11	803	113.7	6=	915	124.8	4	966	105.1	17	891	70.3	17	815	105.9	2	976	8331
4	Sprackley, B. T.	ASH-25	78.5	24	816	85.2	9	849	81.3	9	829	110.0	4	943	113.3	10	910	123.6	6	956	114.3	1	1000	80.0	7	898	108.0	1	1000	8303
5	Harvey, P. J.	ASW-22	85.3	10	933	93.5	5	967	77.1	11	836	103.9	7	865	114.1	5	920	120.7	9	932	111.4	4	965	76.9	11	871	103.5	5	948	8237
6	McAndrew, G. E.	ASW-22a	81.8	13	874	85.6	8	895	70.5	15	818	103.8	8	864	114.5	4	925	116.7	14	900	107.3	8	917	78.5	8	885	100.1	6	931	7969
7	Jones, R.	Nimbus 4	89.3	1=	1000	93.8	4	969	70.4	21	787	114.5	1	1000	113.2	11	908	129.0	7	950	107.2	9=	916	168.6	31	415	99.0	10	894	7819
8	Lysakowski, E. R.	Nimbus 30ar	86.1	8	948	89.3	14	823	72.0	12	834	98.1	12	790	112.9	12	904	112.9	6	934	112.9	6	934	72.5	16	834	93.0	16	823	7794
9	Watt, D. S.	LS-6	84.8	12	923	78.4	23	753	69.2	24	755	95.2	19	753	113.4	8	911	121.3	8	937	111.9	3	971	78.6	12	889	95.0	14	847	7719
10	Gortinge, J. P.	ASH-25	85.1	11	929	80.0	18=	776	70.1	16	814	95.9	15	763	111.3	16	886	123.8	5	958	110.3	5	982	81.7	4	913	84.4	20=	721	7112
11	Thick, M. G.	ASH-25	72.4	31	715	80.3	17	779	78.3	6	898	104.8	6	877	113.7	8=	915	112.4	21	864	105.5	15	895	74.9	14	854	88.4	11	887	7684
12	Sheard, P. G.	ASH-25	85.7	9	939	83.8	12	829	77.9	7	894	93.5	22	792	120.7	1	1000	113.4	19	873	106.1	11=	903	186.9	28=	486	101.0	7	918	7554
13	May, R. C.	ASH-22	81.2	15	866	92.1	8	897	80.1	5	916	DNF	40=	0	116.4	2	948	126.1	1	976	112.7	2	981	80.0	6	899	103.7	4	949	7432
14	Dale, G. G.	ASW-17	78.6	23	821	82.2	15	806	64.8	32	758	94.5	20	744	106.1	23	823	103.4	25	791	102.0	22	854	86.6	2	955	90.5	18	794	7348
15	Innes, D. S.	Nimbus 3	79.3	25	815	86.6	7	868	68.4	20	797	100.1	14	796	110.9	18	881	116.9	13	901	108.1	11=	903	175.3	29	432	100.2	8	909	7272
16	Moulang, A. P.	ASH-25	81.7	14	872	73.1	20	753	68.9	18	805	95.9	13	778	88.8	34	625	87.9	38	739	85.3	25	787	91.9	1	1000	88.5	20	770	7133
17	Findon, D. E.	Nimbus 4or	80.4	18	850	83.9	11	830	75.5	14	819	105.9	5	890	112.1	14	896	128.1	34	444	106.0	14	901	120.7	1	1000	104.1	3	954	7110
18	Glossop, J. D. J.	Nimbus 30r	86.3	8=	949	81.3	16	793	288.6	29	465	100.5	10	821	111.4	19	887	114.1	18	879	103.7	21	875	207.7	22=	528	95.9	13	858	7055
19	West, B. K.	Nimbus 30r	86.4	5	950	84.9	10	845	72.8	10	839	95.3	17	756	111.1	17	884	120.0	10	926	134.5	39	186	81.4	5	911	85.8	26	736	7043
20	Stratton, P. J.	Phiglin, C.	86.6	4	957	83.3	13	825	235.2	27	475	92.3	23	717	99.8	25	744	115.5	15	890	106.1	11=	903	88.4	20	720	87.2	23	755	6996
21	Gardiner, T. R.	Nimbus 3	92.9	36	856	65.7	33	574	72.0	12	834	95.5	16	757	104.2	24	801	115.1	16	887	98.0	27	757	74.0	15	847	92.5	17	818	6831
22	Taitner, L. E. N.	ASH-25	79.7	19	839	78.5	22	795	322.3	25	506	86.6	30=	644	93.3	32	688	104.8	22	803	104.3	20	882	77.1	10	873	89.0	21	785	8735
23	Taylor, J. R.	LS-6c	79.5	20	838	75.3	26	710	294.8	28	474	102.1	9	842	90.1	33	864	118.6	11	915	105.0	18	890	186.7	28=	466	93.1	15	824	6611
24	Lyttleton, C. C.	ASH-25	77.4	28	794	76.3	25	723	69.8	17	811	90.4	24=	692	98.8	27	734	112.7	20	887	98.8	24	817	132.1	37	393	89.3	19	780	6571
25	Harton, A. P.	Nimbus 2c	77.4	27	800	75.2	27	708	68.9	18	802	84.6	33	619	110.8	19	880	103.5	24	793	95.1	33	695	190.2	25	478	85.5	27	734	6467
26	Davies, F.	LS-6c	80.2	17	847	69.5	32	628	73.5	9	849	93.6	21	733	106.9	22	833	109.5	30	453	107.2	9=	916	170.1	30	417	86.9	24	751	6427
27	Jordy, M. J.	LS-6c	80.0	18	844	80.4	19=	776	76.5	8	850	89.9	28	688	113.2	8	914	157.9	35	437	95.4	28	727	181.7	33=	387	87.3	22	758	6409
28	Foreman, M. C.	ASH-25	79.2	22	820	74.9	29=	704	312.6	26	485	90.3	24=	692	89.8	35	623	115.1	17	886	100.2	23	853	186.5	28	465	86.4	25	748	6273
29	Pozerskis, R.	LS-6c	79.5	21	830	78.9	21	780	69.4	23	757	95.2	18	754	107.7	21	842	103.9	40	187	105.2	16	892	168.1	32	410	84.5	28	722	6159
30	Dobson, J. B.	DG-500	54.2	39	410	75.0	28	705	279.2	30	496	87.9	29	661	97.2	29	710	103.9	23	795	88.9	30	700	59.0	21	718	83.2	32	708	5888
31	Dawson, M. R.	Janus c	85.3	33	884	76.8	34	730	217.4	33	358	89.5	27	681	89.0	26	737	99.0	27	756	85.8	32	684	82.2	3	917	81.6	36	296	5803
32	Jefferys, M. B.	DG-500	76.4	29	783	63.2	36	540	279.3	30	496	78.6	34	554	95.3	31	692	108.2	28	480	87.1	31	678	62.7	19	745	82.9	33	684	5572
33	Roberts, D. G.	ASW-20aL	77.9	30	749	68.4	31	571	212.5	34	348	86.6	30=	644	108.2	40	260	108.2	40	260	108.2	40	260	108.2	40	260	108.2	40	260	5299
34	Smith, R. J.	Ventus s	71.3	32	697	150.2	38=	195	285.5	32	440	85.9	32	628	101.4	28	716	108.7	32	446	84.3	34	646	161.7	33=	387	84.2	31	720	4875
35	Bromwich, R. C.	LS-6c	62.1	37	542	74.9	29=	704	208.2	35	341	86.7	28	670	108.3	20	850	89.7	26	762	86.6	29	709	60.0	40=	0	114.3	30=	113	4691
36	Copeland, D. D.	Nimbus 2	66.3																											

Hitherto gliding in Japan has operated under several major constraints. Extensive government control, air traffic control restrictions, absence of landing fields, limited free time and high costs have combined to limit its appeal to a few dedicated enthusiasts. Even these have done much of their flying during vacations at Australian centres such as Narromine, Tocumwal and Waikerie.

However, recently the city of Takikawa on the northern island of Hokkaido decided to adopt gliding and become the gliding centre of Japan, with remarkable results. Even the city's central pavements have mosaics of gliders and the Takikawa Skypark boasts magnificent facilities, including a hard runway and immaculate hangars, restaurant and briefing rooms, as well as a modern fleet of gliders and tugs.

The locals were convinced of the soaring potential of their area and in 1994 invited Ingo Renner to visit and sample the conditions. In two weeks Ingo flew several major tasks, including a flight of over 650km in an LS-4.

Embodied by this the city sanctioned the first international soaring contest to be held in Asia and invited four overseas pilots to participate, all expenses paid. I was lucky enough to be in this group which also included Doug Jacobs (USA), Gilbert Gerbaud (France) and Ingo Renner (Australia).

From the outset it was clear that an enormous amount of preparation had been made for the event, which was fully up to World

TAKIKAWA MASTERS SOARING CONTEST

Justin reports on the first international gliding competition in Asia - which, incidentally, he omits to say he won. It was held in May?

Championships standard. Unfortunately the one factor that could not be organised was the weather; the week before four days had provided flights to over 500km. However, during the 16 days of our visit only seven days were flyable and of these only four suitable for competition. This was a great misfortune, as clearly Takikawa has exciting soaring potential.

Hokkaido is the northern most island of the Japanese archipelago and adjoins Sakhalin and the Kuril islands that are part of Russia, whose mainland is only 200km to the north-west. The island is roughly diamond shaped, each side being approximately 250km long. Parallel with the shorelines run coastal mountain ranges rising to around 4000ft, whilst the centre of the island contains mountains of over 7000ft, including several active volcanoes.

On a hot summer day (latitude 43N) with light winds the island works as a magnificent sea breeze machine, with clearly marked conver-

gences advancing inland from all four sides, whilst conditions over the central mountain remain excellent throughout.

All competitors were provided with similar gliders, fitted with Cambridge GPS systems. I was entrusted with a brand new Discus complete with winglets, Cobra trailer and an instrument panel which I costed at over £12 000.

The opening ceremony included a full scale civic reception and dinner, raising of flags and great media attention. The initial task was a 325km triangle, but unusually stable conditions limited the thermals to below 4000ft asl.

As some of the terrain *en route* was much higher we were able to examine the landing out possibilities pretty closely. The main river valleys offered few suitable fields as they were almost entirely divided into small rice paddy fields. The upper slopes of the mountains were also unsuitable, being covered in turn with trees, bamboo bushes and snow.

However, the lower slopes which had been cultivated, but were impractical to irrigate, offered fields of onions, potatoes and corn, and looked perfectly feasible. Those of us who went furthest this day ended up short of the second TP on an exquisite private airfield from which we were aerotow retrieved. Not so Ingo Renner who landed a few kilometres further back in an onion field. Three fire engines arrived, followed by 20 police cars. The police were unsure what to do, but finally measured everything and painted an outline of the glider on the ground around it, like a corpse.

Another weak day restricted us to a short task along the hills to the east of Takikawa. Conditions deteriorated suddenly in mid afternoon which left Doug Jacobs stranded at the last TP, whilst the rest of us scraped home.

The third day provided the best weather and a 440km task. Conditions were fairly good until 30km short of the second TP where cumulus stopped and a layer of medium cloud overshadowed the course. A strong westerly was blowing across the valley and I was lucky to find a rotor thermal when down to 2000ft, which gave broken lift back to 6000ft where it became smooth, and I was able to round the TP and get back to the cumulus in weak wave. I then had a good run home to win the day at 96km/h.

The final day proved an interesting mixture of good thermals up to 8000ft, interspersed with wide areas of nothing under an overcast sky. To get across the gaps we all resorted to some marginal hill soaring in the light south-easterly wind. On leaving the ridge in the central mountainous area Gilbert and I were fortunate to run under a cumulus that had just started to form under the overcast and were carried up at 9kt to 9800ft and final glide, virtually tying for the day.

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Above: Justin flying in a Japanese Discus. Photo: H.Seo.
Below: An absence of landing fields. Photo: Gillian Wills.



The closing ceremony was a splendid affair, with beautiful prizes, numerous speeches and endless photocalls. The amount of media coverage throughout was remarkable and we became accustomed to seeing ourselves daily on Japanese breakfast television.

Unique experiences included riding the Tokyo

subway in the rush hour with all our gliding luggage; undergoing a medical to obtain a Japanese gliding licence; bathing in volcanic hot pools and the feeling of intense personal insecurity during an earthquake (Richter scale 5) which struck our hotel one evening just as we were opening a bottle of wine in our room with the

Jacobs. Our subsequent abrupt arrival in the street outside covered with wine in our stockings feet was funny in retrospect. Two days later another earthquake measuring 7.5 on the Richter scale struck Sakhalin killing more than 2000 people.

Japan left us with a host of indelible memories; of extraordinary attention to detail - we were even given whistles to deter any wild brown bears we might encounter after landing out in the mountains; amazing kindness, generosity and hospitality; of good local pilots whose skills will rapidly increase and of a beautiful area where flights of 750km will soon be achieved.

Above all we felt deeply privileged to be the recipients of so much from the City of Takikawa, the sponsors, the contest director Mr Ikeda, the Marui family, our crew Atsuko and Koji and Mr Suga who gave us a special insight into the traditional Japanese lifestyle. The international brotherhood and sisterhood of soaring is very much alive and well in Japan.

Leading results: - 1. Justin Wills (Gt Britain) Discus B, 3930; 2. Gilbert Gerbaud (France) ASW-20cL, 3304; 3. Mitsuru Marui (Japan) ASW-20L, 3276; 4. Ingo Renner (Australia) LS-4, 3231; 5. Doug Jacobs (USA) SZD-55, 3146 and 6. Makoto Ichikawa (Japan) SZD-55-1, 3145pts.

Correction: We regret there were two typographical errors in Justin's last article (August issue, p202). The cost of entry fees and aero-tows was £1550 and not £15.50, and there were reportedly 300 helpers, not 3000. ✕

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Once again, Buckminster Gliding Club at Saltby Airfield were hosts for the National Glider Aerobatics Championships - and once again, it looked like being a contest between the competitors and the elements. It had been anticipated that this year's entry would be a substantial increase on 1994, but in the end, this turned out not to be the case. Whilst somewhat disappointing, this did at least solve the anticipated problem of prequalification, as it was felt that provided the weather was reasonably kind there would be sufficient time to fly the minimum two sequences in each of the three Classes.

Friday, practice day, was delayed by a low cloudbase, but by 3pm sufficient height had become available for the competitors to begin limited practice. Flying continued late into the evening, with various competitors catching up on some last-minute refinements of their programmes. There was a noticeable degree of "sandbagging" going on, with most competitors claiming to have done little or no previous practice. Good to see a little gamesmanship rearing its head!

The overnight forecast was very unpromising, which prompted a rather later night than might otherwise have been the case - but the Gods clearly had other ideas, and apparently contrary to the rest of the country we were blessed with a reasonable cloudbase and good visibility. The competition was on.

The first Class to fly was the Intermediates, with John Gilbert, Mike Woollard, Chris Pollard and Ian Tunstall putting in some workmanlike performances and finishing the first round in this order with only 65pts (out of a total of 1400) covering the four. It had been predicted that this would be a close contest and was living up to expectations. Jamie Allen was particularly unfortunate to be penalised for being out of sight behind a stray cloud which appeared in the box during his sequence to downgrade what was otherwise a very smooth flight.

The Sports Class were next, with the field led by Jim Crawford and Serena Brunning. Mark Davies would also have been well placed following a very crisp display had he not missed out a manoeuvre, thus reversing his direction, which led to a zero score for the remainder of the sequence. Otherwise the overall standard was high, with the top three well clear of the field.

It was with the buzz of excitement that the competitors lined up for the first Unlimited Class compulsory sequence, as all the combatants were due to fly the new Fox aerobatic two-seater - the factory demonstrator, in fact, on loan to the BAeA courtesy of some lengthy negotiations by John Gilbert.

This purpose designed aircraft has variously been described as ugly and functional, but there was no doubting its capability and the five pilots competing in this Class - including the factory demonstrator pilot Gregor Lampl - showed just how far the art and science of glider aerobatics has evolved. Some very sharp flying by Lionel Sole and Colin Short left the overnight scores suitably close.

The day was drawing on, but in the fading light there was deemed to be just enough time to fly the Intermediate Class second sequence. The gauntlet was thrown down by John Gilbert with a very competent early flight, and Mike Woollard



A group of the winners. Photo: John Gilbert.

1995 AEROBATICS NATIONALS

September 2-3

uncharacteristically zeroed a stall turn to undermine his chances of an overall win. John went off to prepare for the evening's festivities, but he should have been looking over his shoulder as at the end of the session, as largely unobserved by the spectators, both Chris Pollard and Ian Tunstall raised their game to push him down to 3rd for the sequence and to narrow his overall lead.

The competition dinner was even more successful than last year and with the impromptu cabaret and a brilliantly performed monologue from Lionel, lasted well into the night, prompted by another forecast of poor weather. You would have thought we would have learned by now.

Sunday dawned bright, contrary to expectations, and there was an air of urgency about the preparations. The cloud descended as the morning progressed, however, and although the threatened rain failed to materialise, the programmes had to be shortened. The Sports Class flew first, with each competitor taking two flights to complete the split sequence. Breaks for low cloudbase delayed proceedings, but eventually all the competitors completed the task. Mark "wrong way" Davies did it again, converting a likely high placing to a distant last. Take a compass next time. Serena impressed everyone - not least herself - with a very crisp, aggressive piece of flying to move her up to overall 1st, and the remainder of the competitors coped admirably with the fickle conditions to score well. Of particular note was Andrew Cunningham, who after previous years of middle order battling scored a very creditable overall 2nd place.

Time would allow only one further Class to be flown, and it was decided to give the Unlimited a second flight. This meant an early bath for the Intermediates, which allowed John Gilbert to retain his fractional lead to take the gold. The Unlimited second sequence was a dramatic affair, with some genuinely difficult and challeng-

ing manoeuvres. Lionel flew a composed flight to consolidate his lead and Colin's flight looked good enough for 2nd until a very enthusiastic effort by Guy Westgate pushed him into 3rd.

So the contest ended with all the Classes having competed two of their sequences, and thus validating the contest. Most of the competitors were disappointed not to have been able to have flown the planned three flights and this will increase the pressure for a three-day contest next year. Prizegiving was its usual good-natured affair, with Sam Mummery forgetting (but honourably admitting in his closing address) the contest organiser Jim Duthie's mandatory bottle of Scotch. Thanks, as always, to the organisers at Saltby and Lasham, and especially to the judges. In his closing remarks, the BAeA chief judge, Ben Ellis, reminded us that for 1996 we will need to start training some judges of our own; perhaps this year's competitors might like to give this some thought. In the meantime, the competition was deemed to be another success, and we look forward to an increased entry for next year's three-day event, again late in the season.

Results: Unlimited Class: 1. Lionel Sole (Fox) 2803.5; 2. Guy Westgate (Fox) 2563.4; 3. Colin Short (Fox) 2550.1; 4. Gregor Lampl (Fox) 2361.9; 5. Sam Mummery (Fox) 1822.2pts.
Intermediate Class: 1. John Gilbert (Pilatus B-4) 2686.4; 2. Chris Pollard (Pilatus B-4) 2668.8; 3. Ian Tunstall (Lo 100) 2655.9; 4. Mike Woollard (Puchacz) 2564.4; 5. Jamie Allen (K-21) 2008.5; 6. Geoff Grimes (K-21) 1919.5; 7. Alister Nunn (K-21) 1853.1; 8. Ray Stoward (K-21) 1788.8; 9. Nick Buckenham (K-21) 1730.4pts.
Sports Class: 1. Serena Brunning (K-21) 2251.7; 2. Andy Cunningham (Puchacz) 2207.1; 3. Jim Crawford (K-21) 2154.5; 4. Chris Haslett (Pilatus B-4) 2118.2; 5. Nick Luxton (K-21) 1904.2; 6. Dick Happs (K-21) 1860; 7. Ian Ellis (Junior) 1139.5; 8. Mark Davies (Lo100) 969.9pts. ✕

TWENTY-FIVE YEARS WITH THE BGA



In this issue, I am delighted to record that in October Barry Rolfe celebrated his twenty-fifth year as secretary of the BGA. I use the word "celebrate" advisedly. It is certainly appropriate for the membership of the BGA to regard twenty-five years of loyal, diligent and innovative service as a cause for celebration. I hope Barry can look back over those years with the same enthusiasm!

Though not himself a glider pilot, Barry very quickly acquired a surprising level of understanding of our sport and of the political and other factors so critical to our future well-being. He has coped splendidly with the move to the BGA office to Leicester, uprooting his family in the process, with the introduction of budgetary control, five year development plans and the whims and fancies of at least five chairmen and the numerous members of BGA committees.

Thank you Barry for the soundness of your help and advice to me personally and for your patient, helpful and commonsense approach to the issues raised by the membership at large.

Don Spottiswood, BGA chairman

HEIGHT RECORDS SMASHED

Chris Rollings, the BGA senior national coach, with Bryony Hicks, a member of Deeside GC as P2, climbed to 37 730ft in wave at Aboyne on Sunday, October 8 in the BGA's DG-500, breaking the UK height gain and absolute altitude records for two-seaters. They launched at 0912hrs and landed at 1115hrs.

"Breathing oxygen from 12 000ft we were over seven miles high and still climbing," said Bryony Hicks. "At that height it would be disastrous to run out of oxygen, so we made the decision to descend while we had plenty of reserve in the oxygen bottles."

BRONZE BADGE REVISED And introduction of a cross-country endorsement

What more changes? What's wrong with what we've got?! The BGA Bronze badge has been with us for many years and proved to be an achievable goal for early solo pilots. Long may this continue.

But since its introduction gliding has moved further. Notably with the introduction of further stalling and spinning exercises, a greater emphasis on cross-country flying and more

airspace control and regulation.

It was simple to just change the form and the details about the extra exercises. But it made sense to take this opportunity to consider any other changes that could be incorporated.

Over the last two years the Instructors' Committee canvassed the opinion of club CFIs regarding the suitability of their Bronze badge qualified pilots to be "let loose" to fly cross-country. Nearly all stated that they considered the Bronze badge was insufficient and further training was essential. They specifically identified the areas of field landing, field selection and navigation.

So now we had a dilemma. Should we make the Bronze badge more difficult and include these other items, or should we have an additional endorsement?

Finally, after considerably debate, the decision was taken to leave the Bronze badge standard basically where it was, and to add a further goal which we have called "The cross-country endorsement".

So what's involved.

We've taken on board CFIs' recommendations. In other words we've increased the emphasis on field landing training. We've introduced sections on field selection and navigation, and increased the requirement for longer duration soaring flights.

You will now be flown out into the countryside and expected to know where you are! Having been asked to pick suitable fields for landing, you will actually have to approach into those "real fields" in a motor glider, to the satisfaction of your instructor. These exercises could all be achieved in the one flight, but hopefully you may want more than one go, if only for the fun!

Most Silver distance flights take about 2hrs. We have therefore increased the duration of the two soaring flights to one of 1hr, and the second to 2hrs. Not only so that you can prove your ability to soar, but to help you get used to the fatigue that sets in after longer flights. Field selection and field landings are always relatively stressful. It would be better if you were not feeling excessively tired on your first real attempt.

So how do you get a cross-country endorsement?

Just like any other badge. All the requirements are on the form which you return to the BGA office with your gliding certificate, and they will be pleased to stamp it (for a small fee). What a surprise?

You will be pleased to hear that some of your flights may count towards both your Bronze badge and the cross-country endorsement. But you cannot obtain your cross-country endorsement until you've completed your Bronze.

If anyone is in any doubt about the need for further training then I ask them to look at the **Accidents to Gliders** statistics concerning field landings and to help ensure that gliders don't infringe controlled airspace.

The Instructors' Committee believe the endorsement, which starts from January 1, should make pilots better prepared for cross-country flights. There is no compulsion to have the endorsement before flying cross-country, but it comes with the Instructors' Committee's

highest recommendation. However, it is not an authority to fly cross-country. Such authority remains firmly with your CFI.

Chris Pullen, BGA Instructors' Committee chairman

NATIONAL LADDER

The weather during the second half of the season turned out to be quite exceptional and the provisional scores reflect some excellent flights made during this period, in particular Nympsfield's Macfadyens (769km from Tim and 524km from Geryllyn) and Ray Payne (700km triangle). The current tables show that Cambridge University have again done well, with good efforts from Bristol & Gloucestershire and Bidford GCs.

Open Ladder

Pilot	Club	Pts	Flts
1. J.L.Bridge	Cambridge Univ	12 435	4
2. T.Macfadyen	Bristol & Glos	10 903	4
3. P.Baker	Cambridge Univ	9533	4
4. H.Rebbeck	London	9038	4
5. Young, M.	Cambridge Univ	9009	4

Weekend Ladder

Pilot	Club	Pts	Flts
1. J.L.Bridge	Cambridge Univ	9371	4
2. R.Baker	Cambridge Univ	8504	4
3. T.Macfadyen	Bristol & Glos	7919	4
4. Palmer, R.	Bidford	7363	4
5. S.Mynott	Cambridge Univ	6055	4

John Bridge, national ladder steward

1996 COMPETITION DIARY

May 12-25: Overseas Nationals, Leszno, Western Poland.

May 25-June 2: Eastern Regionals, Norfolk GC.

May 25-June 2: Scottish Regionals, Deeside GC.

June 1-15: European Championships, Räyskälä, Finland.

June 8-June 16: Open Class Nationals, Enstone Eagles GC.

June 22-30: Western Regionals, Bristol & Gloucester GC.

June 22-July 7: European Club Class Championships, Slovenia.

June 30-July 7: Competition Enterprise, Devon & Somerset GC.

July 6-14: Standard Class Nationals, London GC.

July 13-21: Lasham Regionals, Lasham Gliding Society.

July 20-July 28: Booker Regionals, Booker GC.

July 27-August 4: Northern Regionals, Yorkshire GC.

August 3-11: 15 Metre Class Nationals, The Soaring Centre.

August 6-16: Inter-Services Regionals, RAFGSA Centre, Bicester.

August 15-23: Junior Nationals, Lasham Gliding Society.

August 17-26: Gransden Regionals, Cambridge University GC.

August 17-26: Dunstable Regionals, London GC.

August 18-24: Two-Seater Competition, Wolds GC.

Ken Sparkes, BGA Competitions & Awards Committee

1996 OVERSEAS NATIONALS

The 1996 BGA Overseas Nationals will be held at the Central Gliding School, Leszno, Poland from either May 12 or 13, depending on the majority vote from competitors, and will end on May 25. The entry fee is £200, which is £50 less than in 1995. The normal £10 competition levy will be paid direct to the BGA office when completing the entry forms.

The charges have been agreed in advance and are calculated on the exchange rate in early October. They are as follows with the dollar rate in brackets:- aerotows to 600m, £14.83p (\$23); charges per night (excluding food), hotel £7.74p (\$12); bunkroom £3.87p (\$6); caravans (three people) £1.93p (\$3) and camping (two people) £1.55p (\$2).

Ken Sparkes will be the competition director and task setter. Should it be cancelled through lack of support it is extremely unlikely there will be any further attempt to hold an Overseas Nationals. Details of the competition have been circulated to the Dutch, German and Swedish gliding authorities inviting their suitably qualified pilots to fly *hors concours*.

BGA 1996 COACHING PROGRAMME

The 1996 programme is the first for some time to have a significant change of content. Not in the number and type of courses, but in the location. The majority of instructors' courses and almost half the soaring and cross-country courses will be at Bicester.

The first benefit of this centralisation is a considerable saving on man-days in shifting the BGA gliders around (15 days were spent in this way in August and September). This will save the coaches' time for more productive work.

Secondly Bicester is one of the very few sites able to hangar the BGA fleet rather than parking out or rigging and derigging every day.

The third advantage is the much better than average briefing room facilities at Bicester.

The fourth is financial. Bicester aerotows at £14/2000ft and winch launches at £3, which is excellent value for BGA course members who, incidentally, won't have to pay a temporary membership. Another great saving is that recognising staying away from home adds considerably to the cost of the course, we have arranged the free use of caravans on the site.

The greatest long term benefit is that we will be able to evaluate the practicality of a combined BGA-RAFGSA centre in the future.

And so to the courses. First, there are lots of instructors' courses, anticipating the increased demand after this summer's good weather. Second, completion course dates will be available from the BGA office.

And so to the soaring and cross-country courses. Unlike previous years, we aren't trying to target specific experience levels on particular courses. We will be happy to accept a wide spread of experience level on all the courses. The BGA fleet is insured for Bronze badge and upwards and Bronze badge pilots looking for Silver (and Gold) are welcome. Equally welcome are instructors with Diamond badges wanting to learn how to go further and faster, or to learn how to pass on their soaring skills.

We have put four of these courses into July and August to enable more students to take

advantage of our 75% (yes 75%) discount for those under 21 or still in full time education.

We hope to see plenty of you this coming summer. The training on all the courses is aimed at enabling each individual to progress as much as possible in a week.

At the end of the season we have as always four weeks of wave courses at Aboyné. At the time of writing, so far this year I have had two climbs to 15 000ft plus, one to 20 000ft and a total of just under 10hrs flying. I've only been here 2½ days! If you have never flown in a big wave system, this is your best chance to learn about a totally different sort of gliding. Book soon - it can fill up early.

Finally, we have our full instructor rating preparation course at Dunstable from February 6 to March 1.

One last piece of good news is that prices for 1996 are nearly all reduced or held the same as in 1995. Remember the student's 75% discount applies to all the prices listed below.

Chris Rollings, BGA senior national coach

Instructors' courses with the number of places available in brackets after the venue: No. 1. March 1-10, Bicester (8); No. 2. March 18-24, Bicester (7); No. 3. March 25-April 3, Bicester (7); No. 4. April 1-7, Bicester (7); No. 5. April 14-20, Dunstable (6); No. 6. April 22-28, Bicester (12); No. 7. June 23-29, Deeside (6); No. 8. July 21-27 to be decided (4); No. 9. August 31-September 8, Lasham (6); No. 10. September 8-14, Southdown (5); No. 11. September 23-29, Bicester (7); No. 12. October 7-13, Bicester (7).

Full Cat preparation: February 26-March 1, Dunstable (7).

Soaring courses: No. 1. May 20-26, Bicester (12); No. 2. June 3-9, Bicester (6); No. 3. June 24-30, Aquilla (6); No. 4. July 8-14, Bicester (6); No. 5. July 21-27, Portmoak (6); No. 6. August 3-9, Staffordshire (6); No. 7. August 26-September 1, Bicester (10).

Junior Nationals: August 15-23 and practice days August 12-14, Lasham.

Wave courses (all at Aboyné): No. 1. October 6-12 (8); No. 2. October 13-19 (8); No. 3. October 20-26 (12); No. 4. October 27-November 2 (12).

Course charges (with a reduction for 1996)

Course type	1995 (£)	1996 (£)
Instructor	215	195
Wave	85	75
Soaring	75	60
Full Cat prep	40	50

The non instructor ground school charge remains the same at £20 and the flying charges have been pegged at DG-500 £24/hr, Discus £24/hr; Puchacz £18/hr and Motor Falke £42/hr.

Chris Pullen, chairman of the BGA Instructors' Committee

BGA 1000 CLUB LOTTERY

The **September** draw results are: First prize - J.Day (£54.25) with the runners up - G.H.N.Chamberlain, M.J.Wilshire, R.H.Hanna, M.Pleasant and J. Lowe - each winning £10.85p. **October.** First prize - F.Tucker (£54) with the runners-up - R.D.Welsh, B.C.Morris, C.Matthews, J.Dixon and J.Staley - each winning £10.80.

AN APPRECIATION

RIKA HARWOOD



Back in the late 1960s and early 1970s the names of Rika and S&G were practically synonymous. Rika was such a generous and cheerful person - she was the laughing face of the BGA (that is unless you were late with your magazine copy or a competition pilot trying to sneak across a startline at the wrong height). Nobody joked and laughed more than Rika but behind the laughter there was always a serious purpose which usually involved her beloved magazine S&G and the sport of gliding.

Just over 25 years ago when I joined the BGA as secretary and walked down the corridors of Artillery Mansions nice and early on my first Monday morning I heard a strident Dutch accent floating down from the end office which housed the magazine staff. I learned to love Rika during the next five years when we worked together in London and like many other BGA staff and members I was cajoled and bullied by Rika in her efforts to make S&G the jewel in the crown of the BGA. However, it has to be said that whenever you were "bullied" by Rika then on reflection you deserved it!

Rika's role with the magazine for much of her time was described as assistant editor but we were all in no doubt as to who was doing the editing, not to mention organising the distribution, choosing printers etc - I think Rika would have licked all the envelopes personally if she could have ensured that the job was done properly to her standards. Even though she was only being paid a part time salary by the BGA she was giving us full time commitment and spent an amazing amount of hours on the magazine.

It was always a wonder to me that Rika's spoken English sometimes left a little to be desired whilst her editing skills never allowed her to accept anything less than perfection in the written word.

Unlike some of us at the BGA Rika's involvement with gliding did not come about because of the job but the reverse. She was an excellent glider pilot and her name features on many of the pages in the Records book. In fact one flight in May 1957 from Lasham to Yeovil in an

Olympia 2b at 83km/h retained the UK feminine goal speed record for over 29 years. Because Rika was competitive by nature it is not surprising that she took a great interest in gliding Championships both national and international. Rika's campervan was a familiar sight at the startline of BGA competitions as was her unmistakable accent giving pilot's "good start" over the radio. As in all aspects of her life she was a hard but fair taskmaster on all the competitors. At World Championships Rika managed to double up by meticulous reporting of the event for S&G readers whilst at the same time acting as interpreter for the British teams and international liaison with all the other national teams.

Until her final retirement in 1993 Rika was still involved with the magazine as a consultant editor and in regular telephone contact with me to keep up with what was happening in the movement and to offer helpful advice on all aspects. I can honestly say that in all my time with the BGA I have not yet met anyone that I shall miss half as much as Rika.
BARRY ROLFE, BGA secretary

Barry has found exactly the right words. All I can add is that I have lost a very dear friend and a well respected colleague whose gliding knowledge and network of contacts made her so valuable to S&G. If Rika didn't know the answer, then the chances are no one would.

She always showed such interest in the gliding world, even when she was so ill, and delighted in the first UK 1000km and the recent successes of the pilots whose flying careers she has watched over the years.

Of all her many I qualities I will remember Rika most for her wonderful exuberance, love of life and good nature and also her kindness and help during my early days of editing S&G.

When Rika had more time she channelled her creativity into art, becoming particularly gifted at painting and stained glass work.

We send our sympathy to Godfrey, her son Stephen and his family.

GILLIAN BRYCE-SMITH

SAFETY ADVICE

This is the first in a series compiled by Bill Scull

STALLING AND SPINNING

- This is the killer category - eight fatalities and nine serious injuries out of 26 killed and 48 serious injuries in a seven year period.
- **Spin avoidance** means maintaining a safe speed, at least best L/D speed and **balanced** flight below 1000ft. **Beware:** a glider will spin from a turn that looks to be normal.
- There were 20 different types of glider involved in 20 spinning accidents. Don't believe anyone who says a particular type will not spin.
- The main factor is failure to manage the workload in any phase of flight. **Continuing to fly the glider is the first priority.**
- **Practice makes perfect.** Practise spin and recovery regularly, both dual and solo (after a briefing). If you fly a new type, spin that too. If this proves difficult don't assume that it won't. If you lack the ability to make it spin will you be able to make a recovery?
- Remember: an **inadvertent spin** means you didn't see it coming.

DEVELOPMENT NEWS

Planning Approval for Gliding

Applying for planning consent for aviation purposes can be a tedious and time consuming business. The BGA publication "Planning Guidance for Aviation Applicants" provides invaluable advice and assistance but the whole process is greatly facilitated if the **county structure plan** or the **district local plan** already contains a policy in favour of general aviation.

Such approval can be extremely difficult to achieve. Some county structure plans have a stated policy of directing all aviation towards the principal airport in the area, the implication being that applications for general aviation at smaller airfields will not be approved.

Last winter I spent a whole day at a public inquiry in order to give ten minutes' evidence on behalf of the BGA, simply to get the words "The district will normally support flying activities in appropriate locations" included in the district local plan.

All pretty tedious stuff - but very necessary. We have to keep plugging away at district and county plan level whenever the opportunity presents itself. Otherwise club members will always have an uphill task when dealing with local planning officers.

Does your district local plan contain approval for gliding? What about the county structure plan? Is either at a draft stage where a presumption in favour of aviation might still be included? By working together with the General Aviation Awareness Council and other interested bodies we have to do the necessary groundwork to achieve such prior approvals in principle. Only then can gliding clubs expect their applications to be treated favourably by their local planning committees.

If you perceive that there might be such a problem in your area then please talk to me.

Field Landing Charges

There have been a number of cases recently where farmers have demanded landing fees from glider pilots. To make matters worse, many of our members have felt obliged to pay up - which creates a precedent.

Why has this come about? Certainly it never used to be a problem and we have always enjoyed the best of relations with the farming community.

A few years ago I was forced to land our syndicate Eagle at the foot of the South Downs because I could not safely share the limited ridge lift with a myriad of hang gliders and multi-coloured parachutes. I picked a crop of field peas (and a pretty thin one at that with plenty of soil showing through). Then, acting strictly in accordance with the BGA code of conduct, I found the farmer, made my apologies and offered to make amends for any damage that might have been done.

BGA 1996 ANNUAL DINNER

Saturday 24th February

STAKIS HOTEL, NORTHAMPTON (just off the M1)

An excellent evening is promised. Don't miss it - book your tickets now at £25 each. Special overnight accommodation rate (inc. breakfast) at the hotel of £31 each.

BGA 1996 AGM will be at the same venue earlier in the day. All members are urged to attend this meeting and other open sessions to be held at the hotel from 11.00am. Ask the office to send you more details.



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The reception was decidedly cool and after some debate and nonsense about appointing valuers, I assessed the damage at no more than 50kg of peas at £160 per tonne, i.e. £8 and offered to put things right with a bottle of whisky. Eventually after I had turned up with two bottles of the cheapest whisky on offer at the local supermarket he agreed to settle. Only then did he reveal what was really bugging him.

"You see those hang gliders?" he said, pointing towards the Downs, "every time one of those lands in one of my fields it's ten quid, tax free, in my back pocket. That great big old thing of yours must be worth at least fifty quid."

That is the precedent the hang gliders and paragliders have created for us. Now the National Farmers' Union are pressing the balloonists to agree to a standard landing fee.

We should resist any temptation to follow suit and should only agree to making payments as compensation for damage properly assessed. We abide by a perfectly acceptable code of conduct and to date have always managed to reach an amicable agreement with farmers, with whom relations generally remain good.

By the same token, however, we should always be ready to investigate genuine complaints and to take disciplinary action within our own organisation, where necessary. In that way, we should continue to preserve the autonomy we enjoy in other aspects of our sport.

Sports Council Strategy

The Sports Council has recently published its "Regional Strategy for Sport and Recreation in the South-West". This is a fat, ring-bound document containing details and development plans for just about every sport imaginable - **except gliding!**

Why? Because we did not tell them enough about gliding in the south-west.

Whose fault is that? **Ours! All of us!**

How can we expect favourable consideration for lottery sports fund grants if the Sports Council, as the authority responsible for distributing the funds, is not aware of our existence?

One of the most interesting lessons learned from the recent BGA seminar on the lottery sports fund was that the Scottish clubs had kept their local Sports Councils so well informed that when the grant applications finally arrived, the officers already knew all about them and approval was given with the minimum of fuss.

The message is that if your club is planning to apply for lottery sports funds then ask advice from your local Sports Council and get to know the officers concerned.

Better still, invite your local chairman and regional officer for a flight.

Public relations are important and if we don't communicate we shall miss out.

There are a number of applications in the pipeline. The successful ones to date are:- Deeside £49 800 (new hangar at Aboyne); Highland £32 000 (site purchase at Easterton); BGA £26 000 (glider for coaching operation); Dukeries £9 700 (glass-fibre solo glider); Rattlesden £27 000 (training gliders) and Ulster £12 600 (training glider).

Roger Coote, BGA development officer

NEW COACHING SECRETARY

Sadly Tiffany Rolfe, who has been the BGA coaching secretary for some years, is leaving in November. Her job will be taken by Ruth Sands who started at the BGA in June. So in future ask for Ruth when booking BGA courses.

NEW ROYAL AERO CLUB CHAIRMAN

Frederick O. Marsh, better known as Freddie, has been elected chairman of The Royal Aero Club. He is currently president of the Europe Airsports, the co-ordinating body of all 31 European National Aero Clubs with around 750 000 members.

For many years Freddie was an air racing enthusiast. In handicap-style racing he took part in many King's cup air races and was British Air Racing Champion in 1972. In Formula 1 air racing he twice won the Duke of Edinburgh trophy.

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1995
462	Gatfield, J.E.	The Soaring Centre	21.6
463	Owen, D.T.	Shalbourne	22.7
464	Housden, R.	Deeside	22.7
465	Glazebrook, G.R.	Cambridge Univ	22.7
466	Smith, R.G.	Bicester	11.8
467	Copeland, D.D.	Lasham	11.8
468	Jury, A.R.	Cranwell	10.8
469	Heriz-Smith, N.P.	Midland	22.7
470	Myers, P.G.	Bowland Forest	10.8
471	Wallford, A.C.	Cambridge Univ	22.7
472	Foot, R.A.	Lasham	23.11.94

DIAMOND DISTANCE

No.	Name	Club	1995
1/687	Triplet, D.A.	Shropshire (in Australia)	2.2
1/688	Gatfield, J.E.	The Soaring Centre	21.6
1/689	Owen, D.T.	Shalbourne	22.7
1/690	Limp, A.J.	Aquila	22.7
1/691	Housden, R.	Deeside	22.7
1/692	Maisonpierre, R.J.L.	Cambridge Univ	22.7
1/693	Ennis, P.J.	Booker	22.7
1/694	Clowes, N.L.	Norfolk	22.7
1/695	Glazebrook, G.R.	Cambridge Univ	22.7
1/696	Lingham, I.N.	Booker	22.7
1/697	Hart, R.J.	Norfolk	13.8
1/698	Smith, R.G.	Bicester	11.8
1/699	Copeland, D.D.	Lasham	11.8
1/700	Cooke, S.J.	Cambridge Univ	22.7
1/701	Szabo-Toth, G.G.	Bristol & Glos	11.8
1/702	Mariotti, N.P.	Southdown	22.7
1/703	Murray, A.W.A.	Cambridge Univ	14.8
1/704	Jury, A.R.	Cranwell	10.8
1/705	Heriz-Smith, N.P.	Midland	22.7
1/706	Myers, P.G.	Bowland Forest	10.8
1/707	Bryce-Smith, R.D.	Cambridge Univ	14.8
1/708	Cannon, P.C.	Lasham	13.8
1/709	Lyell, J.P.	Lasham	22.7
1/710	Wallford, A.C.	Cambridge Univ	22.7
1/711	Pickering, K.	Southdown	11.8

DIAMOND GOAL

No.	Name	Club	1995
2/2333	Hart, D.	Cairngorm (in Australia)	2.2
2/2334	Inglis, J.A.	The Soaring Centre	14.8
2/2335	MacDonald, E.	SGU	22.7
2/2336	Fear, K.	P'boro & Spalding	29.7
2/2337	Sanderson, W.A.M.	Essex & Suffolk	31.7
2/2338	Dann, R.J.G.	Shalbourne	22.7
2/2339	Alison, G.C.	Booker	22.7
2/2340	Codd, P.G.	Essex & Suffolk	22.7
2/2341	Ashworth, C.	Cotswold	13.8
2/2341	Whiting, J.L.	Sherington (in France)	16.7
2/2342	Henderson, J.J.	Deeside	8.7

2/2343	Staff, D.T.	Booker	22.6
2/2344	Lambourne, S.	Thrupton	22.7
2/2345	Palmer, W.J.	Lasham	22.7
2/2346	Johnson, R.A.	The Soaring Centre	23.7
2/2347	Wade, B.	Norfolk	22.7
2/2348	Turnbull, M.J.M.	Bicester	22.7
2/2349	Lamb, J.	Ulster (in France)	29.7
2/2350	Roch, A.D.	London	22.7
2/2351	Underhill, R.M.	Oxford	10.8
2/2352	Johnston, R.N.	Aquila	29.7
2/2353	Hill, J.A.	Two Rivers (in Australia)	8.12.92
2/2354	Moore, J.	Booker	10.8
2/2355	Henderson, A.	Borders (in France)	29.7
2/2356	Gallacher, I.R.	Wrekin	9.8
2/2357	Myers, A.	Bowland Forest1	0.8
2/2358	Bradley, C.	ESC (in France)	7.7
2/2359	Pleasance, M.G.W.	Cambridge Univ	10.8
2/2360	Williams, S.J.	Southdown	14.8
2/2361	Minnitt, P.	Cambridge Univ	14.8
2/2362	Johnson, R.	Midland	22.7
2/2363	Bass, G.J.	Kent	13.8
2/2364	McNamara, A.J.	Two Rivers	23.7
2/2365	Pretty, J.R.	ESC (in France)	14.8
2/2366	Pickett, P.H.	Stratford on Avon	22.7
2/2367	Dickinson, T.J.	Two Rivers	23.7
2/2368	Woodman-Smith, M.	London	22.6
2/2369	Hamphshire, P.J.	Southdown	22.7
2/2370	Murray, A.W.A.	Cambridge Univ	10.8
2/2371	Brunning, S.	Bicester	11.8
2/2372	West, A.J.	Two Rivers	14.5
2/2373	Grimsdell, A.	USA	13.6
2/2374	Marsh, C.D.	Stratford on Avon	20.8
2/2375	Wool, C.	Devon & Somerset	8.8
2/2376	Buchanan, S.	Southdown	20.8
2/2377	Smith, G.M.	Kent	22.8
2/2378	Lewis, J.	Imperial College (in France)	29.7
2/2379	Cooper, D.S.	Booker	19.8
2/2380	Lyell, J.P.	Lasham	22.7
2/2381	Hadley, C.J.	Bioford (in France)	8.7
2/2382	Prosolek, D.	Dukeries	29.7
2/2383	Clarke, R.J.	Cotswold	11.8
2/2384	Smith-Luxton, H.	Booker	11.8
2/2385	Bourne, D.R.	Nene Valley	10.8
2/2386	Morecraft, S.	Bristol & Glos	22.8
2/2387	Morecraft, W.J.	Buckminster	24.7
2/2388	Tanner, J.A.L.	Deeside	22.8
2/2389	Goudie, N.F.	SGU	20.8
2/2390	Fox, M.R.	Wolds	19.8
2/2391	Challans, M.	Lasham (in France)	14.8
2/2392	Rukin, D.	Bowland Forest	16.8
2/2393	Watson, S.R.	Staffordshire	9.8
2/2394	Hackett, P.L.	SGU	18.8
2/2395	Crawshaw, N.C.	Wyvern	18.8

DIAMOND HEIGHT

No.	Name	Club	1995
3/1245	Osborne, D.J.	Northumbria	7.7
3/1246	Sullivan, C.J.	Cambridge Univ	5.7
3/1247	Dillon, K.	SGU	9.6
3/1248	Sinton, J.R.	Cleveland	23.7
3/1249	Lynchehaun, J.	Glyndwr	23.7
3/1250	Foot, R.A.	Lasham (in New Zealand)	23.11.94

GOLD BADGE

No.	Name	Club	1995
1821	MacDonald, E.	SGU	22.7
1822	Sanderson, W.A.M.	Essex & Suffolk	31.7
1823	Dann, R.J.G.	Shalbourne	22.7
1824	Henderson, I.J.	Deeside	8.7
1825	Turnbull, M.J.M.	Bicester	22.7
1826	Lamb, J.	Ulster	29.7
1827	Pursey, J.M.	Devon & Somerset	8.8
1828	Henderson, A.	Borders	29.7
1829	Myers, A.	Bowland Forest	10.8
1830	Pleasance, M.G.W.	Cambridge Univ	10.8
1831	Minnitt, P.	Cambridge Univ	14.8
1832	Johnson, R.	Midland	22.7
1833	Brunning, S.	Bicester	11.8
1834	Grimsdell, A.	USA	13.6
1835	Marsh, C.D.	Stratford on Avon	20.8
1836	Lewis, J.	Imperial College	29.7
1837	Reed, B.	France	18.8
1838	Cooper, D.S.	Booker	19.8

1839	Lyell, J.P.	Lasham	22.7
1840	Hadley, C.J.	Bidford	8.7
1841	Smith-Luxton, H.	Booker	11.8
1842	Morecraft, W.J.	Buckminster	24.7
1843	Tanner, J.A.L.	Deeside	22.8
1844	Goodie, N.F.	SGU	20.8
1845	Fox, M.R.	Wolds	19.8
1846	Challans, M.	Lasham	14.8
1847	Pridal, B.	Lasham	10.8
1848	Cheetham, H.	Buckminster	16.4

GOLD HEIGHT

Name	Club	1995	
Williams, G.J.	Deeside	26.7	
Waring, S.	Deeside	18.6	
Trowse, D.R.	Yorkshire	19.7	
Strzebrakowski, J.B.	Cambridge Univ	30.7	
Smith, J.J.J.	Yorkshire	23.7	
Young, J.	Nene Valley	30.7	
Bailey, R.D.	Midland	25.8	
Knipe, G.J.	Yorkshire	23.7	
Pennant, J.	Glyndwr	18.7	
Cheetham, H.	Buckminster (in Spain)	16.4	

GOLD DISTANCE

Name	Club	1995	
Hart, D.	Cairngorm (in Australia)	2.2	
Inglis, J.	The Soaring Centre	14.8	
Glover, C.	The Soaring Centre	29.7	
MacDonald, E.	SGU	22.7	
Fear, K.	P'boro & Spalding	29.7	
Sanderson, W.A.M.	Essex & Suffolk	31.7	
Dann, R.J.G.	Shalbourne	22.7	
Alison, G.C.	Booker	22.7	
Ashworth, C.	Cotswold	13.8	
Whiting, J.L.	Shenington (in France)	16.7	
Henderson, I.J.	Deeside	8.7	
Staff, D.T.	Booker	22.6	
Lambourne, S.	Thrupton	22.7	
Palmer, W.J.	Lasham	22.7	
Foster, S.D.	Bannerdown	22.7	
Johnson, R.A.	Coventry	23.7	
Hampshire, P.J.	Southdown	22.7	
Wade, B.	Norfolk	22.7	
Turnbull, M.J.M.	Bicester	22.7	
Lamb, J.	Ulster (in France)	29.7	
Roch, A.D.	London	22.7	
Underhill, R.M.	Oxford	10.8	
Johnston, R.N.	Aquila	29.7	
Purse, J.M.	Devon & Somerset	8.8	
Hill, J.A.	Two Rivers (in Australia)	8.12.92	
Moore, J.	Booker	10.8	
Gallacher, I.R.	Wrekin	9.8	
Henderson, A.	Borders (in France)	29.7	
Cooke, S.J.	Cambridge Univ	22.7	
Myers, A.	Bowland Forest	10.8	
Bradley, C.	ESC	7.7	
Pleasant, M.G.W.	Cambridge Univ	10.8	
Williams, S.J.	Southdown	14.8	
Minnitt, P.	Cambridge Univ	14.8	
Johnson, R.	Midland	22.7	
Bass, G.J.	Kent	13.8	
McNamara, A.J.	Two Rivers	23.7	
Pretty, J.R.	ESC	14.8	
Pickett, P.H.	Stratford on Avon	22.7	
Dickinson, T.J.	Two Rivers	23.7	
Woodman-Smith, M.	London	22.6	
Murray, A.W.A.	Cambridge Univ	10.8	
Crawshaw, N.C.	Wyvern	18.8	
Brunning, S.	Bicester	11.8	
Hackett, P.L.	Cleavelands	18.8	
Barratt, G.M.	Dukeries	29.7	
West, A.J.	Two Rivers	14.5	
Grimsdell, A.	USA	13.6	
Marsh, C.D.	Stratfordon Avon	20.8	
Wool, C.	Devon & Somerset	8.8	
Buchanan, S.	Southdown	20.8	
Smith, G.M.	Kent	22.8	
Lewis, J.	Imperial College (in France)	29.7	
Reed, B.	France	18.8	
Cooper, D.S.	Booker	19.8	
Lyell, J.P.	Lasham	22.7	
Hadley, C.J.	Bidford (in France)	8.7	
Prosolek, D.	Dukeries	29.7	

Clarke, R.J.	Cotswold	11.8
Smith-Luxton, H.	Booker	11.8
Bourne, D.R.	Nene Valley	10.8
Morecraft, S.	Bristol & Glos	22.8
Morecraft, W.J.	Buckminster	24.7
Tanner, J.A.L.	Deeside	22.8
Goodie, N.F.	SGU	20.8
Fox, M.R.	Wolds	19.8
Challans, M.	Lasham (in France)	14.8
Rukin, D.	Bowland Forest	16.8
Watson, S.R.	Staffordshire	9.8
Pridal, B.	Lasham	10.8

SILVER BADGE

No.	Name	Club	1995
9770	Walsh, A.J.	Marchington	21.6
9771	Morgan, R.	Bannerdown	23.7
9772	Harris, J.M.	Stratford on Avon	20.7
9773	Stevens, C.	Portsmouth	22.7
9774	Speed, A.C.	Trent Valley	22.7
9775	Jackson, R.J.	Trent Valley	23.7
9776	Matthews, J.	Highland	1.7
9777	Bainbridge, M.	Essex & Suffolk	5.7
9778	Benson, M.	ESC	20.7
9779	Kyte, N.	Glyndwr	24.7
9780	Smithers, S.	East Sussex	22.7
9781	Kamp, G.	Bath & Wilts	22.7
9782	Castle, P.A.	Dorset	24.7
9783	Whyte, J.	Bath & Wilts	8.7
9784	Davis, G.P.	Bristol & Glos	23.7
9785	Kirkland, A.	Staffordshire	22.7
9786	Watson, W.T.	Deeside	26.7
9787	Crawshaw, N.C.	Wyvern	21.6
9788	Ulyett, W.	Marchington	29.7
9789	Browne, T.J.	Cranwell	24.7
9790	Turner, D.E.	Nene Valley	29.7
9791	Wann, P.	Surrey Hills	29.7
9792	Cullings, R.W.	Aquila	22.7
9793	Huband, J.D.	Vale of White Horse	29.7
9794	Curtis, A.J.	London	22.7
9795	Wade, F.	P'boro & Spalding	29.7
9796	Jackson, H.C.	Bicester	31.7
9797	Codd, S.D.	Nene Valley	22.7
9798	Middleton, W.G.	Norfolk	22.7
9799	Badby, S.	Shenington	24.7
9800	Hearney, A.	Lincolnshire	23.7
9801	Filipkiewicz, R.P.	Southdown	21.7
9802	Samme, R.J.	Cranwell	23.7
9803	Scully, N.A.	Buckminster	22.7
9804	Friend, S.J.	Essex & Suffolk	30.7
9805	Hart, D.	Cairngorm	15.2
9806	Gray, R.	Welland	22.7
9807	Morton, M.	Trent Valley	29.7
9808	Watson, A.	Cambridge Univ	1.8
9809	Waghorn, C.W.	Vectis	22.7
9810	Archer-Jones, G.	Bicester	23.7
9811	Inglis, J.A.	The Soaring Centre	14.5
9812	Idle, R.W.	Burn	20.7
9813	Williamson, M.	P'boro & Spalding	30.7
9814	Heath, D.A.	Bristol & Glos	22.7
9815	Andrewartha, R.	Bristol & Glos	22.7
9816	Jenkins, A.R.	Burn	4.8
9817	Monslow, G.B.	Stratford on Avon	8.8
9818	Foster, S.D.	Bannerdown	8.7
9819	Manning, P.J.	Bidford	24.7
9820	Hall, A.J.	Lasham	23.7
9821	Heys, S.	Four Counties	29.7
9822	Grant, A.	London	22.7
9823	Laws, A.B.	P'boro & Spalding	27.7
9824	Willey, R.E.	Wrekin	10.8
9825	Tipple, K.B.	Lasham	22.7
9826	Miller, D.	London	29.7
9827	Bentley, I.D.	Anglia	12.8
9828	Davies, N.	East Sussex	13.8
9829	Justice, R.	Midland	13.8
9830	Macdonald-Smith, D.	Sackville	22.7
9831	Slater, R.	South Wales	9.8
9832	Lemin, J.C.	Bristol & Glos	11.8
9833	Vincent, K.	Bidford	13.8
9834	Gavin, J.G.	Shalbourne	10.8
9835	Keyser, I.H.	Channel	14.8
9836	Leaper, R.P.	The Soaring Centre	14.5
9837	Connaughton, B.	Midland	22.7
9838	Steadman, C.J.	The Soaring Centre	16.8
9839	Pratt, G.J.	Welland	12.8
9840	Winter, M.	Yorkshire	15.8
9841	Fowler, H.A.	Surrey & Hants	14.8
9842	Taylor, J.R.	Staffordshire	11.8
9843	Winterton, W.P.	Bristol & Glos	1.8
9844	Perkins, A.	Upward Bound	20.8
9845	Rayment, L.	Burn	19.8

Irving, M.J.	Yorkshire	6.8
Botwinski, M.J.	Lasham	14.8
Turner, P.	Oxford	18.8
Richardson-Trier, G.	Yorkshire	16.8
Huxley, C.	Bristol & Glos	19.8
Emery, W.T.	Yorkshire	6.8
Hammond, D.	Yorkshire	19.8
Buckland, M.	Lasham	1.8
Green, C.W.	Booker	10.8
Culley, J.G.	Aquila	30.7
Jackson, A.J.	Burn	4.8
Clarke, P.	Cranwell	18.8
Smith, I.G.	London	14.8
Markham, R.A.	Enstone	22.8
McCann, A.J.	Two Rivers	25.6
Birchmore, A.J.	Booker	9.8
Walker, I.G.	Marchington	28.8
Hitchcock, J.	Southdown	28.8
Smith, J.P.S.	Enstone	22.8
Ziegler, S.	The Soaring Centre	17.8
Cree, G.P.	Welland	20.8
Robson, I.N.	Marchington	28.8
Stevens, M.	Lasham	18.8
Whittaker, H.	Midland	21.8
Culbeck, R.A.	London	13.8
Habgood, J.	Bristol & Glos	9.8
Stewart, M.J.	Yorkshire	23.8
Thirkell, R.F.	Surrey & Hants	13.8
Murray, I.	Black Mountains	21.8
Smith, O.P.	Welland	9.8
Toon, G.	Fenland	16.7
Stingmore, S.	London	20.7
Hamilton, D.M.	Cranwell	22.7
Callow, D.	Essex	16.7
Roles, F.C.	The Soaring Centre	11.8
Brightman, G.M.	Shenington	9.8
Leeson, S.C.	Devon & Somerset	22.8
Turan, T.T.	Enstone	29.7
Taylor, S.	The Soaring Centre	17.8
Standen, D.W.	London	22.7
Swallow, P.	The Soaring Centre	28.8
Meier, S.A.	Shenington	22.7
Burrows, M.	Dukeries	19.5
Welch, J.A.H.	Bicester	9.8
Sheffield, P.J.	The Soaring Centre	10.8
Perkins, V.	Upward Bound	16.8
Davies, R.H.P.	Bristol & Glos	19.8
Goucher, A.G.	Dukeries	19.8
Cowles, R.	The Soaring Centre	17.8
Walker, C.	631 VGS	18.8
Tristram, A.D.	Enstone	22.8
Powell, S.J.	Lasham	29.7
Swannack, L.J.	Dukeries	19.8
Black, P.A.	SGU	27.7
Evason, J.E.	Shenington	28.8
Field, P.J.	Bath & Wilts	23.7
Kill, R.N.	Vale of White Horse	27.8
Smith, S.J.	Fulmar	3.9

UK CROSS-COUNTRY DIPLOMA

Complete	Club	1995
Fielder, R.A.	East Sussex	22.7
Thelwall, P.	Nottingham Univ	30.7

Part 1

Name	Club	1995
Irving, A.D.	Southdown	22.7
Emms, R.	Nene Valley	22.7
Chester, P.F.	Lasham	30.6
Leach, M.J.	Vale of White Horse	20.7
Clarke, P.	Dunkeries	29.7
Littler, D.	Bowland Forest	10.8
Reynolds, M.G.	Nene Valley	11.8
Welch, J.A.	Bicester	11.8
Awcock, P.E.R.	Oxford	21.8
Strzebrakowski, J.B.	Cambridge Univ	5.8
Browne, T.	Cranwell	16.8
Copley, R.C.R.	Midland	11.8
Perry, N.J.	Nene Valley	10.8
Gibson, R.	Stratford on Avon	20.8
Howell, D.M.	Staffordshire	22.8
Heller, D.M.	Essex	18.8
Darby, R.W.	Surrey & Hants	16.8
Smith, B.R.	Essex & Suffolk	16.8
Parry, A.	Midland	28.8

Part 2

Name	Club	1995
Dann, R.J.G.	Shalbourne	22.7
Welch, J.A.	Bicester	11.8
Sinclair, S.	Kent	27.8

CLUB NEWS

Copy and photographs for the February-March issue of S&G should be sent to the Editor, 281 Queen Edith's Way, Cambridge CB1 4NH, tel 01223 247725, fax 01223 413793 to arrive not later than November 28 and for the April-May issue to arrive not later than January 9.

GILLIAN BRYCE-SMITH *October 11*

ANGUS (Roundyhill, Glamis)

As we settle into our second year here the site's advantages become increasingly obvious. We have established a number of site and club records. After John Henderson with instructor Les Joiner (club Bocian) flew 4500ft and 54min, the aircraft was taken to 10 500ft in 63min by Charlie Devine and CFI Alan Black for a site height record. On the same day Guy Davidson (club K-6) achieved 14 500ft, a club height record, and Colin Wight flew Silver distance.

We had 50 launches on our longest flying day, June 24, when John Henderson (T-21) was our first home grown solo. Charlie Devine followed a few weeks later in the same aircraft.

We have a number of new members and appear to be winning over those locals who objected to us coming here. We fly mainly at weekends and always welcome visitors to this excellent holiday area.
J.H.

AQUILA (Hinton in the Hedges)

Bob Broome and Bernard Bateman have Silver distances and Barbara Poniatowska a Bronze leg. We had successful expeditions to Bowland Forest and Black Mountains GCs.

We plan to buy a two-seater with revenue from air experience flights. The BGA Puchacz is here for a week in October and we are hosting a BGA cross-country course next year.
S.K.

BANNERDOWN (RAF Keevil)

The club K-13 was re-covered and painted a pretty blue and white by Phil Dawson and helpers. Pete Dearmond went solo, followed shortly by his father Bert. Simon Foster continued his lightning progress with Diamond goal and several 300kms within a year of going solo.

Julian Newman after going solo with instructor Andy Noctor of Vectis GC.



Steve Ayres (Astir 77) also has Diamond goal.

Wave flights to Gold height have been possible twice. Mel Dawson, with others in the Janus, came 3rd on one day of the Open Class Nationals and completed the longest task. Mel also flew 525km from the club in his Ventus A. The Janus flew in the Inter-Services Regionals, achieving nearly 100hrs in August.
D.C.F.

BATH, WILTS & NORTH DORSET (The Park)

Dave Smith became the first to achieve Gold height from our site in wave from a northerly wind to 11 500ft asl. Nine gliders and 25 pilots have just returned from an enjoyable expedition to the Long Mynd with several having bungy launches and one finding wave to 10 000ft.

We returned to fly our local ridge in a southerly wind, finding wave to 4000ft. Paul Wade and Annie have made a second trip to Poland to deliver a Bocian to its makers for an overhaul after 28 years' service.
J.L.



Above: Chris Rollings and Bryony Hicks with Deeside's CFI Dave White after their record breaking flight at Aboyne.

Below left: Julie Minson and Luke Roberts after going solo on the same day at Devon & Somerset GC. Right: Lincolnshire GC's Matthew Fleet receiving his wings from CFI John Kitchen after going solo on his 16th birthday.



Graham Callaway of Bath, Wilts & North Dorset GC shaking hands with a disabled visitor after their flight.

BOOKER (Wycombe Air Park)

At the end of a superb summer we have made real progress from first solo to 1000km. Launches are well up on 1994.

Already at least ten have gained Gold or Diamond heights on the Aboyne expedition and we have the South African expedition to come.

We again have early bird training and plans for our short notice weekend wave and hill trips.
R.N.

BORDERS (Galewood)

Andy Henderson flew Diamond goal in his Std Jantar at Le Blanc. Bill Stephen and Bob Cassidy have full Cat ratings.
R.C.

BOWLAND FOREST (Chipping Airfield)

We have had a successful season at home and on expeditions, the most notable being our annual two week migration to The Soaring Centre. We achieved two 500kms, three 300kms, two 100kms, four Silver distances and numerous Bronze legs. We have also had many solos.

Alan Roberts has an AEI rating and Steve Robinson and Darren Evens assistant instructor ratings. We also had our best result in the Northern Regionals thanks to George Wearing.
S.R.

Obituary - Terry Hogben

It is with great sadness we record the death of Terry Hogben who died on August 6.

Terry, who was flying only the day before he died, was a true gentleman. He will always be remembered for the gentle, quiet but firm way he helped, encouraged and trained many pilots.



I will remember him as the instructor who took me on my second flight and showed me that gliders don't have to just circle the airfield. That flight inspired me.

He was also a power pilot and for many years based his Auster at Barton where he gave breathtaking aerobatic sequences in an Oly 463 at their air shows. His twice yearly visits to Chambéry, France, were the highlights of his flying calendar, although he rarely talked about them.

Terry was also a very talented musician, a stalwart of the church and retired as headmaster of a school where he influenced many young people in the ways of honesty, sincerity, gentleness and, most important, showed them how to enjoy life to the full.

Our club is now poorer. Our condolences to his wife Eileen and family.

Steve Robinson

BRISTOL & GLOUCESTERSHIRE (Nympsfield)

We have been saddened by the loss of two well liked members, Tony Morgan and Mervyn Harvey.

Merv started flying later in life but his great enthusiasm as a pilot and winch driver over the past five years resulted in his popularity. They will both be greatly missed.

On our annual visit to Sutton Bank in late September 16 members flew every day.

We have had 21 new members over the past month, partly due to our cadet scheme.

The filled area at the south-west corner has been levelled and seeded and given us an increased landing area.

J.F.B.

Obituary - Tony Morgan

We record with profound regret the death of Tony Morgan in September after a long illness.

Tony's life was devoted to aviation, both in his professional career and in gliding. He was an RAF navigator during the war and afterwards joined the Gloster Aircraft Company's flight test department in the development of the Javelin. The latter part of his career was spent with the CAA's airworthiness division.

In the late 1950s Tony joined the Bristol GC and, in addition to his solo flying, became a valued instructor and tug pilot. He will be remembered for his quiet, unassuming and always helpful manner. He will be badly missed.

Doug Jones

BUCKMINSTER (Saltby Airfield)

We have had some amazing flights this season with Russell Cheetham achieving his first 750km; Bill Morecraft Diamond goal; Sam Morecraft flew over 2000km in the Junior Nationals including three 300kms and Jackie Morecraft, Neil Rathbone, Paul Rodwell and Geoff Cotton have Silver distances.

During the June cross-country week run by Adrian Hatton we had 18 badge claims. Steve Ell flew 500km and Mark Jerman, both from Sutton Bank, came with a Bronze badge and left with a Silver badge and Diamond goal.

Neil Scully has a Silver badge; Robin Kirk a Bronze and Geoff Pike, Chris Bleadon and Malcolm Wyles have gone solo. At our successful August task week Gillian Richardson (York) gained 5hrs.



Mick Lee and Lyn Ferguson in the GSA's Januus CM with Cranwell airfield in the background.

Eleven members enjoyed the Two-Seater Comp at Pocklington and we hosted the National Aerobatic Championships, as we will in 1996. N.R.C.

BURN (Burn Airfield)

Les Rayment (Std Austria), after trying on every available opportunity and failing by 10min on one occasion, has flown his 5hrs to for his Silver badge.

As part of a public relations exercise, on September 16 we invited more than 100 locals to celebrate VJ day in our clubhouse with an entertainment by Dave White's Burn Banjo Club. P.N.

CAIRNGORM (Feshiebridge)

We have had a successful season with Trevor Wilson running five day courses for beginners. Kenny Scott, Bernard van Woerden and John White have gone solo.

At our annual dinner the ladder trophy and task week 1st prize went to Nick Norman with Trevor Wilson winning the trophy for his efforts to the club.

A very successful "Oktoberfest" wave camp was hosted by Mo and Barry Meeks. A T-hangar is being built for our Motor Falke. T.C.

Below: The East Sussex trio, l to r, Ian Smith, Mike Burgess and Alastair Brand after gaining two Diamonds and two Gold heights between them at Portmoak.

CAMBRIDGE UNIVERSITY (Gransden Lodge)

Our Regionals proved another success with 3110km set and 57 108km flown. Winners were Norman Parry (Club Class) and Sally Wells (Sport Class); 2nd (Sport Class) went to Simon Redman having just returned from winning the European Veterans Competition.

Neil Foreman did very well in the Junior



Above: Graham Lacey of Essex & Suffolk GC after going solo, photographed with instructor Vivian Haley.



Nationals; Andrew Watson and Andrew Jude have Silver badges, the latter being our first cadet to gain Silver. "Strezb" has Gold height, gained over the site in a Skylark, and Andy Walford has all three Diamonds after only a few years in gliding.
K.M.B-S.

CHILTERN (RAF Halton)

Dave Allen, Alan Linfield and Richard Tyler have gone solo; Colin Barton and Angela Marriner have Bronze badges; Richard Walker a 5hrs; Louise Wilford and Neil Beattie Silver heights; Julie Pead and Peter Mann Silver badges and Luke Hornsey Gold distance/Diamond goal. Ed Weaver won a day in the Junior Nationals.

We had a record of over 7000 launches this year and hours and cross-country kilometres are also well up on previous years.
I.P.

CORNISH (Perranporth)

Nigel Clempson, Alan Kingsbury and Alan Redington have their 5hrs and Nigel a Bronze badge. "Bunny" Warren has resoloed after 33 years.

Our summer seven day operation will restart in mid May. Winter visitors are welcome on Wednesdays and weekends.
S.S.

CRANWELL (RAF Cranwell)

What a summer! As well as club members achieving so much, we had good performances at competitions. Most notable was Richard Browne's 4th place in the Inter-Services Regionals.

Al Jury has Diamond distance; Lyn Ferguson flew 320km; Angus Watson 460km; Pete Clarke has a Silver badge and Ian Mountain is an assistant instructor.

Our tug is having an engine re-fit and the GSA's Janus has returned to Dishforth.

We were saddened at the death of Gary Moxham, Fulmar GC's CFI and a longtime member of Cranwell. (See Fulmar's report.) Our deepest sympathy goes to his wife Meryl.
L.F.

DARTMOOR (Brentor)

Jeff Blackburn, Bob Sansom, Franz Lotze, Richard Crocker, Adam Ferris, John Kingdon and Susan Smith have gone solo; Paul Fransz and Karon Corley have Bronze badges and Chris Matten and Ken Basterfield have Silver badges. Richard Roberts flew 100km and then two 300kms - he forgot to switch on his barograph the first time. He also competed in the Junior Nationals.

North-westerly winds in July gave wonderful wave with heights of over 10 000ft flown. Josef Nobbs and Paul Fransz gained Silver height and Frank Hopkins a 5hrs. It was an exceptional season with enormously successful open days and a steady influx of new members.
J.N.

DEESIDE (Aboyne Airfield)

It's great news that Chris Rollings and our member Bryony Hicks are claiming the UK two-seater height gain and absolute altitude records (see BGA News). Also on October 8 Lemmy Tanner

broke off his climb at 36 000ft while going for the single-seater record.

Lionel Sole has retained the British Aerobatic Championship for the fourth year running. He will be hosting aerobatic training at Aboyne in 1996, so if interested contact us for details.

Our team won the first Scottish Inter-Club League which involved six clubs. We are again hosting the Scottish Regionals from May 25. Entry forms are available from the club.

If you are visiting us and you enter or cross airway B5 you **must** complete a form which is available from the club.

Simon Smith has gone solo; Grant Williams and Duncan McKay have Bronze badges and John Tanner, still aged 17, had a Gold badge and two Diamonds.

Our wave season now lasts all year so why not plan a spring wave expedition? Spaces on our popular "autumn wave" are going fast, so contact Mary-Rose Smith on 01569 730687.

We were flying at 25 000ft in July, 20 000ft in August and 23 100ft in September.
G.D.

CLEVELANDS (RAF Dishforth)

Deputy chairman Pete Heys is leaving us after performing a thankless task so valiantly.

Mark Tolson, Karen Morgan and Chris Davitt have gone solo and Willy Hackett has Gold height.

Dick Cole, Derek Smith and Willy Hackett represented the club with honour, all finishing well in the Inter-Services Regionals.

Visitors are already depositing gliders here for the winter wave; the first one to fly went straight to Diamond height.
J.P.

COTSWOLD (Aston Down)

Our Oliver Ward won the Junior Nationals with Nick Coe (his first Juniors) and Russell Clarke performing well, Nick gaining Gold distance/Diamond goal.

Peter Clarke has completed a Bronze badge.

We hosted the Inter-Club League final on August Bank Holiday weekend with London GC winning. We came 2nd. (A report will be in the next issue.)

To celebrate paying off our mortgage we held a barn dance in the hangar that weekend.
M.S.

DERBYSHIRE & LANCASHIRE (Camphill)

Simon Armitage, Kay Whittaker and Mark Hawley have Silver height and distance; Keith Williams a Bronze badge and Silver distance; Phil Roberts soloed and has both Bronze legs and Warwick Horne an AEI rating. Chris Haslett was 4th in the Aerobatic Championships.

Our enthusiastic vintage glider group are going to rebuild a T-21 and T-31.

Sylvia's dinner parties are still proving successful as was the bonfire party and dinner-dance to celebrate our 60th anniversary.
W.T.

DEVON & SOMERSET (North Hill)

We have had much activity and achievements during August and September with Silver legs for James Warren (height) and Luke Roberts (height and 5hrs). The last two courses were very successful with excellent weather.

Marion Dean has gone solo aerotow behind our new Pawnee - members are experiencing the difference from the Husky's gentle launches.

There have been expeditions to Pocklington, Lleweni Parc and the Long Mynd and late September has given excellent ridge days.
S.C.L.

DUKERIES (Gamston Airport)

The good summer has made it difficult to keep up with the badges gained. Peter Storey and Lance Swannack have Silver badges, Lance getting his five months after soloing, and David Hall and Martin Smith have gone solo, David gaining his Bronze legs and Silver height.

David Prosolek is an assistant instructor and our chairman organised a very successful second flying week in August with many flying hours.
J.C.P.

EAST SUSSEX (Ringmer)

A successful expedition to Portmoak resulted in Diamond height for Ian Smith (Mosquito) completing all three Diamonds; Gold height for Mike Burgess and Gold and Diamond height for Alastair Brand (both in the SF-27); 5hrs and Gold height for Ross Clifton (Kent GC, Vega) and Dave Elliott (Southdown, Junior) resoloed and flew 5hrs and Silver height.

Bob Fielder flew Gold height at Aboyne; Nick Davies gained his Silver badge with a height and Richard Justice his with a distance flight. Derek Wellard and Derek Knowlden have gone solo.
J.W.

ENSTONE EAGLES (Enstone Airfield)

Dave Carter, Jonathan Smith, Andrew Tristram and Mike Weston have Silver badges with Silver legs gained by John Nicholson and Fran Brennan (distance and height) and Richard Markham and Mike Brennan (distance)

The August task week was successful with many cross-countries and badge claims. Turan Turan won the Bidford K-8 competition and on September 4 Bryan Searle got to 10 000ft in wave over Enstone.
L.B.

Obituary - Robin Pearce-Boby

Robin, who died in September, came into gliding as a mature person bringing a wealth of experience to his new hobby, to which he was to give unstintingly his time and effort.

His talents included a knowledge of radio. The aeralis soon to be seen sprouting from the club roof were created by him and have helped to send signals to hundreds of competition and club pilots over the years.

Robin, who first flew at the club with Trevor Watchorn in our K-7, went solo in 1982. He flew club single-seaters before buying a K-6, later adding the LAK-12 to his personal fleet. It was a measure of his kindness and helpfulness that instead of selling the K-6 he quietly and without fuss invited some younger members to fly it.

Robin was happy in recent months to work with Larry Griffiths in rebuilding, improving and re-engining the two winches which the club bought when he was on the committee. He was delighted to be presented with the John Hands trophy, awarded annually by the BGA in recognition of services to competition gliding.

Robin flew 220hrs and his last flight was in July, again in a K-7. He will be much missed and we send our sympathy to his wife and family.
E.G.

ESSEX & SUFFOLK (Wormingford Airfield)

Our excellent achievement finishing 1st in the East Anglian Inter-Club League, after a long hard fought series, was marred only by being informed of the position after the final.

Bob Ivermee and Graham Lacey have gone solo; David Walkerdine has a Bronze badge, Chris Bailey and Mark Bainbridge Silver badges and Andy Sanderson an AEI rating.

Mark also flew in the Junior Nationals for the first time and gained Gold distance/Diamond goal and the UK cross-country diploma.

The university section has bought a Skylark 4 giving us a club fleet of three two-seaters and three single-seaters.

We fly at weekends throughout the winter and visitors are welcome - the clubhouse is heated!
C.B.

FENLAND (RAF MARHAM)

Martyn Pike and Del Ley were respectably placed in the Inter-Services Regionals.

Chrissy Thompson and Richard Brown have Silver distances. One of our Land Rovers has been extensively refurbished with plans to refurbish the twin drum Beaver winch this winter.
E.P.

FOUR COUNTIES (RAF Syerston)

Ian Tunstall came 3rd in the National Aerobatic Championships. The Inter-Services Regionals ran smoothly, thanks to all the helpers, but the Inter-University week was plagued by bad weather though it was enjoyable.

Dave Ruttie, Pete Thelwall, Jon Davies and Tom Hood (K-13) won Wolds Two-Seater Comp.

At last Ken Reeves' Prefect flew in August for 38min. It took 4½ years to restore.
D.M.R.

FULMAR (RAF Kinloss)

A tribute to Gary Moxham



Fulmar GC has been both shocked and saddened by the death of its CFI Gary Moxham.

Gary, aged 32, was an air engineer at RAF Kinloss and one of the seven tragically killed during an air display at Ontario, Canada, on

September 2 when an RAF Nimrod crashed into the lake.

He was highly respected, not only as CFI with vast experience as a glider pilot, but also as a great friend to all at Fulmar GC and, indeed, at clubs throughout the gliding world. He was delighted when an achievement was made and encouraging when it was not and we will miss him very much. Meryl, his wife, is also a very experienced glider pilot and the club sends its heartfelt wishes to both her and Gary's relatives.

Jacky Pratt

GLYNDWR (Lleweni Parc)

We have had some more superb flying including Diamond heights. Jim Lynchehaun achieved 19000ft and Dave Osborne 19700ft on two separate days in July. Mike George and Derek Heaton have gone solo as well as North West Students' GC members, Andy Prangle, Walter Baumann and Mark Wheatley.

Neil Kyte gained his Silver badge with a distance flight and Rob Vaughan flew 148km. Jess Pennant, after only 14 solo flights, has a 5hrs and Gold height; Alan Smith a Bronze leg and Ian Skinner an AEI rating. The excellent ridge and wave flying this autumn has given Julian Anderson 5hrs and Silver height. Ian Hurlie, a late comer to gliding, has a Bronze badge.

Visiting clubs should 'phone our office (01745 813774) to book for autumn wave flying.
B.L.

ISLANDERS (Hall Caine Airfield, Isle of Man)

Lack of an Island based instructor restricted summer flying but we imported some help in August. Dave Thorpe, Malcolm Gay, Dave Moore and our CFI Sandy Mitchell came over and we learned how best to use our new site.

Aerotow and winch were used but nil winds and short runs meant winch launches were generally poor. We also learned a lot about sharing our airfield with sheep.

Malcolm and Dave M. brought a Motor Falke, which was a new experience for us, and Dave T. and Sandy showed us what is possible thermalling the Skylark for 1hr each. We know the ridge will work in the right conditions, but have to explore the wave. It was a very good fortnight with only one retrieve - our second ever.
B.G.

KENT (Challock)

In late July we had an outstanding Saturday with Diamond goals by Kevin Vincent and Joe Janzo and several 100km triangles.

A number of members have competed in Regionals and Tony Moulang (ASH-25) in the Open Class Nationals. Gordon Smith (club Junior) flew Diamond goal in the Junior Nationals.

Martin Bradley, John Northern and Gordon Smith have AEI ratings. Jerry Bass won League 1 in our task week with Mike Miller, flying a club K-13 with members, the Sport League.
A.R.V.

LASHAM (Lasham Airfield)

A Duo Discus joins our training fleet. Surrey & Hants GC have halved the winter soaring fee.

The Lasham Vintage Glider centre has a reference section giving information for glider re-

storers world-wide. News on current restorations include a Swallow (restored and flown 300km by Ray Whittaker); Weihe (restored and flown for a Silver badge by Keith Green); Olympia 2b (completed by Martin Bannister and syndicate); Cadet (almost completed by Richard Moyses); Olympia 2b (nearing completion by Colin Street) and a Sky (moved to Booker for complete restoration) which was flown by Lorne Welch and Frank Irving (P2) in the 1952 World Championships in Spain.

Ian Smith and Jane Ballard flew a T-31 at the VGC International Rally in Munich.

Malcolm Hook helped with the mechanical digger used to improve the site.
A.M.S.

LINCOLNSHIRE (Strubby Airfield)

The club again invaded Wolds for the Two-Seater Comp and had a good time with the usual creditable result.

Ben Beniston ran an AEI course, a first for us, resulting in ratings for Angie Hearney and Terry Mottishead. Dick Skerry and Mike Fairburn have assistant instructor ratings.

Diane Skerry and Jeanette Kitchen have Bronze badges and Patricia Ridger, Kath James and Mick Collier have Bronze legs. Matthew Fleet went solo on his 16th birthday.
R.G.S.

LONDON (Dunstable)

We are pleased to welcome Bob Bickers as our full-time manager, taking over from Tony Danbury who was part-time for two years. Bob intends to continue as British team manager from Dunstable.

Our expedition to Aboyne was a success with Gold heights, despite a "soft" first week. Already members are booking for next year's wave expeditions to Shobdon and Aboyne.

Our second restored Robin should be flying very soon. We have sold one of our older two-seaters to an Australian club and hope to replace it next spring with something better.
R.C.

MIDLAND (Long Mynd)

Our August task week rounded off what must have been the best season ever. Vic Carr set magnificent tasks and over 22 000km were flown, doubling the season's total with a plethora of badge claims.

Among them Charissa Nuttall, Nick Swales and Howard Whittaker completed Silver badges within a week. Gold distances were flown by Jon Hall, Liz Bertoya and Howard Bradley with a Gold height by Roland Bailey.

Mark Wakem finally achieved Gold height with a barograph at Aboyne. On the same day Richard Bennett flew Diamond height with only a video recording of the altimeter to prove it.

The airfield fencing is now complete. During an intensive PR campaign to educate the public about our operation Nick Heriz-Smith stopped two visitors on one of our permissible footpaths to brief them. After listening politely the male interjected "Actually we do know a bit about gliding, my name is Justin Wills..."

The new Discus is popular and should soon be fitted with L-Nav. A turbo Janus, formerly a Cambridge Aero Instruments test bed, arrives



Above left: Ed Baldock (l) of Wolds GC after Silver distance, photographed by Mike Fox with crew member Jon Smith. Centre: Staffordshire GC members who went to the Long Mynd - l to r, Jon Taylor, Jon Richards, John Abbott, Roger Bostock and Neil Craddock. Right: Walter Baumann, with instructor Bill Grey, after going solo at Lleweni Parc.



Ken Reeves of Four Counties GC with his Prefect after its first flight following a long restoration.

this month and club two-seaters are acquiring GPS. Book early for next year!
P.A.S.

NENE VALLEY (RAF Upwood)

We are now looking more like a travelling circus than a gliding club with our gliders and equipment stored in old lorry containers and our club-room a converted 53 seater coach. This is due to the closure of RAF Upwood and associated facilities, leaving us at the moment with only the field. We are still flying and hoping we will soon have some good news to report.

Visitors are still welcome but now that the site has to be kept secured please ring in advance on 01223 263250 (evenings) or our mobile 0860 693479 (on flying days) to arrange access.

Nigel Parry is now an assistant instructor.
R.T.

NORFOLK (Tibenham)

There were lots of cross-countries in August and September. Ray Hart flew Diamond distance and Josie and Andrew Briggs Silver distance.

John Dixon, Ron Harding, Neville Harrison,

Mike Judd and Barry Petty (affectionately called the Wednesday geriatrics) have Bronze badges as have Matthew Cook, Adrian Bennett and Paul Taverner. Malcolm Wood has gone solo.

Our Falke is back after being u/s. Our social events started on a high cultural level with a musical soir e revealing amazing talent.
B.W.

NORTHUMBRIA (Currock Hill)

We are still trying to buy our site and awaiting news of our lottery application.

Again we had good wave in September with many exceeding 15 000ft. Colin Saxton gained Gold height while Dave Osborne reached Diamond height. Kevin Thwaites has both Bronze legs.
P.S.

NORTH WALES (Bryn Gwyn Bach Farm)

This year's flying continues to be good with few days lost to the weather. Dave Stephenson has a Silver badge and Harry Mcnee has gone solo.

We are selling the club Skylark 4.
P.C.

PETERBOROUGH & SPALDING (Crowland Airfield)

Members have taken advantage of good autumn spells to achieve Bronze and Silver legs.

Tibenham hosted an Inter-Club League with good weather and enjoyable cross-countries.

Our AGM is in November.
S.C.F.

PORTSMOUTH NAVAL (Lee-on-Solent)

In a busy season we have run two successful courses and gained many new solo pilots including Gary Hedges, George Byrne, Richard Gravel and Ian Barnes. We have had several long distance flights with Steve Micklewright achieving 300km.

We had two excellent weeks at Syerston during the Inter-Services Regionals and were well represented. Ken Stephenson came 3rd in the B Class, winning the Goodhart trophy for the highest placed pilot from the Navy.
J.P.

RATTLESDEN (Rattlesden Airfield)

A splendid year! Helen Page, David Stannard and Simon Thompson have gone solo; Andy Howells and David Milner have Bronze badges; Julie Abbey, Pat Gold, Ian Macro, Andy Page and Ian Smith Silver badges; Dick Histed a 300km and Martin Raper the first 500km from the site. Jon Goldsmith and David Simpson have AEI ratings.

To crown it all we have been awarded a grant from the national lottery to replace our two K-7s.

Sadly Mike Elmer has had to give up writing this report due to ill health. We wish him a speedy recovery.
G.H.N.C.

SACKVILLE (Riseley, Beds)

On a disastrous September Sunday a gust of wind picked up one of our Bocians and flipped it upside down on to a Mucha and a Skylark, writing off the two-seater and severely damaging the other two.

On a brighter note, several have gained Bronze badges, Silver and Gold legs and Andrew Johnston got Diamond height on an October expedition to Aboyne - he also climbed to 21 600ft three days later, just to be sure. Further expeditions are planned later in the year to Portmoak and Talgarth.
D.C.W.

SCOTTISH GLIDING UNION (Portmoak)

Good winter soaring has produced numerous height and distance claims for visitors and members.

Neil Goudie returned with a Diamond goal from the Junior Nationals to complete his Gold badge. Peter Glennie has a Diamond height and Gavin Goudie Gold height.
G.S.G.

SHALBOURNE (Rivar Hill)

We recruited some new members on our June open day. The August task week was very successful with fantastic weather. Bannerdown GC hosted an aerotow day for us in September.

John Puntiss and Alan Wilkinson have gone solo; Martin Hoskins, Alan Joyce and Les Young

Below left: Cliff Marsh (Stratford on Avon GC), after flying Gold distance/Diamond goal in an ASW-24. Centre and right: Two photos from Deeside GC. James Davidson with the Scottish Inter-Club League trophy and Simon Smith after going solo.



have Bronze badges; Jim Gavin and Alan Joyce flew all three legs for Silver and Mike Edmonds (distance and 5hrs) and Fergus Glen (distance) have Silver badges. Allan Cook, Clive Harder, Martin Hoskins and Les Young have Silver height and Les and Alan Brind Silver distance. Dave Owens has all three Diamonds after his 500km and Richard Dann completed his Gold badge with Gold distance/Diamond goal on the same day. Steve Ottner and Kevin Moloney are assistant instructors.
J.R.

SHENINGTON (Shenington Airfield)

Debbie Spalton has gone solo; Jim Evason and Gary Brightman have Bronze and Silver badges; Mick Phelps a Silver; Julian Harman a Bronze; Mark Hampson and Julian Harman have Silver distance and height; Chris Palmer and Samantha Weitzer Silver height with 5hrs for Samatha; Mike Miles Silver distance and Red Staley Gold distance/Diamond goal. John Whiting has an assistant rating.

The T-21 on site is given an engine. Visitors are welcome for both flying and social events. There will be parties at the clubhouse on December 16 and New Year's Eve.
T.G.W.

SOUTHDOWN (Parham)

Cross-countries have continued into autumn with Geoff Stilgoe and Alan Irving gaining Silver badges and Alan a UK cross-country diploma. Shona Buchanan flew Diamond goal; Derek Stevens and Edward Fitzgerald Silver height and 5hrs; Dave Pond went solo and Roger Coote achieved a Diamond height.

We have flown some 36 000km this season, with Craig Lowrie managing around 4000km.

We have two late autumn trips to Talgarth and the Long Mynd.
P.J.H.

STAFFORDSHIRE (Seighford)

Our task week exceeded previous records in hours and distance flown. John McLaughlin flew 350km and Tony Boyce finished 290km of the same task. Graham Bowes, David Howel and Charles Webb flew 100km tasks and Peter Gill contacted wave near the site to 10 000ft.

Amy Fisher, Allen Birmingham and Jim Ciennell have gone solo.

Over 80 came to our open weekend and many have returned for further instruction.
J.R.

THE SOARING CENTRE (Husbands Bosworth)

We have wave hunting expeditions this winter to Sutton Bank, Dishforth and LLeweni Parc. Paul Jacklin has gone solo and gained Silver height in the same week along with Paul Treadaway.

Ron Breezer has taken over from Ken Stewart as DCFI. Ken has left his mark with an excellent field landing programme which includes photos of certain fields in the area as the crop changes throughout the year.

This winter the roads are being resurfaced or given other attention. Our new caravan site now has a road and other services are in place with the great move planned for the spring, freeing up the whole airfield for flying.
T.W.

Obituary - John Greenway



It is with regret that we report the death of Howard John Greenway on October 1 at the age of 83. He had been ill for some time. The association between John and the Coventry GC began in February 1955 when the club, then based at Bagington, visited Edgehill as an advanced soaring site. There were many visits over the next five years and we enjoyed riotous summer camps. John was a super host.

He learned to fly and gained an instructor rating, as did his son Howard. "Sugarswell Farm" had a cottage and many spare buildings which became home from home for our club. In the late 1950s we contemplated a full move to Edgehill but for many reasons it was shelved. It is a measure of John's generosity and enthusiasm that throughout this five year period he didn't charge for the use of his land or buildings.

John asked me to buy a T-21 for his and Howard's use and for some years there was a steady growth of gliding there. But although John continued his interest in flying, he never really overcame the loss of his only son in the Jersey DC-3 accident whilst flying as second officer.

We shall remember John for his enthusiasm and generosity.
Vic Carr

THRUXTON (Thruyton Airfield)

Thanks to CFI Tony Gordon's efforts, our fun flying week resulted in success for several. Keith Lovesy went solo; Patrick Thorne gained a second Bronze leg; Peter Craig and John Boyle flew 100kms in their K-6 and Steve Lambourne (PIK 20B) flew Gold distance/Diamond goal.

Unfortunately, our positive attitude following a successful season has been shattered by notification that we must leave Thruyton due to the owner's decision to expand helicopter activities. It seems most likely that we will amalgamate with another club. Our future will be decided at a general meeting in October.
P.J.

TWO RIVERS (RAF Laarbruch)

Our very active officer i/c, Al McNamara, has departed for Benson and his place has been taken by Adam Segal.

A brief spell of good October weather gave a crop of first solos including Tony Huntley and Martin and Mark Johnstone (father and son) on the same day, Mark two days after his 16th birthday.

Our AGM and party is on December 2.
R.M.G.

ULSTER (Bellarena)

In its first round of lottery grants the Sports Council of Northern Ireland is giving us £12 600 towards a replacement for one of our two Capstans.

Site development continues with a foreshore runway extension levelled and seeded, while to meet a planners' *diktat* the hangar has been sprayed dark green, rendering it almost invisible from the air a mile away.

Alan McKillen (ASW-20) completed his Gold badge with a 300km task at the Dunstable Regionals while Patricia Majury, our only active woman pilot, cleverly played weak wave for a Bronze leg on one of her first solo flights.
R.R.R.

VALE OF WHITE HORSE (Sandhill Farm)

Tony Willis and John Keepin have Bronze badges and John and Peter Finnigan Silver distance. Hugh Young, Richard Kill and Pete Hogan have Silver badges.

We are planning to have a tug this winter.
A.J.W.

VECTIS (Isle of Wight, Bembridge)

Julian Newman, who joined during our June open weekend, has gone solo. Despite poor weather the annual expedition to Thouras, France was enjoyable with Ray Ginsberg gaining a Bronze leg and the second on the Island.

The Long Mynd expedition in September gave ridge and evening wave flights.
M.J.H.

WOLDS (Pocklington)

With the weather improving Judith Stevens gained Silver height; Ed Baldock completed his Silver with a distance flight and Jolyon Dodgson and Alan Hulme have soloed.

Mike Fox completed his Gold badge with Diamond goal at the Junior Nationals. Jon Smith came 10th at the Gransden Regionals.

The Two-Seater Comp was won by the Nottingham University GC's K-13. Mike Jordy (Puchacz) came 2nd. A total of 13 100kms were flown on the four contest days in K-13s, K-7s etc. Andy Butler and his helpers again did a magnificent job.
M.F.

YORK (Rufforth Airfield)

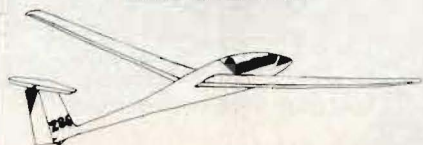
The season finished well after a slow start with Len Newman completing his 100km and Dawn Hammond 50km. We had our annual trip to Talgarth where Les Hey gained Gold height, twice.
S.R.L.

YORKSHIRE (Sutton Bank)

We've had a good autumn wave season. One memorable cross-country was Ian Stromberg's flight into Scotland. Andy Wright topped the stack with a climb to 31 000ft. Gary Harvey and Vyvian Conway have gone solo and Gail Watson flew a Silver distance of 132km.

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C.L.

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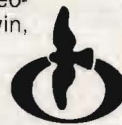
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REGIONALS' RESULTS

EASTERN REGIONALS – Tibenham, May 27 – June 4

Pos	Pilot	Glider	Day 1.27.5 149.4km ▲	Day 2.29.5 213.5km ■	Day 3.30.5 165.5km ▲	Day 4.31.5 188.3km ■	Day 5.2.6 167km chevron	Total Points
1	Fritche, P.	LS-4	590	689	24	645	580	2528
2	Freestone, L.	Discus	651	782	0	577	465	2475
3	Nash, J.	Ventus B	474	—	—	782	—	—
	Nash, S.	—	—	685	0	—	264	2205
4	Wilton, J.	ASW-20c	706	660	22	474	289	2171
5	Allison, D.	LS-4	221	855	9	822	443	1953
6	Fox, R.	Discus	84	690	0	803	302	1879
7	Mills, J.	Libelle	378	455	56	598	209	1696
8	Gaunt, T.	Kestrel	—	587	—	311	255	—
	Welsh, J.	—	465	—	46	—	—	1664
9	Sargeant, B.	LS-6	235	—	0	—	—	—
	Hill, D.	—	—	554	—	739	116	1644
10	Bromwich, R.	LS-6c	0	895	—	789	163	1547
11	Hargrove, I.	LS-6c	385	349	0	778	0	1512
12	Mountain, A.	Discus	84	723	0	340	270	1417
13	Hart, R.	Kestrel	160	442	0	534	176	1332
14	Arthur, E.	ASW-20	186	598	8	500	0	1312
15	Cloves, N.	ASW-20c	180	389	0	315	0	1284
16	Tapson, B.	Janus C	392	444	6	340	57	1239
17	White, M.	Jantar 1	234	545	0	249	169	1197
18	Crozier, S.	K-6cr	0	431	0	57	408	—
	Kitchen, J.	—	—	—	—	—	—	883
19	Robson, D.	LS-4	112	573	0	105	DNF	790
20	Kirschner, M.	Vega	217	0	DNF	340	0	857
21	Matthews, G.	Discus	79	444	0	0	0	523
22	Bye, K.	Pegasus 101a	0	436	0	0	0	436
23	Aldridge, M.	K-21	—	—	—	—	—	—
	Hamilton, S.	—	0	0	0	398	—	—
	Munro, D.	—	—	—	—	—	—	388
24	Coughlan, J.	Discus	79	49	0	44	0	172

DNF= did not fly;
8=penalty

BOOKER REGIONALS – July 22-30

Class A

Pos	Pilot	Glider	Day 1.22.7 301km polygon	Day 2.23.7 206km polygon	Day 3.24.7 102km ▲	Day 4.25.7 230km polygon	Day 5.29.7 308km polygon	Day 6.30.7 155km polygon	Total Points
1	Brice, P. F.	ASW-24	1000	1000	—	—	854	754	—
	Aspland, W.	—	—	—	482	942	—	—	5032
2	Hilton, D.	LS-7	936	832	418	842	848	708	4584
3	Nunn, A. V.	ASW-17	861	900	385	691	962	635	4474
4	Sheard, P. G.	ASH-25	911	850	404	500	1000	756	4421
5	Franko, H. S.	LS-7	935	780	948	717	885	725	4394
6	Wilson, K. M.	LS-6c	887	720	460	691	898	669	4325
7	Sheppard, F. J.	LS-6c	861	861	330	663	875	640	4230
8	Warren, J.	LS-7	880	834	369	895	395	699	4072
9	Denne, J.	Discus BT	877	846	409	876	474	556	4038
10	Dobson, J. B.	Ventus C	885	803	434	776	391	743	4022
11	Parker, T. J.	ASW-22a	727	648	409	596	919	608	3997
12	Burton, A. J.	LS-7	706	817	365	617	836	648	3987
13	Brisbourne, R. P.	DG-200	795	483	379	677	804	840	3788
14	Payne, G. K.	ASW-20	848	709	277	875	386	675	3770
15	White, J. A.	Mini Nimbus	726	548	350	302	724	390	3040
16	Hegner, A.	ASW-24	0	813	0	815	279	700	2607
17	Hallum, J. A.	LS-7	791	327	257	410	389	DNF	2174

Class B

Pos	Pilot	Glider	Day 1.22.7 230km polygon	Day 2.23.7 170km polygon	Day 3.24.7 102km ▲	Day 4.25.7 131km polygon	Day 5.29.7 208km polygon	Day 6.30.7 115km polygon	Total Points
1	Wells, P.	Discus	1000	—	454	—	—	547	—
	Wells, S. M.	—	—	957	—	399	1000	—	4367
2	Stone, A.	Discus	993	884	578	395	851	485	4186
3	Nicholson, B.	Discus	910	872	474	418	907	595	4176
4	Byass, D.	Discus B	778	839	424	418	946	499	3904
5	McCoshim, J.	Pegasus	687	504	463	406	897	435	3392
6	Harris, R. W.	LS-4	713	—	442	—	—	378	—
	Hardwicke, M.	—	—	687	—	194	816	—	3230
7	Smith, A.	ASW-15a	658	584	410	128	878	408	3066
8	Gray, T. J.	Pegasus	467	555	360	406	818	358	2974
9	Hughes, A. J.	ASW-19e	884	244	349	362	824	364	2927
10	Elgas, S.	LS-4	679	595	524	391	331	353	—
	Lamb, D.	—	—	—	—	—	—	—	2873
11	Allison, G.	LS-4	745	352	196	228	842	338	—
	Lewicka, A.	—	—	—	—	—	—	—	2701
12	Davies, E.	ASW-19e	739	591	378	34	758	0	2500
13	Mellor, P.	LS-4b	667	361	375	0	758	274	—
	Hirst, A.	—	—	—	—	—	—	—	2435
14	Lyons, G. J.	Libelle 201a	179	674	400	254	352	468	2327
15	Sutherland, G.	Pegasus	—	—	494	218	379	—	—
	Cooper, D.	—	526	444	—	—	—	219	2280
16	Staff, D.	K-6E	440	321	274	112	366	319	1832
17	Luxton, J.	Discus B	124	582	203	32	357	423	—
	Luxton, H.	—	—	—	—	—	—	—	1721
18	Palmer, W.	ASW-19	426	510	355	34	0	172	1497
19	Barry, S.	Junior	462	58	120	0	271	315	—
	Orn, P.	—	—	—	—	—	—	—	1226

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REGIONALS' RESULTS

NORTHERN REGIONALS – Sutton Bank, July 29-August 6

Open Class

Pos	Pilot	Glider	Day 1.29.7 229.5km ▲	Day 2.30.7 167km O/R	Day 3.31.7 324km ▲	Day 4.3.8 160.3km ▲	Day 5.4.8 225.3km ▲	Day 6.5.8 216.9km ▲	Day 7.6.8 188.7km ▲	Total Points
1	Spencer, J.	DG-600	751	76	931	866	899	678	1000	5201
2	Fox, R. W.	Discus	895	48	935	808	1000	513	984	5183
3	White, D.	Vega T65	771	97	947	912	898	690	865	5180
4	Smith, D. W.	Ventus Cr	809	213	859	872	841	464	913	4971
5	Taylor, D.	ASW-22	694	115	946	798	834	667	822	4896
6	Allicot, R. W.	DG-500	749	60	814	764	895	512	821	4615
	Allicot, N.									
7	Teagle, C.	Nimbus 2e	729	40	899	777	845	459	862	4611
8	Davidson, J.	DG-200/17	696	80	837	888	536	485	864	4388
9	Robertshaw, S. P.	LS-7	799	65	993	959	510	0	941	4267
10	Wright, A.	Kestrel 19	758	43	938	710	861	75	869	4254
11	Eli, S.	Nimbus 2c	822	67	913	0	898	693	852	4243
12	Roberts, P.	Ventus B1	1000	75	0	816	880	260	61	4195
13	Kalin, R.	Nimbus 3	694	44	862	650	786	399	728	4165
14	Tillet, N.	Discus B	776	104	992	54	869	513	826	4134
15	Ellis, J.	DG-500u	812	165	947	912	321	87	768	4012
16	Heriz-Smith, N.	Ventus Cr	660	35	847	614	513	481	755	3905
17	Howes, N.	ASW-20P	847	34	964	829	596	21	446	3747
18	Turner, P.	Kestrel 19	669	65	815	864	524	52	712	3521
19	Ramsden, P.	Kestrel 19	691	40	400	637	524	52	717	3061
20	Stringer, M. G.	ASW-20cL	803	77	406	763	552	115	221	2937
21	Collingham, C.	Discus B	878	167	330	703	628	59	0	2785
22	Field, A.	Mosquito B	715	50	422	662	555	27	305	2736
23	MeVelle, J.	DG-500 20	565	40	415	535	469	0	279	2343
24	Fack, R. J. H.	Discus B1	764	79	447	0	0	0	0	1290
25	Verily, R.	Discus B	0	48	38	0	0	0	0	86
	Aitken, P.									

Sport Class

Pos	Pilot	Glider	Day 1.29.7 188.2km ▲	Day 2.30.7 167km O/R	Day 3.31.7 304.7km O/R	Day 4.3.8 133.5km ▲	Day 5.4.8 183.8km ▲	Day 6.5.8 179.2km O/R	Day 7.6.8 130.7km ▲	Total Points
1	Brook, M.	SHK	1000	385	1000	484	942	773	557	5141
2	Coward, P.	LS-4a	941	481	855	491	1000	612	702	5082
3	Booth, D.	DG-300	970	393	855	0	961	789	562	4530
4	Beardsley, G.	LS-4a	845	422	982	477	867	610	96	4299
5	Evans, I.	Hornet	737	385	751	1	834	740	248	3696
6	Robson, D.	LS-4	721	455	835	7	496	574	561	3649
	Johnson, R.	DG101	741	496	825	37	869	643	0	3610
7	Wering, G.	Cirrus	716	375	734	28	541	627	519	3540
8	Pritchard, B.	Sport Vega	620	126	797	419	466	480	559	3467
9	Fellis, S. M.	DG-100	706	461	751	48	859	392	196	3413
10	Griffin, B.	DG-100	534	407	678	0	555	528	524	3226
11	Carruthers, M.	Sport Vega	753	97	748	0	523	542	529	3190
12	Marriott, R.	Std Cirrus	720	92	726	429	301	528	317	3113
13	Stott, B.	SHK-1	664	293	751	428	555	372	0	3083
14	Rice, J.	Puchacz	516	122	728	399	461	22	116	2364
15	Dell, R.									
16	White, A.	ASW-19	635	92	646	0	723	21	99	2216
17	Ketelaar, J.	Std Cirrus	612	80	682	4	727	0	69	2174
18	Fairman, M.	ASW-19e	653	67	361	0	628	389	20	2138
19	Brown, D.	Std Cirrus	46	130	0	48	36	0	0	262

INTER-SERVICES REGIONALS – RAF Syerston, August 15-24

Class A

Pos	Pilot	Glider	Day 1.15.8 298.7km 4 legs	Day 2.16.8 298.7km 4 legs	Day 3.17.8 406.7km 5 legs	Day 4.18.8 313.5km 5 legs	Day 5.19.8 287.2km 5 legs	Day 6.20.8 235.5km 5 legs	Day 7.21.8 271.2km 5 legs	Day 8.22.8 290.4km 5 legs	Total Points
1	Hallam, J. A.	Discus	974	1000	995	959	848	1000	989	954	7719
2	Francis, D.	Janus C	994	949	971	1000	906	884	995	911	7610
3	Heames, C. V. J.	Ventus CT	962	898	1000	823	850	884	1000	1000	7417
4	Browne, R. A.	LS-6c	1000	970	979	852	940	847	908	868	7564
5	Cole, R. A.	Ventus CT	907	897	907	913	926	832	931	891	7206
6	Smith, D. W.	Janus CM	859	856	897	727	979	850	920	880	6948
7	Throssell, M. G.	Janus CM	893	826	962	913	912	941	707	782	6936
8	Clarke, A. J.	Janus B	922	882	572	828	964	855	949	922	6884
9	Welsh, S.	Kestrel 19	836	737	979	754	830	886	783	912	6717
	Gaunt, R.										
10	Pike, M.	Discus	943	822	584	867	917	834	783	947	6697
11	Arnold, J.	Janus C	871	849	533	774	932	852	937	938	6686
	Coughlan, J. R.										
12	Hood, L. S.	Janus C	306	884	980	932	929	914	785	875	6605
13	Critchlow, M.	Ventus CT	815	678	939	879	875	539	920	942	6587
14	Sanderson, P. L.	Kestrel 19	910	782	939	659	894	754	805	823	6546
15	Corley, T. D. F.	LS-4	883	915	581	726	982	745	894	886	6512
16	Garrity, A. J.	Nimbus 3c	805	731	878	772	729	818	818	826	6377
17	Richardson, J. L.	Discus	890	753	574	677	830	648	906	880	6358
18	Lee, M. E.	Ventus CT	850	784	876	811	722	866	806	792	6357
19	Gildea, C.	ASW-17	794	772	863	838	676	795	812	760	6108
20	Kelly, D.	Discus	966	1949	532	742	450	866	771	816	5962
21	Pengelly, P. J.	Discus	864	747	538	673	504	858	903	888	5953
22	Garrett, J.	Discus	303	819	867	706	917	555	823	833	5043
23	Moules, K. A.	Kestrel 20	583	707	894	654	776	758	805	750	5007
24	Binnie, G. J.	Mini Nimbus	754	129	534	640	934	666	718	846	5211
25	Ferguson, M.	Discus	857	150	531	703	491	835	748	854	5209
26	World, T. M.	ASW-20cL	765	707	501	507	882	287	541	777	5057
27	Davey, C. M.	Discus	577	780	516	200	144	737	839	834	4607
28	Pratt, D. J.	Discus	482	269	482	326	780	292	557	527	3157
29	Marwaya, T. S.	LS-4	209	547	494	332	128	321	455	591	3077
30	Walker, S. R.	Discus	0	0	514	0	134	146	547	217	1558
	concourse										
	Wilton, J. N.	ASW-20c	989	887	548	8	127	822	946	802	5129
	Witter, R.	Nimbus 3c	809	709	885	881	0	0	0	0	3284
	Woodman, P.	Ventus A	839	666	542	468	0	672	743	561	4481
	Dawson, P.										
	Cneetham, R.	LS-7wL	0	0	0	0	945	0	0	0	945

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REGIONALS' RESULTS

Class B

Pos	Pilot	Glider	Day 1.15.8 229.2km 4 legs	Day 2.16.8 229.2km 4 legs	Day 3.17.8 299.2km 4 legs	Day 4.18.8 313.5km 5 legs	Day 5.19.8 195km 5 legs	Day 6.20.8 235.5km 5 legs	Day 7.21.8 271.2km 5 legs	Day 8.22.8 228.2km 5 legs	Total Points
1	Popik, J. P.	ASW-15	*925	989	963	1000	926	*763	979	909	7448
2	Mitchell, T.	K-21	972	898	790	946	1000	872	1000	*908	7376
3	Stephenson, E. K.	Pegasus	962	793	945	945	958	960	908	846	7307
4	Smith, R. G.	Grob 103	950	919	985	945	854	491	963	936	7046
5	Harkins, A.	K-21	912	777	702	772	811	1000	834	791	6599
6	Hackett, P. L.	Astir	908	639	622	*801	850	929	911	905	6565
7	Faver, T. D.	Astir	*740	692	563	667	834	837	902	930	6365
8	Akerman, T.	Astir	881	522	943	418	831	937	891	877	6300
9	Sherlock, C.	K-23	921	726	1000	898	921	824	0	879	6177
10	Ley, D. R.	Astir	*491	560	852	884	903	992	947	835	5954
11	Armstrong, P. W.	Grob 103	823	829	790	960	540	949	917	0	5908
12	Dalling, R.	ASW-19	486	653	640	839	869	*767	823	*708	5785
13	Mackenzie, B.	Astir	388	912	746	820	885	341	772	*811	5675
14	Walters, C. J.	ASW-19	316	862	690	752	802	467	844	905	5638
15	Plummer, J.	Grob 103	*614	981	708	877	430	489	823	1000	5602
16	Gazzard, M. L.	Astir	*793	877	702	788	*906	443	153	922	5584
17	Bickers, R. A.	K-21	*633	685	709	476	560	784	722	807	5376
18	Crawshaw, N. C.	Astir	560	660	341	854	503	894	*702	828	5342
19	Dickson, M. W.	Astir	0	713	341	826	829	949	915	759	5332
20	Haneghan, M. J.	Astir	614	805	51	865	551	861	768	771	5287
21	Knowles, M.	Astir	452	567	838	449	*598	*769	*755	708	5255
22	Wheeler, C. W. A.	Grob 103	*683	1000	780	887	215	422	33	913	5133
23	Saunders, M.	ASW-19	*502	579	338	815	*345	338	748	693	4358
24	Bookless, N.	Puchacz	556	713	701	496	443	816	*136	757	4346
25	Clark, A.	Clark	0	532	896	429	458	851	631	853	4129
26	Foster, S. D.	ASW-19	177	*568	486	402	437	*367	555	786	3758
27	Micklewright, S.	Std Cirrus	*502	637	288	231	496	*700	336	555	3745
28	Joyson, J.	Astir	*273	*609	669	85	401	340	*542	687	3606
29	Daniel, G.	ASW-19	597	*544	51	152	827	0	824	*572	3567
30	Peters, C.										
30	Bradbury, J. V.	Astir	515	136	51	234	401	*310	321	184	2152
<i>Hors concours</i>											
	Gee, A. E.	K-21	903	549	724	165	*505	373	756	835	4810
	Smith, I.										
	Peltman, L.	K-6e	360	87	613	*831	919	493	716	832	4851
	Barley, P.										

DUNSTABLE REGIONALS – August 19-27

Pink Class

Pos	Pilot	Glider	Day 1.19.8 183km ■	Day 2.20.8 261km O/R	Day 3.21.8 313km ■	Day 4.22.8 308km ■	Day 5.25.8 140km O/R	Day 6.26.8 165km ▲	Day 7.27.8 223km polygon	Total Points
1	Payne, R. D.	Discus Bvl	744	839	933	965	396	884	595	5356
2	Hurd, P. L.	Vega	696	871	881	1000	512	931	442	5333
3	Hutchings, A. R.	Discus B	912	883	871	926	706	731	278	5307
4	Downham, E.	LS-7	961	980	1000	941	748	—	0	5263
5	Abraham, R.	Discus	—	—	—	—	—	633	—	5263
5	Lenin, R.	Discus	717	827	805	952	662	639	611	5213
6	King, R. A.	ASW-20c	723	866	850	920	616	766	214	4955
7	Jeffries, J.	ASH-25	605	728	835	756	618	702	534	4778
8	Starer, D.	Kestrel 20	689	753	700	808	534	685	592	4761
9	Newland-Smith, M.	ASW-20c	722	695	754	955	685	721	214	4746
10	Craig, W. T.	Ventus B	761	695	780	872	584	731	114	4537
11	Watt, C.	ASW-20b	789	266	—	—	—	810	422	—
12	Cahill, J.	—	—	—	677	700	438	—	—	4122
12	Marshall, J.	Ventus C	652	574	703	587	608	519	107	3750
13	Beringer, J.	ASW-22	642	690	641	719	418	630	0	3740
14	French, A.	ASW-22	513	731	645	619	489	489	249	3735
15	Lynn, S. R.	ASW-20L	680	771	0	803	593	748	144	3729
16	Stammeil, P.	ASW-20	—	848	—	932	—	650	—	—
17	Rupasinha, C.	—	560	—	32	—	343	—	0	3674
17	Spencer, J.	DG-600	634	792	0	895	538	641	0	3500
18	Russell, F. K.	LS-6 18w	400	730	706	844	14	0	42	2736
19	Callen, J. E.	Lak 12	193	453	608	718	0	569	0	2587
20	Angeli, J.	Discus B	683	826	0	916	0	0	0	2425
21	Bolton, M. G.	ASW-20L	73	436	555	577	17	484	0	2145
22	McKillean, A.	ASW-20	384	451	248	513	317	153	0	2064
23	Lewis, S.	ASW-20CL	671	617	301	0	0	0	0	1589
24	Begley, D. M.	ASW-17	0	0	614	403	165	0	0	1182

Blue Class

Pos	Pilot	Glider	Day 1.19.8 133km ▲	Day 2.20.8 220km O/R	Day 3.21.8 291km ■	Day 4.22.8 239km ■	Day 5.25.8 140km O/R	Day 6.26.8 119km ▲	Day 7.27.8 152km polygon	Total Points
1	Freestone, I.	Discus CS	715	1000	847	965	873	814	503	5747
2	Davidson, R. I.	LS-4	536	913	950	1000	634	741	506	5280
3	Coles, T.	ASW-24	—	—	815	941	19	—	—	—
4	Kay, W.	—	714	999	—	—	—	826	545	4859
4	Tillet, R.	Discus	531	875	827	998	670	800	52	4753
5	Danbury, A. J.	ASW-15b	563	—	826	—	727	—	33	—
6	Rackham, P.	—	—	686	—	919	—	585	—	4339
6	Mee, M. P.	LS-4	628	706	0	961	748	782	459	4284
7	Hughes, A.	ASW-19b	489	732	—	890	623	—	56	—
8	Birkbeck, A.	—	—	—	757	—	—	711	—	4254
8	Crane, M. S.	Astir CS	504	694	293	961	605	769	172	4002
9	Ward, R.	K-21	240	714	426	359	483	620	543	3885
10	Birch, M. J.	K-6E	800	700	850	913	63	834	0	3860
11	Hicks, I. P.	LS-4	500	—	709	—	553	—	9	—
11	Puritz, R.	—	578	575	—	819	—	588	—	3811
12	Roch, A. D.	K-23	—	586	444	846	713	523	237	3738
12	Davies, E.	ASW-19	389	706	—	878	190	577	0	—
13	McCoshim, J.	—	—	—	794	—	—	577	—	3700
14	Hughes, M. E.	Pegasus 101a	555	729	446	999	645	145	0	3428
14	Byass, D.	Pegasus 101a	564	717	846	142	0	743	0	3006
16	Cornelius, D.	K-21	558	475	0	767	644	442	237	2977
16	Garfield, A.	—	412	—	—	—	—	—	—	—
17	Luxton, J.	Discus B	283	—	0	846	461	0	435	—
18	Luxton, H.	—	—	363	—	—	—	—	—	2388
18	Candler, P. D.	ASW-15b	286	—	397	—	137	—	0	—
19	Miller, D.	—	—	587	—	623	—	114	—	2144
19	Moore, B.	ASW-24	201	666	0	0	0	628	0	1495
20	King, P. A.	K-21	121	358	0	261	0	577	0	1317
21	Taunton, C.	Libelle 201b	369	—	693	0	0	154	0	—
21	Armstrong, B.	—	—	0	—	—	—	—	—	1216
22	Bird, C. P.	K-23	37	236	DNF	376	0	17	0	794
23	Sorace, D.	Pegasus 90	—	307	128	DNF	DNF	DNF	—	—
23	Stone, R.	—	0	—	—	—	—	—	—	307

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REGIONALS' RESULTS

LASHAM REGIONALS – August 5-13

Class A

Pos	Pilot	Glider	Day 1.5.8 154.3km ▲	Day 2.6.8 217.8km ▲	Day 3.7.8 302.6km ▲	Day 4.8.8 249km ■	Day 5.9.8 221.4km ■	Day 6.10.8 456.1km ■	Day 7.11.8 4hr 30min POST	Day 8.12.8 165.8km ▲	Day 9.13.8 377.9km double C/R	Total Points
1	Davis, P.	Discus	871	1000	709	1000	1000	1000	1000	230	999	7909
2	Cook, I. R.	Ventus C	773	980	979	830	890	849	799	776	1000	7272
3	Marsh, B. C.	ASW-24w	823	964	742	844	884	849	826	777	928	7496
4	Short, C. J.	Nimbus 2s	800	856	793	823	808	798	914	791	822	7471
5	McCarthy, D. K.	Duo Discus	994	272	1000	720	868	928	901	781	891	7395
6	Penlecost, A.											7385
7	Shelton, P.	Discus wL	948	958	438	724	867	847	704	894	908	6964
8	Browning, T. P.	ASW-20	725	968	724	673	864	867	860	924	319	6945
9	Murray, W. J.	Discus Bw	573	969	584	708	845	923	773	681	889	6945
10	Stewart, K.	Discus	855	790	709	799	741	858	282	830	860	6759
11	Bridges, R. C.	LS-7	868	867	366	554	816	898	897	709	872	6757
12	Elmer, J. P.	Discus	740	844	402	582	758	836	591	832	873	6558
11	Eddie, A. J.	Duo Discus	706	876	416	248	907	892	833	716	916	6510
13	Smith, D. B.											6341
14	Marczynski, Z.	SZD 55-1	738	979	356	734	692	883	488	578	803	5910
15	Day, M. T.	Ventus C	505	754	580	643	869	774	634	753	398	5770
16	Ashdown, I.	Kestrel 19	679	839	677	694	723	814	098	646	0	5770
17	Baker, R. J.	ASW-24w	735	842	447	643	723	866	396	480	694	5729
18	Jobar, R. S.	Discus B	664	826	769	58	837	447	840	678	285	5547
19	Lyle, J. P.	Nimbus 2s	623	812	391	144	815	801	796	0	801	5123
20	Knigh, R.	ASW-20r	476	802	724	695	757	426	225	55	876	5036
21	Webber, P. G.	LS-7w	769	750	0	DNF	834	819	807	880	0	4859
22	Watson, A.	Discus	795	872	332	646	371	438	593	0	679	4625
23	Metcalfe, J.	Mosquito	639	376	323	711	698	423	540	735	204	4519
24	Baleman, S.	ASW-20c	125	734	295	806	916	401	563	530	277	4156
25	Hootsman, J. B.	ASW-20	629	743	0	70	833	376	535	336	204	3726
26	Hamblyn, P. R.	Ventus	0	870	286	0	734	402	25	818	838	3453
26	Cousins, R.	ASW-20	694	814	0	DNF	598	393	DNF	DNF	DNF	2489

Class B

Pos	Pilot	Glider	Day 1.5.8 125.9km ▲	Day 2.6.8 149.7km ▲	Day 3.7.8 168.7km ▲	Day 4.8.8 190.6km ■	Day 5.9.8 125.9km ▲	Day 6.10.8 338.2km ▲	Day 7.11.8 324.5km ■	Day 8.12.8 102.8km ▲	Day 9.13.8 270.6km double C/R	Total Points
1	Fritche, P. C.	LS-4a	748	1000	850	701	675	1000	965	290	874	7204
2	Welford, R. T.	Pegasus 101a	337	995	858	702	644	942	991	286	938	6983
3	Piggott, A. D.	Edgley EAS	663	959	555	605	620	741	1000	296	833	6272
4	Hill, S. E.	Pegasus 101a	706	845	503	640	557	790	884	0	872	5807
5	Carnel, M. P.	Cirrus	692	966	616	30	639	834	900	0	918	5646
6	Westgate, G. C.	K-21	0	844	839	53	612	889	875	15	827	4954
7	Healy, E. W.	ASW-19	304	989	435	42	514	817	943	6	544	4594
8	Group 2	Acro Twin 3	357	686	311	57	457	796	912	38	1000	4584
9	Dowling, M.	K-21	78	886	321	535	545	771	900	189	257	4480
10	Emck, A. D.	K-6r	649	231	528	111	628	878	877	8	0	3910
11	Brown, S.	Pegasus	664	511	351	610	413	827	0	0	727	3905
12	Sinclair, D. A.	Puchacz	420	784	182	302	309	754	395	0	679	3829
13	Smithers, J.											3829
14	Wild, M.											3298
15	Saunders, D. J.	Std Cirrus	597	593	490	53	365	0	395	0	835	3298
16	Davies, C. J.	K-6c	383	772	398	377	196	345	328	0	417	3049
17	Thomas, C.	K-21	64	250	0	58	375	720	795	0	784	3049
18	Johnson, R.	Libelle	0	701	0	104	153	79	844	72	677	2630
19	Brooks, M.	Pegasus 101a	0	563	399	243	452	671	0	0	135	2463
20	Pridal, B.	K-6c	25	771	0	3	326	361	320	0	116	1937
21	Bitte, J. C.	Astr CS	41	654	210	54	73	291	365	0	94	1782
22	Vaughan, R.	Twin Astrir	315	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	315
23	Thursday, B. S. R.											

Our thanks to all the scorers who sent us the results with, again, a very special thank you to Tim Newport-Peace of Scoring Systems who has done a great job with a programme which follows our format and saves us many hours sorting out the tables.

GRANDSDEN REGIONALS – August 19-28

Club Class

Pos	Pilot	Glider	Day 1.19.8 201.6km ▲	Day 2.20.8 147.1km ▲	Day 3.21.8 260.5km 4 legs	Day 4.22.8 174.6km 4 legs	Day 5.24.8 147.2km ▲	Day 6.26.8 153.5km ▲	Day 7.28.8 248.3km 4 legs	Total Points	
1	Parry, N.	LS-4	522	825	1000	910	715	919	799	5490	
2	Roberts, M.	Acro Twin 3	594	601	919	889	609	955	825	5392	
3	MacGregor, A.	DG-300 Club	538	767	884	787	649	1000	688	5313	
4	Emson, C.	LS-4	461	801	994	976	683	148	1000	5063	
5	Le Roux, D.	Std Cirrus	411	775	939	945	234	836	886	5026	
6	Brook, M. F.	SHK	270	802	991	914	689	466	757	4889	
7	Whitehead, P.	DG-300 Club	638	608	999	876	240	852	759	4872	
8	Baker, P. E.	Acro Twin	436	522	873	981	374	755	823	4864	
9	Mynott, S. J.										4759
10	Maisonnier, R. J.	Std Libelle	387	791	967	957	613	872	152	4759	
11	Smith, J.	Std Cirrus	556	572	892	978	241	740	676	4655	
12	Witter, R. B.	Dart 17	153	553	957	844	371	761	705	4344	
13	Langland, S. N.	K-6e	227	552	750	735	626	839	569	4336	
14	Darby, M.	LS-4	189	685	905	969	606	166	722	4222	
15	Smithers, C.	Pegasus	138	608	920	581	161	867	779	4054	
16	Emck, A.	K-6e	278	315	916	782	546	409	727	3973	
17	Walford, A.	PIK 20c	201	727	887	304	604	845	146	3714	
18	Decloux, A.	Pegasus	325	559	854	930	44	125	624	3461	
19	Welford, R. J.	ASW-19	129	495	788	814	163	696	181	3266	
20	Haley, V.	Std Cirrus	429	318	884	0	257	630	636	3156	
21	Woodard, M. G.										2753
22	Birch, J. T.	Pegasus	162	483	893	790	274	151	0	2753	
23	Birch, J. L.										2706
24	Turner, R.	Std Libelle	191	0	96	890	315	748	626	2706	
25	Jones, D.										2295
26	Evans, H.	K-6on	31	360	356	585	123	465	156	2295	
27	Duffin, P.	Club Libelle	45	299	775	49	394	416	138	2118	
28	Staff, D.	K-6e	197	297	229	318	73	483	0	1597	
29	Prime, F.	Astrir CS	157	210	171	165	73	9	0	785	
30	Hardy, R.										

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1	Wells, S.	Discus	138	824	959	913	770	947	11	964	5326
2	Redman, S. J.	LS-6	132	764	866	920	946	850	5	824	5307
3	Shelton, P.	Discus	126	618	882	882	991	100	21	824	5186
4	Young, M. J.	Discus	296	661	1000	942	474	701	49	1000	5123
5	Fairclon, B.	LS-6	0	565	893	851	802	682	0	808	4701
6	Hindley, S.	Discus	22	607	925	987	876	737	0	616	4570
7	Franks, H.	LS-7	116	618	825	1000	939	742	11	217	4468
8	Ellis, R.	Discus	113	506	932	851	634	725	5	689	4456
9	Nicholson, T. B.	Discus	115	551	916	900	939	813	0	190	4424
10	Eli, S.	Nimbus 2	127	589	858	934	213	744	4	809	4258
11	Lewis, I.	ASW-24	36	501	857	774	770	677	0	712	4187
12	Payne, K.	Discus	46	629	883	996	833	752	0	176	4117
13	Glazebrook, G.	Kestrel 19	127	490	758	882	863	465	12	687	4084
14	Kirschner, H.	Vega 15w	33	477	826	928	338	557	0	875	4034
15	Smith, M.	Vega 17w	17	428	575	882	603	693	0	778	3976
16	Knight, R.	LS-7w	50	579	790	971	307	552	0	725	3874
17	Johnson, R.	LS-7	68	450	911	914	275	728	0	196	3541
18	Young, J.	Nimbus 3or	37	616	801	731	781	581	0	0	3517
19	O'Donald, P.	LS-7	80	428	757	28	344	581	0	718	3433
20	Baker, I.	Discus	56	593	684	829	19	670	11	223	3055
21	Whitehead, M.	LS-5	0	0	889	216	983	468	0	189	2745
22	Bromwich, R. C.	LAK-12	0	0	380	294	418	573	0	680	2345
23	Morris, J.	Ventus B	0	301	539	209	691	233	0	176	2149
24	Lynchehaun, J.	Mosquito	78	238	0	297	232	484	19	198	1546
25	Hook, K.	Nimbus 2	22	438	0	505	0	156	0	67	1186
26	Ferguson, J.	Kestrel 19	0	132	0	283	0	610	0	0	1025
27	McDermott-Row, H.	ASW-22	0	0	0	0	0	0	0	0	0

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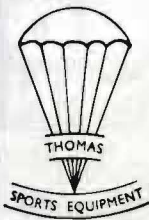
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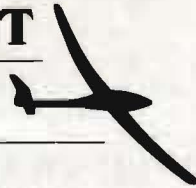
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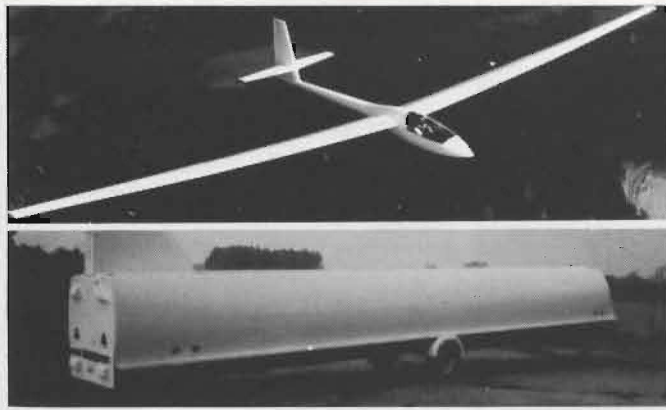
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NEW DATE FOR AERO '97

The AERO Friedrichshafen trade fair for general aviation will be on April 23-27, 1997, on the fairgrounds at Lake Constance and at the airport, one week later than originally planned to avoid overlapping with the Hannover Fair.

LILIENTHAL MEDAL

The Lilienthal medal, awarded by the FAI Gliding Commission for a remarkable performance in gliding or services to gliding over a long period of time, has gone to Terry Delore of New Zealand.

Terry has been gliding competitively since 1980 and has scored many 1st and 2nd places in events such as the Air NZ Cross-Country Championships, South Island Championships and the New Zealand Nationals.

He has set world records and in 1994 broke the record for distance and completed a flight of 2048km, becoming only the second pilot to fly in excess of 2000km.

PELAGIA MAJEWSKA MEDAL

This medal is created to honour the eminent Polish Pelagia Majewska and is awarded to a female glider pilot for a particularly remarkable performance in gliding or eminent services to gliding over a long period.

This year it goes to Marie Kyzivatova of the Czech Republic who for many years has been the representative for gliding of the former Czechoslovakia, now Czech Republic, and was once European Women's Gliding Champion (1889), twice National Women's Gliding Champion (1976 and 1989) and is the holder of many national gliding records.

MBE FOR WORLD CHAMPION

Ken Payne sent us a cutting from a New Zealand newspaper announcing that Ray Lynskey, the World Open Class Champion, has been awarded an MBE. As Ray comments "it is good for the gliding movement."

CLUB COURSES

As well as the success of the BGA courses a lot

of pilots write to compliment various clubs on the quality and enjoyment of their flying weeks.

There seems to be a trend for those unable to fit regular gliding into their life style to book holiday courses once a year just to keep in touch with the sport.

The BGA programme is again comprehensive for the coming season (see the BGA News) and these carefully constructed courses offer a way of taking a step forward in your gliding expertise and confidence.

FRENCH GLIDING SITE

Geoff Smith of the Ouse GC discovered a friendly French gliding club at Fouguerolles Airfield close to the village of St Foy-La-Grande. On his first visit he was soon flying as P2 over "the incomparable valley of the Dordogne."

NEW RECORD

Terrence Delore of New Zealand has had his world free distance record homologated. He flew an ASW-20 2049.44km from Wigram Airfield, New Zealand and departed from Kowhai river bridge, turning at Seddon Hotel, Five Rivers' Garage and Medway river bridge, landing at Queenstown Airfield.

The flight was on November 5, 1994. The previous record was held by Karl Striedieck of USA with 1434.99km on May 12, 1994, flying an ASW-20B.

If you are still stuck for what to buy the glider pilot in your life this Christmas, then make things easy for yourself and go mail shopping at the BGA office.

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We have had such a disappointing response to our request for aerial views of your sites, we are holding the feature back until February hoping this will give more time for colour photographs to be taken. Colour prints are fine and please give the orientation. It was the intention to run them in alphabetical order but this may not be possible now as there are bound to be stragglers. But we would still like to hear from you.

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CLASSIFIED SECTION

TO PLACE AN ADVERTISEMENT IN THE CLASSIFIED SECTION, please send your remittance together with a copy of your wording to Debbie Carr, BGA, Kimberley House, Vaughan Way, Leicester LE1 4SE (Tel 0116 2531051 or Fax 0116 2515939), before January 5 for next publication. Any advertisements received after this date will be carried forward to the next edition of S&G. Rates 70p per word with a minimum of £14.00. Black & White photographs accepted £6.00 extra. Box No. £3.00 extra. Prices include VAT.

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BGA COURSES FOR 1996

When you plan your holiday for 1996 don't forget to make time for a BGA course. This list will be comprehensive and designed to cover all levels of experience. See the next issue for dates and venues.

Meanwhile, if you have a spare week you might be lucky enough to get on one of the autumn's wave courses. Ring the BGA office on 0116 253 1051 to see if there are any places left.

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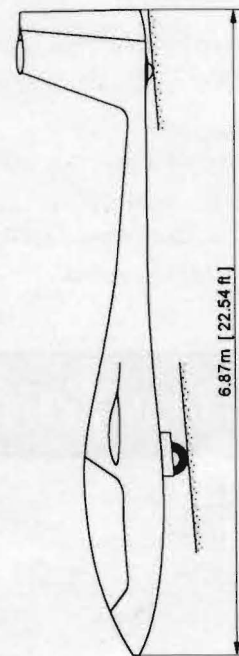
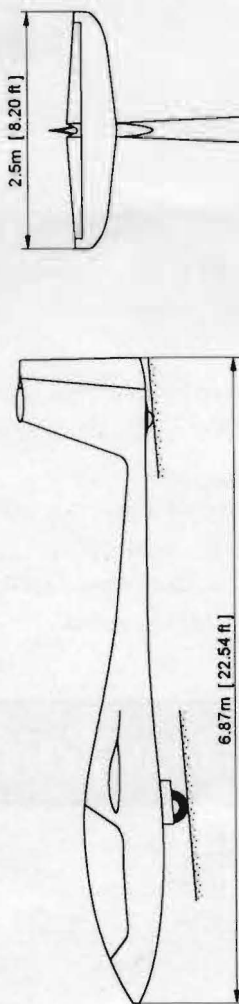
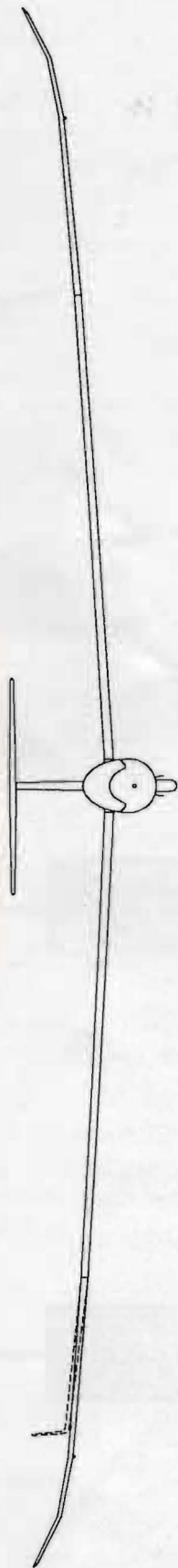
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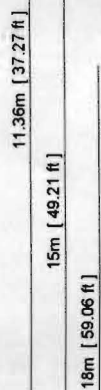
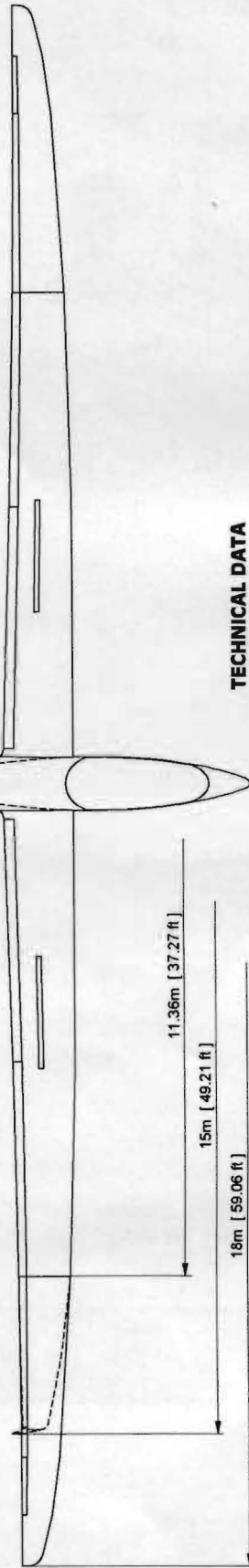
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