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December 1997-January 1998

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Magazine of the
British Gliding Association

December 1997-January 1998
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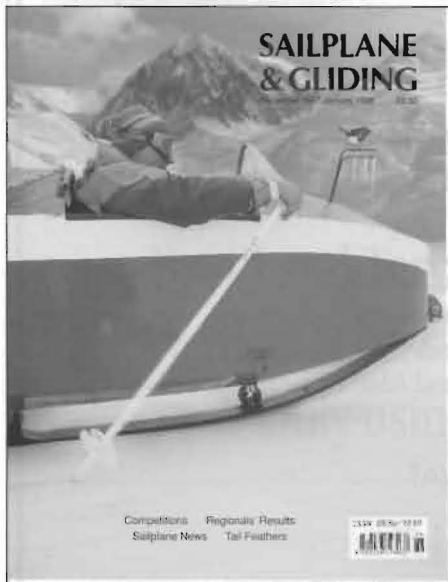
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TELEPHONE CALLS

Do make sure you have the correct number - a lot of you are wasting calls by phoning S&G when you want the BGA and vice versa.



Cover: Our Christmas cover was contrived by Chris Head with help from Tony Hutchings and John Reed. For a full explanation see p329.

SAILPLANE & GLIDING

YOUR LETTERS

F. Boyce, J. N. Bearden,
D. J. Howse, S. Harvey
(reply by B. Rolfe), J. Abbott,
C. Ellis, D. M. King
(reply by M. G. Woollard),
C. Ellis, R. B. Witter, M. Moos,
M. Wells, D. Neal
(reply by C. Pullen), M. Simons,
J. Hill, J. Pratt, R. Bull

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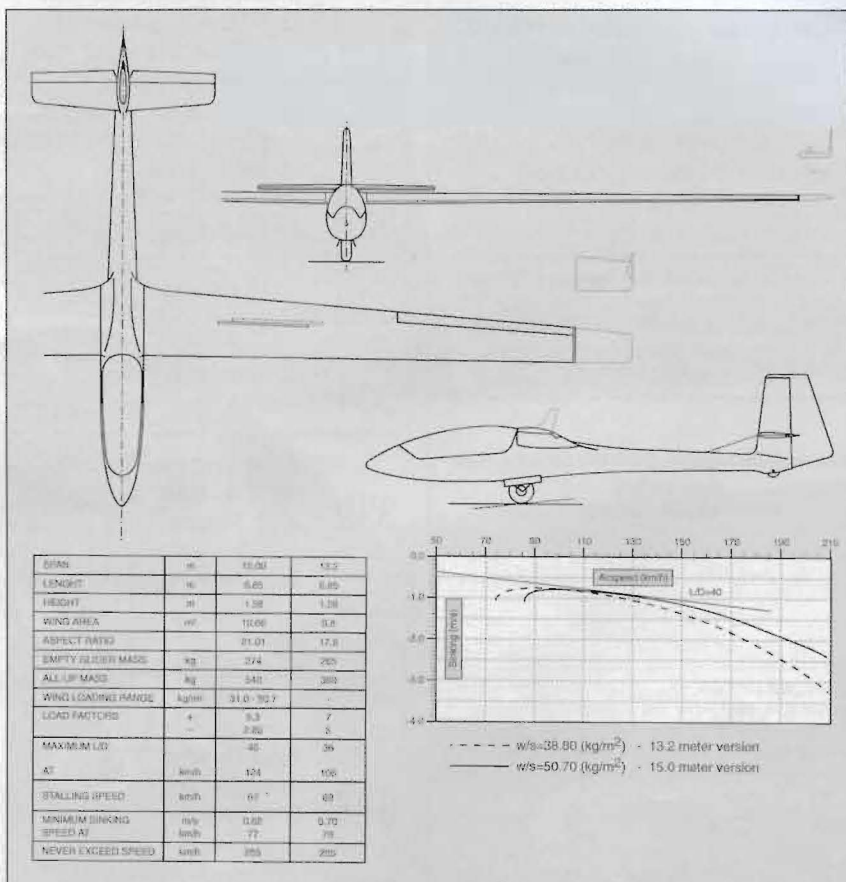
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YOUR LETTERS

SLOW COACH

Dear Editor,

Steve Longland's introduction to his report on Competition Enterprise in the last issue, p275, struck a most harmonious chord with me.

You see I have a well-deserved reputation for being your archetypal slow glider pilot. For years I have been dismissing what others see as a defect by explaining that I really enjoy gliding, therefore the longer I can be in the air savouring its delights the happier I shall be.

Why should I be embarrassed about once spending 9½hrs to cover 460km when I enjoyed the day so much?

FREDRIC BOYCE, *Woodstock, Oxon*

VOTE WITH YOUR WALLET

Dear Editor,

Of the price-sensitive Standard Class, Gerhard Waibel laments in the June issue, (p160), "Our proven safety cockpit (of the ASW-24) won the OSTIV prize, but we can't persuade the customer to pay extra for it. Then the landing gear is a jewel of comfort and safety with a powerful hydraulic disc brake...but the competition pilot thinks it's too heavy."

Not so. I chose the ASW-24 over the competition - and paid "extra" for it - precisely because of the safety cockpit. The effectiveness of Gerhard's design was illustrated here in the US some years ago when a fellow competition pilot - and an excellent one at that - touched some trees on a ridge task in his ASW-24 during the Nationals. The glider was abruptly arrested by the higher branches, stopped flying, and then dropped almost straight into the ridge, impacting the rocks on its nose slightly past vertical.

While the aircraft was a write off, its pilot walked away almost unscathed. I'm told that

the repair experts who examined the wreckage were quite impressed.

It was after that event, and perhaps influenced by the earlier loss of my father and my best friend in separate soaring crashes, that I decided the price differential to step up to Gerhard's safety cockpit was worth every penny. Granted, this came after I satisfied myself that the competitive performance was fully equal, but the point is that this safety was achieved at no performance or handling penalty. After 500hrs in the glider (mostly with winglets) I can say it is my favourite of the modest number of types I have flown.

As to the landing gear, I salute Gerhard for saving my butt (to put it bluntly but literally). After 30 years of never scratching a glider, I touched down several years ago in a pasture (which I had carefully checked out for several minutes from a nearby ridge and in which another pilot had just landed safely - proving once again that there are no guarantees in soaring!) and immediately hit a large hidden rock, partly buried, with a vertical face.

The long, narrow, horizontal, column-loaded gear struts which lead aft of the wheel into the rear gear box failed in compression exactly as designed, allowing the rest of the landing gear to rotate back and up until the wheel/tyre (incredibly undamaged!) lodged against the underside of the fuselage. This maintained enough ground clearance for the fuselage to pass over the **second** rock which merely grazed the belly of the ship rather than puncturing it (and, likely, me).

The repair was quick, albeit not inexpensive, and involved primarily the replacement of various metal parts which "sacrificed" themselves before transferring loads into the com-

posite structure. That the hydraulic disc brake is wonderfully effective is just a bonus.

Most of our emphasis regarding safety has been on accident avoidance. More recently, it seems as if all manufacturers are paying more attention to accident survival; *ie*, crashworthiness. Newly available materials and design techniques make this possible, but customer demand is still the primary driver. This customer voted with his wallet and urges other pilots to do the same - and to let the manufacturers know - regardless of the brand selected.
CHIP BEARDEN, *USA*

THE SOLUTION TO COMP RESULTS

Dear Editor,

Writing as a member of that "tiny minority" of gliding folk who do not feel the need to race everywhere and everyone to justify a launch, I feel I can remain silent no longer. I find the competition accounts and results in your excellent magazine, well, dull. There, I've said it!

Things have deteriorated. Not your fault of course, but there are now more Comps than you can shake a stick at, with multiple permutations of geography, span, sex, age and handicap to play with and report upon. To add insult to injury, a certain prominent advertiser's idea of imaginative marketing is to reprint the entire results table from the Nationals over the back page! Dull Mr Jones, dull, dull, dull!

Enough whining from me, and don't blame yourself. You have to cater for a broad range of interests and abilities, and egos are at stake! Might I venture a solution aimed at satisfying all? Concentrate all competition accounts and results into a pull-out centrefold section.

Benefits?

1) Successful competitors will be able to

THOSE FIRST GLIDING CLUBS - TWO MORE CONTENDERS FOR THE TITLE

Dear Editor,

In response to Dennis Hardwick's search for the "first" gliding club (see the August issue, p199), I have sent a photo (see below) of a club glider with the initials WMA&GC 2 on the fin. This shows it is the second glider built by the Windsor Model Aircraft and Gliding Club. No 1 glider (illustrated in the February 1984 issue, p25) was built in 1911 when the club was called the Windsor Model Aircraft Club. The name was changed in 1912.

Standing alongside the fin is Sydney Camm, later knighted for his work on powered aircraft.

ROBERT ADAMS, *Chelmsford, Essex*

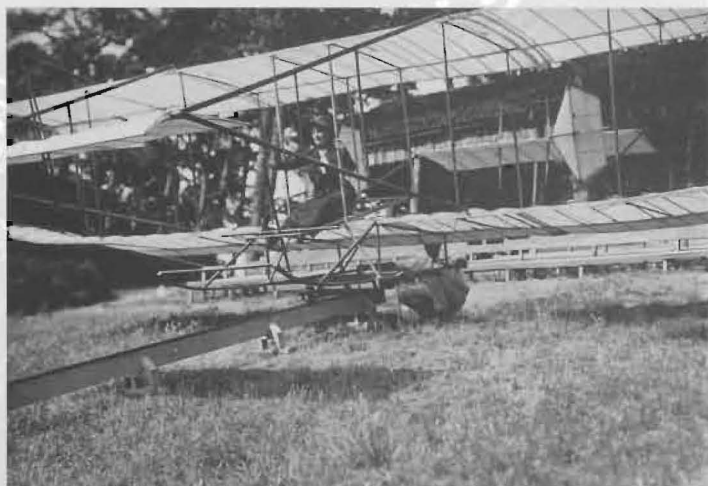


Dear Editor,

The photograph below (printed by courtesy of the Brooklands Museum) shows another contender for the earliest club. It is of Mrs Gavin learning to fly on a Lane glider from the Members' Hill in July 1910 at Brooklands, which I believe was actually a gliding school.

If you visit the museum, you drive down past the test hill and the area on the right of the hill is the actual site.

MICHAEL BEACH, *Twickenham, Middx*



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extract and frame their stellar results without damage to their favourite magazine.

2) Less successful competitors, distressed by their results, will be able to remove the damning evidence quickly and clinically.

3) Uninterested readers may rip out the offending pages, and enjoy putting the paper to alternative use (this should also attract the green vote).

4) You, dear Editor, can exact secret revenge upon your competitive tormentors by careful juxtaposition of action photograph and centre-fold staple.

DAVID HOWSE, *Barton, Cambs*

FOURTH EMERGENCY SERVICE

Dear Editor,

I write to warn readers that I believe if you break down or have an accident while towing your glider trailer, the AA and RAC (in company with many similar breakdown assistance or recovery organisations except Green Flag) will refuse to retrieve your glider trailer if they cannot fix your tow vehicle!

I recently had to be retrieved by the AA, who refused repeatedly to have anything to do with the trailer as it was longer than 25ft. The AA, at what was a stressful time for me, were very unhelpful and would only repeat that they would retrieve me and my car but trailers over 25ft were not covered. They made no suggestions what to do about the glider trailer.

I was lucky that the subcontractor garage who collected me from the roadside was prepared to enter into a private arrangement, for a fee, and towed the trailer behind us to languish in the comparative safety of his forecourt before taking me and the car to the AA depot. The AA then transferred the car on to their own vehicle and "Relayed" me and the car home, a total of more than 200 miles.

As far as I could tell the trailer would have been left beside the road until I could collect it had the AA themselves collected me or had the garage not been helpful. It was still mildly vandalised while running up reasonable storage fees awaiting retrieve.

I have since asked the RAC, Auto National Rescue and Europe Assistance, and none will cover glider-length trailers. I have forgotten the replies from Britannia or Mondial, if indeed I contacted them. Between the AA or RAC you might fare marginally better with the RAC, as the garage that picked me up also worked for the RAC and pointed out that with the RAC's proclaimed "no transfers", if you are collected by a subcontractor rather than RAC proper you may be able to persuade them to tow your trailer, for a fee, as they take you home.

However, in spite of their obvious "no retrieve" policy, the AA have in the past arranged reasonably prompt tyre replacements for my trailer at 3am on a motorway when first one tyre shredded itself and later the spare likewise, for which I was very grateful at the time.

I believe the AA have refused to change their present exclusion of glider trailers from cover when approached by a more powerful publicity minded voice than mine who remembers the days when matters were otherwise. He had been upset to learn of my experience as he had been paying up in blissful ignorance of the

present lack of AA cover. How many others who trail gliders fondly imagine that they are covered by their breakdown assistance organisation when they are in fact not?

The good news is that with Green Flag (tel: 0800 00011) if "Caravan and Trailer cover" appears on your current membership certificate, this gives your trailer, whatever the length, the same cover as the insured tow vehicle when it is being towed, so long as it complies with any applicable regulations, has a 50mm tow ball, weighs less than the kerb weight of the insured tow vehicle and is of "a proprietary make". I take it this excludes home-made "one-off" trailers, but what exactly comprises "a proprietary make"?

I have not checked on the situation should you wish to tow your glider outside the UK and I would be pleased to hear *via S&G* if glider pilots have any choice of organisations at home or abroad that will help car and glider trailer. STEPHEN HARVEY, *London*

Barry Rolfe, BGA secretary, replies: This letter confirms the attitude which has always been adopted by the AA towards glider trailers and about which we last warned members in our May 1996 newsletter to clubs. Over the years we have tried to persuade both the AA and the RAC to offer this cover but with no success. We are currently in negotiation with an insurer to introduce a suitable scheme which will meet members' needs both in the UK and abroad.

THE CARE OF WOODEN GLIDERS

Dear Editor,

We are writing to correct some comments which appeared in the August issue, p233, under BGA Technical Committee News, which might mislead other owners of wooden gliders.

Mike Woollard made reference to a "rogue" 460 which suffered catastrophic structural failure and crashed (fatally) during 1996. Mike also commented that it had been "badly stored in an open trailer". This was based on the assumption that a factor in the degradation of the Redux bonding of the spar was due to water ingress.

As the present and former syndicate owners of the glider, we have been familiar with it since new and can say that it was stored throughout its life in a closed trailer, initially the one supplied with the glider and later in a new aluminium one. The aircraft was looked after with great care and had been re-covered in its middle age. At C of A each year, the inspectors who saw it were invariably impressed with its condition and even in the AAIB report of the examination of the wreckage, there was reference to the general pre-accident condition of the wing structure and glue joints as being "very good".

As many people will know, all 460 series gliders were grounded following this accident and had to be inspected and modified before they could fly again. To the best of our knowledge only 18 of the 34 460 series gliders still in existence can be economically restored to airworthy condition: we understand that the remainder are beyond repair and that some have reached a far worse stage of spar degra-

ation than the so-called "rogue" glider mentioned.

Our main reason for writing is to point out to owners of other gliders that storage in a closed trailer is not necessarily a sufficient protection against the weather. A trailer must be able to keep out all forms of weather, including driving rain and fine snow, and yet not be hermetically sealed so as to create condensation; we thought we had achieved this and we believe that our glider was well cared for - is yours? JOHN ABBOTT, CHRIS ELLIS, DIANA KING

Mike Woollard, chairman of the BGA

Technical Committee, replies: The original text of my article referred to the glider being stored in "a trailer open to the elements" rather than in an "open trailer" as appeared in the edited version. The comment was prompted by the report of water marks evident on the root spar of the wing, possibly caused by melted snow. Diana and her former syndicate partners' point is well made; even a reasonably secure trailer may provide insufficient protection to adverse weather conditions as commonly found on hill top sites in winter.

Equally an apparently well maintained glider can have cracks in the paintwork in critical stressed areas which under certain circumstances may allow the ingress of moisture with such potentially devastating consequences as illustrated in this unfortunate case. Owners of wooden gliders in particular would be well advised to winter their gliders in more benign locations.

ROLLICKINGS

Dear Editor,

I must say that I wholeheartedly concur with Doug Edwards' observations in the last issue, p261. The term "rollicking", as those steeped in the lore of the sea will know, has its origins in the days of sail and tall ships. A time when maintaining discipline required a degree of harshness nearly as severe as some gliding clubs today.

Down each side of the main deck of the sailing ships were lashed the "whalers" (lifeboats) which were, when in the "oggin" (water), propelled by "rowers" (oars). The rowers were held firm in the "gunnals" (gunwalls: side of the boat) by "rowlocks" (rollocks). These were not the dainty galvanised tulip shaped jobs one finds on the boats on the Serpentine but two sturdy wooden pins dropped into suitably placed holes in the top of the gunnals.

In the event of a member of the crew not "pulling his weight" whilst "working ship" (pulling the sails up) the "boatswain" (bosun) would stroll over to the nearest whaler, take a rollock from its socket and use it to belabour the unfortunate matelot.

This method of admonishment could quite simply be adapted to the gliding environment by fitting all the two-seaters with an easily removable control column. Instructors would then have a readily accessible cudgel with which to set about any miscreant who incurred their displeasure.

How one spelt the term does, I suppose, depend upon which part of the anatomy the

chastisement is being applied. It could even be reworded into giving "a bit of stick".
CHRIS ELLIS, *Lower Frankton, Shropshire*

LET IN THE MOTORS!

Dear Editor,

Now that the IGC has accepted the equality of motor gliders and pure gliders, let us no longer banish motor gliders from BGA rated competitions. The IGC has recently amalgamated gliding records in one category whether motor or pure glider, single or two-seater machines.

The BGA has for many years permitted two-seater gliders to compete on an equal basis with single-seaters - (although many might argue the advantage of having two brains in one machine). Surely the time has come for the BGA to align itself with international thinking and also permit motor gliders to take part in the Nationals and Regionals?

The advantages of such machines in competition are imagined rather than real - I believe they are actually at a disadvantage because of their weight, and the need to concentrate on the engine and the possible field landing when low, rather than thermaling away. Their benefit is, of course, their ability to retrieve themselves by air, rather than involving themselves in field landings and trailer races, which is not what soaring should be about.

Come on the Comps Committee! Let us have an experiment in 1998 whereby we can take part in all rated competitions - our secure GPS loggers will show whether the motor was used, and we can be scored to where we "saved ourselves" on land out days. A debate can then take place at the end of the season whether the trial was successful or not.

ROD WITTER, *Chester*

CLUB FLYING COSTS IN THE USA

Dear Editor,

As one of your American readers, I found the article by Neil MacLean in the August issue, p215, very interesting. It was enlightening to see our aviation regulatory system dissected by someone from outside the States! Although the cost of gliding in America, at least at commercial operations, is probably high in comparison with the UK, there are cheaper alternatives which Neil had not had time to explore.

I belong to The Central Ohio Soaring Association and we operate from the municipal airport in Marion, Ohio. We have about 140 members, many of whom, I'm sorry to say, are inactive, and we own two Cessna 150/150 tow planes, two Schweizer 2-33 trainers, a Schweizer 1-26, Schweizer 1-34, Grob G-103A and a Grob G-102.

The joining fee is \$200, and the dues are \$12/month. Flying charges for the Schweizer gliders are \$4/flight, regardless of the time aloft. The flat-rate charges per flight for the G-103 and G-102 are \$9.50 and \$8.50, respectively. Tow charges are \$4.25/1000ft, with a tow to 2000ft being the norm. Instructors earn \$3/flight.

To allow everyone a chance to fly, should thermal conditions here in topographically flat Ohio permit, maximum flight times are restricted at weekends to 45min for all two-seaters and to 1hr for single-seaters. Members may fly on

weekdays without time limits for the usual flat-rate charges. Common courtesy towards those waiting on the ground dictates the length of one's flight during good thermal weekdays, when 1 and 1½hr to 2hr flights are normal. On non thermal days, the typical 2000ft tow produces a flight of approximately 12min. On the basis of an hourly rate, a 12min flight would cost \$62.50/hr, but a 2hr flight would cost only \$6.25/hr!

A BFR, obtained in our club, costs about \$47, compared to the \$200 Neil spent gaining his BFR at a commercial operation.

For someone like Neil, who would have to join our club to obtain his BFR through us, the initiation fee and the monthly dues would increase the cost of obtaining a BFR, but the lower cost of subsequent flights, especially for an active member, would soon overtake this initial cost disadvantage.

The cost of flying from other USA clubs may vary widely, depending on their equipment and the number of members, but I thought your readers might find our flight charges of interest.
MILT MOOS, *Westerville, Ohio, USA*

WITH GRATEFUL THANKS

Dear Editor,

I would like to thank the following organisations and individuals who kindly contributed towards prizes and gifts for the Junior Championships:-

BGA shop, Booker GC, Cellnet, T. L. Clowes, *Evesham Journal*, Flight Insurance (Carol Taylor), Hill Aviation Insurance Services, Innovatum International Ltd, Jardine Aviation, Joint Aviation Services, Lasham GS, London GC, McLean Aviation, M. F. Cuming, RD Aviation, Sedgwick Aviation, Southern Sailplanes, Stratford Cinema, The Soaring Centre, Transair, Wells Design and Yorkshire GC.

Their generosity was much appreciated by the competitors.

MARY WELLS, *Shipston on Stour, Warks*

INSTRUCTOR TRAINING

Dear Editor,

I was pleased to read the comments by Bruno Zipp in the August issue, p197, about our instructor training and saddened by the largely negative reply from Chris Pullen.

I spent some 30 very happy years as an instructor and during that time attended improvement courses and lectures whenever I could. My last was a CFI's weekend at Booker in November 1993 with the then national coaches. At that meeting it was emphasised that some candidates for AEI and assistant instructor courses were being put forward without sufficient training in the stall reinforcement exercises and because there was insufficient time to teach these basics on the courses, it was policy to return them to their CFI. This, I would add, had never occurred with any of my candidates but I heard reports from them that this was actually happening.

I queried this with Dick Dixon at a couple of BGA regional meetings and it was again confirmed that this was the policy.

I am now out of touch with current practice as I am unable to meet the medical requirements and sincerely hope that what Chris says is true.

Instructors learn their craft by getting on with

the job and there is no substitute for hands on experience (or should that read hands off?). There is a need for standardisation in training methods and this can be achieved and individuality retained. I believe the **BGA Instructor's Manual** finally achieved what had been lacking in the years that I was instructing, if used as intended as a guide to current thinking, but not to turn the otherwise good instructor into a parrot of his mentors.

Gliding is a superb sport for bringing out the best in people. It cannot be described as a team sport but without the support of the team on the ground it would never happen. It is an individual and frequently solitary pursuit which normally brings out the best individual attributes. Long may it continue.

DENNIS NEAL, *Wimborne, Dorset*

Chris Pullen replies: I didn't consider I was negative and if you read my footnote again perhaps you will agree. The main idea of the course is constructive, not destructive.

MORE ON KRONFELD

Dear Editor,

A footnote to a footnote. As John Trenchard wrote in the August issue, p199, whether Robert Kronfeld's Austria broke up in cloud or just outside in July 1932 is a small matter, but there is some interesting history surrounding the incident.

Kronfeld gave a detailed account of the break up in *Sailplane and Glider*, November 11, 1932. The Austria was fitted with a T&S indicator, airspeed indicator, altimeter, variometer and inclinometer. Kronfeld had practised blind flying for some hours at the DVL school in Braunschweig, on transport aircraft, but pointed out that keeping an airliner on a straight course in cloud was very different from maintaining control in constant circles.

Despite his expertise and training, flying blind he lost control of the 30 metre span aircraft, which picked up a lot of airspeed in a very short time. He emerged from the cloud with the aircraft intact but at high speed, in a moderately steep spiral. He tried to straighten out but the outer part of the port wing broke off, under the torsional loads caused by the excessive velocity, and the Austria rolled on to its back. He had quite a struggle to get out of the cockpit and the parachute saved him despite the gyrations of the crippled Austria which swooped all around him.

The extreme camber of the Göttingen 625 wing profile made such a failure all the more likely. Almost certainly the outer wing failed under downloads caused by the twisting of the wing to a negative angle of attack.

By this time it was fully understood that to circle a sailplane continuously in cloud was virtually impossible without at least a T&S indicator, but since these gyro instruments were powered by an air venturi, they would ice up if the climb reached sufficient altitude.

Kronfeld also mentioned a flight he had made in the Wien in 1929 when he climbed in a cloud and out of the top of it, flying for half an hour with instruments because of icing. This was described at some length in his book, **On Gliding and Soaring**. He managed on this

occasion to keep control but only with great difficulty. Other pilots, including Gunther Groenhoff, had had severe problems in cloud and at least one, Paetz, had his aircraft break up around him.

The variometers used in Germany at this time were of the circular dial, moving vane type. The highly ingenious and cheap Cobb Slater pellet variometer came later. Bert Cobb was an instrument maker who had been involved in making accurate gas flow meters for anaesthetists. Louis Slater and Bert developed their sailplane variometer and established their company to manufacture it. The company, I am told, still exists in Matlock and will service the odd variometers, if asked to do so.

MARTIN SIMONS, *Stepney, Australia*

WHY DIDN'T SHE GO SOLO?

Dear Editor,

As I read Eagle Eyewoman's article in the last issue, p271, she joined a gliding course three years ago and had 20 "fantastic flights", but didn't go solo. She then repeated the experience a little later with "two excellent instructors", but didn't go solo. During the next year she flew with most of the 50-60 instructors at her club and still didn't go solo.

Poor instructing, chat ups, patronising attitudes and illegible writing is blamed. But hasn't she got a tongue in her head? What was her CFI doing about it? She doesn't say, if ever she asked - obviously not a Yorkshire lass.

Then she arrived at Sutton Bank as a 90 flight pupil. No wonder our arrogant, but competent, instructor was bemused. Maybe the shock made him appear to be more arrogant than he really was (but then again maybe not). It further appears that she took yet another course and,

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

yes you've guessed it, still no solo.

I sympathise with EE. To be informed after all those flights that only a handful of instructors were worth flying with does indicate that her club's standards are not very high. Of course it could indicate that the instructor she conversed with has a personal conceit amounting to clinical megalomania. And, as for being chatted up, I confess that 12 years ago when I was still a course instructor, I chatted up one of my pupils. We have just celebrated our eighth wedding anniversary. She didn't go solo either.

JIM HILL, *chairman, Yorkshire GC*

Dear Editor,

I am writing in response to the article describing the poor female's plight in belonging to a club with no less than 50 or 60 instructors, none of whom seemed to take her passion for flying seriously. Had my passion to learn been as strong as hers, I would be tearing my hair out at the MCPism this implied.

In total contrast, I belong to a very small club with a strong nucleus of some 25 regulars, six of whom are instructors. I first went solo at the age of 18 - many years ago. After a break of 25 years, when raising a family seemed to take over, I returned to test my wings again. Imagine my delight when a few months later I was again a solo pilot. Shortly after this, events overtook me once more and my enthusiasm for solo flying faded. I should point out that I am married to a total enthusiast and therefore spend many a weekend on the gliding field.

I have resolved since 1994, but the urge to be up there on my own has not returned and I still enjoy my flying in the company of others.

The point is that although I probably drive my fellow flyers mad with my lack of ambition, they are **always** there to encourage me and, indeed, anyone else needing encouragement. Far from being interested in a mere woman going solo (again!), the instructors are delighted when anyone, male or female, achieves any aim in their gliding life.

JACKY PRATT, *Fulmar GC (See also p358.)*



Sarah is in the K-23 after going solo at the Long Mynd two years ago. Alison is on the left with club member Jan Outhwaite behind Sarah.

THIRD GENERATION PILOT

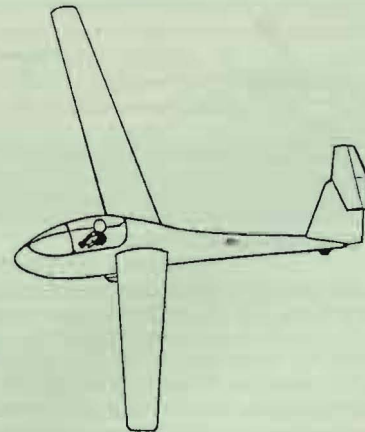
Dear Editor,

I imagine you will have a number of letters challenging Peter Stafford Allen's third generation pilot. (Last issue, p265.) Just for the record Robin Bull, his daughter Alison Rowson and her daughter Sarah Witton. (See photo above.)

ROSEMARY BULL, *Shrewsbury*

COVER DETAILS

The photo of the glider was taken by Tony Hutchings at London GC with John Reed as the "ski instructor". Chris Head then scanned the image, added the Alpine background, blurred the snow to create the motion effect and added the robin and icicles. Chris, who has been gliding since 1980, is a tug pilot and joined London GC in 1989. As a freelance graphic designer and Web-site designer, he takes on any type of challenge. The cover work was done on an Apple-Mac system with the scanning in-house. Chris can be contacted on tel 0181 8864442, fax 0181 2457464, e-mail chris@cjdesign.co.uk



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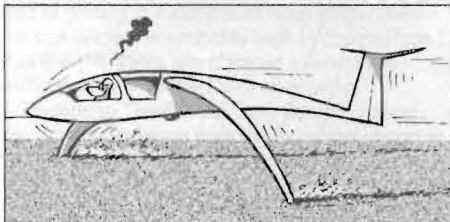
TAIL FEATHERS

Sobering thoughts about water

Every piece of so-called scientific evidence that butter, beer and beefsteak is good for you is gratefully seized upon by gluttons, however flimsy and quoted out of context that evidence may be. The slobs and gourmands all rejoice vindictively when the best-selling authors of books on running, vegetarianism and abstinence drop dead, preferably in public on a marathon, at age 40. Similarly, any evidence that waterballast is unnecessary and is positively bad for your performance has always been used by me as an excuse for not checking the bags and valves and fixing the blasted electrics (sorry, Gerhard, but I do not love the electrical water-dumping system on the big Schleicher gliders) and for not hauling bowsers and eight 50lb containers around the field.

Furthermore, Dunstable's small, undulating site is not the best place for taking off at maximum all up weight with 85ft wings drooping on to the grass, unless adrenaline rushes are your speciality. I'd sooner do bungy jumping over an alligator filled swamp on a frayed rope, personally.

My favourite competition from that point of view, apart from the alligator filled swamps, is the Senior Championships at Seminole Lake in Florida, in which water is banned. Well, I think you're allowed to drink the stuff, though since free iced beer was on tap I didn't risk it.



Wings dropping on to the grass.

I also used for years to take advantage of the splendid rule that UK Regionals gave you a 2% bonus on your handicap for flying without waterballast. For some reason the wise men of the BGA Competitions Committee dropped that excellent regulation. Clearly I was going to have to get my ballast sorted out, however inconvenient it might be.

At a recent UK Nationals, leaks forced me to fly dry for the first half of the Comp. My crew heroically applied themselves to the problem, insisting it would be good for me if I learnt to fly

wet. The pilot kept well out of it, following the principle "I love work, I can sit and look at it for hours" and knowing that, in technical matters, what I call help the experts call interference.

The leaks were fixed, whereupon the machine was transformed: it leapt forth like a greyhound from the leash, like an arrow from the bow - (Don't wax poetic, it doesn't suit our readership. In fact, please wane poetic. Ed) - it was a revelation. I clove the air - (Watch it. Ed) - and felt it was a new ship after 11 years of dry flying.

One of my New Year's resolutions is emphatically to pour ballast in, during ordinary club flying, as often as I dare (or the Dunstable tug pilots' union allows) instead of making it a once yearly, usually abortive, entertainment for my fellow-contestants on the grid.

H₂O in practice and theory



The great unwashed.

Theory is what you do to explain and justify what you know already works in practice. So here is a bit of new theory to justify why many people fly grossly overweight - according to the manual - and appear to get away with it. The handbooks I have read on most gliders tell me not to bother about water on days when you can only climb at 2kt (1m/sec, more or less) with empty tanks. Nearly everybody in serious contests flouts this injunction. Who is wrong: the geniuses who make the gliders or the great unwashed who fly them?

The manuals are in effect saying that in moderate conditions the better penetration of the heavy ship is outweighed by the poorer rate of climb. And that is certainly true, if we leave out two factors which I shall come to in a moment.

I reckon that of two identical Open Class ships in the same lift, the one weighing 30% more will climb 25-35ft/min slower, depending on the breadth of the thermal. About 20ft/min is due to the higher sink rate of the heavy glider and the rest of the penalty is due to its wider radius of turn: a big penalty in narrow thermals, smaller in wide lift.

Since 200ft/min is the average I have achieved over many flights in the UK in an empty glider over the years, then the people who fly heavy must be doing it all wrong. Right? Wrong. Well, probably wrong. Those two factors I alluded to earlier are 1) the start height bonus 2) flaws in the classic club-glider model.

We will take two pilots each flying an Open ship, one with all up weight 30% heavier than the other. Len is flying the light ship, Harry the heavy one. Each is flying pure MacCready speeds, dictated by their respective rates of climb. Len climbs at 2kts (about 1m/sec). Harry

climbs at only 1.7kts. In these poor conditions Len ought in textbook theory to equal Harry or beat him.

Start height bonus is bigger than I thought

A free height bonus is donated to them as they cross the line on a 300km task. If it's a badge claim, that will be 1000 metres or 3281ft. In a contest it will be set by the organisers to 3000, 4000 or even 5000ft, depending on forecast conditions and local airspace restrictions. Let's work with 4000 ft as an example. The best way to appreciate the start height bonus is to apply it to the final glide, where its effects are most easily measured.

We assume the final glide starts at 4000ft, though it doesn't matter what height the glide begins at: all that matters is what your start height is. (Believe me, or do the sums yourself.) We also assume for the moment that the air is on average neither rising nor sinking. We'll assume nil wind. Len and Harry are achieving an identical average cross-country speed of 71km/h or 39kts. I said it wasn't a very good day.

Let's leave the cross-country bit till later and look at the final glide first. Harry, in the heavy ship gliding at 48:1, can start his final glide 53.6 miles away from the goal. Len, at 45:1, has to start his glide 50 miles out. Harry does 3.6 miles less of the climb-glide routine, and therefore saves 5.6mins. Because of his higher cruising speed of 72kts vs Len's 68, Harry takes the same time for his final glide. So Harry's start height bonus is 5.6mins.

Some days I've started at 5000ft. The bonus to the heavy ship over the light one in that case is 7.25mins.

In practice, nervous pilots like me always start closer to the finish than that, in case of sink, changes in wind etc. This caution favours the heavy glider even more, since the last phase of the glide will be completed at much greater speeds.

The effect of this start height bonus on the speed points is sizeable: if a task lasts 2½hrs, that is a gain of 4% or 5%, which is magnified by the scoring system into even larger differentials. That makes me ponder about the call I made in the last issue for shorter tasks not to be so severely devalued as they are at present: it would have the effect of increasing the chances of the "lead sled" unless start heights were also restricted, or even finish heights raised.

Factor number two:

The unevenness and unfairness of things, OR "Unto every one that hath shall be given, but from him that hath not shall be taken away even that which he hath (St Matthew XXV 29)".

How doth thith - sorry, how does this come about?

You've all read the standard textbook climb-glide theory, which assumes exactly evenly spaced thermals, all identical in strength. The drawings look like little bedsprings neatly spaced out. In real life there is still always a great deal of variation in strengths and, in Britain especially, in the size of the yawning chasms between thermals. Harry, with the flatter glide angle, has more choice: he can sample 10%-15% more lift



Right into the sink.

sources before getting down to the critical height. This is the height at which you circle in anything you can find just to stay airborne. That extra sampling translates into a higher average thermal strength for the heavy ship, which helps compensate for the poorer climb performance.

Heavy Harry, flying faster, also arrives sooner at the next thermal. That's a bonus, though hard to put a figure on. It's horrible for Light Len when his chosen cloud disintegrates into tatters two minutes before he reaches it. Even more horrible if he is down to the critical height and must now accept 1kt or less.

The dry glider will get into that situation more often. You know how often you arrive just 200ft under another pilot; up and away he goes in a champagne thermal, leaving you with the dregs. You've missed the bubble.

The clincher in favour of taking off with all the water you can manage is that there is always the chance that the forecasters have got it wrong: if you have too much water you can dump it, but if you have too little or none at all you can't take any on board. At least not till my patent water-vapour-compressor is perfected and requires less than 30hp to run it.

So the upshot is -
- that what Ralph Jones has been doing all these years is totally rational, sane and correct?
I'm sorry to admit it, but yes.

Fun and games on the Internet

Faced with writer's block, I am this moment cruising the Web this lovely October afternoon to find references to gliding, which might prompt ideas. (Well, all right, I mean that I might steal some ideas and pass them off as my own.) I do not wish just to type in "gliding" to define my search, because that raises the possibility of missing useful references to "glider", "glides", "glided" etc. So I enter "glid" in the expectation of catching anything relevant.



Freezing vodka and boiling saunas.

Dear me, I am getting more than I bargained for.

Top of the list, which usually means extremely relevant, is a Finnish site: "GLIDLOPPET.PARTNERS.DATABAS" which, despite my superficial grasp of this remote language, is clearly offering an excellent service, helping sailplane owners who are looking for syndicate members to share their aircraft. Could anything be more useful to the gliding community north of the Arctic Circle? But having no imminent plans to own a ship in those parts I leave this site and continue to browse, much though I love Finland's lakes and forests and freezing vodka and boiling saunas and rolling in the snow and being whacked by naked ladies with birch twigs (watch it. Ed).

Next I get - hang on, what's this? "GLID: Gay and Lesbian Independent Democrats." There are quite a few of these sites. Maybe GLIDLOP-

PET.PARTNERS.DATABAS means something different from what I originally thought. Just in case you're thinking of sending an e-mail to Helsinki and eventually get invited to an overheated hut in Lapland that looks far too small to be a hangar, I warn you that you could be in for a surprise.

By way of an anticlimax, so to speak, I do eventually get Yorkshire Gliding Club's web site, and some good basic information, though nothing that I can steal or poke fun at, and therefore no use at all. However from the point of view of finding something silly to finish (no pun intended) this month's column, searching "glid" on the Web worked rather well.

I wonder if I dare try "soar"?

My e-mail address is:-
10166.304@compuserve.com

AEROTOW INSTRUCTION

HAROLD DALE makes two points

The first concerns a need to warn the tug pilot when the student is to be in control during the aerotow. The normal, switched on, club tuggie will aim to fly through lift throughout the tow. This is just what the experienced glider pilot requires. If there is convection the glider can pull off as soon as good lift is encountered.

Under these conditions, however, the poor trainee will most probably be completely unable to cope. The instructor will then have to take control and abandon the launch as a training exercise. A word in advance to the tuggie can make all the difference. Tell him the student will be attempting the tow and ask him to fly in the blue as much as possible. It works wonders!

The second point concerns the nitty-gritty of the student's control problem. As all instructors know, most students' difficulties arise through over-controlling and attempting to correct lateral displacements by rolling. I emphasise to the students that they should keep the glider's wings parallel to those of the tug at all times.

If the glider drifts to one side there is no need to take any other action. The sideways pull on the tow rope will correct the displacement. It might take a minute or two, but that doesn't matter. The glider is still climbing even when it is slightly out of position.

When things get out of hand, of course, the instructor will take control, sort things out and then pass control back to the student. I have noticed that if there is still some lateral displacement at the moment control is handed back to the student, the glider will sometimes begin to roll instantaneously.

If the glider is to the right, the right wing will lift. Conversely, if the glider is to the left, the left wing will lift. I have even felt and seen the stick movement as the student takes over. Reminding the student to keep the glider wings parallel to

the tug's at all times seems to have no influence on this tendency. The same instant roll begins every time the student re-takes control.

On reflection I have come to the conclusion that the roll is induced not by the student, but by the displacement. If the glider is to the right of the tug the sideways pull on the rope will accelerate the right wing slightly and so generate more lift. While I am flying I must correct for this tendency by holding the right wing down.

Most students are encouraged in their early lessons to hold the stick lightly. When they take over control, therefore, they take off the corrective pressure that I use to hold position and allow the glider to respond to the rope. Hence the instant roll.

To eliminate the "instant roll" it would seem that we need to warn students about this phenomenon in their pre-flight briefing. We must emphasise that a positive effort will be required at all times to hold the wings level, and explain that if the glider is to the right of the tug some right stick pressure will be needed to hold the wings level.

Some right rudder will also help to counteract the yaw!

GREENHAM AIRBASE

Newbury District Council have asked us to stress to pilots that there is major engineering/construction involving heavy machinery going on at the old Greenham Airbase. The concrete runway has been removed and now fuel stations and pipelines are being taken up leaving large excavations.

Pilots are advised that for their own safety they should consider the Airbase as a building site with many hazards rather than a safe landing place for gliders.

During the summer, I had the opportunity to fly the World Class PW-5 and the Russian Me-7 Mechta in competitions. I had long waited for an opportunity to try and make a comparison between them. Although I did not come to any great conclusions about their relative performance, I am able to give an opinion about the handling and other characteristics which may be of interest to people trying to make a decision about buying a new glider.

Both are suitable for inexperienced pilots and have ample performance for 300km Gold distance and Diamond goal 300km flights. They have approximately the same performance as a K-6E but with much larger cockpits. They are ideal for those wanting to own a light to handle glider. Many still feel these small gliders are not competitive, certainly in England, but experience shows that they can give all but the latest Standard Class gliders a run for their money.

I first flew the PW-5 prototype some years ago and only had a couple of quick winch launches before the first contest day this year to re-familiarise myself with the glider and to check the instruments. However, in this year's Competition Enterprise I had no worries about taking it cross-country from Sutton Bank because it is so easy to fly and has such good approach control. I enjoyed every minute in the PW-5.

The PW-5 World Class Glider

The design, construction and finish is of the very high standard we expect from Polish gliders. The design competition was intended to encourage a glider for club use as well as for an International Championship, but several features need changing for club use.

It is fitted with a nose hook as well as a C of G hook which is further back than on most gliders, making it essential to keep careful control over the early stages of a wire launch. Any surge of power could result in an uncontrollable near vertical climb with disastrous results for an inexperienced or lightweight pilot if the cable breaks. This is unacceptable and should be modified without delay.

In the meantime, pilots must be briefed to keep careful control over the early stages of the launch as the PW-5 has to be prevented from jumping immediately into a very steep climb as soon as it leaves the ground. Being a very light machine, it gets very good winch launches which would be improved if the cable release was reset to a different angle to prevent early release. On aerotow the small size and low wing loading make it very lively when towing in rough weather, but the positive control response makes it easy once you have flown it a few times.

The lower attachment of the seat back needs to be more positive. In turbulence or even bumping over rough ground it could become free and move back, which is potentially dangerous. The other worrying feature is that it probably needs three hands to jettison the canopy. I believe that steps are in hand to modify this on future aircraft.

The glider comes with a set of Polish instruments which leave much to be desired. In particular the altimeter is confusing as it records 3000ft per turn of the large hand, but the ASI and compass are excellent.

The total energy compensation supplied for the variometers is of the capsule type which can

ASSESSING THE PW-5, ME-7 AND EA9

Derek has flown two of the smaller gliders in competitions this summer with good results and gained a 1st place in the Lasham Regionals in the Edgley EA9



Derek with his cup after winning the Lasham Regionals B Class, flying the EA9.

work quite well. But it has long been superseded by the Brunswick tube mounted on the fin and more recently by electronic compensation. One alternative of mounting the tube vertically above the fuselage behind the wing cannot be considered a really satisfactory solution. So a tail mounted probe is another item for the manufacturers to fit as a standard.

The PW-5 sits on the main and nose wheel on the ground, even with no-one in the cockpit, and this makes it easy to handle back to the launch point - single handed if need be. However, this also makes it extremely nose heavy with the pilot aboard. Although some might praise this arrangement for helping to prevent swinging in crosswinds, it has some disadvantages. It is impossible to steer during the ground run and until the nose wheel can be persuaded to leave the ground it goes in one direction. Similarly on landing it goes down on to the nose wheel immediately and the only hope of avoiding an obstruction is to stop the glider with the wheel brake. This is not ideal for club use where it is used as a first solo glider after training on a glass two-seater.

The PW-5 has very docile stalling characteristics and remarkable stability in circling flight. It seems able to out-climb most heavier glass 15m machines by virtue of its crisp handling. Its ability to turn in small circles makes it easy to use

the stronger narrow cores in the thermals. This helps the less experienced pilot to use thermals and achieve high rates of climb and good cross-country speeds.

The excellent airbrakes make field landings a simple matter. Dick Johnson has made tests which confirm the manufacturer's figures for the performance as better than 32:1.

If, like me, you have a stiff back from rigging heavy gliders, you will love the PW-5. The wings are light and the rigging easy - if you read the instructions. The elevator connection is automatic but the aileron and airbrake rods have to be connected. However, there are no loose parts such as safety pins to get lost. The Polish trailer is excellent and a joy to tow.

The Russian Me-7, Mechta

This is a remarkable little machine of only 12.6m span, ie about a metre less than the PW-5. However, if you fit the wing root fairings and the turbulator tape as suggested by Dick Johnson in *Soaring* magazine, it seems to have at least the glide ratio of the PW-5.

I was loaned the glider for the Northern Regionals at Sutton Bank. Once again the weather did its best to ruin our fun and we only got four days of cross-country flying.

I flew in the Sport Class and battled against a number of Discus, LS-4s, an ASW-19 and an ASW-24. However, I really did enjoy competing

against the better machines, especially when I was the only glider to complete the 212km quadrilateral and so won the day. It is certainly a glider I will want to fly again in a competition.

The glider I flew did not have the Russian instruments so I am unable to comment on them. Personally, I would always want to choose my variometers and for this kind of glider, keeping to a low budget, I would choose an electric variometer with averager, plus a Winter mechanical one arranged to be switchable to give air mass (NETTO). Air mass readings are a great help in extending the glides in this class of glider. Good total energy compensation is essential but this is easy as the Me-7 is plumbed for a total energy tube in the fin.

The early version has a main and tail wheel and there is an alternative available with the main wheel moved back to provide even more room for very tall pilots. This version has a small nose wheel. I am told that it is not heavy on the nose wheel when the pilot is aboard and that it can be steered easily during the take-off and landing run. The cockpit is roomy!

On first getting in, it appears that the view ahead is seriously restricted by the joint in the canopy. Most people who have flown it agree that within a few minutes of getting off the ground this is hardly noticeable and the all round view is still very good.

The cockpit sides are rather high and getting out with a parachute could be made easier by fitting a strip of wood or glass across the floorboards to prevent your shoes from slipping. If you already own an Me-7, why not do this little mod before you fly it again. You never know, you might be glad to be able to get out in a hurry!

I was amazed to see that the production Me-7 still has no differential in the ailerons but in spite of this the handling is good enough. Surely differential ailerons would make it even better?

The Me-7 launches very well and gets a good height on winch or car launches

Like the PW-5, the Me-7 is a very light glider and inexperienced pilots making their first flights should choose good conditions. There is only one tow hook on this machine and its position is a compromise. It is satisfactory for aerotowing but perhaps not quite far enough back to get the best out of winch launches. However, because of the light weight, it launches very well and gets a good height on winch or car launches.

The tail wheel is a sensible size and makes good handling reasonably easy. With the tail-wheel firmly on the ground at the start of the take-off the glider is scarcely affected by crosswinds. In a strong crosswind a slight backward movement on the stick can be used during the start of the take-off run to keep the tail wheel in contact until the speed is sufficient for good rudder control.

The wheel brake proved very effective and it is possible to end up for a moment with the nose on the ground at the end of the landing run if you brake fiercely at low speed.



The Me-7.

On rough ground I would recommend allowing the glider to find its own way off the ground rather than making a large movement forward to lift the tail during the take off run. As with the PW-5, care is needed not to overcontrol and set up a PIO (Pilot Induced Oscillation).

While it is vital not to get too high above the towplane at anytime, it is quite unnecessary to attempt to keep any glider flying within a foot or so of the ground until the towplane leaves the ground. Trying to keep too close is the most usual cause of starting a dangerous oscillation close to the ground and has resulted in many accidents. To avoid problems, the secret is to move up to about 5-10ft as soon as the glider leaves the ground and to watch the towplane and not the ground ahead.

Like the PW-5 the Me-7 is an easy glider for thermalling because it is possible to turn in extremely small circles. Dick Johnson in the USA, found that there was a laminar bubble on the bottom surface of the wing spoiling the performance and recommended a simple wing root fairing to improve the airflow around the wing root at low speed.

Fitting the zig-zag tape turbulators eliminates the bubble and enables a lower speed to be used and also seems to prevent any sudden loss occurring if the turn is pulled a little too tightly in an effort to squeeze the best out of the lift. Who can afford not to take advantage of almost 10% improvement in the glide ratio at low speeds? I made both these modifications and found a noticeable improvement in the climbing performance. I used aluminium fairings taped into position and DYMO tape cut down with pinkish shears as an inexpensive form of zig-zag tape.

The stall is a little more definite than on the PW-5 and often results in a mild wing drop, but recovery is instantaneous on relaxing the backward pressure on the stick and there is no reason for anyone to have problems with unintentional spins. Like most other gliders, in thermalling turns of a reasonable angle of bank it is practically impossible to get the glider stalled - you simply run out of elevator power.

Rigging and derigging the Me-7 is very easy and can be done by one person without any trestles. I've seen it done although I prefer to have one helper and use a wing trestle.

There are no metal fittings on the spars and just the one main pin holds the wings together - a very clever system. The wings simply push into boxes in the fuselage and are pulled together by the cam on the end of the main pin. Turning the handle of the main pin in an anti-clockwise direction pulls the wings in and lines up the parts

to make pushing the main pin in the last bit very easy. All the controls are automatically coupled during the rigging making it a joy to rig.

Both the PW-5 and Me-7 are great fun to fly and probably only very careful comparison flights would show their relative performances. Their small wing span is quite undetectable apart from their crisp handling and they both climb well in weak conditions.

Some people have expressed doubts about such light aircraft surviving in club members hands. The Me-7 has been flown for several years at the Mynd and has proved rugged enough for club member treatment. It is certainly not a hot house plant requiring special care.

The PW-5 is obviously strongly built and it seems almost certain that it will incorporate small changes in the near future now that the manufacturers have got the message from many other countries.

The Edgley EA9

In addition to these small gliders, this year I flew the Edgley EA9 Optimist prototype in the Lasham Regionals. This is similar looking to the K-18 but uses Fibrelam for its construction and is really a completely new design.

On the first day which was only a 101km O/R, I was the only glider to get back in very scratchy weather. But the EA9 also performed very well on the real racing day winning on a 316km task and coming only 4th in actual speeds. This time the competition was limited to DG-300s. The early teething problems are now fixed and I understand that a small batch of kits will be produced making it the first new British glider since Slingsbys stopped in 1982.

Fibrelam is used for ceilings and floor boards of airliners and is a glass sandwich with honeycomb filler. The fuselage is made of flat panels and these are cut out on a tape controlled milling machine leaving tabs on the outer skin which are then used to assist in the joining, in a similar way to a cardboard model plane. Only very simple jiggling is needed. The result is a very light and strong structure, much lighter than normal glass-fibre wet lay-ups.

The glider has excellent handling and a very good contest record, a 6th place at the Northern's, 3rd place in the 1996 Lasham Regionals and now the 1st place in the Lasham B Regionals. (It can't all be the pilot being in practice for a change!)

Footnote: The prototype is fitted with an XK10 "Club" variometer system, complete with the deducted averager option.

By 1958 Britain was at last leaving the drabness and shortages of the post war years behind so our pleasurable anticipation of World Championships was tempered by the austerities of Iron Curtain Poland. But first we were going to enjoy a royal tea with Prince Philip at Buck House. After that, with not a policeman in sight, we rigged Nick Goodhart's Skylark 3 on Horse Guards Parade for the public to photograph, while we used its trailer to change into travel clothes before setting off for Dover for the night.

Next day we drove to the BAOR mess at München Gladbach where the army looked after us very well until the small hours when, after a few hours sleep, we set off for unknown Czechoslovakia. I hurried ahead in the control car with Doc Slater (former editor of *S&G*) to meet a British Embassy attaché who would help arrange hotel and money for the team. He also led me to Wenceslas Square, through which the trailers would come and where my shiny Western car soon attracted a crowd.

People watched with startled eyes when I set up a highly illegal radio transmitting station to talk to the crews and by Doc playing Mozart on his penny whistle. I had, fortunately, just got the messages through when police-like Czech voices broke in on my frequency so I felt it wise to close down. Doc continued his *Eine Kleine Nachtmusik*.

The hotel Pariz was dreary and so was the journey to Leszno through towns of war torn rubble and people walking barefoot, shoes hanging round necks to save leather. Our doubts about what we had let ourselves in for returned - until we arrived at the airfield, to be greeted by a small smiling woman and not a surly commissar in sight. Irena Zabiello was contest director and her sole objective was to give us all the most enjoyable stay that she could. We were handed the rules, in Polish and French, and "The Informations" in English. These told us that our accommodation would, as expected, be in large army tents, adding "If there are women among the crews they can stay in a special tent with other women, but if they wish to stay with their manly crews the screens will be provided."

I requested screens which arrived promptly but only added to the general hilarity as they were both unstable and semi-transparent. Bryan Jefferson was heard muttering something about tantalising silhouettes.

There was also an efficient laundry service; a huge tent filled with smiling village women, vats of steaming water and roaring fires to heat rows of flat irons. An even bigger surprise was the food. Although shops contained very little we were fed an enormous 9000 calories a day, the packed lunches alone containing large tins of meat and even larger slabs of chocolate - spares happily received by the many small children who helped retrieve crews in remote fields.

Nineteen fifty-eight was the first year for the Standard Class - the two-seaters had been phased out after St Yan. Britain entered two; Tony Goodhart with an Oly 415 while Philip Wills had the new Skylark 2. Other new "Standards" included the K-6 and the Mucha Standart. The Classes in which the British pilots would fly had been decided by BGA team selectors so Philip, who was a natural Open Class pilot, needed to spend much of the Championships redevelop-

WAY BACK WORLDS - 1958 LESZNO

Ann continues her series of articles in which she recalls some of the more colourful World Championships



The British contingent I to r:- Tony D-D, John Archer, Evie D-D, Ann, Ray Stafford Allen, Philip Wills, Nick Goodhart, Lorne Welch, Tony Goodhart, Frank Irving and John Williamson. Wally Wallington and Kitty Wills are behind Ann and Bryan Jefferson is behind Lorne.

ing his soaring technique. Flying 15 metres also did not help in the pursuit of his 500km Diamond, which still eluded him for several more years.

Our two Open Class pilots were Nick Goodhart, Skylark 3, and Tony Deane-Drummond, Oly 419. We also had a strong backup team including Wally "the Met" Wallington and John Williamson as both reserve pilot and radio expert. As the range of our sets could be as little as 15km, and some teams had no radio at all, the organisers had recognised that there could be retrieve problems. All pilots were given an "Understanding Form" in Polish requesting help, including "If the telephone is far away please lend me and my guide the bicycles". After his first outlanding Nick cycled 14km on a rusty old iron before finding a telephone.

The Championships opened with the inevitable speeches and flying display, made remarkable with a Jaskolka aerotowed by helicopter which hovered so that the glider dangled. At 1000ft it released, flipped over nose down after a heart-stopping tailslide, and slow rolled before landing! The ceremony ended with the simultaneous release of 3000 "peaceful" pigeons.

On the first contest day, June 16, the 61 pilots were sent off for a 220km O/R, towed up in 30min by 160hp Junaks on 20m ropes; but it was a struggle as the anticyclonic weather was better everywhere else. It was perhaps as well that Poland is a flat safe country for soaring as the task setting was not brilliant, nor was the fore-

casting as the weather had a mind of its own, particularly in producing spectacular thunderstorms. One, fortunately after the pilots had departed, arrived almost as the loudspeakers announced "*l'orage s'approche*".

We just had time to tie the stores tent to my car and secure Philip's trailer before darkness fell with unbelievable rain and wind. The huge letters spelling Championships in Polish blew off the hangar roof one by one while we watched fascinated as a trailer travelled on its own to the other side of the airfield without blowing over - though one did. We were still sorting things out after the storm had passed when West Germany's Ernst-Gunter Haase in his new HKS-3, with its secret weapon thermal sniffer, crossed the finish line fast at ground level, pulled up and continued soaring.

Team spies went into detective mode to discover the thermal sniffer secret but Haase's crew always put the HKS under wraps as soon as it landed. It was, of course, all a myth but intriguing at the time. Nick and Tony D-D also got back, sharing 9th place on this first task, but in the Standard Class only five returned, not including Philip and Tony Goodhart.

Next day the task setters underestimated the weather and gave a 100km triangle which most pilots completed, only to overshoot on June 18 with a 300km race to Warsaw. The duty thunderstorm sat just west of the airfield while everyone tried to work to the east in thermals so feeble

that after 1½hrs no one was more than 8km from Leszno. Tony D-D finally made 282km, winning the day but not by enough to overtake Haase.

Three rest days followed. The first for retrieving and the next two for rain, during which John Willy built a directional aerial, Lorne Welch was involved in judging the Standard Class gliders and the rest of us joined in what seemed to become a continuous party. Whatever else Poland was short of it was not beer and vodka.

One afternoon the director came on the loudspeakers to say "Tonight there will be a party at Osieczna in a castle lovely situated, for the annual midsummer festival of carefree love". Of course we all went. The party was spectacular with bonfires floating about on the lake, until extinguished by another monumental thunderstorm which also eliminated any vestige of electricity in this rambling castle however "lovely situated". Any idea of carefree love was abandoned by the need to negotiate crumbling spiral staircases in total darkness without disaster... We finally made it back to our waterlogged tents in the early hours¹.

The task for June 22 was worse; a 92km downwind race starting too late to avoid the big cu developing. Only Nick made goal for us, but with Haase remaining 1st overall. At base we

¹Some years later Irena told me that she had invented the ancient midsummer festival specially for the Championships, but the locals had liked it so much they had held it every year since.

had eels for lunch and carp for supper so reckoned that at least the local fishermen were being successful. Next day - Tony D-D's birthday - briefing was cancelled because of forecast cumulonimbus, but reality gave us perfect cumulus to the horizon. On June 24, the task setters finally connected with the weather and set free distance towards Russia over 540km of sandy sun-warmed plain. Conditions were ideal for the two Yugoslavs, Saradic and Komac, who achieved 529km in their high speed Meteors. Nick flew 514km but the day winner was Czech pilot Kumpost who landed his Spartak just 4km short of the USSR. Haase still stayed at the top.

June 25 was devoted to retrieving in rain which persisted to both NW and SE of Leszno on the following day, so both task setters and pilots were in agreement that only distance on a set line to the NE was possible, starting at 10.30am. This was delayed, as only the British pilots were ready on time. Nick and Tony D-D took off first and went furthest with 209 and 206km respectively. Haase came 5th with 191km but remained stuck at the top. It was a good day, too, for Philip and Tony Goodhart, 2nd and 3rd in the Standard Class with 179 and 183km, though Heinz Huth won the day (and also the OSTIV prize) with his K-6BR.


Although there were still two days to go the weather cleared only enough for a little exchange flying on what should have been the last contest day. (I flew the Mucha and 419, but no one got their hands on the HKS.) This was fol-

lowed by a hilarious free-flowing end of Champs party. Prizegiving next day saw Nick on the podium as well deserved runner-up to Haase, with Poland's popular Adam Witek as Standard Class winner with his Mucha. Tony D-D was 7th in the Open Class with Tony Goodhart 7th in the Standard Class and Philip Wills 13th.

But the ceremony soon reverted to tradition, starting in the open and finishing inside to escape the classic thunderstorm. No one was surprised when all the strawberries laid out for dinner had vanished before the last prize was awarded.

We left Leszno on June 29 in the dawn hours, meeting up at the frontier bridge over the Oder, where the East Germans were so slow that we set up lunch for all on the tailboard of my Standard and finished eating it before reaching the other side of the bridge. Our cars were not searched, only cameras and binoculars inspected by guards who were quite mystified by Doc Slater's ancient telescope.

On to the empty autobahns, a stop at the Brussels Exhibition to go to the top of the Atomium, and spending our last foreign night in Ghent sleepless from three chiming cathedral clocks which could not agree. Then it was on to Boulogne and home.

Poland 1958 had been a happy and safe competition, full of surprises from organisers wanting to please, particularly little Irena for whom nothing was too much trouble. Today, Leszno is a world famous centre; not surprising with such enterprise in its early days. 



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When you're woken at 3am by people shinning up lamp-posts, battling with Darth Vader light sabers and fighting with high pressure water pistols: when you walk into the canteen and every available area of blackboard has "arse" written over it and when you tune into 130.1 to hear every imaginable farmyard animal noise being transmitted across the airwaves, you can only be in one place - the Junior Championships!

This years Comp provided everything the Juniors Championships have become renowned for - young and enthusiastic pilots, the ongoing quest for knowledge and skills, a variety of gliders and experience, high levels of competition gliding, superb atmosphere and heaps of fun!

Day 1, Monday, August 25

It was pouring down - not the start to the Comp we had hoped for. A rebrief was scheduled for 1230, by which time the most optimistic amongst us could see small areas of blue in the sky. By 1400 no one could dispute it - we were going to get a contest day.

Dave Allison (LS-8) didn't hang around, setting off on the 128.1km task just 4min after the startline opened at 1544. As a couple of late competitors were still starting, Dave completed the task at 91.4km/h to win the day, with Pete Masson (Discus) and Howard Jones (Ventus 2c) taking 2nd and 3rd places.

Day 2, Tuesday, August 26

A 124.7km polygon sent the competition to Tenbury Wells, Great Malvern, Welford Bridge.

The top guys for the day flew north of, and parallel to, track down a cloud street to the first turn. A 7kt climb 5km short of the turn took a number of pilots to 5000ft. With the weather looking bad down track, some competitors decided to go back and climb in the better conditions experienced earlier. The leaders, however, set off straight down track and even under the scrappy stuff found climbs of 6kts, with positive wave influence in places.

Whilst some competitors talked of excellent conditions in areas, poor weather from the south-west seemed to cut the day off early and resulted in over half the field outlanding.

Left: Clare Bradley. Right: Dave Allison, Pete Masson and Howard Jones with Anna Wells. Photos: Caters Photographic.

MOBIL JUNIOR CHAMPIONSHIPS

Bidford GC, August 25-September 2



The competitors. Photo: Caters Photographic.

Jeremy Hood, flying a Discus, won the day at 73.3km/h, with Luke Rebbeck (LS-4) and Mike Fox (Libelle), coming 2nd and 3rd respectively.

Wednesday was scrubbed.

Day 3, Thursday, August 28

Very unsettled weather with a 15-20kt south-south-westerly made it a difficult day for everyone. A 144.5km polygon with alternate TPs was set in an attempt to help competitors avoid the worst of the weather. Unfortunately, strong winds and a large shower over both the first TPs forced the majority of competitors to detour off track considerably. Many went south, round the upwind side of the shower with little success and a large

number landed out around the first turn. Dave Allison tried a different tact and flew straight through the shower, getting out into the sun the other side at about 1200ft. The fact that Dave was the only one to complete the task was indication enough that this had been a good strategic move (or perhaps a gamble which paid off!).

Dave flew at 47.3km/h, with Jessica Pennant (LS-1) landing 38km short and Pete Masson 59km short, taking 2nd and 3rd places.

Day 4, Friday, August 29

The downwind leg of this 109.4km O/R proved to be very quick for some. However, the cloud





Left: Russell Clarke. Right: Luke Rebbeck, in the cockpit, photographed with his brother Henry. Photos: Caters Photographic.

streets on the return leg aligned themselves more on track enabling a number of competitors to connect and achieve a faster return leg despite a strong into wind component. A few commented that they didn't make a turn between Bicester and Bidford. Regrettably, not everyone was so lucky.

Dave Allison romped round at 91.8km/h, with Pete Masson close behind at 88.1km/h taking 2nd place and Luke Rebbeck 3rd for the day.

Day 5, Saturday, August 30

On a day when the available window was going to be very small, it was essential that everyone was gridded and ready to go when, and if, it became soarable. Steve Jones and Al Kay, who were visiting for the day, launched to check out conditions. The day was getting on and at the first hint of anything vaguely workable Martyn Wells, the director, launched the grid, with the startline opening at 1615 on a 106.2km task.

A late start, and with difficult conditions experienced by most competitors, Pete Masson won the day at a speed of 68.5km/h, with Jeremy Hood (Discus) and Mark Irving (Discus) hot on his heels taking 2nd and 3rd places for the day.

Sunday was scrubbed.

Day 6, Monday, September 1

Far better than forecast, Monday was the probably the nearest we got to a good racing day, with strong lift peaking at 8-10kts in areas. Pete Masson took a cloud street on the first leg of the 218.1km task, enabling him to get to Great Malvern without turning - an experience many of the competitors shared. However, whilst some areas provided excellent lift, there were also large areas of sink and strong winds to contend with. Paul Murphy and Paul Wilford, both flying K-6s, battled against strong and gusty winds covering 205km and 211km respectively - a superb effort and one which every competitor flying higher performance gliders recognised.

Dave Allison won the day at the highest speed of the week, 94.8km/h, with Anna Wells (LS-8) and Richard Hood (Cirrus) coming 2nd and 3rd respectively at 86.2km/h and 83.3km/h.

Day 7, Tuesday, September 2

A very testing day, with 80% of pilots landing back for re-lights. In the end only 16 attempted the 150.7km O/R - deciding to give up on the day was a decision the remaining 18 were to regret as eventually there were some superb conditions.

Early in the day when Dave Allison called for his crew to hitch up only 15min after starting (a precaution only!), seven raced past the startline, shouting start times, and out of the airfield on foot, declaring they'd stand a better chance of completing the task that way: how wrong they were.

Howard Jones won the day at a speed of 61.5km/h, declaring it was the best day of the week. Whilst Howard himself was somewhat biased in this respect (!) the majority of competitors who flew on this day agreed. Second and 3rd places were taken by Leigh Wells (LS-8) and Pete Masson.

Whilst we witnessed some rather alternative final glide techniques (not mentioning names, Jessibel and Dave) which would be best reserved for flight simulators, there was no doubt as to the talent and levels of flying skills during the Comp. Different members of the British team visited throughout the week to offer words of wisdom and advice (or perhaps to pick up a few tips, and check out the competition!) - and seemed to offer inspiration to many of the newer pilots to competition flying.

Summary

General morale and enthusiasm was fantastic despite, or perhaps in spite of, the weather. Seven out of a possible nine flying days was an excellent achievement, particularly in light of the conditions. Martyn Wells did an excellent job not only in the task setting, but in the overall running of the Comp. Thanks also to Bidford Gliding Centre for their excellent hospitality throughout

the week, and to the many individuals who gave up time to help in the organisation.

Many companies kindly made donations towards day and overall prizes. These went a long way to adding that little something extra to the week, and ensured that everyone competing received something to recognise their involvement and achievement in the Championships.

Lastly, Mobil - how refreshing to have a sponsor who not only makes a fantastic financial contribution to an event, but has a genuine interest in the sport. Thanks to Jeff, Kim and the Mobil team for everything - the sponsorship, the clothing, the tractor driving (Jeff!) and for their overall enthusiasm.

The Junior Championships is quite unique in its atmosphere with a desire to learn from experiences, both their own and other pilots, and a sharing of information and knowledge which is sadly lacking for obvious reasons in higher level Comps. There is a willingness to help others, to feed back information to those behind them and a genuine feeling of team spirit in what is quite obviously an individual's game. Whilst there is little doubt as to the competitiveness of those involved, it really was the taking part which was key to most.

There were a lot of new faces and there's little doubt that everyone who's still eligible to compete next year will return. As for those who'll be too old - that's life, join the club!

(See p327 for a letter thanking those who gave prizes.)

Jeremy Hood. Photo: Lizzie.



At the end of May the CAA asked if the BGA could collect details of gliders crossing airways. This had been done only two years earlier, when the present agreement, with fewer airways available for crossing and at lower maximum crossing heights, had been agreed. Now they were looking again and there was the possibility that the agreement would be withdrawn.

On July 4 a NATMAC consultative letter was sent out by the CAA which gave a date, November 6, 1997, when the present agreement was to be withdrawn. Therefore as from that date no glider may cross any airway. All club chairman were sent this consultative letter and asked to respond directly to the Director of Airspace Policy.

Once again no evidence has been produced to prove their case. The perception by the Safety Regulation Group (SRG) is that although there is no measurable risk the freedom cannot continue without a procedure to obtain a clearance, as we are having to do for Class D airspace. With privatisation looming the CAA must have a package with no loose ends, as far as is possible, with regard to a safety case.

There are meetings going on to try to arrange Local Letters of Agreement (LOA) where some clubs are very badly affected, eg; Scottish clubs under or very near airway B2, Camphill, clubs in North Wales and others. We of course accept the use of radio to ask for a clearance, as we have for Class D airspace.

At the time of writing, September 26, no agreements have been signed, but the Scottish clubs should have an LOA by November 6. The Portmoak weekend agreement is to continue. The Scottish ATC authorities are being extremely helpful. They, in co-operation with Aboyne, are also suggesting a more workable procedure for the Class B flying.

As a help for the Welsh clubs the A25 airway base is to be raised to FL105, from just south of Talgarth to just south of Oswestry. The base was

AIRSPACE UPDATE - Glanders crossing Airways

Carr, chairman of the BGA Airspace Committee, sums up the latest position and has some good news

raised to FL85 from 0700 to 1700 each day to assist the military. This change is expected to take place on November 6 to coincide with the withdrawal of our airways crossing agreement.

Other proposals under discussion are;

1. The extension of the airway N862 which runs alongside airway A25. This proposal would have had a disastrous effect on clubs such as the Midland (Long Mynd) and Herefordshire (Shobdon) and with a base of FL165, stopping even Diamond heights. Objections have been sent and a new proposal has been sent out but it still does not allow Diamond height if a reasonably high tow was needed to start the flight. Another objection together with helpful suggestions has been sent.
2. Lowering the airway base of FR41, which is the airway just west of Lasham, to FL55.
3. Luton want to increase their Class D airspace out towards Aylesbury. This would only be for when runway 08 is in use. The Luton ATC authority is well known for its co-operation with all local airspace users.
4. Stansted has sent out a proposal for an increase, to the north, for more airspace with a base of FL55.
5. East Midlands has sent out a final proposal for more Class D airspace.
6. Prestwick has also requested more airspace.

It really is never ending and with more large towns such as Sheffield starting up commercial flights then the requests for Class D airspace will continue.

Now for some good news

Bruce Cooper has been looking in great detail at the 1/2 million map and bases of CTAs, airways and all other airspace. With his operational knowledge, he is a British Midland Captain, he has identified areas that are seldom used by commercial operators. We had been asked by the department within the CAA to put forward our ideas and together with discussions with the London Air Traffic Control Centre, if the area is in their control, changes may well be proposed and acted upon to give us and the GA pilot more airspace.

Both RAF Lyneham and RAF Brize Norton have signed Letters of Agreement to give up some of their airspace at weekends, when Nationals or Regionals competitions are setting tasks very close to their airspace.

The whole of the Daventry CTA is being reviewed and Bruce presented our ideas on the whole area. It is almost certain that some of the Daventry CTA will be raised to FL65 before next spring.

Some airspace is almost historic, so have a

**FINAL RESULTS
Junior Class Championships**

Pos	Pilot	Glider	Day 1.25.8 126.1km ■ Bridgnorth, Worcester, Welford Bridge			Day 2.26.8 124.7km ■ Tenbury Wells, Great Malvern, Welford Bridge			Day 3.28.8 144.5km ■ Enstone, Chipping Norton, Northampton West, Edghill, Banbury			Day 4.29.8 109.4km O/R Bicester			Day 5.30.8 106.2km ■ Edgghill, Worcester, Welford Bridge			Day 6.1.9 218.1km ▲ Tenbury Wells, Bicester			Day 7.2.9 150.7km O/R Newport Pagnell			Total Points
			Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	
1	Masson, P. J.	Discus	85.1	2	671	62.1	9	615	(91.7)	3=	145	88.1	2	579	68.5	1	509	82.7	5	877	59.7	3	605	4001
2	Allison, D. W. K.	LS-8	91.4	1	701	64.4	3=	624	47.3	1	275	91.8	1	596	(52.2)	28	118	94.8	1	1000	53.7	4	594	3908
3	Jones, H.	Ventus 2c	79.8	3	626	63.3	10	607	(92.0)	3=	145	76.7	6	485	43.0	13	385	82.0	7	835	61.5	1	621	3704
4	Hood, J.	Discus	64.1	12	557	73.7	1	681	(53.3)	8	79	61.4	14	409	62.7	2	482	74.8	14	791	42.3	9	543	3542
5	Rebbeck, L. M.	LS-4	60.4	13	540	68.7	2	656	(86.9)	5	133	79.3	3	529	52.2	4	437	74.8	10=	799	(134.4)	10	391	3485
6	Clarke, R. J.	Ventus C	70.5	9	581	55.7	14	568	(37.0)	11	51	79.0	5	505	(77.1)	19	213	78.5	9	805	54.9	4=	594	3317
7	Chappell, D. C.	Discus	65.5	10	564	57.6	11=	589	(70.5)	7	98	47.6	22	322	49.0	9	420	83.1	4	891	(90.9)	15	203	3077
8	Gouldie, C. S.	Discus	59.9	14	534	(96.4)	22	322	(32.0)	10	54	56.7	19	379	46.3	11=	410	69.1	19	727	45.8	8	560	2986
9	Wells, A. C.	LS-8	74.1	5	608	(101.0)	26	284	(23.4)	18	18	61.8	15	407	51.0	6	426	86.2	2	906	(122.1)	11	330	2979
10	Birilson, B. A.	Std Cirrus	63.1	16	419	(105.7)	18=	379	(1.3)	23=	0	60.3	12=	426	47.6	7	424	69.4	20	721	46.8	6=	577	2946
11	Fox, M. R.	Libelle 201	65.0	8	584	59.8	3=	624	(19.8)	19	14	64.1	7	457	46.6	8	422	70.8	13	796	(36.7)	16	39	2936
12	Rebbeck, M. W.	LS-4	69.0	7	587	(94.0)	23	318	(37.0)	9	55	64.6	10	435	47.2	10	413	73.1	15	779	(112.2)	12	296	2883
13	Smith, G. M.	PIK 20e	71.3	6	600	62.1	7	618	(53.4)	16	23	52.5	21	356	50.9	5	430	69.3	18	737	(0.0)	17=	0	2764
14	Irving, M. J.	Discus	(79.0)	19	249	(113.6)	17	383	(28.6)	15	32	55.1	20	369	56.4	3	454	63.9	21	620	495	6=	577	2684
15	Duerden, A. W.	Discus	73.7	4	609	57.6	11=	589	(17.3)	22	3	64.0	12=	426	(77.1)	18	221	75.6	16=	799	(0.0)	17=	0	2647
16	Wells, L. M. P.	LS-8	(53.9)	26	102	(82.6)	27	271	(4.1)	23=	0	65.5	11	430	49.3	14	369	79.2	8	831	57.0	2	609	2612
17	Pennant, J. H.	LS-1	61.3	11	559	(58.6)	32	175	(112.3)	2	226	62.0	9	438	44.6	11=	410	68.8	16	764	(0.0)	17=	0	2572
18	Tanner, J. A. L.	LS-4	(40.0)	27	96	62.6	5	621	(24.1)	17	22	59.7	16	403	(52.5)	22=	123	90.3	6	860	(111.4)	13=	293	2418
19	Brentan, T. J.	Sport Vega	(50.6)	25	203	51.4	13	577	(9.1)	23=	0	61.4	8	444	(52.5)	22=	136	70.1	12	787	(0.0)	17=	0	2157
20	Hood, R.	Cirrus	(0.0)	30=	0	(113.6)	15	408	(19.8)	20	13	75.0	4	526	(43.0)	31	90	83.3	3	882	(90.7)	14	216	2135
21	Rickett, S. J.	Open Cirrus	(65.0)	23=	207	60.3	8	616	(30.0)	13	39	57.0	17	395	(79.7)	16	240	(180.8)	26	364	(0.0)	17=	0	1861
22	Perkins, A.	Cirrus 17.7	(5.9)	30=	0	60.9	6	619	(30.4)	12	40	(97.6)	27	192	(77.2)	17	231	69.6	17	757	(0.0)	17=	0	1839
23	Murphy, P. J.	K-6cr	(53.0)	21	219	(73.1)	28	269	(5.5)	23=	0	(60.1)	28	122	(77.2)	15	301	(205.9)	23	538	(0.0)	17=	0	1449
24	Wilford, P.	K-6e	(55.2)	23=	207	(73.1)	25	289	(6.4)	23=	0	(91.1)	23	261	(52.5)	20	155	(21.6)	24	515	(0.0)	17=	0	1427
25	Thelwell, P.	Open Cirrus	(69.1)	20	223	(113.6)	16	397	(19.8)	21	11	55.4	18	384	(52.5)	24=	127	(88.8)	29	166	(0.0)	17=	0	1310
26	Bradley, C. M.	Pegasus	53.2	15	503	(74.9)	31	245	(0.0)	23=	0	(54.7)	32	70	(37.6)	32	62	(198.8)	25	406	(0.0)	17=	0	1286
27	Gilson, A. J.	ASW-20L	(0.0)	30=	0	(113.6)	20	356	(72.4)	6	99	(65.0)	29	99	(52.5)	29	110	58.8	22	578	(0.0)	17=	0	1242
28	Wardrop, D. R.	Astrir CS	(98.8)	17	347	(74.9)	29	260	(27.3)	14	34	(83.1)	26	193	(43.3)	30	53	(143.3)	28	287	(0.0)	17=	0	1214
29	Gill, D. M.	Sport Vega	(65.3)	18	534	(103.0)	18=	379	(37.2)	23=	0	(54.7)	31	75	(52.5)	22=	136	(0.0)	32=	0	(0.0)	17=	0	890
30	Roberts, L.	Junior	(0.0)	30=	0	(86.1)	21	340	(6.3)	23=	0	(53.1)	24	212	(52.5)	21	147	(56.8)	31	122	(0.0)	17=	0	821
31	Bainbridge, M.	Discus	(22.6)	29	19	(102.9)	24	295	(12.8)	23=	0	(91.3)	25	208	(52.5)	27	121	DNF	32=	0	DNF	17=	0	643
32	Whittaker, K.	ASW-19	34.1	28	73	(0.0)	34	0	(0.0)	23=	0	(0.0)	33=	0	(52.5)	24=	127	(177.3)	27	354	(0.0)	17=	0	554
33	Moulang, A.	ASW-15a	(65.4)	22	215	(73.1)	30	247	(0.0)	23=	0	(14.8)	33=	0	(0.0)	34	0	DNF	32=	0	DNF	17=	0	462
34	Kirkland, A.	K-18	(0.0)	30=	0	(55.8)	33	153	(0.0)	23=	0	(54.7)	30	91	(26.3)	33	32	(52.0)	30	125	(0.0)	17=	0	401

BGA Competition Scoring Program by Specialist Systems Ltd.

good look at the 1/2 million map and if there is odd shaped airspace near your club that you believe is not used then write to the Manager, AP1, room T1022, CAA House, 45-59 Kingsway, London WC2B 6TE, and see if it can be removed or changed. Contact me first, if you wish to, and I may well have a good idea as to why it may or may not be used.

Air Traffic Controllers

These ladies and gentlemen are becoming more and more overloaded (speak to Sally Wells), both by the increasing numbers of commercial aircraft and particularly by light aircraft who are requesting a radar/flight information service. If you obtain a PPL these days you are taught to call every ATC unit that you may be likely to pass anywhere near, even when the visibility is 100 miles and when flying in the open FIR.

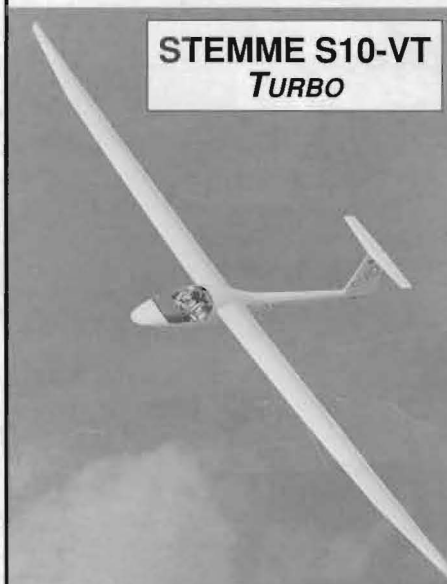
If you have tried to ask for a clearance to fly in Class D airspace this summer you will know what I am talking about. The controllers are talking continuously. They are obliged to give the service requested. Some controllers wish that these light aircraft flying about, like us, VFR on a summers day, would just look out and enjoy their flying.

Now we are at the bottom of the pecking order for clearances, not out of spite but purely because there is a priority order and clearly IFR flight planned and paying customers have priority over any VFR traffic. Controllers have not had to deal with gliders on a regular basis and without learning how we can operate, some may not be helpful, whilst others may be extremely so.

Therefore we glider pilots **must** arrange visits to our local ATC units, to tell them how we operate and educate them in the capabilities of modern gliders. Also, and very importantly, we must learn from the controllers about their operations. There have been meetings at Dunstable, Sutton Bank and Aboyne for controllers to give talks to glider pilots and vice versa.

Bill Morecraft, an experienced glider pilot, whose wife Jackie is a leading light in GATCO,

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wrote an excellent article, describing all aspects of gliding, for the controllers magazine *Transmit*. Also information packages have been sent to all Class D ATC units.

Andy Davis has agreed to give talks at the training school for controllers but we all really must make the effort to visit units and invite interested controllers to our clubs to see at first hand our operation. As there becomes more and more controlled airspace we are going to need to talk to controllers more often. They are interested in aviation and wish to help all aviators.

ment at the CAA, who will write to the owner of the aircraft.

If the cloudbase is high enough for you to fly right over a Class D area, eg Lyneham, please give them a courtesy call as they have no idea of your height. They may well file you as a glider infringement, which does our sport no good, but they will be very glad of the courtesy call. It makes controllers lives so much easier if they do know what the dot on the screen is. Remember you are flying VFR, in the open FIR and you cannot be controlled.

Low power transponder

The Racal lightweight and low power transponder has had its first trials, which were successful, and more trials with its more powerful transmitter will take place before December. It now has a GPS unit incorporated. There is no option to have it without GPS and sales are expected by the end of March 1998 at around £600, but no definite figure has been quoted.

It has its own rechargeable battery and will have Mode C, which gives a height read-out. Similarly to light aircraft we will have our own dedicated code so that controllers can immediately see "a glider". Guidelines on how, where and when it should be used, will be discussed with the BGA before sales commence.

There is no question that the chances of flying in controlled airspace, Class A, B, D, will be enormously increased with a transponder but the price will be beyond some pilots or syndicates. A possible solution would be for a club to buy a couple and hire them out to a pilot when his/her flight is planned to pass through controlled airspace. ☑

Radios

The BGA had applied for another radio frequency for the Scottish wave flying area which at times has very many gliders on frequency. This was granted on September 19, 1997. The Scottish wave flying frequency is 120.675. It is to be used in the area defined by the following co-ordinates;

5630N 0200W 5630N 0430W
 5800N 0430W 5800N 0200W

This is another dedicated gliding frequency for use by glider pilots in this area only and therefore, as with the other gliding frequencies, you do not need an R/T licence to use it.

We have our dedicated gliding frequencies and there is nothing more annoying than hearing light aircraft chatting on our frequency. Do not just shout out "get off this gliding frequency", but ask the pilot where he is flying to and importantly ask for his call sign. We can then report the occurrence to the Radio Spectrum and Frequency Assignment depart-

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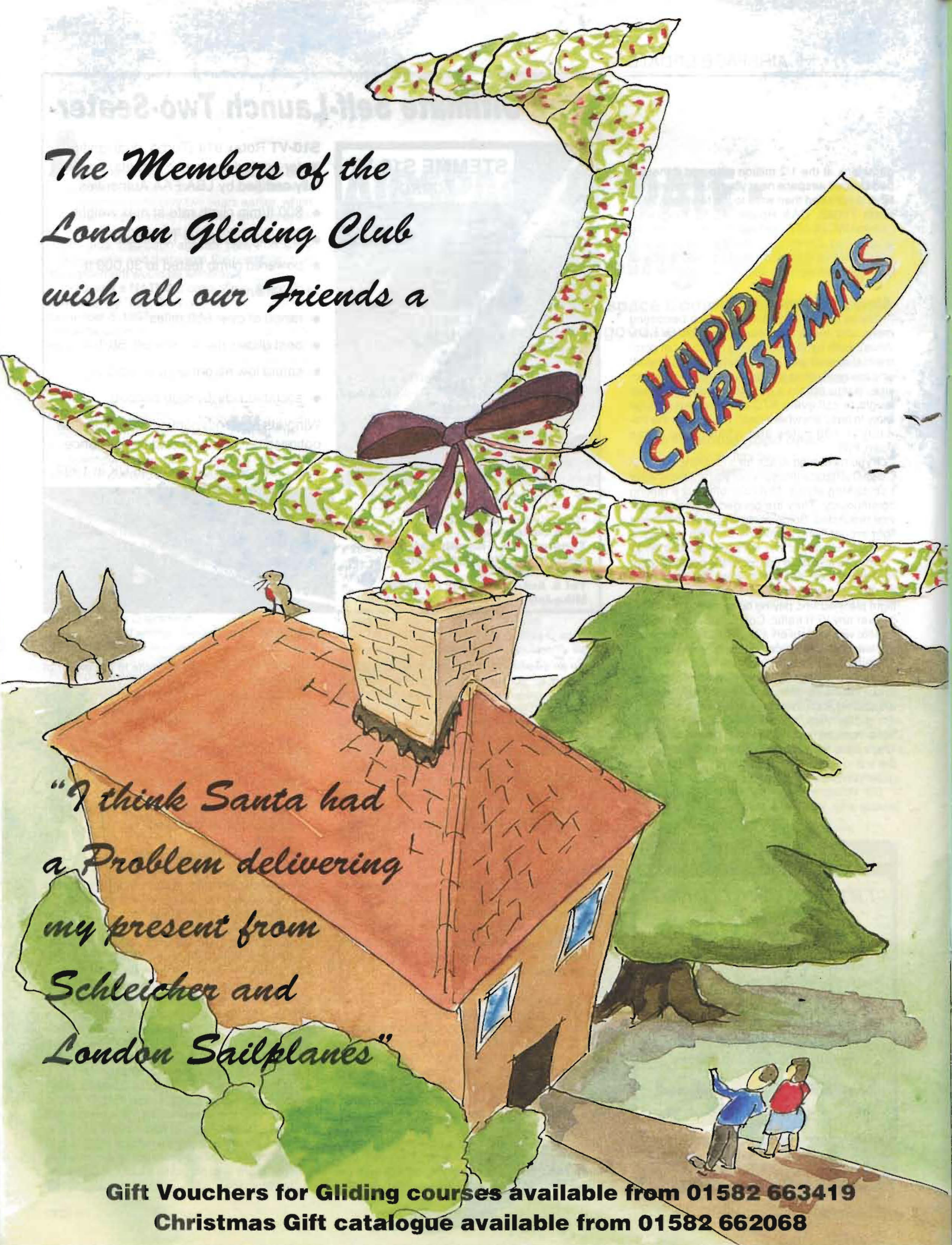
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AIR ENERGY AE1 SILENT

Jochen has news of Air Energy's AE1 Silent - the first electric powered glider with a retractable motor

On August 20 Stefan Gehrman, of the Air Energy factory at Aachen, flew his battery powered AE1 Silent glider on its maiden flight. This is the world's first electric self launcher with a retractable engine which offers the promise of noise free gliding.

The original Silent is a light 12m Italian designed glider. There are now ten flying with a performance level said to be in the World Class range. In Italy, Silents were also modified to a fixed (removable) engine and a retractable engine with a two bladed propeller.

Stefan Gehrman and Werner Vahle of Air Energy at Aachen bought one of the first of the production Silent gliders and fitted their retractable 13kW electric motor, driving a folding two bladed 1.92 diameter propeller via a toothed belt. It is powered by 12 volt NiCd accumulator-battery packs which have enough energy for a self launch to more than 1600ft. The engine weighs 65kg.

As the empty weight of the motor glider is 200kg and the max take-off weight 300kg, it meets the German microlight certification requirements, which made certification cheaper and easier than in the motor glider category. But the Silent also fulfils the strength requirements of the JAR for motor gliders.

The mid-fuselage position of the wing gives enough space to install the whole drive above the main spar, close to the C of G. The small but powerful DC electric motor is at the lower end of the propeller boom with the batteries in the bottom of the fuselage.

For retracting, the propeller blades are folded down together, held by rubber stoppers like the old Ventus CM series, keeping the fuselage opening to the minimum. The covering lids on the fuselage consist of four doors, of which the big rear ones close after the engine is fully out to reduce drag in powered flight.

The maiden flight showed that Air Energy's calculations were accurate. Flying at a high, but safe climbing speed of 60kts Gehrman reached 1500ft before the battery power went down. On later flights, climbing with the optimal speed of about 46kts, heights between 1600 and 2000ft were reached. The climb rate is impressive - I

The Silent on its maiden flight.

flew the Samburo tug motor glider with a passenger to take a video film of Stefan taking-off and needed full throttle to stay in formation up to 500ft! It is also impressively quiet.

However, there are some disadvantages in pure electric flying. The battery takes from 30min to 2hrs to be recharged. On production models it will be easier to change batteries.



The Silent's retractable, folding propeller. Photos by Jochen.

Rigging is easy. The wing spars are connected by two bolts with lock nuts on the back of the spars. The flaperons, Schempp-Hirth airbrakes and the elevator are connected automatically, the tailplane being fixed to the fin by a bolt. With a 12m span the Silent is small but roomy enough for tall pilots. The cockpit is simple - a tribute to the microlight's weight limits - with most of the main flying controls on the left. The engine controls are on the right.

I had the first test flight aerotowed by the Samburo motor glider. When climbing in, the glider sits on its nose wheel but the load isn't very high. On the ground run the ailerons are immediately effective, even with positive flaps.

With the engine of the Silent handles well with about 2.5sec for a 45°-45° bank at 46kts. The rudder is very effective and the controls well har-

monised. The stalling speed is less than 35kts and gentle with adequate warning.

The Schempp-Hirth upper surface airbrakes are effective and produce a slight nose down change of trim. The normal approach speed is 46kts. Because visibility is relatively poor, it is useful to sideslip. Landing is easy but a bit hard on rough ground as the wheel isn't sprung.

What does the Silent mean to the gliding world? It is robust and easy to fly and maintain for the average glider pilot. Air Energy is the first to build a real glider of acceptable performance with a retractable electric self-launching engine, without losing good performance and handling.

The technology could also be used for competition gliders as its engine can give up to 17kW with extra batteries, which is equivalent to the power of such self-launching motor gliders as the DG-600M. Bigger engines and more effective batteries have been built, but they are too expensive for normal use.

So in the near future Air Energy hope to launch 18m motor gliders using more powerful motors. By changing batteries it is possible to have more than one launch a day which will be considerably cheaper than aerotows. The AE1 Silent should go into production this winter.

More details from Air Energy, GmbH & Co KG, Rochusstrasse 40, D-52062 Aachen, Germany. Tel 0049 241 408681, fax 0049 241 403996

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A weather anomaly in one region may eventually change conditions on the opposite side of the globe. Such distant links are called teleconnections. One of the best known is "El Nino".

El Nino

The August issue carried a little advert on p248 from Benalla saying: "El Nino is Back ! Book Now !"
The Australian pilots were expecting El Nino to bring a drought with excellent soaring conditions. They hoped for a season equalling 1982/83; this was a year when El Nino was particularly strong and many Oz records were broken.

El Nino is Spanish for The Boy and refers to the Christ Child. The name was given by local fishermen to a warm current which sometimes occurs around Christmas time along the coasts of Ecuador and Peru. This coast normally has a cold current flowing from the south. The cold temperatures suppress convection and the coast is generally dry. The Atacama Desert is a famous example of the arid climate. However the cold waters are good for the fishing industry.

Every few years the cold Peru current is replaced by a much warmer flow. This ruins the fishing and changes the climate too. Convection from the warm seas produces floods in the desert regions.

This small anomaly in a distant part of the globe turns out to be part of a much bigger change which affects a very large area. It is called ENSO.

ENSO

ENSO stands for the El Nino Southern Oscillation. During this cycle the usual high and low pressure systems in the South Pacific change places. There is usually a low in the region of Indonesia/Australia and a high around Tahiti. In most years the difference in pressure between the South Pacific High and the Australian-Indonesian low causes trade winds to converge towards the low.

The Equatorial Pacific usually has its warmest water in the west. Convergence over these warm seas sets off strong convection and produces heavy rains. Meanwhile the cold waters in the east keep the Pacific coast of South America very dry. Fig 1 shows the situation schematically. Fig 2 is a cross-section.

At high levels there is a return flow of air which travels eastwards and then subsides over the eastern Pacific. Subsidence warms and dries the air aloft and helps to suppress convection along the South American coast.

The start of El Nino

Every few years the normal circulation weakens: the trade winds slacken, evaporation is reduced and there is less convection. The warm water moves towards the eastern Pacific where the sea surface temperature rises some 4°C. The convective rainfall follows these higher temperatures. In the western Pacific the sea cools, pressure rises, the air subsides and drought develops in Australia and Indonesia. Parts of Africa are affected too and the Indian monsoon rains may fail. Fig 3 shows El Nino setting in. Fig 4 shows a cross-section.

TELECONNECTIONS

El Nino has teleconnections and Tom explains how it can affect weather on the other side of the world

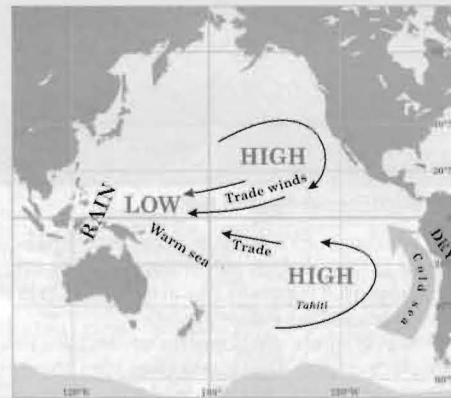


Fig 1. Situation over the Equatorial Pacific before El Nino develops. Trade winds converge upon the Australian-Indonesian low where the seas are warmest.

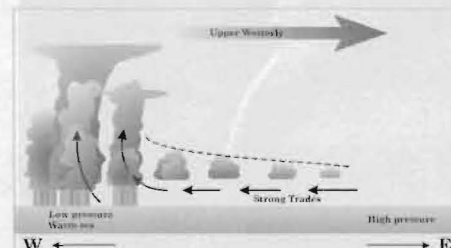


Fig 2. Cross-section before El Nino develops.

El Nino years

El Nino generally develops and decays over a period of twelve months. The anomalies appear every three to four years but the period has varied from two to ten years. El Nino was noticed long ago in 1854/56, 1878/80, 1911/12 and 1939/42. More recent events were in 1951, 1957, 1965, 1968, 1976, 1982, 1986 and 1991/94. In 1982 there was a massive redistribution of warm water. The sea surface temperature rose more than the usual 4°C and one report said that it rose 7 to 8°C. This made it an exceptional year. There was severe drought in Australia and floods in America. Fig 5 shows the regions affected by a fully developed El Nino.

Distant influence of ENSO

The eastwards transfer of warm water together with its heavy rainfall is only part of the change linked to El Nino. Moving the main convective zone also alters the high level airflow up to jet stream levels. Tropical cu-nims lift heat and moisture high into the atmosphere. The high level winds are then affected, partly by the heat carried up and partly by the drag produced when slow moving cu-nim towers penetrate faster moving winds above.

These belts of strong upper winds control the development and movement of depressions far

outside the tropics. In the North Pacific the Aleutian low becomes deeper and moves further south. The downstream effect modifies the pattern of upper waves across North America and may influence them as far as Greenland and NW Europe.

Effects on the weather

The southward diversion of frontal systems in the North Pacific gives wetter and more stormy weather in the west and south of the USA. At 200mb (about 38 000ft) westerly winds increase over the tropical North Atlantic. The effect may be felt to the south of the Sahara where the Sahel has drought in El Nino years. By mid-September 1997 reports from the Ivory Coast in West Africa spoke of serious drought.

Drought in the Sahel reduces the number of westward moving squall lines which go out into the Atlantic from Africa. Some of these squall lines grow into tropical disturbances over the sea and a few persist and develop into full-strength hurricanes. During the strong 1982 El Nino the Sahel had drought and there were only two named hurricanes in the Atlantic. A wet season in the Sahel has been followed by a big increase in Atlantic hurricanes.

Atlantic hurricane tracks

Most Atlantic hurricanes form over the ocean between Africa and the Caribbean and move

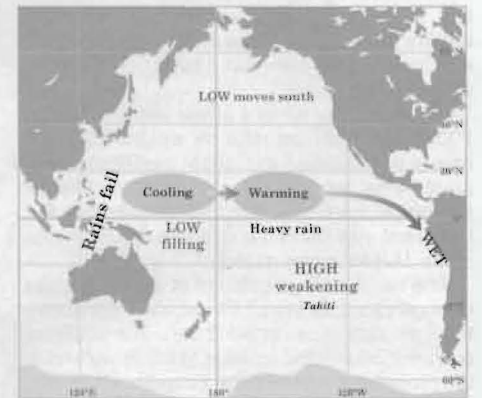


Fig 3. Development of El Nino; the warm water moves east and the South Pacific high declines.

westwards. Many start to curve north as they approach the USA and a few make their turn off the east coast and then head north-east into higher latitudes. This takes them over cooler water and they lose energy. They do not all fill up however. Some gather fronts into their circulation and become "extra-tropical" depressions. A few accelerate towards the UK and sweep past us bringing autumn storms. (See Fig 6.) These have enough residual spin to set off small but unexpected tornadoes when they cross the UK.

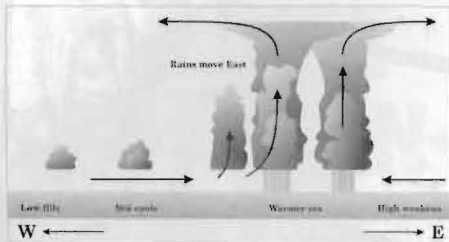


Fig 4. Cross-section as El Niño develops.

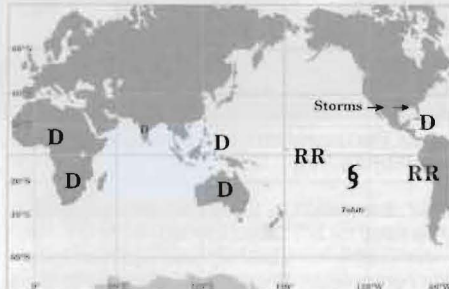


Fig 5. Effect of El Niño from Africa to the Americas. D stands for drought, RR for heavy rains, H with a vortex symbol for hurricanes.

El Niño and the UK

Our weather may be influenced by El Niño but the effect seems small. A cold ENSO brings more winter anticyclones while a warm ENSO (an El Niño year) favours more depressions than usual. These cyclonic winters give slightly higher February rainfall in central England but the difference is only about 10% which few people would notice. Cyclonic westerlies also keep most of the UK under mild weather.

Some developments in 1997

In recent years the ENSO specialists thought they had devised a reliable system for predicting El Niño but the 1997 event took them by surprise. In spring the satellites showed sea temperatures had risen 2°C above normal in the central Pacific and 4°C in coastal waters off both North and South America. Papua New Guinea began to notice a lack of rain as early as March. These early signs suggested it might be the strongest El Niño since 1982 and one expert thought it would be a 60 year record.

Other effects appeared in June. On the 23rd the BBC reported severe weather in Chile with heavy snowfalls and 30 000 people made homeless. The Atacama Desert had exceptional rainfalls. On the other side of South America countries east of the Andes began worrying about drought instead. The commodities market became concerned when there seemed to be a threat to Brazil's coffee harvest.

Some 10 000 miles to the west Indonesia also had a drought. One spokesman said it might be the worst drought for half a century. The inhabitants have for years used a "slash and burn" method of clearing forests. This year the lack of rain allowed the forest fires to get out of control in Indonesia. The smoke drifted over Borneo where it became so thick that Kuching, the capital of Sarawak, had to close the airfield. Then the smoke spread to Singapore and Malaya where more airfields had to close temporarily. It was so bad the authorities called a state of emer-

gency. By September 24 the NOAA satellites showed a vast area of smoke over SE Asia. The smoke was thick enough to hide the sun and conceal the tops of tall buildings. The smoke top was confined by an inversion above which the high mountain peaks were clear.

The dreadful visibility made authorities warn shipping in the narrow straits of Malacca between Malaya and Sumatra. Soon two ships collided there, a super-tanker and a cargo vessel; the latter sank. A Garuda Airbus A 300B4 descended into the dense smoke and crashed into a ravine on Sumatra 30 miles from its destination at Medan. For twelve days some people had hardly ventured out of doors. Then rain fell and the smoke thinned enough for normal life to begin again but the fires were not quenched.

In Papua, New Guinea, drought had ruined agriculture and prevented mining companies from processing minerals. An unexpected problem was frost which developed because the usual cloud cover was lacking. This further damaged crops and forced people to come down to lower ground.

South Africa started preparing for famine in Zambia, Zimbabwe, Botswana and Namibia. All but one of 23 previous El Niño years had brought drought which (in some years) caused an 80% fall in maize production.

Storms off America

El Niño had a mixed reception along the west coast of the USA. On one hand the surf riders enjoyed the greatest waves they had ever seen. On the other hand coast dwellers got busy preparing for floods. In early September hurricane Linda became the most powerful storm seen off the west coast of Mexico; the winds reached nearly 190kts. Linda was followed by hurricane Nora. Experts predicted that winter winds, rain and snow on the mountains would be even worse than the record El Niño of 1982/3.

What triggered this year's El Niño.

Neville Nicholls of the Bureau of Meteorology, Melbourne suggested the trigger was cyclone "Justin" which had been about 1000km north-east of Cairns in March. The strong winds probably pushed the warm waters away to the east from their usual position near New Guinea. Ocean currents respond to the wind like wayward supermarket trolleys; they move off at an angle. This can allow cool water to well up from below.

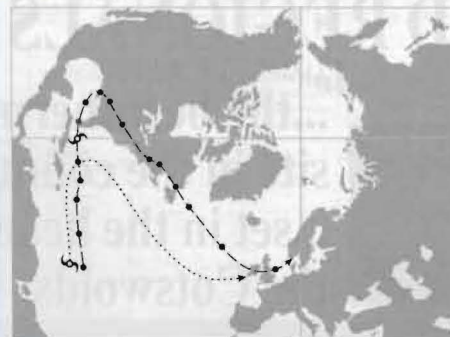


Fig 6. Two tracks of hurricanes which turned NE and became extra-tropical lows as they approached the UK.

NAO The North Atlantic Oscillation

ENSO is a Pacific phenomenon whose influence extends far round the globe; in the Atlantic a less well known feature is called the North Atlantic Oscillation, (NAO). As with ENSO one of the indicators is the pressure difference between distant places. The Pacific indicator is the pressure difference between Tahiti and Darwin. In the Atlantic the pressure drop between the Azores and Iceland is used as a guide.

A big pressure difference gives a positive NAO index and indicates stronger and more frequent westerly winds. These give mild winters in the UK and NW Europe. The index was higher than ever in 1989 and 1990 giving exceptionally mild but also very wet and windy winters over Scotland and the north of England. In contrast it was very dry over central and southern Europe.

It is not clear if there is a link with ENSO but the North Atlantic Oscillation may be partly responsible for some extreme swings between drought and floods in Europe during the last ten years or so.

The UK has had several unusually dry spells and this year Poland, Czechoslovakia and other parts of Eastern Europe suffered from the worst floods for ages. In Poland alone 162 000 people had to be moved.

Volcanic effects

One might think that volcanic eruptions, though cataclysmic locally, would hardly effect the global weather. However the global warming experts detected a tiny drop in temperature when mount Pinatubo ejected vast amounts of dust into the high atmosphere in June 1991. Volcanic explosions send dust and ash up to heights of 20km or more. This spreads round the globe and reduces the strength of the sunlight. Now there seems to be a statistical link between big eruptions and the storminess over Scotland.

Edinburgh has records going back to 1770 and it appears that winter gales are much more frequent after volcanic eruptions. There were three exceptional peaks in the number of gales per year at Edinburgh and these followed the eruptions of Tambora in 1815, Krakatoa in 1883 and El Chino in 1982.

Recently one pundit suggested that the vast area of smoke covering SE Asia at the end of September might be followed by severe winter storms sweeping into NW Europe from the Atlantic. If this turns out to be true a remarkable new teleconnection may be established.

GLIDING SHOWING NATIONWIDE

A half-hour programme on learning to glide will feature in the early schedules of the BBC's new digital 24 Hour TV News channel, which is due to go on air about the time this issue appears. It will be transmitted nationwide but seen only by those who have the appropriate digital TV sets or converter boxes.

Shot at Bellarena on August 29-32, it will feature BGA chairman Dick Dixon but focus particularly on the maiden solo of Ulster GC student pilot Jeff Gouk.

In addition to the normal pressures of a first solo, Jeff flew with live in-cockpit video cameras and maintained a commentary as he flew.

BRITISH GLIDER AEROBATIC NATIONALS

Saltby, September 4-7

Excitement, tension and enjoyment were the features of the Nationals this year, again expertly hosted by Buckminster GC. The 18 competitors were joined by Dietmar Poll, a member of the Austrian glider aerobatic team, who flew in the Unlimited Class. For several this was their competition debut and for the first time we had an all glider pilot line up of judges. Types flown included K-21, Pilatus B-4, Lo100, SZD-59 and Lunak.

Absent pilots included Guy Westgate and Ian Tunstall who were preparing for the World Air Games In Turkey, training hard in the Swift S-1.

We had an excellent start on Thursday, September 4, with four contest flights by most of the Unlimited Class. Dietmar set a high standard with a beautifully crisp performance in the SZD-59. This glider, with its dual capability of 15m soaring or 13.2m span for aerobatics up to +7 to -5g, is likely to become very popular as the interest in aerobatics increases.

(Jamie, making his debut in the Unlimited Class having only started a full training pro-

gramme earlier in the week, flew well. Ed.)

Lionel Sole, four times Champion, was unlucky to zero the odd manoeuvre, but otherwise maintained a high standard in a programme making much use of high levels of negative g.

Friday, September 5, was another busy day with similar weather to the previous day - a steady breeze with 5/8 cu, but a lower cloudbase meant one of the programmes had to be flown from a lower launch height. Consistency is the key and Graham Saw came 1st in the Intermediate Class. He was flying the Lunak which was originally built alongside Mig 15 fighters in the Letov factory in Czechoslovakia.

He gave an excellent performance for a first competition, although he didn't need anywhere near the factory tested flight envelope of 470km/h and +12 to -8g! This Class was as closely fought as ever with John Gilbert (SZD-59) 2nd and Chris Cain (Pilatus B-4) a commendable 3rd.

We had a late start at 1400hrs on the Saturday due to the funeral of Diana, Princess of Wales. The Sports Class flew their sequences in the stiff westerly wind which left many struggling to maintain station in the performance zone, or "box", in front of the judges. A 1km square seems small in even calm air.

Matt Hogbin (K-21), who soloed earlier this year, gave a noteworthy performance for 3rd place in his competition debut. Jon Bastin (K-21), an accomplished soaring pilot, was 1st with Ashley Benjamin (Pilatus B-4) close behind. This was the first time in three years that this Class hadn't been won by a woman.

Sunday morning was bedevilled with a spread of irritating "soaring" clouds low enough to cause sighting problems for the judges, so the contest was closed at lunch time.

(Although Dietmar had the highest score in the Unlimited Class, Jamie, being the highest placed Brit, took the trophy. Ed.)

The contest was enjoyable and friendly. The seriousness of UK glider aerobatics is likely to change up a gear with the arrival at Lasham of a Fox, a two-seater unlimited standard aerobatic




Jamie, the Unlimited Class Champion. Photo: Dan Pitman.

glider. It is owned by Chris Cain who will allow it to be used for advanced training.

Jim Duthie from Lasham was again an excellent competition director with Chris Pollard as chief judge.

It looks as though we will be returning to Saltby next year so how about training to be a part of next year's excitement? You may well do better than you expect - and it is enormous fun.

Final results: Unlimited Class, 1 Dietmar Poll, 78.461%; 2 Jamie Allen, 70.589%; 3 Lionel Sole (all flying SZD-59s) 68.316%; 4 Colin Short (Pilatus B-4) 62.083%. Intermediate Class, 1 Graham Saw (Lunak) 73.002%; 2 John Gilbert (SZD-59) 72.055%; 3 Chris Cain (Pilatus B-4) 69.862%; 4 Mark Davies (Lo100) 68.650%; 5 Debbie Bilham (Pilatus B-4) 67.495%; 6 Jim Crawford (K-21) 55.888%; 7 Paul Garnham (Pilatus B-4) 48.588%. Sportsman Class, 1 Jon Bastin (K-21) 68.273%; 2 Ashley Benjamin (Pilatus B-4) 68.209%; 3 Matt Hogbin (K-21) 61.155%; 4 Dan Pitman (K-21) 56.600%; 5 Andrew Stevens (K-21) 52.166%; 6 Dick Happs (Pilatus B-4) 43.039; 7 Jo Murdock (K-21) 41.179%. 



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18 METRE CHAMPIONSHIPS

Tibenham, July 26 - August 3

A report from "Woody", the competition director

With a competition dogged by rumours of cancellation, LS-8 tip problems and personal difficulties for some competitors, we saw our numbers drop from the original 32 to 13 - but at least that was sufficient to proceed with the competition. As I met the competitors, I sensed a genuine keenness to show what their 18 metres could do. Alan Clarke's first remark was "With this number of contestants you'll be able to set a 750 if the weather's right". Jill Burry's comment was "Whatever happens this will be my best ever Nationals placing!" At Saturday's opening and briefing, Graham Parker (Met) reported a warm front crossing the region preventing thermal development and the day was scrubbed.

Day 1, Sunday, July 27. Met announced that the low and its fronts had moved NE bringing cooler, fresher air and promising conditions. Early top cover might delay the startline a little and the SW had to be avoided.

The task was a 414.3km (452.5 windcapped) quadrilateral, Husbands Bosworth, Bury St Edmunds, Caxton Gibbet. By 1145hrs conditions had improved and by 1300 everyone was calling start. It was good over the fens with the cloudbase continuing to rise and strong thermals. Mid afternoon saw gliders turning Bury St Edmunds with 5-6kt thermals and the cloudbase over 5000ft. Alan Clarke (Ventus C) was 1st at 98.6km/h with Bob Bromwich (LS-6) 2nd at 90.4km/h and Dave Masson (Ventus C) 3rd at 89.9km/h. Only three landed out.

Day 2, Monday, July 28. Met reported pressure rising and a reasonable day, though not as good as Day 1. The task was a 314km (322.7km w/c)



Jill Burry who finished 3rd.

quadrilateral, Stradishall, Towcester, Bury St Edmunds.

We held the launch until 1245 when conditions were good. Progress was very fast until approaching Cambridge on the second leg when top cover appeared and became more solid all the way to Towcester. It then became slow and difficult with four gliders dropping out along this stretch. Having turned, it was thick top cover and weak lift all the way back to Bury St Edmunds. By then thick cover had spread to the coast.

The launch point resembled the wartime airfield it once was; under the dark skies everyone quietly watched and waited. Very late in the afternoon we heard they were turning Bury St Edmunds. But the last 37km leg under a dead sky caused the remainder to land out, although some were airborne until after 1900hrs. The winner, Bob Bromwich, completed 289.2km. Bruce Nicholson (Ventus 2c) was 2nd with 286km and Alan Clarke held on to his lead with 285.7km.

Day 3, Tuesday, July 29. An occluding frontal system was moving across the country but we still had high pressure, a southerly flow and a predicted 4000ft cloudbase. It looked good enough for a 300km provided we kept near Norfolk. The task was a 293km (320.7km w/c) quadrilateral, Swannington, Biggleswade, Norwich. The conditions were good with everyone completing and Ian Cook (Ventus 2c) winning at 106.8km/h.

Day 4, Wednesday, July 30. The cold front went through overnight with 3mm of rain. The morn-

ing was unstable with westerlies and two inversions, so we kept to local again - a 304km (332.7km w/c) quadrilateral, Bedford bridge, Rattlesden, Swanton Morley. It turned out to be a racing day won by Bruce Nicholson at 104.6km/h followed by Mike Jefferyes (DG-600) at 102.6km/h which delighted him after a terrible week so far with instrument problems. Third was Dave Hill (Ventus 2ct), our local hero, at 102.3km/h. The slowest speed was 86.8km/h.

Thursday and Friday were scrubbed.

Day 5, Saturday, August 2. The cold front had moved to the SE and cloudbase was expected to be 4000ft plus. After a long discussion with Graham Parker we set a 501km (514.3km w/c) quad, Silverstone, Bury St Edmunds, Olney.

While top cover proved difficult and the promised stratus was well head of schedule, outlandings didn't start until after 1900hrs when the competitors had been in the air over 8hrs. It hadn't looked soarable for 2hrs before that!

Bruce Nicholson won, covering 465.2km. Ian Cook (Ventus 2c) was 2nd with 463.6km. Alan was still in the lead with only 300pts separating the first seven.

Day 6, Sunday, August 3. A ridge of high pressure covered us but the forecast indicated that any soaring would be in our area. There was too much stratocumulus for it to be much good, but there was low cu underneath it.

I set two tasks, both under 200km. Despite the tiring previous day, everyone was on the grid and ready to go by 1100hrs. For 2hrs I watched a changing sky which sometimes looked reasonable, sometimes dreadful. Eventually I announced the fallback task - a 169km (177.5km w/c) quad, Swanton Morley, Great Ashford, Swanton Morley.

Everyone got away quickly in weakish thermals to almost 3000ft. The first and second legs were slow but five made it to the third TP with a dead looking sky. The winner, Frank Davies, covered 150.9km. John Dobson (LS-6c) was 2nd with 146.6km and 145.9km gave Jill Burry (LS-6) a 3rd place. Alan Clarke's 4th was more than enough to keep him in 1st place overall.

The closely contested six days ended with prize presentations by "Griff" Griffiths, a glider pilot who took part in the landings on D-Day and at Arnhem and who founded the Army Gliding School at Lasham. The winner, Alan Clarke, had held his position since Day 1, while Frank Davies had moved from 5th to take 2nd, and Jill Burry (LS-6) went from 6th overall to 3rd.

The contestants expressed pleasure in the competition and hoped it would continue.

FINAL RESULTS 18 Metre Championships

Pos	Pilot	Glider	Day 1.27.7 417.5km bowtie Bury St Edmunds, Caxton Gibbet			Day 2.28.7 315.5km chevron Stradishall, Towcester, Bury St Edmunds			Day 3.29.7 293.59km bowtie Swannington, Biggleswade, Norwich			Day 4.30.7 304.92km bowtie Bedford, Rattlesden, Swanton, Morley			Day 5.2.8 502.18km bowtie Silverstone, Bury St Edmunds, Olney			Day 6.3.8 170.2km arrow head Swanton Morley, Great Ashford, Swanton Morley			Total Points
			Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed	Pos	Pts	Speed (Dist)	Pos	Pts	(Dist)	Pos	Pts	(Dist)	Pos	Pts	
1	Clarke, A. J.	Ventus C	99.3	1	1000	(285.7)	3	831	99.2	2	894	94.2	8	886	(451.3)	6	971	(145.7)	2	389	4971
2	Davies, F. J.	LS-6	79.0	9	763	(278.8)	4	813	98.1	3	878	91.8	9	859	(456.6)	5	982	(150.9)	1	407	4702
3	Burry, J.	LS-6C	85.2	5	836	(234.9)	9	699	94.8	4	832	99.2	5	941	(451.3)	6	971	(144.9)	4	386	4665
4	Nicholson, B.	Ventus 2c	82.6	7	806	(286.0)	2	832	85.0	9	695	104.6	1	1000	(465.3)	1	1000	(123.3)	6	316	4649
5	Hill, D.	Ventus 2c	83.1	6	811	(274.3)	5	801	94.7	5	830	102.3	3	975	(460.8)	3	991	(97.6)	10	236	4644
6	Bromwich, R. C.	LS-6	90.9	2	901	(289.2)	1	841	82.6	11	660	100.9	4	960	(460.0)	4	989	(97.6)	10	236	4587
7	Masson, D.	Ventus C	89.9	3	890	(240.9)	8	715	92.7	6	803	96.7	6	913	(432.7)	10	933	(118.1)	8	300	4554
8	Corbett, C. G.	Ventus CT	79.5	8	770	(264.7)	7	776	91.3	7	783	86.8	10	804	(443.6)	9	955	(120.4)	7	307	4395
9	Cook, I. R.	Ventus 2ct	88.4	4	873	(53.8)	12	124	106.8	1	1000	95.4	7	899	(464.5)	2	998	(133.8)	5	349	4243
10	Dobson, J. B.	LS-6c	78.9	9	763	(274.3)	5	801	89.8	8	761	(116.1)	13	195	(432.3)	11	932	(145.2)	3	387	3839
11	Jefferyes, M. B.	DG-600	(359.0)	11	377	(147.5)	10	461	83.4	10	671	102.6	2	978	(448.8)	8	966	(104.4)	9	257	3710
12	Cumner, G.	ASW-20	(271.5)	12	276	(99.0)	11	287	78.1	12	598	(225.3)	12	316	(321.4)	12	684	(93.6)	12	223	2384
13	Hatwell, R. S.	LS-6c	(271.5)	12	276	(53.8)	13	74	75.3	13	558	(271.9)	11	382	(273.3)	13	567	(84.9)	13	196	2053

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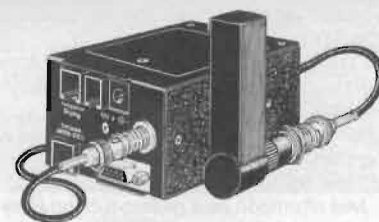


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PRE-FLIGHT PREPARATION - Or How To Make Your Luck

Over the years as a CFI Pete has noticed that when glider pilots are seriously disorganised they fail to achieve flights well within their ability. Having helped many get ready for important badge flights he feels brave enough to offer some tips

Pete, CFI at the RAFGSA Centre at Bicester, started gliding in 1976 and has all three Diamonds with the UK 750km diploma, 2500 gliding hours and 1000 power.



With the chill winter fast approaching many a gliding mind thinks back to epic flights that could have, or should have, occurred during that fairly typical UK summer.

One of the great features of our sport is that "each to their own" is a fair way of describing how we go about it. The pilot who gets a kick from flying a couple of circuits in an Oly 2B is as much a part of things as the future champion who spends every weekend thrashing around 28% triangles in a Ventus 2c.

Somewhere in between lie the majority of us, many of whom aspire to stepping up the ladder

of proven soaring skills by achieving Silver, Gold, Diamond and beyond - the FAI badge system is there to tempt and gently push.

Forget what everyone else thinks - that's not important - you really don't know if you can until you try, and at the end of the day most people need to prove it to themselves.

How it is...

It's my guess (well, more than a guess really) that for every 500 or 750km success, there are numerous near misses. Taking aside those obviously "it was never on" days where the club optimist pings off the wire and glides off into the approaching warm front, I reckon that a significant number of pilots don't actually get round these epic long flights because they are not prepared and usually launch too late.

No amount of preparation alone will make a competent and skilled soaring pilot - that takes application and practice - but getting yourself organised will go a long way towards giving you enough time in the soaring day for your skills to make it happen.

A few suggestions

So what can be done next season to improve your chances on that rare occasion when a combination of a good forecast and your turn for the glider fall on your lap?

- Think about the day's potential the evening before - set the alarm clock and get a decent night's kip.
- Get to the club early, really early - ideally by 7am. And don't just reach for a coffee - get cracking.
- The first priority is to rig, tape, inspect and water the glider. Park it somewhere sensible, ideally on the launch point.
- Next, find a crew. If you're active at the club all this winter you've got some mates, and as you're there early, you'll be the first to ask!
- Check your barograph is ready to go and put it on your glider seat - don't fit it in the mount just yet.
- Put a new film in your camera, wind on a couple of frames and mount the camera.
- By 9am get hold of some decent Met and decide which of your pre-prepared tasks you've decided to try - get advice from a club pundit.
- Let the duty instructor know what your plans are and when you would like a launch.

• Fill in a declaration and get an official observer to witness it.

• Mark up your 1/2 million map with the route, headings, navigation warnings, etc. Mark the TP sectors on your 1/4 million and note any bisector features.

• Put the maps in your cockpit and if you have a GPS, load in the lat/long data.

• Photograph your declaration form through the canopy and switch on and mount your barograph.

• Cram all your personal bits and pieces such as pee bags, sweets, mobile phone, etc into an accessible place in the cockpit.

Now, if you're planning on flying 300km, you're probably ready a bit too early. Chill out, drive the winch for an hour or so and wait until other pilots are finding it easy to climb to 3000ft plus. What if it's a 500km? You're doing OK, but you should be watching for the cu developing and be waiting for your ideal moment to tiptoe away downwind on the first leg. But what about 750km?

Whatever you do it probably will not be easy, but it's 9.30am and you really should have a tug or cable standing by to get you up and away under the first decent looking puffs of cu.

Choice

All this is very well, perhaps obvious to many, but what, you may ask, does one do if your club cannot generally provide a launch before 11am, and that's on a good day?

Another great feature of gliding, particularly in this country, is that we have choice and if your club can't get you airborne early enough then roll up your sleeves, get stuck in and help it to do so. But if after all that you still end up launching late, even with your own preparation honed to near worrying perfection, it might be time to fly somewhere else.

The bottom line

If you approach your pre-flight (and pre-season) preparation with the same level of anticipation and professionalism as you do your flying, you're probably going to generate the right level of luck needed to be successful and, even more important, give yourself enough flying day to let it all happen. It's also worth remembering that another bonus from all this preparation is that just prior to launching you'll feel so laid back about the flight you'll probably even enjoy it! ✕



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WORLD AIR GAMES September 9-21

ANGELA SHEARD reports on the gliding and GUY WESTGATE, a member of the British aerobatic team, on their competition

The "first" of anything is exciting and the FAI's initiative in realising a long held ambition to hold a broad spectrum festival of flight covering many disciplines gave the gliding community the chance to stage the first mono-type World Championships - the World Class, at Inonu, Eskesir in Turkey. And it was exciting to watch the first contest launch, mixing winch alongside aerotow, and to see 43 little gliders, all PW-5s, in the air at once, the physical embodiment of the World Class ideal. What satisfaction for Piero Morelli, chair of the World Class subcommittee of IGC, to see the result of ten years' work airborne at last over the rugged Turkish landscape.

True to the "suitable for everyone" mandate of the Class, there were four former World Champions competing against beginners on the international stage and an age range of 20 -68.

Day 1 produced a real lesson for the pundits too when the only five pilots to return to base were all new to international competition. The leader, Pawel Franckowiak of Poland, was followed home by an all-Latin line-up - Brazil, Spain, Portugal and Italy, while the experts fumed in their fields. The outlanding office, later reorganised by John Roake of NZ, who had also made available 12 gliders, factory-fresh and en route to their new Kiwi owners, was bowled over by the rush of clients before the system was up and running and for some it was a very long wait.

A spectacular spanner was inserted in the works by an enthusiastic Turkish retrieve crew who were so eager to get their man that they picked up the first one they came across, 25km from the airfield, while the one they had actually been sent for sat waiting hopefully 60km away...

The weather was, of course, untypical. Blue,

bluer, bluest. That meant gaggles (and how!) - gaggles that produced two collisions, though mercifully the only casualties were the gliders, but the wide range of skills and the short days (future World Class World Championships will not be tied to the World Air Games schedule, especially if it means competing at such an unfavourable time of year) made for some anxiety among pilots. And with the ground dried concrete-hard after the summer there were, in fact, more breakages than at St Auban.

The manufacturer, PZL Swidnik, squandered the opportunity to attend with lots of spares and back-up but did give a first prize of a new PW-5 which was won by Air France co-pilot Frederic Hoyeau, team flying immaculately with his club mate, last year's European Barron Hilton winner (and son of 1965 South Cerney World Champion) Julien Henry.

The huge effort put in by the Turkish Aeroclub was at its most spectacular in the Olympic style opening ceremony in Ankara, in the closing at Ephesus and very evident throughout. However, it was difficult to feel part of a great festival in our corner of Turkey, where we didn't hear much about the other events and got on with our own, learning so much as we went and much to ponder on as the Class develops. I learnt, personally, about the trials of being a contest steward.

The British Team? Everyone can't win but our representatives (brothers Henry and Jay Rebbeck) made a good effort with almost no preparation time and added valuable experience to their competition logs. In addition, they made a very good impression with their huge enthusiasm, sound skills and all-round niceness, as several people were kind enough to remark to me. For the record, well done, boys.

AEROBATICS

Both the 7th World Glider Aerobatic Championships (WGAC) and the European Powered Aerobatic Championships (WEAC) were held on the same airfield and we were one of 14 competing nations this year. We were self funded despite the efforts of the Royal Aero Club, and lack of funding meant lack of practice.

I believe we were the only team that had absolutely no help from its Aero Club. Most of the competitors admitted to having made between 60 and 160 practice flights for the contest - we managed only 15-20. Our other problem was glider availability. Only 30 of the specialist aerobatic single-seater Swifts have been built and the nearest glider available to us for hire was based in Germany.

The competition structure for both the power and gliding competition was essentially the same. After a familiarisation flight, figures were flown in Known, Free and Unknown programmes. The Champion was the pilot who made least mistakes.

The Russians dominated - their powered aerobatic Champion Mihail Mamistov won the World Glider title for the second time. Cosmonaut Sergei Krikaliov took silver with another team mate taking bronze. Top female was also Russian, Larissa Radosteva who finished 13th.

The Brits didn't embarrass themselves too badly, beating many respected pilots and finishing 43rd and 46th overall. ✕



The British team, Ian Tunstall (left) and Guy.

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ADVENTURES IN SLOVAKIA

This account of the European Women's Gliding Championships at Prievidza Airfield, Slovakia from July 14 to August 2nd, was presented by Jane Lewis from individual reports from the team



Gillian Spreckley (LS-8), who was 2nd in the Standard Class. Photo: John Birch.

mountains on the last two days, a move which was openly resisted by some teams.

On the fifth and sixth days the tasks were very difficult from 279km in the Club Class to 355km in the 15 Metre Class, and there were many outlandings in all Classes. Problems were encountered for various reasons. First, a TP at 4500ft in the Czech Republic in deteriorating weather conditions on Day 5 (Gill's outlanding). Secondly, the tasks always crossed the energy lines and wide valleys, meaning several long glides to catch the thermals low, a task which was often difficult if one happened to be alone at the time. Thirdly, a difficult last TP, Rajec, 20 miles to the north and on the wrong side of a 2650ft col for all Classes on the Day 6, meant that five gliders landed in a field short of the col, one of which was Lucy, and another glider which did not survive (although the pilot was unhurt)!

Rajec was a large valley with generally little or no convection and surrounded by what can only be described as messy mountains, all trees and no decent ridges. On this particular day Lucy had had little problem getting into the turn, but the day was dying and a good looking set of clouds did not work. She ran to the hills, gained a little height but not enough to get out - only 13 miles to run but a big rock in the way.

Heading for the col, the ridge was uselessly rough so she pressed on as going back was no longer an option, but found yet another ridge which this time seemed too high to cross. Converting height into speed, she went for the lowest point, brushing leaves on the glider on the way and luckily saw a glider in a field on the side of the hill. Apparently it was like landing on

the side of Dunstable Downs, flaring with at least 35° of bank so not to touch the uphill wing. The turn was not used again.

After six days' flying the organisation had some complaints from team managers about the task setting into the mountains following a few days with many outlandings. With a forecast of a 8600ft cloudbase but with a front arriving during the evening, probably meaning no more flying for the rest of the competition, it was the perfect chance to set a task to the Tatra mountains - 279km for the Club Class, 323km for the Standard and 387km for the 15 Metre Class, and all tasks following the energy and the 8500ft cloudbase of the Tatra mountains. But most importantly, all but seven pilots completed these tasks with speeds up to 104km/h, and were now able to return home, whatever their results, with very exciting memories.

Slovakia is very beautiful and we experienced it from the best vantage point - the scenery is stunning, the local people very friendly and the weather has the potential to be excellent. Culturally it's very different but has retained most of its old villages and folk treasures. The mark of the old political system is still around: imagine rows of ugly apartment blocks striding across the fields of corn, half completed concrete buildings now filled by makeshift markets and decaying civic amenities.

The concept of ownership hasn't quite caught on. I landed in a field one day and was concerned that I may have damaged the crop (let alone the glider, but that's another story). My inquiries about whether or not the farmer would be cross were not understood, until at last I found out that it was a co-operative field worked by the town and that they really didn't mind at all. I was lucky but there were tales of pilots having difficulties finding out where they had landed as the villagers were unable to name the nearest town and looked puzzled on the production of a map.

There are plenty more adventures to recount: choosing ski-slopes as likely landing strips, Babayacka oaths round the fire, excellent beer and food, a friendly chap almost crashing his car on trying to help us etc - another time maybe.

We all enjoyed Slovakia immensely. The run of bad weather at the start at least gave us a chance to reconnoitre likely landing areas and visit local attractions: the fairy-tale castle of Bojnice, the painted houses of Cicmany and some even got as far as Budapest.

The experience of flying with such very skilled pilots was invaluable, especially to those of us for whom the terrain and conditions were so different. All in all, a fantastic competition. ✕

Prievidza is in a seven mile wide flat valley bounded by 2-3500ft tree covered hills. These ridges extend to Nitra 60km to the south and the task area reached another 100km south in flat terrain to the river Danube. To the north-west there were 4500ft hills 100km into the Czech Republic. To the north-east the task area was bounded by the Tatra mountains on the Polish border. The furthest east we flew was to Telgart, 120km along the Nizke Tatra mountains. The highest point Chopok is at 6600ft asl and was the TP for the Club Class on the last day.

During the practice period, and for the first four days of the competition, we avoided this higher ground to the north as cloudbases were mostly no more than 5500ft amsl and the days slow to start and early to finish. Most completed the tasks which ranged from 127 to 387km, with speeds up to 90km/h.

There were 42 pilots from 12 countries. The UK was represented by Janet Birch, Ariane Decloux, Rosemary Johnson, Jane Lewis, Gillian Spreckley and Lucy Withall.

When the bid was first received from Slovakia, the organisers had promoted the competition as a test of thermal flying skill, which was true as long as you didn't notice the rather large lumps of mountain. In fact, the "easy" bits of terrain were hills of about 2000 to 4000ft, and it got increasingly more interesting as we flew into the Tatra mountains which topped out at about 7000ft. Knowledge of mountain flying was a distinct advantage towards the end of the competition when the weather improved and we flew to the north. These hills and mountains are covered in trees or large boulders or both, and the valleys are also mainly unlandable: either they are steep and narrow, or wide and full of crops.

To be fair, the landing possibilities would have been better had there not been so much rain which had delayed the harvest. We lost several practice and competition days because of bad weather. When it did get soarable, the air was still very moist and we found ourselves having to take big deviations around thunderstorms and showers; on those days, skill in route planning took precedence over plain racing tactics.

Ariane discovered the value of her mountain experience when flying with some of the German team. They took the decision to fly on the shadow side and downwind of the south side of the Rajec valley. She took a different route and made it home while two of the Germans landed in a small meadow in the upper part of the valley and two turned back.

From then on they decided to share information, especially since the German team were sending a crew member to the top of Chopok (2200m) to give information to their team about the cloudbase and conditions for the next day's task. Although each pilot was flying her best for her team, everyone benefited from the camaraderie which developed during the competition.

The resourceful task setting mostly took us into a different area each day and since the weather had been mediocre during the practice period, this meant that we were always exploring the routes. This made for very exciting flying and challenging decision making. On the fourth day all three Classes flew into the Czech Republic, a historic day for gliding competition flying in both countries. We also flew into the

GLIDERS - A TO Z

Alan says he's flown three first solos since 1963, but nothing else worth mentioning. He was first puzzled by a name when the Keil Kraft Minimoa kit came out but has only just found the answer.



In his introduction to this tremendously detailed piece of research, Alan writes: "In the early days many gliders were made and flown by small groups, so it was natural to give them names, with results ranging from the obvious to the incomprehensible. In today's environment of international marketing it is easier to fall back on numbers, but there are plenty of good names that have not yet been used. Let us hope that the art of naming will remain alive."

"This is a selection of familiar and obscure names from the earliest days of gliding to the present."

Country codes:

CH=Switzerland
F=France
GB=Great Britain
LT=Lithuania
RO=Romania

A=Austria
CZ=Czech Republic
FIN=Finland
H=Hungary
NL=Netherlands
RA=Argentina

AUS=Australia
D=Germany
FSU=Former Soviet Union
I=Italy
PL=Poland
SA=South Africa

BR=Brazil
DK=Denmark
FYU=Former Yugoslavia
IND=India
PRC=People's Republic of China
USA=United States

Name	Country	Translation	Designation or Designer/Date				
Anfänger	D	Beginner	Jacobs 1928	Godasse	F	Boot	Fauvel AV-36
Araponga	BR	Bellbird	PG-1	Greif	D	Gryphon	H 2
Ashvini	IND	The first lunar mansion	TS-2, TS-4	Habicht	D	Hawk	Jacobs 1936
Assegai	SA	Spear	BJ2	Halny	PL	Föhn wind in Tatra Mountains	SZD-40
Astir	D	Star (from Greek, Aster)		Hjordis	D	Goddess in Norse myth	Buxton 1935
Bakcyl	PL	Microbe	PW-3, PW-4	Hol's der Teufel	D	To Hell with it!	Lippisch 1923
Bekas	PL	Snipe	SZD-35	Iris	F	Greek messenger goddess	D-77
Bergfalke	D	Mountain falcon	Mü 13E	Jalon	F	Landmark	CM71
Besenstiel	D	Broomstick	Schulz 1922	Jantar	PL	Amber (the mineral)	SZD-48
Bibic	H	Lapwing		Janus	D	Roman god with two heads facing opposite ways	
Biene	D	Bee		Jaskółka	PL	Swallow	SZD-8
Biguá	BR	Cormorant		Jastrzab	PL	Goshawk	IS-4
Bijave	F	Biplane Javelot (Javelin)	WA 30	Javelot	F	Javelin	WA 20, WA 21
Blanik	CZ	Mountain near Prague; Valhalla of the Hussite heroes	L-13	Jeans	D	Version of Astir CS with blue denim trim	
Bocian	PL	Stork	SZD-9	Jeráb	CZ	Crane (Czech version of Kranich 2)	1936
Bonaventura	I	13th century Franciscan monk said to be able to levitate himself	CVV 8	Kaczka	PL	Duck (See Canard)	IS-5
Brokker	GB	Bristol Fighter fuselage	Grey & Buchanan 1921	Kajava	FIN	Gull	PIK-3c
Canard	CH	Duck: General name in French for tail-first designs, also means a hoax		Kakadu	D	Cockatoo	Mü 3
Capstan	GB	Brand of cigarette made by sponsor	T-49	Katamaran	D	Catamaran (Twin-boom project using parts of two LS-4s)	
Carancho	RA	Vulture	IA 54	Katydid	USA	N American grasshopper	Chanute
Choucas	F	Jackdaw	Breguet 906	Kobold	D	Goblin	LCF2
Cinema	USA	Designer lived in Hollywood	Corcoran 1936	Kobuz	PL	Hobby (species of falcon)	SZD-21
Circe	D	Daughter of Helios, Greek sun god	D-36, ASW-12	Kolibri	CH	Humming bird	Brunner
Czajka	PL	Lapwing	PZL-18	Kosava	FYU	North wind	Kisovec 1953
Czapla	PL	Heron	SZD-10	Kotka	FIN	Eagle	IKV-3
Dagling	GB	R F Dagnall's version of Zögling		Kräfte	D	Crow	Raab 1960
Diamant	CH	Diamond		Krajánek	CZ	Journeyman	Zlin 24
Dimona	D	Town in Israel where project originated	H-36	Kranich	D	Crane	Jacobs 1935 & 1952
Doppelraab	D	Doppelsitzer designed by Fritz Raab	1952	Krokus	PL	Crocus	
Dora	D	Word for D in German R/T alphabet	Mü 13b	Kuzniechik	FSU	Grasshopper	PPO-2
Dorsling	GB	Dorset GC version of Prüfling	1932	Lepke	H	Butterfly	
Duster	USA	Strong thermal made visible by dust	BJ-1	Lerche	FIN	Lark	
Emouchet	F	Kestrel	SA 104	Libelle	D	Dragonfly	H 301 & DZ 2
Ente	D	Duck (See Canard)	Lippisch 1921 & FVA 3	Lie-Fang	PL	Liberation	Modified Jaskółka
Eolo	I	Aeolus, mythical controller of winds	3V-1	Lietuva	LT	Lithuania	LAK-9
Epervier	F	Sparrowhawk	C800	Lis	PL	Fox	SZD-25
Espadon	F	Swordfish	WA28	L-Spatz	D	Sparrow + L = Leistung (Performance)	
Fafnir	D	Dragon of Norse legend	Lippisch & Jacobs 1930	Lunák	CZ	Kite	L107
Falke	D	Falcon	Lippisch 1921, 1931	Marianne	F	Female figure, symbol of France	
Fauconnet	F	Shrike	A-60 (Powered L-Spatz-55)	Meise	D	Titmouse	Jacobs 1939
Fauvette	F	Warbler	Breguet 905	Merle	D	Blackbird	Mü 17
Fergeteg	H	Whirlwind	M-30	Mésange	F	Titmouse	(Powered M100S)
Foka	PL	Seal	SZD-24, SZD-32	Milan	D	Kite	Mü10, SFS-31
Frelon	F	Hornet		Minimoa	D	Mini-Moazagotl	Gö 3
Futár	H	Courier	R-22 S-D	Minuano	BR	South-west wind	CB-2
Galánka	CZ	Girl friend		Moazagotl	D	Wave cloud in Upper Silesia	Schneider 1933
Garnys	LT	Stork	BRO-23	MOBA	AUS	My Own Bloody Aircraft	Sutherland 1970
Gébics	H	Shrike	R-23	Moka	H	Fun	
Geier	D	Vulture	1958	Moswey	CH	Zurich dialect for a species of Buzzard	Muller
Gheppio	I	Kestrel	R-1	Mouette	F	Seagull	Breguet 901
Gil	PL	Bullfinch	PZL/SZD-16	Möwe	D	Seagull	
				Mucha	PL	Fly	IS-2 & SZD-12
				Musterle	D	Wolf Hirth's nickname for his wife	Hirth 1931
				Nahuel	RA	Jaguar	JB-1
				Nemere	H	Föhn wind in Transylvania	Rotter c. 1936
				Nietoperz	PL	Bat	SZD-6X
				Nixope	D	Water sprite	SB-6
				Nymphale	F	Nymphalid (butterfly)	Breguet 904

Ogar	PL	Boarhound	SZD-45	Sisu	USA	Stamina, perseverance (Finnish)	Niemi 1958
Orlik	CZ	Lesser spotted eagle	VT-16	Sky	GB	Slingsby, Kirbymoorside, York	T-34
Papagei	D	Parrot	Mü 11	Skylark	GB	Prototype was built "for a lark"	T-37, T-43, T-50
Pchelka	FSU	Little bee	AN-14	Sohaj	CZ	Lad	Zlin 25 (Meise)
Pégase	F	Pegasus		Sokol	FYU	Falcon	
Pescarus	RO	Kingfisher	RG-5	Spatz	D	Sparrow	Scheibe 1951, 1954
Phönix	D	Legendary bird reborn every 500 years		Specht	D	Woodpecker	Scheibe 1953
Pilatus	CH	Mountain near Luzern	FS-24	Sperber	D	Sparrowhawk	DE-1 etc
Pionier/Pionyr	RO/CZ	Pioneer (Youth organisation)	B4-PC11	Spyr	CH	House martin	Hug
Pirat	PL	Pirate	RG-4, LF-109	Squale	F	Dogfish	WA-26
Prue	USA	Constructor, Irving O. Prue	SZD-30	Sroka	PL	Magpie	SZD-15
Prüfling	D	Examination candidate		Stakhanovetz	FSU	After Stakhanov, Soviet worker hero	KIM-2
Puchacz	PL	Eagle owl	Secondary trainer	Steinadler	A	Golden eagle	MG-19
Puchatek	PL	Winnie the Pooh	SZD-50	Storch	D	Stork	SB 1 & Lippisch 1927-36
Pukelis	LT	Down (feathers)	KR-03A				Ly 542-K
Quero-Quero	BR	Lapwing	BRO-20	Stösser	D	Sparrowhawk	T-44
Regal	GB	Version of Eagle for Air Cadets	IPE-05	Stratoferic	GB	Pressurised wave soarer (project)	LAK-14
Reiher	D	Heron	T-42 Mk 4	Strazdas	LT	Thrush	CM8
Rekin	PL	Shark	DFS 1937	Sylphe	F	Airborne spirit of the woods	
Rhön	D	Mountain range including Wasserkuppe: Prefix to types built at Poppenhausen	PWS 102	Szellö	H	Breeze	PIK-17b
Rhön -adler	D	-Eagle	Jacobs 1932 & K-7	Tintti	FIN	Tintin	1936
-bussard	D	-Buzzard	Jacobs 1933	Tulák	CZ	Wanderer	PIK-17A
-geist	D	-Spirit (commemorates Oskar Ursinus)	Prototype of Professor	Tumppi	FIN	Tommy	Teichfuss 1938
			K-4	Turbine	I	Whirlwind	Kupper 1929
-lerche	D	-Lark	Jacobs 1934	Uhu	D	Eagle owl	IA (Ho) 41
-sperber	D	-Sparrowhawk	K-2	Urubu	RA	Black Vulture	KK-1E
-schwalbe	D	-Swallow	K-6	Utu	FIN	Mist	Martens 1921
-segler	D	-Sailplane		Vampyr	D	Vampire	PIK-16c
Rhön Ranger	USA	From Rhön + Lone Ranger (Primary based on Zögling)		Vasama	FIN	Arrow (archaic word used in sagas)	BRO-21
Roemryke Berge	D	Glorious hills	D 12	Vituris	LT	Lark	SZD-20X
Sagitta	NL	Arrow	Alsema 1960	Weihe	D	Harrier	Jacobs 1938
Salamandra	PL	Salamander	Czerwinski 1936	Windspiel	D	Greyhound	D 28
Salto	D	Loop	H 101	Wolf	D	After Wolf Hirth (his first design)	Gö 1
Santa Clara	USA	College in San Diego County	Montgomery 1905	Ximango	BR	Chimango (bird of prey)	AMT-100 (RF-10)
Sao Paulo	D	Fafnir 2 funded by expatriate Germans in Brazil		Zanonia	D	Plant with winged seed	Etrich-Wels 1907
Saurier	D	Dinosaur	Lippisch 1934	Zefir	PL	Gentle breeze (Greek, West wind)	SZD-19, 31
Schwatze Düwel	D	Black Devil	Mü 23	Zile	LT	Bluetit	BRO-11, LAK-2
Scud	GB	Ragged cloud below main cloudbase	FVA 1	Zögling	D	Pupil	R 1
			Abbott-Baynes 1931	Zugvogel	D	Bird of passage	Scheibe 1955-57-64
Sedbergh	GB	English public school	Slingsby T-21b	Zuraw	PL	Crane (Polish version of Kranich 2)	Lo 100
Seeadler	D	Sea eagle (Amphibious Rhöndler)	Jacobs 1935	Zwergreither	D	Little heron	
Sep	PL	Griffon vulture	IS-1				
Sigma	GB	Mathematical symbol Σ to symbolise the sum of knowledge of glider design	Irving, Vernon, Welch 1960s				
Silène	F	Silenius, Greek forest god	E-78				
Sirály	H	Gull	A-08				

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This is a shortened version but if anyone would like a copy of the full list of 800 names from Aachen to Zwergreither, send an E-mail to agsell@netcentral.co.uk or write to Alan c/o of S&G enclosing four first class stamps (UK) or four international reply coupons.



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Mike Young started well by winning Day 1.

Two weeks of remorseless rain did not bode well for the 1997 Standard Class Nationals - but as if by magic, the weather cleared on Friday afternoon to a humid, almost breathless, heat. It looked as if there might actually be a contest after all, and with most of the British team still recuperating from St Auban, it also looked as if there might be a fresh name on the Championship trophy by the end of the week...

Day 1 - Saturday, August 9

Saturday woke up to thick fog which still blanketed Lasham by the time Justin Wills - fresh from St Auban - officially opened the contest at 1000hrs. His opening speech reminded us of the good fortune which had attended our several births. For - as he pointed out - if we had been born 75 years ago, gliding as we know it would not have existed - while in 50 years time, encroaching airspace may have rendered it nothing more than a fond memory!

Director Terry Joint deferred the task briefing until midday, leaving pilots to fettle while the fog dissipated. But the inversion was stubborn and it was not until 1430 that a launch on the 210.2km fall back task of Stony Stratford, Chieveley was possible. Conditions appeared better to the north, where the Inter-Services Regionals at Bicester were already on task, but at Lasham it was almost blue, with a cloudbase of only 2300ft and still very muggy.

Starts were widely spaced as some pilots were convinced that it **had** to get better - and Bicester pilots, some 80km north, were on final glide. But conditions did not improve significantly and by 1900 most of the fleet had landed out, with some brave souls still tiptoeing on, gliding hopefully down the last leg towards Lasham in dead and dampening air. In the event only one pilot made it back: the yet-again intrepid Mike Young (LS-8), fuelled only, it seemed, by stubbornness, crossed the finish line just before 1900 for a speed of 64.6km/h and 580pts.

"I seem to get a lot of luck!" was his self-deprecating comment. Second place fell to George Metcalfe (ASW-24) at 199.4km, 3rd was Ed Johnston (LS-8) at 199.2km, while the reigning Champion, Denis Campbell (Discus), stayed "3OK" for 197km to gain joint 19th place.

Day 2 - Sunday, August 10

A comparatively clear sky greeted competitors on Sunday - the sun shone unrelentingly, but the humidity was slightly less, and a gentle

WENDY DURHAM

STANDARD CLASS NATIONALS

Lasham, August 9-17

PHOTOS BY NEIL STUART LAWSON

south-easterly cooled brows. An early start to soaring conditions was forecast, but with worsening visibility and a likelihood of top cover creeping in from the south-west later in the afternoon. A 258.2km triangle around Edgehill and Northampton South attempted to keep the fleet where conditions would be better longer, and competitors certainly made the most of it.

Small cumulus began to pop in all directions by midday - and a 1230 launch enabled most pilots to be on their way by 1400. Convection was excellent, with many vigorous cumulus topped with pileus caps, and the first "motorway" call almost took the finish line by surprise!

Some half an hour earlier than anticipated, Ed Johnston's LS-8 came across the line for an elapsed time of 2hrs 41min and a speed of 95.8km/h. Hard on his heels were Ken Barker (LS-8) and Richard Browne (LS-8), but in the final analysis, Ed had won the day, with Brian Marsh (LS-8) 2nd at 92.6km/h and Richard Browne 3rd with 92.3km/h. "It occurred to me," explained Ed, "that conditions had been so good into the last turn, and looked so good ahead that the circling gaggles were probably doing the wrong thing! So I moved away from them completely and found some great running conditions all the way home". Ed Johnston was now in the lead overall with 1538pts, followed by Brian Marsh and Martyn Wells (LS-8) only 6pts apart at 1485 and 1479 respectively.

Denis Campbell had met disaster on the first leg and was now effectively out of the race, but Tim Scott (LS-8), Derek Westwood (LS-4), Paul Shelton (Discus), George Metcalfe, Ted Lysakowski (Discus) and Pete Sheard (Discus) were gaggling on the score-sheet much as they did in the air, with only a handful of points to separate them, and all still very much in contention.

Day 3 - Tuesday, August 12

Monday saw top cover at Lasham, with cumulus forecast for 1500 onwards, but a possibility of soaring weather early in the day. Unfortunately the right weather did not materialise, and eventually the day was written off. There were no thunderstorms though...

Initially, Tuesday also looked like a scrub day - a layer of top cover at 10 000ft would prevent decent soaring conditions well after 1400, and today the thunderstorms were due at around 1700. But there's no optimist like a glider pilot! Slowly and painfully the cloudbase lifted, until at last there was enough clear air to launch at 1300



A



B



C



E

STANDARD CLASS NATIONALS



on a 227km task around Didcot, Towcester and Chieveley. Scrambly conditions over Lasham contrasted with much better sky to the north and west, but even under Lasham's top cover there were respectable thermals to be had and everyone was away on task within half an hour of the line opening.

Conditions down track were evidently much better than forecast, and by teatime the Nationals and both Regionals Classes were heading for Lasham in droves, with Richard Browne leading the Standard Class home. But winner for the day on elapsed time was Russell Cheetham at 83.1km/hr, pressed hard by Ken Barker and Jack Stephen (LS-4) at 83km/h and 82.7km/h respectively.

By the end of this third day, the cut-throat nature of the competition among today's Standard Class pilots was beginning to appear! Only 107pts separated the top ten contenders, and the Standard Nationals trophy was still anybody's - particularly as only one member of the British team was standing in the way!

And the thunderstorms? Well, we didn't see any at Lasham!

Day 4 - Wednesday, August 13

Again thunderstorms were forecast - this time for practically the entire day - but by now no-one believed in them any more! Including Met man Derek Sear, it seemed, because rapid reversal of his original forecast appeared on the fax in time to allow primary tasks to be set before briefing. The new forecast showed excellent soaring conditions all day in the north and west, and - wait for it - thunderstorms by the end of the afternoon.

Conditions improved rapidly after gridding, but the primary stayed on the map. Which was just as well, as a blip in the weather immediately after the launch gave pilots a hard time at the start of their 250km task to Chieveley, Cirencester and Banbury. It was not until they got away from Lasham just after 1300 that they found good cross-country conditions.

Tim Scott, James "Spud" Hallam and Russell Cheetham shared the honours for the day, with Tim coming home just ahead at 65.2km/h as Russell marked the last climb for him. Competition at the top was now fierce, with pilots changing places at bewildering speed. Ed Johnston's early advantage was slowly slipping away, less than 200pts separated Tim Scott - now in overall lead with 3443pts - from 5th place, and the winner's slot was still wide open. An outlanding by Martyn Wells removed him from the leaderboard, but Russell Cheetham had climbed fast into second overall, and Spud Hallam had rocketed up to 14th. Competition for places in the second five was even more keen, with less than 100pts between Ed Johnston in 6th position and Mike Young now lying 10th.

Thunderstorms? Not at Lasham!

Day 5 - Thursday, August 14

Day 5 was going to be the big one. The Met was perfect and 620km went up on the board with the first launch anticipated at 1100.



Tim Scott who was 2nd.

Then the cirrus loomed. Unexpected and unforeseen, it advanced inexorably towards Lasham, interrupting heating sufficiently to cause two successive fallbacks to a 303km task which took in Oxford East, Grafham Water and Didcot. Unfortunately, although the cirrus moved on enough to get everyone away from Lasham by 1430, pilots soon ran into it again as it crept into the northern sector of the task.

It proved too much for some, but those that finished did it in style! Denis Campbell, partially redeeming his fatal error on Day 2, swept home at 83.6km/h, closely followed by Martyn Wells doing the same thing at 83.4km/h, and Spud Hallam at 82.6 km/h. This left Tim Scott - 9th for the day - leading overall by 34pts from Russell Cheetham, who in his turn was only 32pts ahead of Brian Marsh in 3rd place.

Spud Hallam had climbed to 9th, while Ken Barker lay 4th, and Pete Sheard, Paul Brice (LS-8) and Mike Young were 5th, 6th and 7th. Ed Johnston, the early leader, was now 8th overall. The contest was still far from decided, and with three potentially good days to come, anything could happen...

Day 6 - Friday, August 15

...and it did. This turned out to be the big day after all, and yesterday's primary was hastily fished out of the bin. A 505.1km polygon would take the fleet to Northampton West, Andoversford, Oakington and Bicester. The Met was excellent, showing a weak inversion at 5000ft, with 3kt thermals starting to pop by 1100, improving to 7kts under a cloudbase set to rise to more than 5000ft by mid-afternoon.

Everyone was away on task shortly after midday, even allowing for a number of spurious starts by some of the leading competitors! Conditions on track were good, particularly in the east, and a 5000ft cloudbase and 5/6kt thermals enabled 12 competitors to finish at over 100km/h. First for the day was Martyn Wells at 108.1km/h, a speed which pulled him back up to 19th overall. Second and 3rd were Tim Scott and Russell Cheetham at 106.1km/h and 105.9km/h respectively, scores which reinforced their positions at the top of the table.

First, 2nd and 3rd were all flying LS-8s, and at prizegiving next day, Martyn threatened to buy the back page of S&G. What Southern Sailplanes felt about that was unclear... the Joneses were too busy being kept up with in the Regionals A Class!



D



Captions: A. Russell Cheetham, the Champion. B. Paul Brice who finished 5th overall. C. George Metcalfe 11th. D. Ken Barker 4th. E. Brian Marsh with 3rd place.

STANDARD CLASS NATIONALS

Gaps were beginning to open up between pilots in the top five slots, but competition for places five to ten was now savage, with only 125pts separating six pilots. Spud Hallam had now climbed to 7th, Paul Brice to 5th, while Mike Young and Ed Johnston were belying their early promise at 8th and 9th. Pete Sheard lay 6th and George Metcalfe was now 10th.

Day 7 - Saturday, August 16

Early in the morning, this looked like another 500km day over most of the southern half of the country, and pilots left briefing clutching big tasks. But thermals at Lasham were restrained by a good deal of wave influence for over an

hour, forcing director Terry Joint back to a short, sharp racing task of 205km as the task window grew smaller.

Once the wave had collapsed, conditions were excellent, and short and sharp was the right word ... the grid had only just stopped starting when it started finishing! The Nationals and both Regionals task groups all came home together, and 29 of the Standard Class exceeded 100km/h. The winner for the second day running was Martyn Wells at 110.3km/h, enough to pull him back up to 15th overall - a creditable achievement following his outlanding earlier in the week. Second for the day was Russell Cheetham at a speed of 110km/h, and 3rd was

Ken Barker at 109.5km/h. Tim Scott finished well down the field at 30th for the day at 99.8km/h and so lost his overall lead to Russell.

And that, more or less was that!

Sunday brought clouds, a cooler airmass and a scrub. Which meant a leisurely end to an excellent seven days of competition, and a prize-giving attended by most competitors. Deputy chairman of the BGA Peter Hearne presented the trophies and it was left to Russell Cheetham, as the 1998 Standard Class National Champion, to sum up.

"What a week!" was his comment - "Lasham really is the best place for Nationals - and funnily enough, it's a touch better than Enstone!"

FINAL RESULTS Standard Class Nationals

Pos	Pilot	Glider	Day 1.9.8 210.2km ▲ Stoney Stratford, Cheveley			Day 2.10.8 256.1km ▲ Edgehill, Northampton South			Day 3.12.8 227.3km polygon Didcot, Towcester, Cheveley			Day 4.13.8 250.6km polygon Cheveley, Cirencester Church, Banbury			Day 5.14.8 302.9km polygon Oxford East, Gratham Water, Didcot			Day 6.15.8 505.1km polygon Northampton West, Andoversford, Oakington, Blicester			Day 7.16.8 205.6km polygon Wantage, Winslow, Cheveley			Total Points
			Speed (Dist)	Pos	Pts	Speed (Dist)	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	Speed	Pos	Pts	
1	Cheetham, R. A.	LS-8	(199.1)	3=	538	90.8	12	877	83.1	1	1000	64.8	3	966	81.7	7	966	105.3	3	970	110.0	2	743	6080
2	Scott, T. J.	LS-8	(199.0)	5=	537	81.5	5	937	81.9	5=	977	65.2	1	992	81.2	9	958	106.1	2	971	99.8	31	639	6011
3	Marsh, B. C.	LS-8	(197.2)	11=	532	92.6	2	953	77.8	17	926	61.4	7	921	79.2	17	922	102.2	7	916	105.9	10	702	5854
4	Barker, K. D.	LS-8	(197.2)	19=	531	83.3	23	816	83.0	2=	998	61.0	8=	914	81.2	8	959	96.6	21	846	109.5	3	738	5796
5	Sheard, P. G.	Discus A	(194.1)	25=	523	92.2	4	947	77.2	19	894	61.3	14	869	82.5	9=	982	95.4	25	824	106.6	6	709	5748
6	Brice, P. F.	LS-8	(198.9)	5=	537	82.3	27	801	78.6	13	919	62.9	5	949	80.5	10	946	101.1	9=	902	102.0	23	662	5716
7	Johnston, E. W.	LS-8	(199.2)	3=	538	95.8	1	1000	78.5	14	916	54.0	30	784	75.9	23	865	99.3	13	878	106.5	7	708	5689
8	Hallam, J. A.	Discus CSwl	(143.1)	34	370	86.8	17	868	76.3	22	878	65.1	2	991	82.6	3=	962	101.0	9=	902	100.2	28=	643	5634
9	Young, M. J.	LS-8	(197.1)	11=	532	82.2	28	799	81.3	6	968	55.8	24	819	82.0	5	973	97.3	20	850	97.9	38	620	5609
10	Stingmore, G. P.	LS-8	(197.1)	11=	532	75.8	36	706	81.2	7	966	57.5	17	849	81.8	6	969	94.5	26	812	107.1	5	713	5547
11	Metcalfe, G. P.	ASW-24	(199.4)	2	539	88.6	10	893	81.9	4	978	56.1	22	823	74.2	29	835	97.8	19	857	95.8	43	599	5524
12	Jeffery, C. C.	LS-8	(197.2)	11=	532	82.9	25	810	74.6	31	876	58.9	12	875	77.4	20	892	100.0	12	888	101.7	24	659	5502
13	McCoshin, J.	ASW-24	(194.3)	25=	523	87.4	12	877	71.9	33	797	61.8	6	929	79.0	22=	869	96.4	22=	837	100.5	26=	647	5479
14	Edyvean, J. R.	ASW-24	(199.0)	3=	537	89.2	19	852	76.2	24	874	50.5	35	720	79.4	15=	926	98.8	14=	871	103.1	16	673	5453
15	Wells, M. D.	LS-8	(199.0)	5=	537	91.9	5	942	75.1	28=	856	(239.2)	40	372	83.4	2	997	108.1	1	1000	110.3	1	746	5450
16	Davis, P.	Discus B	(194.2)	25=	523	87.3	15	874	68.0	41	727	56.4	20=	830	79.4	14	927	102.8	5	926	99.6	32	638	5445
17	Murphy, T. J.	LS-7Vtl	(197.1)	11=	532	82.3	26	802	74.9	30	851	55.5	31=	763	78.0	19	902	98.9	14=	871	107.3	4	718	5439
18	Shelton, P. M.	Discus Bwl	(197.1)	11=	532	89.1	8	901	78.2	16	912	61.0	8=	914	78.8	40	666	94.7	27	814	104.9	11=	691	5430
19	Coward, P. J.	LS-8	(196.5)	22=	530	87.8	11	882	78.8	12	923	55.5	25	812	81.2	37	707	98.6	16=	868	104.1	13	683	5405
20	Browne, R. A.	LS-8	(88.8)	38=	207	92.3	3	948	80.8	8	958	60.2	11	899	80.1	12	939	93.5	42	747	104.9	11=	691	5389
21	Lemin, R.	Discus	(199.0)	5=	537	87.4	14	876	71.2	36	785	57.2	19	845	75.3	31	804	91.7	37	773	99.1	33	632	5252
22	Strathern, M.	LS-wl	(88.7)	40	206	84.3	21	831	76.2	23	875	55.9	23	820	80.3	11	942	98.6	16=	868	99.8	30	640	5182
23	McAndrew, G. E.	Discus	(88.7)	41	204	83.6	22	821	76.4	21	879	54.1	29	787	79.9	13	935	100.4	11	892	101.1	25	653	5171
24	Smith, E. R.	LS-4	(88.8)	38=	207	81.1	30	784	77.3	18	895	60.4	10	903	77.0	21	894	95.1	26	819	102.8	18=	670	5162
25	Baker, P. E.	Discus B	(191.0)	28	514	75.3	32	649	78.3	15	913	56.9	28	788	75.9	23=	865	96.4	22=	837	103.1	16	673	5141
26	Aldis, C. J.	LS-4	(196.5)	22=	530	73.6	38	673	67.7	42	721	58.7	13	871	71.5	33	788	92.7	32=	786	103.8	14	680	5049
27	Langrick, D. J.	Discus wl	(186.5)	30=	500	79.2	32	756	70.1	38	766	52.6	33	758	73.2	30	817	92.2	34	779	100.1	25=	643	5019
28	Lysakowski, E. R.	Discus Bwl	(197.1)	11=	532	89.0	9	899	79.0	11	925	52.8	31=	763	76.1	42	619	97.4	48	602	102.8	18=	670	5010
29	Stone, A. J.	Discus B	(199.0)	5=	537	90.1	23	816	65.5	44	682	63.1	4	953	76.2	41	621	90.3	41	752	98.5	37	626	4987
30	Passmore, N. J.	Discus B	(189.4)	29	509	76.1	34	710	65.2	45	678	54.7	27	798	71.7	32	792	94.1	29	805	103.3	15	675	4957
31	Fujimoto, S.	LS-8	(122.3)	36	307	86.7	31	766	79.1	10	927	50.9	34	726	78.9	39	668	102.5	6	922	96.8	41=	609	4925
32	Fox, R. L.	Discus	(186.0)	33	498	86.6	18	865	89.7	40	759	50.4	37	717	65.9	38	689	90.3	40	753	97.0	40	611	4892
33	Fritche, P. C.	LS-4	(186.5)	30=	500	88.3	29	790	75.5	26	862	(154.6)	45	226	79.3	15=	926	94.0	30	804	102.2	21=	664	4772
34	Wall, N.	Discus	(197.0)	19=	531	(240.9)	46	272	75.1	25	873	46.7	38	649	70.3	34	767	98.3	18	864	106.4	8	707	4663
35	Glossop, J. D. J.	Discus Br	(186.5)	22=	530	64.3	44	538	76.6	20	882	57.8	16	857	57.6	45	344	85.0	47	680	97.7	39	618	4649
36	Pozerski, A.	Discus	(36.5)	44	30	87.1	40	578	71.8	34	796	58.3	15	864	74.4	27	839	95.5	24	825	102.2	21=	664	4616
37	Macdonald, G. D. E.	Discus	(18.0)	46=	0	79.4	35	709	72.6	32	811	56.4	20=	830	75.3	25	854	90.4	39	754	98.9	35	630	4588
38	Tillett, N. D.	Discus	(197.1)	11=	532	73.8	37	677	71.6	35	792	(242.9)	39	378	74.3	28	838	91.9	35	775	92.4	46	564	4556
39	Hilton, D.	LS-7Vtl	(71.2)	43	154	85.3	20	846	54.2	48	477	57.4	18	847	68.2	36	730	92.7	32=	786	106.1	9	704	4544
40	Redman, S. J.	LS-8	(134.3)	35	343	86.9	16	869	75.4	27	860	65.6	48	0	77.9	26	850	101.9	8	914	102.5	20	667	4503
41	Campbell, D. R.	Discus	(197.0)	19=	531	(41.2)	48	17	70.7	37	776	55.4	26	810	83.6	1	1000	90.8	45	710	91.5	47	556	4400
42	Marczynski, Z.	SZD 55-1	(186.4)	30=	500	70.2	41	574	61.2	47	604	50.4	36	718	75.2	43	603	93.9	31	802	94.7	44	588	4389
43	Westwood, D.	LS-4	(197.2)	11=	532	89.6	7	909	82.3	46	624	(169.8)	42=	252	59.7	44	580	91.8	36	774	83.6	48	475	4146
44	Welford, R. J.	LS-7Vtl	(84.9)	42	195	66.0	45	512	69.8	39	780	(132.6)	46	195	69.9	35	760	89.7	43	745	98.9	34	631	3798
45	Stephen, J.	LS-4a	(122.0)	37	306	79.7	33	713	82.7	8	993	(174.8)	41	261	(179.5)	47	150	88.4	44	727	100.5	26=	647	3797
46	Tanner, L. E.	Discus	(16.0)	46=	0	(89.4)	47	64	75.1	28=	856	(169.6)	42=	252	78.4	19	909	85.6	46	688	98.7	36	628	3397
47	Maisonnier, R. J. L.	Discus	(21.7)	45	5	86.8	41	574	67.5	43	717	(169.6)	42=	252	63.7	46	401	91.1	38	763	96.8	41=	609	3321
48	Cuning, M. F.	LS-8	(0.0)	46=	0	66.3	43	567	79.4	9	833	(52.0)	47	63	DNF	48	0	104.2	4	946	103.0	17	672	3181

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INTER-CLUB LEAGUE FINAL

Hosted by Booker GC

It was at Husbands Bosworth in 1983 that seven clubs from seven Leagues, having persisted through two washed-out attempts to hold an Inter-Club League final in early September, decided that henceforth the final would be pulled ahead into August to benefit from longer days, potentially better weather and, using the Bank Holiday weekend, giving three chances.

That strategy proved very successful - until 1997!

This year Booker kindly agreed to host the three day event over the August Bank Holiday. Six clubs arrived: The Soaring Centre for the Eastern League, Oxford for the Midland League, Essex & Suffolk for the East Anglians, Lasham for the South Eastern League, Mendip for the Southern League and Bristol & Gloucestershire for the Rock Polishers.

After three no-contest days (not even a contest launch) and a record number of re-briefings, Julie Angel and her team kindly invited us back to try again and all six clubs agreed to reconvene two weeks later. As the event approached, it was decided to scrub the Saturday, the day of Princess Diana's funeral, and to fight the contest on just one day - Sunday, September 7.

The two clubs who looked at the day's poor forecast and decided not to come almost made

the right decision - but not quite. Essex and Suffolk (had they really stayed since the Bank Holiday to avoid missing the replay?) were soon joined by Mendip and Lasham. Oxford, standing by to come at short notice, cut it very fine when eventually in the early afternoon Julie told us we were going.

Tasks were short and sweet - but very well matched to the marginal weather. All went to Didcot, with Novices returning to Booker to complete 59km O/R, Intermediates going down to Chieveley (A34/M4) for a 86km triangle and Pundits given Membury for 107km triangle.

The Lasham team were quickest on to the grid and into the sky. Ralph Jones (Ventus 2), so full that water leaked from every orifice (the Ventus that is), managed to stay airborne - a challenge not all were able to emulate, even dry. With minimal tactical manoeuvring, starts were made from around 2.30pm, as soon as pilots were able.

The run to Didcot proved to be feasible though difficult, with one or two early landouts. Chieveley was also soarable, giving a good fight for the Intermediates with three finishers:- Howard Stone (Nimbus 2 for Oxford) 3rd at 48.5km/h, Peter Healy (ASW-19, Lasham) 2nd at 49km/h, Intermediate winner at 63.1km/h was Bob Merritt (Kestrel 19) for Mendip.

Three Novices scored:- Peter Paterson (Discus for Lasham) was 3rd, landing out after 43.2km, Robbie Nunn (Sport Vega for Essex & Suffolk) was 2nd with 45.2km and Novice winner David Nisbett (Std Cirrus for Oxford) proved the task possible by finishing at 30.9km/h.

Three Pundits told us that their task was impossible. Chris Emson (Std Cirrus for Oxford) flew 28.9km for 3rd place and Stuart Mills (Kestrel 19 for Mendip) was 2nd with 53.4km.

It fell to Ralph Jones to prove that the Pundit task too was achievable - finishing at 62.9km/h. It was five weeks later that Daniel Cooper (who had organised the event at Booker) was able to confirm that Ralph's film, jammed in his camera, was at last removed, developed, examined and validated.

Totting up the League scores for each club showed a close result. Robbie Nunn's efforts helped Essex & Suffolk to 5pts. David Nisbett's win in the Novice Class earned half of Oxford's 8pts and equal 2nd overall with Mendip - their 8pts came largely from Intermediate winner Bob Merritt and 2nd placed Pundit, Stuart Mills. Lasham, with Pundit winner Ralph Jones, 2nd Intermediate Peter Healy and 3rd Novice Peter Paterson, did enough to score 9pts to become 1997 Inter-League Champions.

Congratulations to Lasham for a great team display - and also to all competitors for their persistence and spirit with such marginal weather prospects. Our thanks to Booker for accommodating us (twice) - and in particular to Julie Angel for all those re-briefings and, when it finally became possible, for getting the tasks just right.

Many thanks also to Tim Newport-Peace for providing the scoring software, to Mike Foster for the hardware to load it on to and the fingers and patience to drive it, to Richard Garner and his team of cadets for helping to get us airborne and counting us back across the finish line and to Daniel Cooper for organising the event and doing everything necessary that wasn't already being done.

Good luck to all for 1998, including the far South West (North Hill) and Scotland (Aboyne) who have been active in 1997. Anyone requiring information, arbitration or inspiration is welcome to contact me at Tanglewood, Fingrith Hall Road, Blackmore, Essex CM4 0RU - tel/fax 01277 823066. (Or, if you insist, e-mail MikeJefferyes@compuserve.com)

INCREASED PRICES

Some of the BGA charges went up in October. The fee for C of A issue or renewal is now £37.50. The gliding certificate with A endorsement is £8.50, the B endorsement £5 and the Bronze, Silver, Gold and Diamond legs are £7 each.

Fresh supplies of claim forms are available from the BGA office at Kimberley House, Vaughan Way, Leicester LE1 4SE

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Two years ago at Husbands Bosworth we caused some amusement (and encountered not a little antagonism) by demonstrating that a flex-wing microlight was capable of launching conventional gliders at a useful rate of climb (see the April 1996 issue, p101). That particular test programme was brought to a premature end thanks to some internal politics and it took a while to get everything in place again.

This time, we had the aircraft for a week (along with a full support team from Solarwings Aviation), the enthusiastic support of the CFI, the explicit support of Dick Dixon (BGA chairman) and Dick Stratton (BGA chief technical officer), and had the pleasure of Ann Welch's company for good measure.

The biggest difference this time round was that, with 80hp, we had an extra 16 horses at our disposal and expected to see a considerable improvement in the performance. We were also hopeful of finding strong thermic conditions to test the handling limitations. All in all, we were not disappointed.

We started the week by repeating the original programme and launched the vintage Tutor at around 500lbs AUW. The result was startling. A 5kt cross/headwind resulted in a short take-off run, the glider and tug becoming airborne together, and saw us crossing the upwind fence at over 300ft, climbing at 500ft/min with 45kt on the clock.

Strong lift and sink were encountered on the 4min tow to 2000ft. Conditions were such that the glider was soared quite happily despite the absence of a functioning variometer. The second launch was of the T-31, two up, reportedly with similar results, which I watched from 3000ft.

Shortly after, the club K-8 and a private Olympia 2 were happily launched. Next came the Junior which, at 550lbs or so, had previously proved to be near the limit of the 64hp tug. The extra horses showed just what was in store when it was again taken to 2000ft in 4min at 50-55kt with a heavy pilot on board. By now, we were very happy with the capability of both tug and tug pilot with the gliders tested so far, and a queue began to form. This was a club weekend and over the next two days club members who were current on the aircraft launched so far were cleared after a simple briefing.

The sceptics confounded!

This was very promising and on the Monday we stopped to evaluate the data over lunch. Looking at the weights and flying speeds involved, we had decided the time had come to try the Discus (dry, of course), when Mike Jordy declared his confidence in the ability of the tug to launch his LS-6. Not wishing to stand in the way of someone so keen to relieve me of the responsibility of explaining why the Discus was buried in the far fence, I eagerly assisted him on to the line. The take-off run (at around 800lbs AUW) was rather longer than previously seen, with the tug airborne just before the glider, but the combination was at a respectable height over the far fence and climbing at a rate later reported to be 350ft/min (not much different to many self-launchers).

Having watched very carefully, I pulled the Discus on to the line: Take-up, All out - PLINK.

MORE TOWING WITH MICROLIGHTS

A report on an exciting development which well might change the perception of tug aircraft



The Bocian on tow. Photo: Paul Treadway.

Without moving a millimetre we had suffered our first weak link failure.

At this point we looked again at the towing kit. Originally set up for towing hang gliders, the weak link of 2x60lb cord (two bootlaces!) had been upgraded to 3x60lbs (three bootlaces!). This had not been replaced for three days, and we decided to replace it daily rather than add another link to make 240lbs (no bootlaces left). It was proving difficult to induce snatch loads in flight; the tug was very accommodating to even the most drastic out-of-position manoeuvres (of which, more later). Consequently, the greatest load in the tow rope was almost certainly during the initial launch phase.

The only other feature which caused some silent contemplation was the line swivel which was a bit of shark fishing kit. While accepting this for the time being, we decided to investigate the alternative options offered by yacht chandlers for a future occasion.

However, it is true to say that this one weak link failure was the only bit of trouble encountered all week, and even then it was doing exactly what it was designed to do.

So, back to the Discus. The tug became airborne before the glider, and I was rather disconcerted to see the tug climbing away steeply above me, although the speed (55kt) was quite adequate. This proved merely to be a matter of tug pilot training, and after explaining our requirements more clearly, future launches were more comfortable. A climb rate of 350ft/min at

50-55kt was demonstrated, (2000ft in 6min) which was maintained over a wide range of pilot weights. An LS-4 and an ASW-15 were added to the list of glass gliders successfully launched, along with other wooden gliders falling within the weight range tested so far. (We drew the line at a Dart 15 weighing 600lbs empty, in view of our lack of recent experience on this type, along with its poor handling reputation at low speeds. This may be an unwarranted slur, and I apologise to any Dart owners who may be offended.)

Again, all this was done in thermic conditions during several busy club/course days. The gliders were soared, the tug pilots learned to use the thermals rather than to avoid them, and the new tug fitted smoothly into the flying operation. We had two tug lines and a winch line all running side by side. Pilots - club members and visitors alike - took their choice without any complications arising.

During the course of the week, Ron Beezer, our CFI who, like me, had been alerted to the possibilities at our first test flights two years ago, spent much of his time trying to upset the tug with almost no effect. My own attempts to snatch load the tug were likewise without result.

Thanks to the thrust line tow hook, it appears to be much easier to wrap the rope around the glider than it is to upset the tug. By Friday, we were getting cocky. Ron pulled the Bocian to the back fence and took a solo launch. After passing the launch point at over 50ft he took another launch two-up. The result at 1100lbs AUW was very similar. Thereafter, several more launches of the Bocian two-up demonstrated 350ft/min at 50-55kt and gave a normal height over the far fence despite starting at the usual launch point.

So there we are. We have no doubt that the existing production Pegasus weight shift microlite from Solarwings equipped with a water-cooled 80HP Rotax 912 can operate within a normal club environment and safely launch (dry) Standard Class gliders and wooden two-seaters.

What problems arose?

There must have been some, but I can't recall any. One low hours' pilot reported feeling uncomfortable in the ASW-15 at 50-55kt on his first launch, but as far as I can determine, everyone who flew wooden gliders reported that the launch was easier and more comfortable than behind a Supermunk. Even heavy pilots flying 15m glass agreed that their initial scepticism had dissipated and that the experience had been surprisingly enjoyable.

We were all agreed that some development will be needed before launching ballasted gliders can be contemplated, but that one can now see the possibility. ■

Where will we find the tug pilots?

Barry Underwood, CFI at Swinford Microlight Club, who has taken part in both sessions, pointed out that everyone involved in this operation is a GA pilot, and switches happily between three-axis and weight shift with no difficulty. This is becoming a growing trend and he maintains that converting existing pilots (particularly those with gliding and tugging experience) is a simple matter. (Almost as a post-script, we did one launch with the AX2000 three-axis microlight. It fell far short of the ideal, being underpowered, overcomplicated and noisy. It demonstrated clearly that the Pegasus weight-shift is definitely the way to go.)

What next?

For the future, 100hp is a very real possibility, as is a four or five bladed propeller which would further reduce the already low noise level. The model on test, while quieter than the Supermunks most of the time, had its exhaust pointing directly at the three bladed prop. This was a perfect phase generator, and there was a very narrow band of irritating noise audible from some locations.

As a two-seater, there is only one option for the reduction gear. But Solarwings tell us that if the existing tug were re-designated as a single-seater, the weight saved would allow the changing of the reduction gearing to reduce the propeller rpm.

Of even greater interest, 115hp is a future prospect. Re-rigging the airframe and optimising the propeller could allow a faster tow, which offers the realisation of the ideal, purpose-built, low cost tug with the ability to launch all but the heaviest of ballasted gliders. However, development costs being what they are, before any of this becomes a reality, I am sure that they will need to be sure of the market.

Someone will have to do a cost analysis to show the benefits in financial terms, but let there be no doubt that the week at Husbands Bosworth this summer demonstrated the existing capability, as well as the future prospects.

Many thanks to John Fack and Bill Sherlock at Solarwings Aviation who did everything they could to make the week successful; to our hard-working tug pilot, Barry Underwood; to Anne Welch who added to our credibility; to Paul Treadaway for his photographs and to all who made the week a resounding success. ✉

WAY OFF TRACK

Map exchange

The western part of a half-mill 2171AB airmap fell from a large envelope which I opened a few weeks ago. The map had been cut along the 4°50W meridian. The bit sent to me shows all of Northern Ireland together with much of the Republic and the south-west corner of Scotland - which sometimes appears tantalisingly within gliding range when flying from Bellarena.

I welcomed the unsought gift, for it was the latest edition and our CFI had been stressing only two days earlier the importance of our flying with up-to-the-minute charts.

My surprise benefactor was Sutton Bank's Phil Lazenby. His letter read, in part, "Beware of Yorkshiremen bearing gifts - they say that we are Scotsmen with the generosity removed."

It went on to suggest that glider pilots could halve the cost of keeping abreast with airspace changes if they swapped unwanted bits of airmaps with each other.

"Perhaps you should call a committee meeting to consider our proposal. Would we need an intermediary to see fair play (maybe a Scot)? Which of us gets the Isle of Man? Should gliding clubs south of the (Irish) border be invited to join in?"

Phil thinks his cost-saving wheeze has other applications and hopes his idea may spread. "We all tend to use the North and South maps when planning and occasionally flying longer tasks yet, for instance, few glider pilots from the West Country get up to Yorkshire. Another exchange project? Maybe the Essex GC could do a deal with the Lakes lot," he says.

I commend both Phil's idea to others, and his generosity.

And as for as being Scotsmen with the generosity removed, I've always regarded Yorkshiremen as Scotsmen with even *their* garrulous charm enhanced - and then laboriously concealed.

Why the reticence?

"Learning not to fly" by an unnamed woman pilot in the last issue (p271) was a pretty depressing read, inspired as it was by a similar though not quite so shocking article in the July issue (p163).

But both of these authors, criticising some instructors' attitudes towards their students, chose anonymity and obscurity. In my view they both weakened their arguments by doing so and greatly reduced the chances of the movement, and individual clubs, rectifying the faults they criticise. (See Your Letters.)

Particularly the last issue's Eagle Eyewoman. If, indeed, she encountered the kind of grossly offensive and virtually automatic sexism of which she complains and which so damaged both her progress and her confidence, did she make any complaint about the offending individuals to the CFI or club committee?

Did she name and seek to shame the culprits who clearly are doing none of us any good and have them called to account?

In both articles the guilty clubs, too, are not named save in one reference to a particular flight Eyewoman pins on Sutton Bank. Why not?

From various other pointers, one can make intelligent guesses - and I question the ability of any club to maintain a good uniform standard of instructor behaviour if it has as many as 50 or 60 instructors in the roll, many of whom could scarcely attain sufficient instructing time to develop and maintain teaching skills.

I can't understand this reticence. If clubs, and people, are failing students, name them: the second privately, in the first instance, to those who hold responsibility and the first publically, in these pages if need be.

After all, if you were making a very serious complaint about Tesco, it would be unfair merely to give a few vague pointers which readers might construe as indicating Sainsbury's.

A nameless place

A new name sprang out and hit me from the ad pages in the last issue. Central England Soaring, the ad proclaims on p306, has the best soaring site and is a gliding club where one can really progress.

CES claims to be in the top five for cross-country kilometres per member for the last three years - perhaps surprising for a club of which, until I read it, I had never heard before.

But *where* is it? That's the one thing which the advertiser did not think it was worth mentioning, merely giving its location in this electronic age's infuriating liking for numbers rather than clarity as "only minutes from the M40 J11".

Sounds like Edgehill to me. I may, of course, be wrong - but if so, blame the advertiser for carrying over into old-fashioned media the key-bashing e-mail nerd's refusal ever to give a comprehensible and geographic address.

I hope the search for new members is successful - if would-be recruits can ever find the place. (*The club is Aquila GC. Ed.*) ✉

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Provisional Priority and Promotion Lists

These lists were compiled using the method described in the 1997 Competition Handbook and will be used for assigning places for the 1998 Nationals. Any queries regarding the compilation of the lists should be addressed to me on (01858) 575665. The closing date for entries for all Nationals is January 31, 1998. Nationals' entry forms are available from the BGA office.

PAUL CRABB, BGA Competitions and Awards Committee

PROVISIONAL NATIONALS	21 C. P. Jeffery (15)	43 R. J. Smith (O)	65 R. Kalin (O)	87 B. L. Cooper (15)	109 R. J. Toon (15)
Priority List	22 D. W. K. Allison (JS)	44 J. P. Gorrige (O)	66 E. R. Lysakowski (QL)	88 M. J. Jordy (QL)	110 P. Mclean (O)
1 T. J. Willis (BT)	23 G. E. McAndrew (OS)	45 J. A. McCoshim (S)	67 D. J. M. Hill (18)	89 M. W. Durham (QL)	111 M. C. Foreman (QL)
2 A. J. Davis (BT)	24 P. F. Brice (S)	46 E. Downham (OS)	68 A. P. Moulang (QL)	90 M. F. Cuming (QL)	112 J. R. Reed (QL)
3 M. D. Wells (BT)	25 M. Bird (O)	47 P. J. Masson (JC)	69 C. Garton (QL)	91 D. J. Langrick (OS)	113 C. G. Starkey (15)
4 A. E. Kay (BT)	26 J. D. J. Glossop (OS)	48 J. R. Edyvean (S)	70 O. M. Ward (QL)	92 P. E. Baker (S)	114 W. M. Kay (QL)
5 S. G. Jones (BT)	27 E. W. Johnston (S)	49 C. C. Rollings (QL)	71 K. J. Hartley (O)	93 J. D. Spencer (OS)	115 J. B. Giddins (QL)
6 B. T. Spreckley (BT)	28 G. M. Spreckley (WS)	50 D. P. Taylor (O)	72 R. A. Browne (S)	94 N. D. Tillet (QL)	116 W. Aspland (QL)
7 P. R. Jones (BT)	29 F. J. Davies (18)	51 J. B. Nicholson (18)	73 P. C. Friche (QL)	95 D. Masson (18)	117 I. R. Cook (18)
8 R. C. May (BT)	30 M. R. Dawson (15)	52 P. M. Shelton (15)	74 R. H. Blackmore (OS)	96 C. J. Alldis (S)	118 S. R. Housden (15)
9 R. A. Cheetham (S)	31 J. A. Hallam (S)	53 G. G. Dale (QL)	75 P. L. Hurd (15)	97 S. J. Redman (QL)	119 B. Elliott (QL)
10 S. J. Crabb (OS)	32 P. J. Harvey (QL)	54 N. Jennings (QL)	76 R. Lemin (S)	98 J. N. Rebbeck (JC)	120 S. R. Ell (OS)
10 P. G. Crabb (OS)	33 P. J. Coward (15)	55 P. Davis (S)	77 R. J. Welford (OS)	99 S. Fujimoto (OS)	
12 P. G. Sheard (O)	34 A. A. Darlington (JS)	56 J. N. Wilton (OL)	78 E. R. Smith (OL)	100 D. Westwood (15)	S=Standard Class, 15=15
13 T. J. Scott (15)	35 S. A. Hindley (OS)	57 T. I. Gardiner (OS)	79 R. L. Fox (15)	101 G. N. D. Smith (QL)	metre, 18=18 metre,
14 D. S. Watt (15)	36 D. R. Campbell (QL)	58 D. E. Findon (QL)	80 M. Strathern (S)	102 A. J. Stone (QL)	O=Open Class,
15 B. C. Marsh (S)	37 M. G. Throssell (O)	59 N. J. Howes (15)	81 S. L. Withall (WS)	103 D. H. Gardner (15)	OS=Oversease, BT=British
16 D. S. Innes (O)	38 G. D. Morris (15)	60 R. Johnson (WC)	82 R. C. Bromwich (18)	104 A. Pozerskis (QL)	Team (Worlds),
17 A. J. Clarke (18)	39 G. P. Stingemore (S)	61 T. J. Murphy (S)	83 H. E. Cheetham (15)	105 C. V. J. Heames (QL)	QL=Qualifying list, W5
18 M. J. Young (15)	40 H. A. Rebbeck (QL)	62 M. G. Thick (QL)	84 J. E. Gatfield (QL)	106 C. G. Corbett (18)	WS,WC=Womens
19 K. D. Barker (S)	41 G. C. Metcalfe (S)	63 G. Thomas (OS)	85 R. J. Baker (OS)	107 I. P. Freestone (QL)	Europeans, JS,JC=Junior
20 R. Jones (O)	42 J. R. Burry (18)	64 C. C. Lyttelton (QL)	86 A. P. Hatton (QL)	108 N. J. Passmore (S)	Europeans

PROVISIONAL REGIONALS	21 A. Hall (M)	43 D. A. White (NO)	65 C. R. Emson (QL)	87 P. Atkin (QL)	109 D. C. Chappell (J)
Promotion List	22 S. R. Ell (LA)	44 A. S. Green (QL)	66 D. P. Taylor (NO)	88 B. Grieve (M)	110 G. Thomas (M)
1 D. A. Booth (M)	23 J. D. Spencer (QL)	45 P. M. Shelton (M)	67 C. G. Starkey (QL)	89 I. M. Coltingham (IO)	111 N. V. Parry (QL)
2 M. J. Jordy (CC)	24 A. D. Piggott (LB)	46 G. D. MacDonald (QL)	68 K. W. Payne (IS)	90 R. L. Fox (QL)	112 N. Wright (IS)
3 T. Mason (IS)	25 R. A. Browne (QL)	47 M. F. Cuming (CC)	69 P. Mclean (IO)	91 R. J. Clarke (J)	113 T. Goodall (QL)
4 P. J. Stratton (IO)	26 T. Stuart (W)	48 R. Dalling (IS)	70 R. Gaunt (QL)	92 K. Stewart (QL)	114 P. Haseler (W)
5 W. Aspland (BT)	27 N. J. Howes (QL)	49 D. Westwood (QL)	71 J. Warren (B)	93 J. Ashcroft (DB)	115 A. J. Garrity (IO)
6 P. J. Masson (J)	28 P. E. Baker (GC)	50 S. J. Ferguson (W)	72 H. A. Rebbeck (QL)	94 M. W. Dickson (NS)	116 M. I. Pike (QL)
7 S. J. Redman (GS)	29 P. C. Friche (CC)	51 O. M. Ward (QL)	73 J. N. Rebbeck (QL)	95 D. R. Campbell (QL)	117 A. D. Evans (B)
8 J. R. Taylor (LA)	30 P. R. Stafford Allen (E)	52 A. Elliott (IO)	74 L. M. Rebbeck (J)	96 J. R. Lyell (QL)	118 M. F. Brook (QL)
9 P. F. Whitehead (GC)	31 R. J. Maisonnier (QL)	53 B. L. Cooper (QL)	75 M. Strathern (QL)	97 R. W. Alcoat (NO)	119 P. Thompson (M)
10 S. J. Harland (E)	32 J. B. Dobson (DP)	54 J. A. McCoshim (B)	76 R. Lemin (QL)	98 R. Francis (W)	120 D. J. Langrick (QL)
11 N. Hackett (M)	33 S. R. Housden (QL)	55 R. D. Tillet (GC)	77 R. Hood (W)	99 N. J. Gough (M)	
12 E. Downham (NO)	34 W. T. Craig (DP)	56 N. D. Tillet (QL)	78 S. Fujimoto (QL)	100 S. A. Adlard (QL)	CC=Club Class
13 D. LeRoux (CC)	35 M. J. Wilson (IS)	57 L. E. Tanner (QL)	79 P. O'Donald (GC)	101 A. Limb (GC)	Championships, M=Midland,
14 J. M. Hood (IS)	36 G. K. Payne (IO)	58 P. M. Kirschner (QL)	80 M. Newland-Smith (QL)	102 G. Hibberd (QL)	GS,GC=Gransden, IO,
15 C. V. J. Heames (IO)	37 G. W. Craig (QL)	59 G. P. Stingemore (GS)	81 I. R. Cook (QL)	103 J. Staley (IS)	IS=Inter services, J=Junior
16 H. E. Cheetham (QL)	38 P. M. Wells (B)	60 R. Kalin (QL)	82 A. R. Hutchings (DP)	104 J. R. Jeffries (QL)	Championships, LA,
17 A. J. Stone (B)	39 A. Jelden (QL)	61 A. MacGregor (QL)	83 T. M. Mitchell (IS)	105 D. Hilton (B)	LB=Lasham, DP,
18 R. J. Toon (QL)	40 H. Jones (J)	62 D. Masson (LA)	84 C. J. Teagle (QL)	106 J. Stephen (QL)	DB=Dunstable, B=Booker,
19 I. P. Freestone (DB)	41 J. N. Wilton (GS)	63 D. P. Francis (QL)	85 M. G. Thick (LA)	107 R. J. Brimfield (DP)	NO,NS=Northern,
20 R. C. Bromwich (GS)	42 M. G. Throssell (QL)	64 R. Thirkell (LB)	86 W. L. Murray (LA)	108 R. Croker (QL)	E=Eastern, W=Western



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FROM THE BGA CHAIRMAN

Dick Dixon, who has spent much of the season travelling, recalls a busy year enriched by encouraging successes by several of our clubs

One of the upbeat aspects of the chairman's lot is to hear of the ongoing success stories of clubs - and indeed of the BGA itself - in securing grant funding from sources such as the Foundation for Sport and the Arts and the National Lottery.

It was therefore with tremendous pleasure that I accepted an invitation from Borders GC to attend the ceremony on August 9 to mark the move to their excellent new airfield at Milfield, and the handing over of the superb new hangar, workshop and clubhouse complex. Although the weather was disappointing on the day, there is no doubt that the site has great soaring potential and I hope to visit again, with

my glider, in the not too distant future!

As I write I have just been contacted by Derby & Lancs GC to attend the opening ceremony of their Sports Council Lottery aided workshop and storage facility at Camphill and I look forward to the occasion - and hopefully to enjoy some flying whilst at this historic and spectacular site.

Whilst on the subject of club visits, I see from my logbook that in 1997 to date (October), in addition to Milfield, I have so far visited and flown at North Wales (Rualt), Long Mynd, Aston Down, Pemberton (British Columbia), Sutton Bank, Booker, Bicester and Bellarena. I have much appreciated the opportunity to meet so

many of our members, and my objective is to maintain my programme of club visits in the coming months. In the meantime my thanks to all involved for the friendly welcome and hospitality.

Operationally the BGA is still very much involved in our negotiations with the DAP and ATC units around the UK in our efforts to minimise the impact of the potentially damaging changes which are being faced. (See the article by Carr Withall, chairman of the Airspace Committee, on p338.) As I write this some good news has been received with the publication of the decision to raise an important part of the Daventry CTA. This demonstrates that beneficial changes can be achieved if we adopt an informed and systematic approach to our negotiations. Carr and his team are continuing to develop the BGA's strategy towards the resolution of complex airspace problems in an ever changing environment.

Lastly, it occurs to me that by the time this issue hits the streets the festive season will be upon us, so may I wish you all a very happy Christmas and a super soaring 1998.

DEVELOPMENT NEWS

Roger Coote, BGA development officer, says he has some good news at last!



Planning appeal upheld at Wormingford
Essex & Suffolk GC has won its appeal against restrictive planning conditions imposed at Wormingford Airfield.

The club was successful at appeal in 1991 but the inspector, in allowing gliding to continue, imposed planning conditions which effectively limited gliding to a winch launching operation only and restricted flying to 9am to 6.30pm at weekends and on one other day per week, to be agreed in advance with the local authority, in writing. Members suffered the prolonged frustration of missing the best soaring conditions through being unable to select at short notice the days on which to fly.

In recent years the club, through its planning consultant, Philip Isbell, sought to negotiate more flexible planning conditions which would allow members to make better use of good soaring conditions as and when they could be predicted. Despite the fact that the council's planning officer was persuaded as to the reasonableness of this approach, the members of the council backed the views of a vociferous minority of local residents and refused to alter the conditions.

The main issue of concern to the local authority and by the objectors' group, SWAT (Stop Wormingford Air Traffic - and determined to do just that!) was loss of amenity, due to:-
1. Noise generated by winch launching and by gliders in flight.
2. Visual intrusion of gliders into the landscape and skyline (immortalised by Constable).

3. Perceived invasion of residents' privacy by glider pilots.

Although an appeal could have been lodged against these refusals, the BGA, on the advice of Louis Chicot (planning consultant), was reluctant to commit funds from its Planning and Environment Trust. It was judged better to attack the principles underlying the refusal, than to appeal seeking a compromise which would undoubtedly have benefited the club, but not necessarily other clubs in the future.

In the light of this, a further application was submitted seeking to remove in their entirety the conditions restricting winch launching at the site. As expected, the application was refused and therefore an appeal was lodged with the support of BGA members' funds.

David Alteras, acting as counsel for the club, called expert witnesses to demonstrate that glider pilots have more important things to do when flying the circuit than to peer into people's bathroom windows and that, in spite of a local farmer's claim that he had an air pollution problem due to a proliferation of gliders, soaring is an environmentally friendly and virtually silent sport.

Other comments attributed to SWAT members appeared in the last issue ("Way off Track", p283). The inspector dealt with their concerns over noise in his decision letter where he states: "I did not find that the noise from launches, flights or landings came close to the levels of noise described by some objectors".

The inspector's decision marks an important milestone in planning for gliding sites for, as some of our clubs are all too well aware, the conditions imposed by the original inspector back in 1991 have been used as benchmarks by other local planning authorities in negotiating for new sites.

The objectors had already succeeded in preventing the club from aerotowing at Wormingford and had declared their intention to

stop gliding from the old wartime airfield altogether. Fortunately, common sense prevailed.

Costs were not awarded, so although about 40% of the cost of the appeal was from BGA members' funds, the balance was borne by the Essex & Suffolk GC.

Gliding for Air Cadets at BGA clubs

A BGA working party, chaired by Development Committee chairman Max Bacon, is currently in discussion with the RAF who are seeking to place some of their ATC glider training with the private sector.

BGA clubs have been asked to consider contracting to the RAF in order to provide intensive five day gliding courses for 16 year-olds with the prime intention of sending them solo.

Clubs will be required to provide 40-50 flights per pupil during the week's training when the standard ATC syllabus will be taught by BGA rated instructors. Accommodation and out of hours supervision of the cadets will all be part of the deal.

The project could present a golden opportunity for the benefit of BGA clubs, provided suitable terms can be agreed with the RAF. On the one hand we are short of trainees in member clubs while on the other, the Air Training Corps is becoming increasingly short of airfields to cover the country.

Although clubs would have individual contracts with the RAF, the BGA will be responsible for negotiating standard contract terms after consultation with participating clubs. Guidance will also be given to clubs in meeting special requirements such as youth supervision duties and additional insurance cover.

We will also assist member clubs in meeting RAF quality standards.

As yet, there are many details to be sorted out but if the outline proposals are accepted a trial scheme will be run during 1998 with a view to extending the opportunity to more clubs by 1999.

THE ALPS TRIAL

Peter Hearne and Bill Scull attended the trial at Gap on June 25 as defence witnesses when Jonathan May and Philip Woodruff were charged with the involuntary homicide (manslaughter) of the parachutist who collided with their Janus in June 1995.

At the trial the court was asked to judge between the prosecutor's case that despite the absence of statutory regulations the glider pilots should not have been flying so close to a busy parachuting centre without monitoring the airfield frequency, and the defence case that the glider pilots were entitled to expect that the parachutists would not carry out free fall drops through cloud.

The outcome was unfortunately a guilty verdict and Jonathan and Philip were each sentenced to two years' suspended imprisonment and a fine of 50 000fr along with a civil damages award of some 350 000fr. The judgment delivered on September 25 is very disappointing in that it has neglected the defence claims for an investigation into the parachutists' operational procedures in force at Gap at the time of the accident and their contribution to the fatality. Moreover in the absence of an official French accident investigation the court has been unable to take technical advice on what is a highly unusual event. (A chance of between one in ten and one in 100 million.)

In these circumstances an appeal has been entered. The costs of this appeal should not

exceed £5000 but they will unfortunately require the Appeal Fund (now almost exhausted) to be topped up. The BGA very much hopes that glider pilots will continue to give moral and financial support to enable us to achieve what we believe should be a much fairer share of responsibilities.

On a personal note Peter Hearne, BGA vice-chairman, writes: I hope BGA members will eschew a xenophobic reaction to the present outcome. We should remember that under French law it is most likely that glider pilots of any nationality, French included, would have been charged in these circumstances. If the roles had been reversed and the parachutist had survived and the glider pilots been killed, it is likely that the parachutist would have been charged.

Lessons to be learned after the event include the need to recognise French custom and practice, in particular their presumption of a need for prudence in the absence of specific regulations, as well as the wisdom of making certain that one's insurance policies are all embracing.

Lastly I would like to stress that it does not seem at all likely that the problems which we have had with the French licensing requirements are in any way related to this unhappy event.

They appear instead to have blown up following a number of complaints from British glider pilots ringing the BGA office in Leicester from France to complain that they were not

being able to fly as they did not have a official gliding licence.

In response the BGA asked the French authorities for clarification of requirements for British pilots flying in France. This seems to have forced the French to take official account of the lack of a state issued British gliding licence, something which had not previously concerned them over the last 50 years.

Pilot certification validation up date

From the feedback I have had the arrangements we negotiated with the French DGAC for this pilot certification validation seems to have worked satisfactorily this year. We owe a debt to Max Bishop, secretary general of FAI, who helped me greatly in breaking through the impasse which had built up with the BGA. If anyone has unresolved problems perhaps they could call me on 01622 812385 or fax 813073.

One point that has emerged is that in a number of instances it was remarkably easy to get the French club visited to arrange in advance for a quick medical in France; sometimes easier than setting up an appointment with a UK AME. A point to remember for the future.

I will be having further discussions with the DGAC to see if I can simplify things still further for 1998, but I suspect we are stuck with the present arrangements until we can improve our pilot certificate paperwork - something that is under very active consideration at the BGA.

BGA 1988 COACHING PROGRAMME

Last season we had the best coaching results ever with more courses run and a record number of places taken. We aim to give an even better service this coming season.

The format of an Instructing coach and a Soaring coach seems to have worked very well. My personal thanks to both Dave Bullock and Gee Dale for their hard work and professionalism throughout the season.

The assistant instructor courses will follow a similar nine day format to last season, and remain for the most part at Bicester.

The popularity of the Full Rating Preparation Courses has prompted me to run three next season. We hope to train you up to full rating standard and, if reached, award you the rating. If we fail to get you to the required standard in the time available, we believe that you will at least be fully aware of the areas in which you need further training, and referred back to a regional examiner for completion.

We have been asked to run a course specifically for CFIs, or potential CFIs. Here we will show you what we do on BGA training courses and, hopefully, offer you constructive and helpful advice on what we consider your role is within the frame work of the clubs and the BGA.

The chance to have a BGA soaring course run from your own sites was extremely popular this season, so we will continue with this again. As you can see some of these weeks are already booked, so please contact me directly if you would like us to come to you.

For a change we thought we would try to group the ability of pilots attending the soaring courses at Bicester in the hope of achieving a better standard of training. This should enable us to pitch both the flying and the briefings directly at your level rather than being more general.

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HUNTING
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This, combined with doubling the coach/pupil ratio, should produce more efficient courses.

Level 1 is a cross-country starters course. It is aimed at pilots with no cross-country practical experience or those out of current practice. It will include navigation and field landing training as well as basic soaring. We aim to increase your confidence so that you can achieve your Silver distance and be confident about attempting your 100km diploma.

Level 2 we consider is an improvers' course. You will already be confident and current in field landing and have flown cross-country during the last 12 months. We will be concentrating on the basic techniques of cross-country flying, aiming to produce pilots who can easily achieve both parts of their 100km diploma and are aiming for their first 300km.

Level 3 will be an advanced course aimed at pilots who are in current cross-country practice and looking to improve their speeds. The course format will be quite different. You will be set tasks and your flights will be compared using loggers, something like a mini Comp. Comparing your flights with others in the group will show you where you went wrong, and help to promote your own flight analysis and self criticism resulting in self improvement. The more pilots the merrier. It should be fun watching these little bugs move around the screen!

We are running three wave weeks again at Aboyne, with the chance to experience wave flying with the guidance of an experienced coach, before you are let loose badge hunting.

All these courses are booked via Ruth at the BGA office.

Assistant instructors' courses (4 candidates) at Bicester except No.2. 1. February 28-March 8; 2. (at Dunstable) March 14-22; 3. March 28-April 5; 4. April 11-19; 5. April 25-May 3; 6. May 23-31; 7. June 6-14; 8. June 20-28; 9. July 4-12; 10. July 18-26; 11. August 22-30; 12. September 5-13; 13. September 19-27; 14. October 3-11; 15. October 17-25.

Full rating preparation courses (6 candidates). 1. February 23-27 (at Bicester); 2. August 3-7 (at Bicester); 3. November 9-13 (at Dunstable).

Soaring courses at Bicester, 1. April 20-24; 2. May 4-8; 3. May 18-22; 4. June 1-5; 5. June 15-19 (run for East Sussex GC); 6. June 29-July 3 (cross-country training course for those wanting to learn how to run a soaring course at their own club); 7. July 13-17; 8. August 31 to September 4; 9. September 14-18.

The following venues to be booked by clubs with a minimum of five per course. 11. April 27-May 1; 12. May 11-15; 13. May 25-29; 14. June 8-12 (Vale of White Horse); 15. June 22-26; 16. July 6-10; 17. July 20-24; 18. July 27-31; 19. August 3-7; 20. August 10-14; 21. August 17-21 (Lasham); 22. August 22-30 (Junior Championships, Lasham); 23. September 7-11; 24. September 21-25.

CFI course (10 candidates) 1. May 9-17 at Bicester.

Wave courses at Aboyne, 1. October 11-17; 2. October 18-24; 3. October 25-31.

Instructors' course No 6 and Soaring course No. 10 have still to be allocated.

The DG-500 has been used extensively in 1997 and I am delighted that a large variety of clubs have found it useful. A final decision on its future is still to be made, but I hope that early bookings will encourage its retention. It has proved popular wherever it went and certainly travelled some miles last summer. Please contact me directly for available dates - tel 01525 221632.

Jack Alcock will be running all types of motor glider courses throughout the entire year. We will try to arrange the course dates and venues to suit your demands wherever possible. Consequently no set dates are made at this stage. Please contact Jack directly on 01452 830737 and he will make every effort to accommodate you.

Chris Pullen, chairman BGA Instructors' Committee

1998 COMPETITION DIARY

May 20-29: Overseas Nationals, European Soaring Club, S of Madrid, Spain.

May 23-31: Regionals, Norfolk GC.

June 6-14: Motor & Turbo Comp (not rated), Bidford GC.

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

June 6-14: The 90 Comp (90% or less HC, not rated), Buckminster GC.

June 20-28: Regionals, Cotswold GC.

July 4-12: 15 Metre Class Nationals, Cambridge GC.

July 4-12: Regionals, Enstone Eagles GC.

July 4-12: Club Class Championships, Yorkshire GC.

July 18-26: Regionals, Booker GC.

July 25-August 2: Regionals, Yorkshire GC.

July 25-August 2: Regionals, Bidford GC.

July 25-August 2: Regionals, The Soaring Centre

July 18-August 2: European Championships, Leszno, Poland. (Practice week from July 11.)

August 8-23: Bavariaglide, Bayreuth, Germany. (Practice week from August 1.)

August 1-9: Regionals, Bristol & Gloucestershire GC.

August 8-16: Open Class Nationals, Lasham.

August 8-16: Regionals, Lasham GS.

August 8-16: Inter-Services Regionals, RAF Hullavington.

August 22-30: Regionals, London GC.

August 22-30: Two-Seater Comp (not rated), Wolds GC.

August 22-30: Junior Championships, Lasham.

August 22-30: 18 Metre Class Championships, Norfolk GC.

OVERSEAS NATIONALS

The high plain of central Spain will be the task area for the 1998 Overseas Nationals from May 20-29. The plain is mostly 2000ft asl and is bordered by the picturesque Montes de Toledo in the west and the Sierras de Cuenca to the east. The best soaring conditions in this area are normally during May and June with cloud-bases of 6000ft in the plain and higher bases over the small mountains that border the plain. The task area has plentiful outlanding fields, good roads and cell phone coverage.

The host airfield at Ocana is 60km south of

Madrid and the base for Senasa, the Spanish state owned gliding operation who will provide the launching facilities and other support for the contest. The site has a modern centre with bar, cafeteria and 60 rooms with en suite bathrooms (£16 for a double and £9 a single).

The competition will be directed by Brian Spreckley with task setting by Tug Willson.

For more information contact Elaine Townsend on tel 0181 444 6457, fax 0181 883 8096 or e-mail 101355.2447@compuserve.com.

NATIONAL LADDER

The poor season was reflected in a reduction in ladder entries and in scores compared with recent years. Nevertheless at many clubs the ladder was fought for as keenly as ever and it is to the pilots' great credit they scored as highly as they did.

With few more claims expected, Mike Young appears to have just edged the Open Ladder from Tim Macfadyen while Ed Johnston showed what could be done on the odd weekend by taking the lead in the Weekend Ladder.

Open Ladder

Pilot	Club	Pts	Fts
1. M. J. Young	Cambridge	9492	4
2. T. Macfadyen	Bristol & Glos	9152	4
3. J. L. Bridge	Cambridge	8916	4
4. E. Downham	London	8550	4
5. S. M. Smith	Cambridge	7924	4

Weekend Ladder

Pilot	Club	Pts	Fts
1. E. W. Johnston	London	7263	4
2. J. L. Bridge	Cambridge	7136	4
3. E. Downham	London	6661	4
4. R. King	London	5885	4
5. T. Macfadyen	Bristol & Glos	5695	4

Ladder stewards, please send first submissions for the next season by the end of March.

John Bridge, National Ladder steward

GLIDING CERTIFICATES

ALL THREE DIAMONDS

No.	Name	Club	1997
530	Welsh, John	Wyvern	16.8
531	Elliott, Andrew	Phoenix	16.8
532	Pike, Martin	Fenlands	16.8
533	Brown, Bob	Soaring Centre	15.8
534	Harland, Sarah	London	15.8
535	Barker, Kenneth	Bristol & Glos	9.9
536	Greensmith, Alan	Deeside	9.9

DIAMOND DISTANCE

No.	Name	Club	1997
1/767	Farrelly, Patrick	Wyvern	16.8
1/768	Welsh, John	Wyvern	16.8
1/769	Elliott, Andrew	Phoenix	16.8
1/770	McNamara, Alan	Bicester	16.8
1/771	Pennant, Jessica	Bicester	18.8
1/772	Pengilly, Peter	Portsmouth Naval	16.8
1/773	Rackham, Paul	London	15.8
1/774	Pike, Martin	Fenlands	16.8
1/775	Brown, Bob	The Soaring Centre	15.8
1/776	Harland, Sarah	London	15.8
1/777	Greensmith, Alan	Deeside	9.9
1/778	Holloway, Graham	Deeside	9.9

DIAMOND GOAL

No.	Name	Club	1997
2/2549	Short, David	Deeside (in Australia)	14.2
2/2550	Wheway, Ian	Lasham	20.7
2/2551	Kirk, Philip	Southdown	20.7
2/2552	Walton, Keith	Portsmouth Naval	21.7
2/2553	Allen, Michael	Southdown	22.7
2/2554	Croker, Richard	Portsmouth Naval	22.7
2/2555	Parker, James	Oxford (in France)	15.6

2/2556	Verdier, Robert	Cambridge	23.7
2/2557	Shaw, Shaunne	Cornish	12.7
		(in France)	
2/2558	Harvey, Brian	Buckminster	15.8
2/2559	Towler, Michael	Bidford	27.7
2/2560	Fox, Chris	Glyndwr	20.7
2/2561	Murfit, Julian	Cambridge	27.7
2/2562	Prossor, Charles	Wrekin	27.7
2/2563	Lee, Roberta	Cranwell	18.8
2/2564	Jessett, Andy	Surrey & Hants	15.8
2/2565	Turner, John	Booker	14.8
2/2566	Mackie, Philip	Southdown	20.7
2/2567	Kelly, Nick	Bicester	16.8
2/2568	Robertson, Alastair	Cairngorm	24.5
2/2569	Heselwood, Mark	Cranwell	15.8
2/2570	Young, John	Nene Valley	8.8
2/2571	McInnes, Colin	Fenland	27.7
2/2572	Whyte, David	Wyvern	18.8
2/2573	Patel, Minoo	Booker	15.8
2/2574	Paterson, Nick	Bicester	23.7
2/2575	Sheahan, Philip	Lasham	15.8
2/2576	Purse, John	Devon & Somerset	5.7
2/2577	Paterson, Peter	Lasham	20.4
2/2578	Wrigley, Alan	York	31.7
		(in Spain)	
2/2579	Marwaha, Tarlochan	Wyvern	14.8

DIAMOND HEIGHT

No.	Name	Club	1997
3/1404	Moyes, Terry	Four Counties	31.3
3/1405	Barker, Kenneth	Bristol & Glos	9.9

GOLD BADGE

No.	Name	Club	1997
1988	Kaye, Paul	Sackville	15.6
1989	Walton, Keith	Portsmouth Naval	21.7
1990	Croker, Richard	Portsmouth Naval	22.7
1991	Shaw, Shaunne	Cornish	12.7
1992	Harvey, Brian	Buckminster	15.8
1993	Towler, Michael	Bidford	27.7
1994	Fox, Chris	Glyndwr	20.7
1995	Murfit, Julian	Cambridge	27.7
1996	Jessett, Andy	Surrey & Hants	15.8
1997	Lee, Roberta	Cranwell	18.8
1998	Turner, John	Booker	2.9
1999	Robertson, Alastair	Cairngorm	24.5
2000	Young, John	Nene Valley	8.8
2001	Whyte, David	Wyvern	18.8

GOLD HEIGHT

Name	Club	1997
Kaye, Paul	Sackville (in France)	15.6
Hooson, Tizi	SGU	24.4
Boyle, Alan	SGU	31.7
Hatfield, Andrew	Nene Valley	17.8
Turner, John	Booker	2.9
Maddocks, Paul	Dumfries	2.9

GOLD DISTANCE

Name	Club	1997
Short, David	Deeside (in Australia)	14.2
Wheway, Ian	Lasham	20.7
Kirk, Philip	Southdown	20.7
Walton, Keith	Portsmouth Naval	21.7
Allen, Michael	Southdown	22.7
Croker, Richard	Portsmouth Naval	22.7
Parker, James	Oxford (in France)	15.6
Hutchinson, Peter	Cranwell	29.7
Verdier, Robert	Cambridge	23.7
Shaw, Shaunne	Cornish (in France)	12.7
Harvey, Brian	Buckminster	15.8
Towler, Michael	Bidford	27.7
Fox, Chris	Glyndwr	20.7
Murfit, Julian	Cambridge	27.7
Prossor, Charles	Wrekin	22.7
Ockleton, David	Wyvern	15.8
Jessett, Andy	Surrey & Hants	15.8
Lee, Roberta	Cranwell	18.8
Bryson, Richard	Wyvern	15.8
Turner, John	Booker	14.8
Mackie, Philip	Southdown	20.7
Kelly, Nick	Bicester	16.8
Robertson, Alastair	Cairngorm	24.5
Postlethwaite, David	Wyvern	15.8
Heselwood, Mark	Cranwell	15.8
Young, John	Nene Valley	8.8
McInnes, Colin	Fenland	27.7
Whyte, David	Wyvern	18.8
Patel, Minoo	Booker	15.8

Paterson, Nick	Bicester	23.7
Sheahan, Philip	Lasham	15.8
Cook, Trevor	Syerston	15.8
Paterson, Peter	Lasham	20.4
Wrigley, Alan	York (in Spain)	31.7
Marwaha, Taklochan	Wyvern	14.8
Chaimers, Stuart	Bristol & Glos	20.7

SILVER BADGE

No.	Name	Club	1997
10 237	Fogarty, Michael	Chilterns	4.6
10 238	Hodson, Tizi	SGU	9.6
10 239	Pemberton, Alan	East Sussex	7.7
10 240	Mulvey, Kerry	Chilterns	18.7
10 241	Murdoch, Joanna	Bicester	12.7
10 242	Murning, Nigel	Dorset	19.7
10 243	Clegg, John	Cotswold	22.7
10 244	Mazis, Vassilios	Lasham	19.7
10 245	Young, Simon	The Soaring Centre	25.7
10 246	Tomlinson, Michael	Black Mountains	8.7
10 247	Swinscoe, Thomas	Marchington	23.7
10 248	Stuckey, Kenneth	Booker	29.7
10 249	Tye, Charles	Lasham	27.7
10 250	Knell, Michael	Bannerdown	23.7
10 251	Tolson, Mark	Cleavelands	27.7
10 252	Barrowman, Michael	London	22.7
10 253	Anderson, Julian	Glyndwr	28.7
10 254	Cruickshank, Derek	Deeside	22.7
10 255	Fulcher, Stephen	Wrekin	27.7
10 256	Smith, Bryan	Herefordshire	27.7
10 257	Fox, Paul	Bicester	21.7
10 258	O'Brien, Michael	Fenland	27.7
10 259	Balkwill, Andrew	Stratford	27.7
10 260	Mead, Hamish	Black Mountains	28.7
10 261	Edwards, Christopher	Bristol & Glos	27.7
10 262	Shah, Sunay	Bicester	2.8
10 263	Farnell, Ronnie	Derby & Lancs	29.7
10 264	Curran, Brian	Derby & Lancs	27.7
10 265	Casagrande, Enzo	South Wales	19.7
10 266	Crocker, Clive	Midland	19.7
10 267	Cook, Matthew	Norfolk	29.7
10 268	Venning, Graham	Wolds	19.7
10 269	Benjamin, Ashley	Lasham	8.7
10 270	Steadman, Stephen	The Soaring Centre	23.7
10 271	Lane, Basil	Dorset	20.7
10 272	Lambert, Francis	London	9.7
10 273	Blake, Andrew	Bannerdown	20.7
10 274	Coles, Lee	Booker	21.7
10 275	Pitman, Daniel	Bicester	20.7
10 276	Thorne, Patrick	Bath & Wilts	20.7
10 277	Hardcastle, Russell	York	19.7
10 278	George, Bernard	Cambridge	23.7
10 279	Beckwith, Thomas	London	27.7
10 280	Naylor, John	Ouse	21.7
10 281	Briggs, Christopher	Essex	9.7
10 282	Lewis, Martin	Lakes	28.5
10 283	Pegg, David	Lasham	29.7
10 284	Woolcock, Stephen	Cambridge	20.7
10 285	Murray, William	Cambridge	9.8
10 286	Carlin, Michael	North Wales	20.7
10 287	Northway, Simon	Bath & Wilts	20.7
10 288	Shout, Paul	The Soaring Centre	9.8
10 289	Grayson, Victoria	Kent	28.7
10 290	Smith, Sarah	Two Rivers	8.8
10 291	Goodge, Peter	Cambridge	14.8
10 292	Green, Valerie	Buckminster	15.8
10 293	Halton, Richard	Bidford	17.6
10 294	Baker, Michael	Cranwell	16.8
10 295	Hutchings, Lorna	Cranwell	15.8
10 296	Punt, Philip	Bowland Forest	15.8
10 297	Luton, Christopher	Kent	16.8
10 298	Wilson, David	Midland	8.8
10 299	Carpenter, Peter	Kent	14.8
10 300	Dredge, John	Booker	27.7
10 301	Ewer, Martin	P'boro & Spalding	14.8
10 302	Brenton, Thomas	Essex & Suffolk	9.8
10 303	Murgatroyd, Edward	Sackville	19.8
10 304	Bibby, Alan	Bowland Forest	15.8
10 305	Carpenter, Alan	Devon & Somerset	15.8
10 306	Hill, David	London	15.8
10 307	Rhoades, Peter	The Soaring Centre	8.8
10 308	Hodgkinson, Juliet	London	16.8
10 309	Thomson, James	Shalbourne	18.8
10 310	Appleby, Martin	Cranwell	16.8
10 311	Woodhams, Denis	Bidford	10.8
10 312	Abbott, Michael	Stafford	19.7
10 313	Mackie, Philip	Southdown	20.7
10 314	MacKenzie, Alastair	Burn	16.8
10 315	Young, John	Chilterns	16.6
10 316	Pledger, Gordon	Yorkshire	22.8
10 317	Warren-Davies, Richard	Bidford	9.8

10 318	Patel, Minoo	Booker	15.8
10 319	Hawkins, Brian	Cotswold	15.8
10 320	Davey, Paul	P'boro & Spalding	14.8
10 321	Turner, Paul	Bidford	27.7
10 322	Perry, Stuart	Bicester	18.8
10 323	Back, Stephen	SGU	29.7
10 324	Sermanni, Charles	SGU	17.7
10 325	Beezer, Gary	The Soaring Centre	8.8
10 326	Paterson, Peter	Lasham	19.7
10 327	Desmond, Peter	Bowland Forest	9.9
10 328	Dalton, Mark	London	9.7
10 329	Newbound, Michael	Two Rivers	29.7
10 330	Burgess, Ernest	Welland	7.8
10 331	Richardson, John	Northumbria	8.9
10 332	Wilson, Peter	Northumbria	30.8
10 333	Tiller, Philip	Wolds	22.8
10 334	Taylor, Derek	Cornish	18.8
10 335	Stapleton, Peter	Devon & Somerset	14.8
10 336	Lee, Christopher	Oxford	15.8
10 337	Rattray, Hugh	South Wales	27.7
10 338	Churchill, Steven	The Soaring Centre	4.9
10 339	Young, Matthew	Wolds	19.7

CROSS-COUNTRY DIPLOMA

Part 1		
Name	Club	1997
Bowers, Nicholas	Bath & Wilts	20.7
Bailey, Geoffrey	Bowland Forest	19.7
Hibberd, William	Staffordshire	19.7
Metcalfe, Colin	Trent Valley	20.7
Oswald, John	Portsmouth Naval	27.7
George, Bernard	Cambridge	23.7
Pocock, Nigel	Lasham	20.7
Neal, Michael	Welland	8.8
Atkins, Michael	Cambridge	8.8
Pearson, Brian	Staffordshire	19.7
MacKenzie, Alastair	Burn	16.8
Postlethwaite, David	Wyvern	8.8
Witty, Robert	Wolds	2.8
Wells, Kenneth	Welland	7.8
Haughton, Dominic	Midland	22.8
Herring, John	Norfolk	26.8
Bassett, Keith	Lasham	2.8
Desmond, Pete	Bowland Forest	15.8
Goodchild, Richard	Rattlesden	9.8

Part 2		
Name	Club	1997
Bradford, Stephen	Norfolk	9.8
Paterson, Nick	Bicester	20.4.95
Haughton, Dominic	Midland	22.8
Goodchild, Richard	Rattlesden	9.8

BGA 1000 CLUB LOTTERY

The September draw results are: First prize - R. Lambert (£50.50) with the runners-up - G. Herbert, R. Barrett, Z. Marczynski, B. Cleugh and G. H. N. Chamberlain - each winning £10.10. October: First prize - R. A. Bickers (£50.75) with the runners-up - A. Galbraith, J. Day, L. Mundy, S. Duerden and N. F. Holmes - each winning £10.15.

OBITUARY - Egon Scheibe

Egon Scheibe died on September 26, two days before his 89th birthday. Born in Dachau, Bavaria, he began his career in the Munich Akaflieg, working on the famous two-seater Milan which is now in the Oberschleissheim air museum near Munich.

After the war Egon built powered aircraft as well as gliders and more than 1000 of the SF-25 series of motor gliders. In the early 1980s he began building microlights, using wood and steel tube rather than the aluminium and wire then in use.

To the end he held the reins of his business firmly and flew frequently. (Details from Jochen Ewald, translated by Philip Miles.)

World Championships' Results: Unfortunately during the printing of the results in the last issue the column giving pilots' nationality was deleted. If anyone would like a copy of the original pages, please send a sae to S&G.

CLUB NEWS



John Bone (left) of Essex & Suffolk GC after going solo. Photographed with CFI Paul Rice.



Gordon Dennis of Mendip GC after 5hrs in his Skylark 4. Photo: Keith Simmons.



Above: Alan Baille of Dartmoor GC after going solo. Below: Graeme Whyte who soloed at Portmoak aged 17 with instructor Malcolm Shaw.



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 December 9 and for the April-May issue to arrive not later than February 10.
E-mail gbs.sandg@virgin.net

GILLIAN BRYCE-SMITH October 15

AQUILA (Hinton in the Hedges)

We had our biggest ever expedition to Aboyne with six gliders for two weeks. Tony Limb was a creditable 5th in Gransden Regionals and we had a thrilling Inter-Club League at Weston, finishing 1pt behind our division's winners in marginal conditions. Weekend cross-country weather has been the worst for years and badge claims are well down.

We have added a superb ASW-19 to the club fleet, following the second K-13 acquired at the start of the season, and sold four gliders and a winch in the last three months. We also have two K-8s and a Pawnee. Yet more changes are planned and the private fleet has seen the addition of the Discus formerly owned by Andy Davis. M. P. E.

BATH, WILTS & NORTH DORSET (The Park)

Chris Chappell, an instructor at Swindon GC some years ago, has resoloed as well as Chris Harrison (ex Bath university) and David Howard.

We have a nucleus of very active young members, among them the latest contingent from Bath University. Richard Foster, aged 16, and Ian McDougal, 17 years-old, have been crewing in competitions and gaining experience flying from other sites.

Chris Wills gave us and a modellers club an entertaining illustrated talk on vintage gliders.

Dick Yerburgh has a full Cat and Steve Wareham an assistant rating. Nick Bowers is now training drivers on our new winch and David Marsh is looking after the mechanics.

Below left: Alan Greensmith of Deeside GC in the Discus in which he flew 500km for Diamond distance, photographed with Owain Walters who climbed to 24 500ft for Diamond height in the ASW-19. Right: Jennifer Haslett, aged 16, with Derby & Lancs GC's CFI, Dave Salmon, after he sent her solo exactly two years since her first flight as a cadet.

We were 2nd in the local Inter-Club League. Roger Slade has been rebuilding his Grunau Baby over the last few years since Peter Higby died and is now re-covering its wings with the hope of it flying in the new year. J. L.

BOOKER (Wycombe Air Park)

At the half-way point of the Aboyne expedition, led by Dave Richardson, Bob Sinden, Danny Lamb, Colin Jackson, Gerry Leech, Alan Smith, Dave Fogden, Ian Lingham and Dave Chalmers-Brown have Diamond heights; John Porter a Gold and Paul Mellor's 25 000ft is the second highest this season.

At Booker, Russ Abbott has his Bronze badge; Rafael Galili, Rob Scott and Graham Haydon have Bronze legs and Dan Simmons and Malcolm Cook (BBC group bursary students) and Mike Kerr, Stuart Baldwin, Albert Goldsmith, Rhodri Thomas and Tim Eldridge have gone solo, Tim gaining a Bronze leg.

Thanks to an increase in courses, trial lessons and membership, we hope to keep charges to members stable.

The winter programme includes the RESMIG (Really Early Saturday Morning Idiots' Group), aerobatic and Bronze courses and the annual dinner-dance, as well as the usual free soaring in single-seaters until the end of March. R. N.

BORDERS (Milfield)

We won the Hill Aviation trophy for coming 2nd overall in the Wolds Two-seater Comp. Malcolm Sanderson (IS-28) did well with a little help from Derek Piggott in the other seat! Leon Adamson and Dave Wilson (Eagle) also had a good result.

BGA chairman Dick Dixon flew in for the official opening of our new site with Bill Scull as another guest. The hangar was named after our founder member, William Brodey, and his widow unveiled a plaque in his memory. The Brodey family give us great support in the area.

The new facilities, which have attracted a lot of visitors, are now fully furnished and the beds and bunks named after aircraft that operated from the site during the war.

Our Pawnee suffered undercarriage failure but has avoided serious damage. Incidentally,



Left: The Shenington GC group at Feshiebridge, from left to right, Gary Brightman, Tessa Whiting, Stuart Meier, Dave Heath and John Whiting. **Right:** Donations to honour the memory of Roy Hubble, CFI of Kent GC for 21 years, culminated in a cheque for £1400 being presented to Commander Brian Wood of the Royal Navy Historic Flight by the club chairman, Cyril Whitbread, photographed with his wife Caroline. Photo by courtesy of the Royal Naval Air Station, Yeovilton.

we would like to point out that our new K-21 was damaged on the M20 on its way from the German factory before we took delivery.
R. C.

BUCKMINSTER (Saltby Airfield)

All change with a new chairman, Neil Rathbone, new CFI Les Merrit and new manager, Bill Morecraft. The National Aerobatics Championships enjoyed kind if moody September weather (see p369) and we hope to see you all again (including First Officer Guy Westgate who this year was only able to join by radio - from 27 000ft).

Visitors please take care if using our new grass strip as it is being levelled at the "25" end.
N. R.

BURN (Burn Airfield)

The club visit to Germany was a success. We have had an influx of enthusiastic young new members of both sexes. Oliver Peters has soloed within days of his 16th birthday.
S. J. K.

CAIRNGORM (Feshiebridge)

Alastair Robertson has had a good year - becoming an assistant instructor and flying 300km from here for his Gold badge and Diamond goal.

Alan Mossman then capped that by flying a 500km double O/R for his third Diamond. Alan is our first member to gain all three Diamonds and the first pilot to do all three Diamonds from Feshiebridge launches.

A K-6E and a Ventus B, bought in Austria, have arrived. Our hangar project progresses painfully slowly but surely.

The Octoberfest is in full swing (late September) with one Silver, four Gold and one Diamond height so far.
R. M. L.

CLEVELANDS (RAF Dishforth)

Quite a busy summer. Tobias Kerzenmacker and Mark Temple have gone solo; Brian Price and Chris Menear have resoloed; Bob Jackson has Silver height; Norman Potts 5hrs and Mark Tolson Silver distance. Dave Rowlands of the Leeds University club has a Bronze badge.

Paul Whitehead again won the Sport Class in the Northerns (with Mark Dickson 3rd), followed by heading the Grandsen Regionals' Club Class.

The club celebrates its 40th anniversary with a "fifties" evening combined with the AGM on December 6 - ex members and visitors welcome.
J. P.

CORNISH (Perranporth Airfield)

The task week went well for Derek Taylor and Paul Williams (Culdrose) who flew Silver distances. Derek also gained Silver height at HusBos to complete his badge. Paul Williams and fellow Culdrose pilot Tony Phillips flew their 5hrs with us and course members Randall Williams and Dave Pote went solo.

We are back to winter operations - Wednesdays and weekends and welcome visiting pilots.
S. S.

COTSWOLD (Aston Down)

Two of our pilots did well in the Junior Championships, Russell Clarke coming 6th and Brian Birlison 10th. Dave Nicholls has soloed

after a long absence from gliding. We are running our first major competition - the Cotswold Regionals from June 20-28 - since we hosted the highly successful Nationals in 1962. Entries before February 28 will attract a discount - see our ad on p344. To celebrate we are rebuilding our catering kitchen to match the quality of our now famous Cotswold superloos!
M. S.

CRANWELL (RAF Cranwell)

Our successful season saw Al Clarke win the 18 Metre Nationals and Inter-Services Regionals. Mike Lee has Diamond height for all three Diamonds; Bobbie Lee flew 300km for her Gold badge; Mark Heselwood, Brian Hutchinson and Bruce Davison have Diamond goals; Dave Fidler, Lorna Hutchins, Mick Baker and Martin Appleby have Silver badges; Steve Twigg 5hrs; Trev Beney Silver distance; Caroline Mayo has both Bronze legs and Paul Skiera soloed.

Mark Heselwood is an assistant Cat; Pete Clarke and Lorna Hutchins have AEI ratings and Martin Appleby and Al Docherty SLMG PPLs.

Jim Coughlan has taken over from Mick Ferguson as CFI. We thank Mike of all his work. We look forward to our new LS-8 (with 18m tips), due early next year.
P. C.

DARTMOOR (Brentor)

Thanks to our poor soaring season we are some 750 launches down on last year. We have joined the Inter-Club League but only had one competition day out of eight attempts.

Frank Dobbs has resoloed after a 13 year

Left: The chairman of the Northern Ireland Tourist Board, Roy Bailie, left, samples one of its "activity products", in the board's jargon, with Ulster GC's Mervyn Farrell on a recent familiarisation visit with the chief executive and other staff to Bellarena. **Right:** Toyah Wilcox having a flight with David Fall in Herefordshire GC's Twin Astir for the BBC "Holiday" programme, which will be shown this winter. Roy Palmer did some aerobatics to introduce the feature.



break. Alan Baillie and Keith Hubbard have gone solo and Trevor Taylor reached 11 000ft from a 1200ft winch launch in our east wind wave for Gold height.

An EGM elected John Bolt as chairman and Graham Lobb as deputy chairman, with the temporary committee confirmed in their posts.
P. W. W.

DEESIDE (Aboyne Airfield)

Superb wave during the second week of September helped members Graham Holloway and Alan Greensmith achieve Diamond distances for all three Diamonds, and Owain Walters Diamond height. Four 500kms were flown in two days with the ASH-25 completing a 300km and 500km on the same day. On October 5 Mike Burnett gained 5hrs and Gold height.

The wave is giving visitors good flying. Friday, October 3 has been the best day so far with at least 12 Diamond heights and some 20 gliders over 20 000ft. Thanks to the co-operation of Scottish Centre Air Traffic, access to airspace above FL245 has not been too restrictive.
J. D.

ESSEX & SUFFOLK (Wormingford)

Members are extremely pleased with the result of our recent planning appeal, which finally removes in entirety the previously imposed unjustified restrictions on winch launching. The club wishes to acknowledge the very considerable help received from the BGA in obtaining this outcome, which must surely be to the long-term benefit of the whole gliding movement.

Together with a second winch, our fully operational clubhouse and our new (lottery aided) hangar, we will now be able to take advantage of good weather and we look forward to receiving many visiting pilots as well as organising trial lessons and courses at more convenient times.

We won the East Anglian Inter-Club League for the third year running and the Anglia TV cup for the second year running.

John Bone, Peter and Brian Darton, and Graham Drinkell have soloed and Tom Brenton did well in his first Junior Championships Nationals in the club's Sport Vega.
A. S.

FULMAR (RAF Kinloss)

Fulmar are very sad to lose Mick Morton to RAF Coltishall. He has worked quietly and steadily throughout his stay in Scotland. When he wasn't on the gliding field he would be in the clubhouse mending, repairing or fixing something.
J. P.

KENT (Challock)

The fourteen gliders in the August task week were equally divided between League 1 (won by Bob Lloyd in a Libelle) and League 2 (won by Peter Whitehouse, P1, and Audrey Samuels, P2, in a K-13). The weather was unkind with strong winds, but the challenge was enjoyed.
A. R. V.

LASHAM (Lasham Airfield)

Lasham was awarded the trophy for winning the Inter-Club League at Booker.

Members did well in competitions this year including Derek Piggott winning the Lasham

Regionals' B Class in the EA9; Steve Jones the A Class; Russell Cheetham the Standard Class Nationals; John Bastin the Sportsman Class in the National Aerobatics Championships and our manager, John Gilbert, coming 2nd in the Intermediate Class. Terry Joint set tasks in excess of 500km for our Regionals during which 29 000km were flown.

Richard Lilley towed a PW-5 100 yards in his wheelchair, his sponsorship for the feat raising £900 for the Lasham Trust (for us to eventually buy the airfield).

We thank Sid Fall, retiring after ten years as a winch driver, for his loyal service in all weathers.

Surrey & Hants

Peter Masson won the Junior Nationals and did well in other competitions. David Pegg has his Silver badge and Andy Jessett his Gold.

The Astir Jeans has been replaced by a DG-300. A rebate system has been introduced to encourage more flying and an insurance excess waiver policy has been taken out by members.

Trailers have been grouped together by the hangar to encourage mutual rigging.
A. M. S.

LINCOLNSHIRE (Strubby Airfield)

Dave Lorimer, Phil Pickering and Margaret Childs have both Bronze legs and Margaret the first part of the cross-country endorsement; Simon Marsden, Tom Bartholemew and Alan Childs have one Bronze leg and Terry Motteshead Silver distance.

Angie Hearney is an assistant instructor and Diana Skerry has an AEI rating.

Dave Ruttle has taken over from Dick Hannigan as CFI with Steve Crozier as his deputy. Our thanks to Dick for all his hard work.
D. E. S.

LONDON (Dunstable)

We are planning to upgrade the club fleet with a Duo Discus to replace some of the K-23s and the Pegasus with Discuses. We have been allocated £41 000 by the Lottery Sports Fund for a two-seater glider.

Our Aboyne expedition was enjoyable but without wave.

We have a range of winter social events, aided by the return of our popular caterers, the Billingtons. Peter Claiden has taken over as deputy chief tug pilot with the aim of training a new supply of tug pilots.
R. C.

MARCHINGTON (Tatenhill Airfield)

Our gliding operation continues as normal with the progress of our new site going well. We have had many good distance and duration flights.

We fly on Wednesdays and weekends and visitors are very welcome. Our spare Piper Cub is available for clubs to rent.
I. N. R.

MENDIP (Halesland Airfield)

Bob Merritt (Kestrel) was again our star performer in the Inter-Club League final coming 1st in the Intermediates. Stuart Mills made sure of our 2nd place by coming 2nd in the Pundit Class.

Our soaring week went well with many taking advantage of the opportunity to aerotow. Only

one beat the tug back by pulling the wrong knob and deploying the drogue 'chute.

Gordon Dennis gained his 5hrs in difficult conditions; Dave Hatch completed his Silver badge with a 50km and Paul Hindle has gone solo.
K. S.

MIDLAND (Long Mynd)

In a summer perhaps best described as "variable" the prize for most meritorious flight must surely go to Simon Adlard for his sponsored nude 100km in support of the Air Ambulance. Wearing nothing but a parachute and a winning smile, the low point of the flight apparently came at Shobdon, when there was a serious prospect of Simon and co-pilot Jon Blackhurst having some explaining to do over tea and cake with the "admiring throng". Luckily for all concerned they got away and raised a few hundred pounds for a deserving cause.

Our thanks goes to the Air Ambulance for their response to the tragic accident in which Jim Wooton-Davies was killed. Jim was a cautious pilot with plenty of enthusiasm and a lust for life. These qualities along with his curious combination of gentility and robustness serve as an example. Our heartfelt sympathy goes out to his family and friends.

Our task week, set by Vic Carr, was one of the more successful, with six contest days. It was won by Richard Justice and Mike Whitton. Our course season has also been very successful with too many first solos to mention!

Ian Skinner, Nigel Gregson, Rose Johnson and CFI Chris Harris are now tug pilots.

We will stay open throughout the winter. We have had visits from Lasham, Oxford, Dorset, Norfolk, Essex, Hus Bos and Southdown.
P.A.S.

NORFOLK (Tibenhams Airfield)

Visits have been made to Crowland, Camphill, Sutton Bank and Pocklington and we welcomed a group from Kent GC for a week to complete various badges.

Snoopy was collected by Woody, spurred by that modern form of a flung gauntlet - an insult-

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ing fax - then reclaimed by Crowland, and won back again for us by Eric Arthur.

Alan Booth, Alan Harber, Barry Furness and John Goodfellow have gone solo. Alan also has a Bronze leg; "Butch" Butcher, Phil Morgan and Godfrey Powell have Bronze badges and John Herring a 100km diploma.

The harvest task week weather was disappointing with strong winds on most days, but we enjoyed some flying with Woody Woodhouse winning the week.

B. W.

NORTHUMBRIA (Currock Hill)

Despite a late start to the season due to the weather, we have caught up and passed our base line monthly launch totals. The comfort and efficiency of our new Skylaunch winch has led to a new phenomenon - members almost queuing up to drive it!

We hosted Simon Adlard and his Janus during a cross-country training week when Colin Saxton flew the first 300km from Currock Hill. Chairman Colin Tweddell is now an assistant instructor and Dave Humphreys and Brian Milburn have AEI ratings.

Now we have bottled real ale more members are staying longer in the clubhouse and sales of our Currock Hill crystal tankards and whisky tumblers have been reported as far away as Australia.

D. W. H.

OXFORD (Weston on the Green)

Our late soaring season saw Maz Makari, Steve McCurdy and Chris Lee achieve Silver distances, Chris for his Silver badge. The three weeks in August when the RAF go on their hols and leave us alone to play with their airfield, gave Dave Weeks (Skylark 4) the chance to fly 300km and Andy Butterfield (K-6E) to reach 15 500ft. The BGA loaned us the DG-500 in which various crews achieved 400km plus flights.

The annual trips to Feshiebridge and Aboyne were enjoyed - George Crawford especially having fun flying 26hrs in four days.

S. M.

PORTSMOUTH NAVAL (Lee on Solent)

Our thanks to Jeremy Berringer for giving a display in his Fauvel AV36B at the Fleetlands Families Day in July.

Keith Walton and Rick Croker flew 300kms in the club's Discus. Our three *ab-initio* courses have yielded many solos including Alisa Cooper, Rick Weeks, Jamie Steel, Brian Girling and Rose Timlett, Rose on her 16th birthday.

We turned out in force for the Inter-Services Regionals, ran the beer tent and had eight competing. John Bradbury flew 300km and Keith Walton repeated his 300km, but in his BG-135.

We have the Aboyne expedition to round off the season but the new year brings uncertainty. Our lease expires in July 1998.

K. S.

RATTLESDEN (Rattlesden Airfield)

We have had a good summer with some welcome new members. Dave Williams, Chris Reed, Steve Dean and Keith Ryder have gone solo and Julie King has resoloed. Andy Page has an AEI rating and Jon Goldsmith has be-

come an assistant instructor.

Our club entry to the Wolds GC's Two-seater Comp was great fun despite few flying days. We plan to visit Aboyne next September.

We came 2nd in the Anglia Cup at Tibenham, which was a good end to a disappointing Inter-Club season, with most weekends scrubbed.

Dave King has taken over as CFI from Martin Raper. Many thanks to Martin for his hard work and support over the last few years.

H. J. S.

SCOTTISH GLIDING UNION (Portmoak)

Winter soaring has so far been kind with many members and visitors enjoying unusually late thermals to assist them to height claims and wave cross-countries.

Richard and Neville Allcoat have completed the first 750km from Scotland which took them as far north as Aboyne and ended at Rufforth. (*We have a report in the next issue, Ed.*)

Kat Hodge has gone solo, Chic Sermanni has Gold height and Gavin Goudie had a creditable 8th place in the Junior Championships.

N. F. G.

SHALBOURNE (Rivar Hill)

Good late summer conditions gave several cross-countries with Clive Harder completing part 1 of the 100km diploma and 50kms for Dave Draper, Jim Thompson and Alan Sparrow, Alan completing his Silver badge. But sadly Alan Wilkinson missed his 300km by 20km, never having flown more than 50km before.

Peter White and Mark Patteron have gone solo and Dave Hill has an AEI rating. Carol Pike has taken over from Bob Boyd as CFI.

At the EGM in October it was unanimously agreed to convert to a limited liability company.

C. N. H.

SHENINGTON (Shenington Airfield)

Paul Hindle and Barry Ellis have soloed and Phil Strangward, Emma Norris and Jacqui Miles have cross-country endorsements. John Vella Grech, Damian Dyer and Emma Norris gained Silver heights while Robin Adams and Nigel Barnard flew Silver distances. Dave Gould and Mike Miles have SLMG ratings.

Five members joined the Feshiebridge wave camp and those who took a glider, Gary Brightman, Stuart Meier and John and Tess Whiting, achieved Gold heights as well as lots of exciting flying. Further expeditions are planned to Llewenni Parc.

Bowland Forest and Shalbourne visited us plus plenty of "unplanned" flying visitors! There will be winch, aerotow and motor gliding facilities available seven days a week all winter except for Christmas Day.

T. G. W.

SHROPSHIRE SOARING GROUP (Sleep Airfield)

We had an excellent summer with Diamond goals on several weekends and wave on others. On July 27 an active sea breeze front passing through to the south gave members endless fun with fast dolphin soaring between Llangollen and Telford and Stafford. For those returning from the Talgarth, Gaydon task it added another fast 100km to a great day.

We have syndicate vacancies in our privately owned glass fleet and could take two more gliders on our aerotow site.

In the month when our president Arthur Jones celebrated his 80th birthday Alister Gilson, our youngest member, celebrated his 21st.

D. T.

SOUTHDOWN (Parham Airfield)

our cadet bursary scheme has brought welcome press and TV coverage. Kirsty Speary, Nicola Lofthouse and Adam Swyer went solo on, or around, their 16th birthdays. Praise must go to Stuart Ross and his helpers for maintaining powerful enthusiasm throughout the course.

Paul Fritchie flew 513km during the Standard Class Nationals and Guy Westgate excelled in the World Aerobatics Championships. (See p348)

Our Standard Austria exhibit, organised by Jim Tucker at the Shoreham air display, produced considerable interest.

P. J. H.

SOUTH WALES (Usk)

Despite the poor season, David Brown, Keith Jones and Allan Donnelly soloed, Allan rapidly getting two Bronze legs and a cross-country endorsement leg. Hugh Rattray and Enzo Casagrande flew 100km triangles; Hugh completed Silver badge; Geoff Williams flew 50km and Richard Slater has an AEI rating.

A BGA soaring course run by Gee Dale in August was much enjoyed and the use of the BGA Discus and Duo Discus was appreciated.

M. P. W.

STRATFORD ON AVON (Snitterfield Airfield)

At the AGM in October awards went to Phil Pickett (2), Tom Smith, Mike Coffee, Tony Murphy and Andy Balkwill.

We celebrated the 10th anniversary of our arrival at Snitterfield with a disco and party in a marquee on the lawn.

Phil Pickett, assisted by Mark Parsons, is refurbishing the K-13 in time for Christmas flying.

Jim Tonks has gone solo.

H. G. W.

SURREY HILLS (Kenley Airfield)

This has not been a bad season for the only gliding club within the M25. A good crop of members have soloed and gained Bronze status.

We have had an increase in membership and launch rate (from 4400 to 5400) and an unlimited number for trial lessons and short courses. But being a Monday to Friday club we have difficulty in finding instructors. If any instructor in the south London/Surrey area wants some weekday flying our CFI, Peter Poole, would be pleased to hear from them.


Following an incident earlier in the year when our SF-27 canopy came adrift, we have modified it so that it is now side hinged - altogether more convenient and infinitely safer. Details of the modification can be provided on request.

P. E. B.

TRENT VALLEY (Kirton in Lindsey)

Clubhouse alterations are complete with a new kitchen and lecture room.

The Puchacz and Discus were on static display at the Waddington airshow to promote glid-



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Left: Jonathan Mills from Shalbourne Soaring Society after giving his daughter Rachel her first flight on her third birthday. His wife Jo says that although Jonathan's flying days as CFI were numbered when the children arrived he is beginning to enjoy gliding again, with and without Rachel, who is now four. Jo thought readers might like to see proof that a young family doesn't mean the end of gliding. Right: With Saturday morning of the Aerobatics Championships scrubbed at Buckminster GC due to the funeral of Diana, Princess of Wales, the moody weather was kind enough to allow the whole programme to be flown.

ing, organised by the Holland clan.

Paul Holland and Cyril Lavender achieved 12 000ft in wave from a winch launch on October 1 in the club K-13. Pat Sellars has gone solo.

There were 92 launches on the longest day which went from 0505 to 2050hrs.

We have had a bout of thefts - five tow hitches and a pair of indispension units and wheels - so all clubs beware of trailer security. S. R. W.

ULSTER (Bellarena)

Twelve London GC members shared three days of superb ridge lift and modest wave with us in October to round off what will certainly be a record year for both launches and hours.

On two successive weekends earlier we entertained and flew the NIO education and sports Minister Tony Worthington and his family, the top and middle echelons of the NI Tourist Board; a BBC national TV crew preparing a gliding documentary (see p343) and BGA chairman Dick Dixon and his wife Mary.

September saw the best Dublin/Ulster safari to the Kerry beaches for years with little hill soaring but excellent wave in which Reg Brown achieved Gold height, again, and Peter Holmes Silver height with 7300ft.

At home, Peter Richardson climbed to over 12 000ft on October 4, missing his Gold height as he had no barograph.

R. R. R.

Obituary - Brian Connolly

Gliding in all-Ireland lost one of its main props with the death on September 30 of Brian Connolly, CFI of the Dublin GC, a senior inspec-

tor and secretary of the new Irish Gliding and Soaring Association.

But he was equally well known and valued north of the border by members of the Ulster GC as a mentor and source of encouragement who generously bestowed his flying and technical skills to the benefit of all fellow pilots.

A former RAF engineering officer, Brian had left his sickbed to attend the annual Kerry autumn wave fortnight in which members of both clubs join to fly off three SW beaches. His condition worsening there, he returned home in mid-safari and died in hospital a few days later.

He was an immensely hard worker for soaring over the whole island. For years, whenever we gather for Easter meetings at Ballarena, at Kilkenny for the mid-summer Nationals or on the Kerry beaches he so loved in late September, one great enthusiast will be missing and will be fondly remembered.

We extend our sympathy to his wife and three sons, the oldest of whom, Brian Jnr, a CAA controller, is a keen competition pilot.

Bob Rodwell

VALE OF WHITE HORSE (Sandhill Farm)

We have had two BGA soaring courses this year and the second one in September was particularly successful with fine weather. Jonathon Huband is an assistant instructor and we have a club expedition to Aboyne at the end of October. G. N. T.

VECTIS (Bembridge Airport, Isle of Wight)

Ruth Freelove has soloed and Clive Lewis has flown his second Bronze leg.

We have had some good late summer soar-

ing, lift continuing into the evenings and coming off the warm sea. One pilot believes he contacted a land breeze front - is there such a thing? J. E. K.

WELLAND (Lyveden)

Terry Kendall-Torry has soloed; Peter Francon-Smith has Silver height and, with Gerald Dexter and Adam Aston, a cross-country endorsement. Adam also has Silver height. Peter Wilcock missed his 5hrs by 7min but the next day had 20min to spare. Alec Strachan also has 5hrs.

Steve Algeo and Mark Prickett have become assistant instructors.

Our annual expedition to Aboyne was very successful with all 20 pilots having some good flights. Several flew the BGA DG-500 and/or the Discus. Our thanks to all concerned.

R. H. S.

WOLDS (Pocklington)

Our new Discus has arrived, thanks to partnership funding from the Sports Council Lottery. Two new K-21s are coming soon and our CFI Allan McWhirter is trying to change our lax attitude to cleaning gliders before the fleet replacement is complete.

Les Merritt and Steve Maxwell are returning next season as our summer staff when, with our new fleet, we will have badge completion and cross-country courses and *ab-initio* training.

Platypus was our guest for a well attended Saturday night social event when he gave a most amusing lecture on his several decades in gliding. Our thanks to Mike Bird for allowing him to come to Pocklington.

S. W. P.

Below left: Jim Tucker with Southdown GC's Standard Austria at the Shoreham air display. Centre: Kat Hodge after going solo at Scottish Gliding Union. Right: Mick Morton, on the left, at his leaving party given by Fulmar GC, photographed with CFI John Hull.



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Dozens of former members of Bristol & Gloucestershire GC attended a reunion in September to mark the 50th anniversary of the club's postwar foundation. Nearly 30 of them - including ex CFI Pete Philpott - enjoyed a flight on a good day before being welcomed to the evening event by secretary Sid Smith. All had memories to retell, many had old photos to pass round and one former member even had his crumpled logbook from 30 years ago.

More than 100 present and former members mulled over how the club was founded in 1938 at Lulsgate Airfield, now Bristol International Airport, and began moving to its present hilltop site at Nympsfield in 1956. They also discussed - over beer at old-fashion £1 a pint prices! - how much the club has changed.

For example, soaring was almost unheard of at Lulsgate because it was so near the sea, so for years the club had searched for a better site. It realised its ambition with the help of Kemsley Flying Trust when it bought 80 acres of the present site and began developing it over the next two years. Later another field was bought to expand to 100 acres. Gradually the club developed to the extent that it was able to put on Regionals and Nationals.

In the 1950s it thought it was really go-ahead when it bought a T-21 and went over to dual training. There were just two privately owned gliders, both Olympias, which were the hot ships of their day.

The club now has 300-plus members, four two-seaters (mainly K-13s but including a full aerobic DG-505), four single-seaters (ASW-19, Grob and two K-8s) and there are over 60 privately owned gliders. The DG-505 was bought with the help of the Foundation for Sport and the Arts.

In the early days the club rented the disused airfield at Lulsgate. It had the use of an H block of Nissen huts for the clubhouse and a blister hangar to house the hardware.

Nowadays, there is a modern clubhouse with restaurant and bar, and the older clubhouse, which was converted from a broken down barn, contains bedrooms, showers, briefing room, parachute loft and members' kitchen. In the beginning there was no running water or power, so a spring was tapped and a generator installed.

In the 1950s poverty and the absence of private ownership meant much more participation by the members. Pilots were expected to arrive early and get things organised, including fetching water to fill all the vehicle radiators and for domestic use, and the usual DIs of gliders, vehicles and cables. And they were all expected to stay until the end of flying to help pack up.

Everything, from organising the kitchen to doing the paperwork and manhandling gliders (no dumpers or Quad bikes!), was done by volunteers, and they did maintenance on unflyable days or special weekday evening parties. Not a paid employee in sight.

Now the club has paid office staff, is seeking a general manager and employs a course instructor and tuggie, as well as weekend winch drivers. Much of the glider maintenance is put out to contract. And the club has mains electricity and water.

In the early days the subscription was £6.30, a cartow was 12½p, soaring was 1½p a minute



CLUB FOCUS

Bernard Smyth and Ken Brown tell the success story of a thriving club - Bristol & Gloucestershire GC at Nympsfield



The front of Nympsfield's new clubhouse. The site is on the B4066 between Dursley and Stroud.



Ex-members, from left to right, Geoff Stevens, Les Hockings, Dave Braham and Steve Stanwix, examine one of Nympsfield's old cutting books. Photos by Bernard.

and aerotows, when available, were 75p. Now the annual sub is £230 for a full flying member, a winch tow is £5.75 and soaring 26p a minute. Aerotows are available from the Scout and Pawnee at £16 to 2000ft.

A former chairman, Mike Harper, said in thanking the club for the reunion "Nympsfield has come a long way..."

The event was so successful many old timers were asking for it to be repeated before too long. ❏

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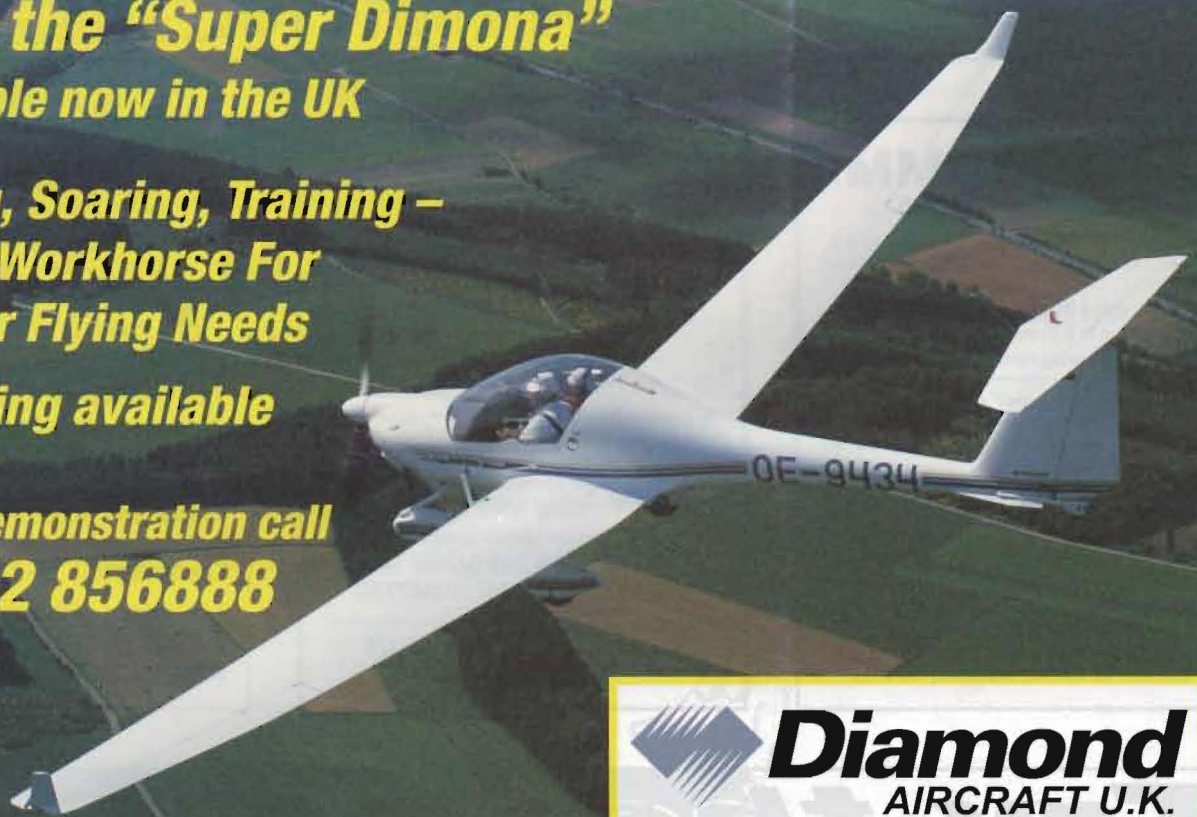
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REGIONALS' RESULTS

EASTERN REGIONALS - May 24 - June 1

Pos	Pilot	Glider	Day 1, 21.5 305.9km	Day 2, 25.5 321.3km Chavron	Day 3, 27.5 142.1km Bowtie	Day 4, 28.5 158.5km Bowtie	Day 5, 29.5 140.2km ▲	Day 6, 30.5 155.6km ▲	Day 7, 31.5 172.6km Bowtie	Total Points
1	Harland, S.	ASW-24	889	903	886	1000	844	412	950	5974
2	Stafford Allen, P.R.	Ventus R	949	933	852	943	752	0	968	5297
3	Wilson, J. N.	ASW-20c	1002	984	726	955	797	389	320	5181
4	Freestone, J. P.	LS-4	875	897	896	734	837	0	891	5020
5	Fox, R. L.	Discus	881	936	985	770	775	0	907	4844
6	Baker, A.	Discus	864	877	890	753	862	420	638	4844
7	Arnold, J.	Discus	801	770	844	732	876	351	732	4796
8	Thomas, G.	LS-4	678	801	719	734	632	0	732	4796
9	Fox, M. R.	LS-4	710	847	719	804	777	392	420	4627
10	Hart, R.	Kestrel 19	742	818	868	868	451	178	914	4532
11	Westwood, D. J.	LS-4	782	881	706	797	492	0	866	4332
12	Caunt, T. R. F.	Kestrel 19	821	864	664	662	426	218	906	4519
13	Baker, P. E.	Discus B	321	722	873	838	136	444	990	4400
14	Arthur, E. A.	ASW-20L	726	782	846	866	419	0	916	4349
15	Morris, J.	LS-4	484	667	667	667	771	0	597	3883
16	Kaye, P.	Discus	337	817	820	763	72	0	794	3692
17	Dean, M.	ASW-15a	701	741	820	763	72	0	794	3692
18	Langston, M.	ASW-24	554	706	847	731	773	0	DNF	3443
19	Sargeant, B.	Ventus 2c	618	743	523	678	797	0	0	3389
20	Nash, J.	OG-300	165	321	529	761	258	0	3188	3188
21	Hugh, S.	SHK	619	338	899	854	748	0	1	2939
22	Clowes, N.	ASW-20c	179	626	898	718	378	0	0	2935
23	Crocker, S.	Std Cirrus	491	715	888	888	451	0	0	2899
24	Decloux, A.	Pegasus	276	276	635	693	471	0	0	2271
25	Hargrove, L.	LS-6c	718	37	725	668	DNF	DNF	DNF	2168
26	Matthews, G.	Discus	218	338	242	218	218	0	0	1818
27	Bradford, S.	Astr CS	509	341	238	0	231	0	428	1738

DNF= did not fly
* = penalty

ROLEX WESTERN REGIONALS - NYMPFIELD, JUNE 21-19

Pos	Pilot	Glider	Day 1, 22.4 150km	Day 2, 24.4 169.8km	Total Points
1	Barken, K.D.	Duo Discus	308	754	1062
2	Coward, P.	LS-4	419	616	1035
3	Stuart, T.	LS-6c	295	693	988
4	Ferguson, S.	Mosquito	249	639	888
5	Hood, R.	Std Cirrus	290	596	879
6	Francis, R.	LS-4	247	631	878
7	Hastler, R.	LS-6a	48	730	788
8	Pennicost, R.	LS-6a	229	530	759
9	Metcalfe, J.	Ventus 15.8	6	719	725
10	Puller, R.	ASW-20c	333	329	722
11	Payne, R. Starting, R.	OG-300	248	426	674
12	Walt, N.	Discus	0	653	653
13	Rebecca, L. Reinbeck, M.	LS-4	50	554	604
14	Cumner, G.	ASW-20	0	574	574
15	Collings, M. Chalmers, S.	Std Cirrus	0	557	557
16	Pride, A.	Discus B	6	543	549
17	Smith, S.	ASW-27	0	548	548
18	Abraham, R.	ASW-20	0	538	538
19	MacLaren, G.	ASW-20c	0	488	488
20	Bastin, J.	Ventus 15.6	230	256	486
21	Sign, J.	LS-6a	0	354	354
22	Bottomley, R.	Ventus B	4	279	279
23	Blaney, J.	LS-4	92	191	283
24	Rebecca, R.	LS-4	0	233	233
25	Road, J.	Discus B	50	138	188
26	Loman, B.	Open Cirrus	106	0	106
27	Walker, T.	ASW-20c	0	88	88
28a	Ayres, S.	Astr CS-77	0	0	0
28b	Corrissy, D.	Discus	0	0	0
28c	Foster, S.	Ventus A	0	0	0
28d	Johnson, R.	Std Cirrus	0	0	0

BOOKER SINGLE CLASS REGIONALS - JULY 19-27

Pos	Pilot	Glider	Day 1, 18.7 208km polygon	Day 2, 20.3 173.8km polygon	Day 3, 21.7 279.8km polygon	Day 4, 22.7 180km polygon	Day 5, 23.7 210km polygon	Day 6, 25.7 183.6km polygon	Day 7, 27.7 240.1km polygon	Total Points
1	Wells, L.	LS-8	796	776	902	880	884	888	1038	6257
2	Angled, W.	LS-8	699	620	1002	896	896	916	881	6027
3	Stone, A. J.	Discus B	690	511	896	946	946	1000	879	5725
4	Wells, R.	LS-6c	631	567	819	794	894	912	886	5373
5	Wells, B. M.	LS-6a	451	688	778	777	881	774	886	5373
6	McCosham, J. A.	LS-6a	451	688	778	777	881	774	886	5373
7	Wenters, J.	LS-7	538	815	915	825	825	897	897	5373
8	Payne, G.	Discus	394	812	801	801	857	857	881	5147
9	Evans, A.	LS-7c	472	678	779	739	841	814	879	5136
10	Morris, B. C.	LS-6a	516	867	867	867	867	871	826	5104
11	Sutherland, G.	Duo Discus	379	578	798	702	740	917	917	4989
12	Sheppard, F. J.	LS-6c	337	584	762	716	775	781	784	4844
13	Parker, T.	ASW-20c	755	475	734	701	701	888	888	4884
14	Wells, H.	LS-4	477	484	819	819	716	759	741	4816
15	Farrest, B. R.	LS-7	556	598	872	730	730	880	880	4807
16	Byass, D. M.	ASW-24w	434	506	123	871	858	927	971	4599
17	Wills, J. A.	Nimbus	462	426	786	786	882	882	882	4528
18	Hughes, A. R. J.	LS-6a	69	441	888	681	883	927	814	4503
19	Atson, G.	LS-4	449	409	853	737	770	840	714	4172
20	Wells, A.	LS-8	535	447	229	541	780	925	832	4078
21	Cogger, D.	ASW-20c	440	375	411	411	469	917	845	4057
22	Harbeck, M.	LS-4	504	464	627	627	625	765	765	3815
23	Bas, G. J.	PK 20a	419	454	768	681	897	425	598	3877
24	Onn, P.	Pegasus 101	484	227	621	621	245	445	445	3877
25	Onn, P.	Std Cirrus	484	227	621	621	245	445	445	3877
26	Kidd, C.	ASW-15a	55	399	666	543	289	759	759	3300
27	Smith, A.	LS-4	478	358	769	343	840	289	543	3287
28	Lamb, D.	LS-4	478	358	769	343	840	289	543	3287
29	Elgass, S.	LS-4	478	358	769	343	840	289	543	3287
30	Hamilton, R.	SGZ Junior	425	425	816	646	406	406	406	3286
31	Hitchcock, J. T.	LS-7	215	104	58	648	682	959	938	3244
32	Wiles, R.	Discus B	552	441	719	611	338	338	347	3187
33	Lordon, H.	Pegasus	320	370	717	255	0	216	0	2800
34	Meagher, M.	Pegasus 101a	484	487	61	61	0	0	0	2618
35	Moore, J.	Pegasus	484	487	61	61	0	0	0	2618
36	Shaw, M. J.	Pegasus	345	377	244	478	218	371	424	3489
37	Shill, G. F.	LS-6	411	175	273	117	101	358	232	3259
38	Lynn, G. J.	LS-4	479	480	98	98	0	0	0	1307
39	Palmer, W.	ASW-19	0	0	0	0	0	81	0	81

NORTHERN REGIONALS - Sutton Bank, July 26 - August 3

Pos	Pilot	Glider	Day 1, 27.7 252km ▲	Day 2, 28.7 123km ▲	Day 3, 29.7 304km O/R	Day 4, 2.8 246km dog leg O/R	Total Points	
1	Downham, E.	ASW-27	1000	364	937	891	3292	
2	White, D.	Vega 17	916	233	983	924	3056	
3	Taylor, D. P.	Nimbus 2	801	220	896	1000	2897	
4	Alcock, R. W.	OG-500	825	230	806	926	2887	
5	Fox, R. L.	Discus	851	342	882	912	2787	
6	Kalin, R.	Nimbus 3	826	209	774	2638	2638	
7	Wright, A.	Kestrel 19	810	255	896	668	2620	
8	Quartermaine, J.	ASW-20	779	258	844	573	2454	
9	Foster, P.	LS-3	310	187	1000	937	2434	
10	Gardner, D.	ASW-20c	624	233	767	668	2292	
11	Skinner, I.	ASW-25	735	0	715	736	2244	
12	Pozorski, P.	Ventus C7	449	229	893	863	2104	
13	Herz-Smith, N.	Ventus C7	449	229	893	863	2104	
14	Cole, R. A.	Cote, R. A.	925	225	388	45	894	2089
15	Hook, K.	ASH-25	215	133	801	644	1943	
16	Armstrong, M. S.	OG-500	606	267	350	643	1906	
17	Caruthers, M.	Nimbus 2	579	246	350	723	1898	
18	Lairgh, A. J.	OG-500	588	246	350	723	1898	
19	Thornhill, A.	LS-3a	626	267	388	609	1795	
20	McGregor, J.	LS-3a	626	267	388	609	1795	
21	Winter, M.	LS-3a	626	267	388	609	1795	
22	Ramsden, P.	Kestrel 19	658	0	461	512	1651	
23	Hughes, S.	Nimbus 2	371	246	440	576	1633	
24	Martin, D.	Mosquito	329	271	325	693	1614	
25	St. Pierre, A.	OG-200	529	0	DNF	646	1614	
26	Wood, M. J.	LS-4	0	26	0	0	1301	

Sport Class

Pos	Pilot	Glider	Day 1, 27.7 214km ▲	Day 2, 28.7 123km ▲	Day 3, 29.7 230km O/R	Day 4, 2.8 213km dog leg O/R	Total Points
1	Whitehead, P. F.	ASW-19	829	355	1000	914	3199
2	Tillot, N.	Discus	966	257	850	835	2910
3	Dickson, M. W.	Discus B	950	358	836	796	2740
4	Gentil, P.	SHK	895	297	873	700	2565
5	Fack, R. J. H.	Discus BT	490	278	880	832	2480
6	Robson, D.	LS-4	608	246	744	831	2429
7	Beardsley, G.	LS-4	964	0	711	740	2415
8	O'Donald, P.	Grob Twin 3	668	95	753	813	2349
9	Piggott, A. D.	Me-7	122	352	631	1000	2105
10	Rebeck, M.	LS-4	0	49	0	775	824
11	Rebeck, L.	LS-4	302	0	874	0	2000
12	Fairman, M.	ASW-19	672	62	502	648	1884
13	Griffin, B.	OG-100	675	55	495	580	1605
14	Wearing, G.	Open Cirrus	1000	0	334	108	1704
15	Hill, J.	K-6e	0	0	84	272	356
16	Hill, S.	Std Cirrus	330	0	560	0	1246
17	Ketlaar, J.	Std Cirrus	286	105	151	613	1155
18	Moore, G.	ASW-24	0	0	57	228	285
19	Taylor, C.	BG-135	0	0	0	0	0

REVIEW

The Adventure Sports Directory, priced at £

REGIONALS' RESULTS

HUSBANDS BOSWORTH REGIONALS, JULY 12-20

Pos	Pilot	Glider	Day 1 12.7 172.84km A	Day 2 13.7 155.86	Day 3 14.7 162.97km A	Day 4 15.7 125.38km O R	Day 5 16.7 120.38km A	Day 6 17.7 182.10km O R	Total Points
1	Crabb, P. G.	LS-8	1020	919	976	19	872	744	3504
2	Crabb, S. J.	LS-8	978	919	796	20	796	736	3504
3	Booth, D. A.	DG-300	920	511	922	18	500	633	3494
4	Marsh, B. C.	LS-8	916	338	915	19	605	688	3402
5	Hackett, N.	LS-8	957	242	765	20	704	529	3217
6	Hall, A.	LS-8	830	191	826	0	700	626	3183
7	Freeston, I. P.	LS-4	1008	305	20	612	621	3172	
8	Shelton, R. M.	Discus	744	338	784	20	644	589	3169
9	Westwood, D.	LS-4	700	174	841	15	678	812	3078
10	Young, M. J. Baker, P. E.	LS-8	776	121	862	7	673	631	3059
11	Cheatham, H. E.	LS-8	791	138	863	0	638	685	3024
12	Grieve, R.	LS-8	784	210	758	19	900	545	2916
13	Gough, N.	Discus	887	0	860	0	555	487	2881
14	Thomas, G.	LS-7	989	79	943	0	582	549	2842
15	Thompson, P.	Discus	747	99	840	0	533	900	2819
16	Payne, K.	Pegasus	887	0	827	21	627	609	2802
17	Fairston, B. A.	LS-6	858	0	721	0	681	494	2752
18	Langrick, D. J.	Discus	884	90	835	14	275	842	2736
19	Briggs, R.	LS-7	781	740	730	0	548	653	2696
20	Stewart, T.	LS-6	941	71	787	16	715	890	2693
21	Pozarski, R.	ASH-25	739	96	777	0	413	626	2653
22	Brown, R.	LS-4	838	357	747	12	492	607	2637
23	Cuning, M. F.	Std Cirrus	944	303	290	22	582	582	2626
24	Rubertshaw, S.	ASH-20	527	206	925	0	890	527	2575
25	Slater, T.	LS-4	886	149	189	DNF	607	633	2525
26	Kangars, A.	Pegasus	613	302	782	8	497	441	2441
27	Large, R.	Discus	378	228	743	0	451	554	2354
28	Inglis, J.	Duo Discus	614	0	816	0	547	441	2321
29	Allan, M.	LS-4	88	209	851	0	650	208	2288
30	Nichols, R.	Ventus 16.6	912	122	873	14	478	290	2194
31	Cartier, J.	ASH-20	798	0	730	0	504	494	2073
32	Hughes, M.	Discus	785	119	820	0	431	431	2020
33	Middleton, H. Shawell, K.	DG-300	542	219	719	0	214	360	1988
34	Davidson, R.	SB-6	150	130	626	0	454	454	1958
35	Clarke, R.	Ventus 17.6	239	118	847	0	240	414	1958
36	Roberts, P.	Ventus 16.6	837	294	294	0	174	144	1844
37	Scott, K.	DG-100	729	120	820	0	88	1940	1940
38	Cawthorne, T.	DG-100	810	0	258	0	380	1678	1870
39	Mason, J.	Discus	368	0	820	0	482	682	1870
40	Forsyth, A.	Discus	142	0	854	0	252	481	1711
41	Abbley, D.	LS-4	127	143	216	1	336	343	1668
42	Buzzard, C.	Nimbus 15	630	0	630	0	432	432	1584
43	Healey, E.	ASH-18	341	25	295	0	342	1259	1579
44	Middleton, R.	DG-600	760	79	855	0	DNF	DNF	1234
45	Brown, V.	Std Cirrus	134	0	137	0	137	0	910
46	Hedley, S.	Discus	734	DNF	DNF	DNF	DNF	DNF	734
47	Marshall, K.	LS-4	95	0	5	0	163	290	463
48	Talman, R.	Std Libelle	409	DNF	DNF	DNF	DNF	DNF	409
49	Estman, S.	ASH-20C	388	DNF	DNF	DNF	DNF	DNF	388
50	Thomas, T.	Aster CS	0	0	186	0	48	DNF	217
51	Jones, M.	Std Janitor	0	0	28	0	53	DNF	64
52	Coatin, M.	DG-400	0	0	DNF	0	0	DNF	0

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Contributors: We regret that the pressure on space in this issue has meant several articles have had to be held over until the February issue.

INTER-SERVICES REGIONALS - RAFGSA Bicester, August 9-17

Open Class

Pos	Pilot	Glider	Day 1 9.8 227.20km	Day 2 10.8 273.90km	Day 3 12.8 269.5km postagon	Day 4 13.8 163.10km	Day 5 14.8 305.60km	Day 6 15.8 350.60km	Day 7 16.8 586.60km	Total Points
1	Clarke, A. J.	Janus C	943	1020	887	735	395	1000	1000	6716
2	Stratton, P. J.	Duo Discus	904	919	911	919	988	981	996	6591
3	Harries, C. V. J.	Janus C	950	979	1000	916	843	796	840	6024
4	Payne, G.	ASH-20	887	887	789	827	800	800	800	6000
5	Elliott, A.	LS-4c	818	639	743	901	779	976	823	5811
6	McLean, P.	Ventus C	817	659	727	767	893	905	823	5811
7	Cottrell, M. G.	Discus	911	684	684	684	627	627	627	5796
8	Throsell, M. J.	Janus C	858	678	695	971	818	866	866	5796
9	Garnley, A. J.	Duo Discus	803	945	846	847	903	906	818	5710
10	Phe, M.	Discus	818	81	813	817	427	791	617	5710
11	Wesli, J.	Kestrel	-	-	805	843	-	-	-	483
12	Wain, S.	LS-4	812	746	-	-	673	-	-	5383
13	Barnes, T.	Discus	832	843	736	884	804	844	617	5580
14	Hood, L. S.	Janus C	890	871	737	807	838	838	5443	5443
15	Hopling, R.	Nimbus bar	836	253	825	825	887	887	978	5346
16	Moulton, K.	Kestrel	838	-	-	-	718	-	-	3012
17	Finnelly, P.	Ventus C	888	704	883	-	826	-	816	5312
18	Crofton, M.	Discus	886	886	886	186	884	884	884	5174
19	Thomas, G.	Discus	896	819	880	333	750	798	654	5130
20	Akmal, D.	Janus C	903	898	895	895	721	910	550	5069
21	Woodruff, P.	Discus	-	-	238	-	-	-	-	238
22	Burnham, S. M.	Discus	675	804	779	389	796	984	549	5209
23	Sharman, R.	ASH-20c	868	888	788	788	884	878	383	5020
24	Guzzard, M.	Discus	888	841	786	877	1000	910	880	4863
25	Kirschner, M.	Vega	765	765	783	479	357	729	541	4886
26	Horsley, L.	ASH-20	858	881	852	479	480	841	825	4819
27	Ward, T.	ASH-20c	721	693	673	827	802	802	802	4787
28	Evans, R. M.	Discus	828	847	277	214	332	309	896	4300
29	Munshaw, R. S.	LS-7	726	208	314	314	988	927	632	4262
30	Hull, J.	Discus	796	796	688	688	778	780	665	4256
31	Smith, D.	LS-7	852	814	766	333	-	829	547	4241
32	Akerman, T.	Discus	748	818	748	333	0	779	611	4186
33	Thomas, G.	LS-7	868	988	738	382	812	810	0	4118
34	Shepherson, E. K.	Discus	795	718	621	302	414	756	242	4026
35	Crawshaw, R.	Discus	1000	271	893	893	873	683	630	4025
36	Lee, M.	Janus C	808	0	308	323	788	698	553	3718
37	McIntosh, A. J.	Discus	123	672	871	214	30	797	910	3627
38	Scott, N.	Kestrel 19	882	0	827	0	338	-	0	2153
39	Hesswood, M.	Discus	908	277	0	304	0	857	0	2003

INTER-SERVICES REGIONALS - RAFGSA Bicester, August 9-17

Sport Class

Pos	Pilot	Glider	Day 1 9.8 189.20km	Day 2 10.8 246.50km	Day 3 12.8 178.00km	Day 4 13.8 153.30km	Day 5 14.8 291.00km	Day 6 15.8 325.60km	Day 7 16.8 234.80km	Total Points
1	Mason, T.	ASH-19X	804	937	871	480	1000	984	1000	6096
2	Hood, J.	Std Cirrus	840	1000	827	352	398	843	977	6797
3	Wilson, M. J.	LS-8	625	870	859	817	559	1000	884	6201
4	Dalling, R.	ASH-19X	791	931	830	430	628	833	928	6201
5	Payne, R. W.	Pegasus	714	861	836	226	839	887	867	5200
6	Mitchell, T. M.	ACRO	327	662	488	413	0	876	909	5020
7	Staley, J.	LS-4	748	-	-	-	-	-	-	4812
8	Perronet, J.	Pegasus	-	-	812	0	880	0	-	1692
9	Wright, J.	Std Cirrus	843	815	815	815	888	882	854	4883
10	Whiting, J.	Std Cirrus	703	817	827	827	812	812	783	4888
11	Watson, A.	Aster 77	721	867	583	67	309	882	786	4815
12	Lay, D.	Aster C577	729	322	846	260	814	811	853	4725
13	Slacey, A.	K-21	-	-	-	-	-	-	-	4611
14	Arnall, R.	Aster CS	849	523	504	309	305	824	907	4271
15	Good, T.	ASH-19	530	565	546	35	375	824	774	4271
16	Waltun, K.	BG-135	425	603	588	388	708	947	847	4209
17	Byrson, R. N.	Junior	320	169	949	334	833	880	789	4112
18	Clark, A.	Pegasus	857	937	580	276	0	755	0	4088
19	Puellthwaite, D.	K-23	497	381	523	381	737	628	676	4016
20	Caunt, R.	K-21	850	670	523	314	381	878	823	3981
21	Langton, M. H.	ASH-19	589	694	576	279	0	731	859	3888
22	Croker, R.	Aster 77	960	767	471	296	287	771	723	3788
23	Atkinson, R.	K-21	686	598	881	36	81	738	811	3811
24	Dugg, O.	-	-	-	-	-	-	-	-	-
25	Duncan, J.	Aster CS	725	433	460	460	819	705	988	3788
26	Gilkes, N. J.	K-6	583	113	587	521	819	819	3727	3727
27	Coak, T. L.	Aster CS	825	827	188	0	847	568	727	3602
28	Mackenzie, S.	Aster CS	429	433	433	433	433	591	599	3456
29	Sherrlock, C.	K-21	32							

REGIONALS' RESULTS

LASHAM REGIONALS, August 9 - 17

Pos	Pilot	Glider	Day 1 18.8 156.2km GTR	Day 2 210.8 207.0km GTR	Day 3 132.8 165.1km	Day 4 133.8 216.7km polygon	Day 5 118.8 228.1km polygon	Day 6 116.8 320.8km polygon	Day 7 218.8 188.0km polygon	Total Points
1	Jones, S. G.	Ventus 2s	419	805	—	1080	809	—	—	3713
2	Jones, P. H.	Nimbus 4	507	827	724	776	879	989	711	5291
3	Taylor, R.	LS-6c	515	837	814	791	825	987	813	5299
4	W. G.	Nimbus 2s	585	837	723	721	925	988	853	5214
5	Jones, G. B.	Nimbus 2f	578	862	579	808	870	887	532	4848
6	Holland, S.	ASW-14	496	714	736	816	1009	428	885	4877
7	Mason, D. P.	ASW-20	583	802	833	854	945	945	888	4868
8	Murray, W. L.	Discus Bv	414	825	803	628	628	953	511	4770
9	Trick, W. D.	ASW-20	584	828	824	632	693	1030	812	4770
10	Baker, A.	Discus B	218	888	858	721	893	803	811	4758
11	Farrow-Lewis, I.	ASW-20	561	823	847	490	409	977	384	4541
12	Smallbone, E.	ASW-20	—	—	839	—	—	888	—	839
13	Tippie, K.	Discus	389	831	803	720	—	891	—	4521
14	Walker, R.	Discus	—	—	—	549	—	941	—	4320
15	Backwell, C.	ASW-20	328	814	708	717	717	947	847	4342
16	Gunnage, J. R.	Nimbus 3	575	821	867	436	617	812	832	4218
17	Short, C.	LS-6c	390	821	821	832	782	493	623	4045
18	Hull, A.	ASW-20	284	828	744	140	791	888	448	4028
19	Shawing, Y.	Discus	350	729	629	603	728	898	307	4024
20	Nann, A.	S2D-S2-1	719	618	58	38	38	444	417	3943
21	Williams, D.	Kestrel	334	850	827	701	701	542	617	3943
22	Lipcombe, T.	Discus Bm	228	869	856	716	716	332	518	3828
23	McCarthy, D.	Discus	420	770	770	143	143	588	588	3814
24	Campan, D.	LS-6c	428	848	839	8	8	388	488	3814
25	Berry, J.	ASW-20w	470	438	888	524	321	940	470	3807
26	Balestani, S.	ASW-20b	210	810	810	344	309	802	514	3476
27	Hillhead, J.	LS-7	0	887	489	418	417	847	468	3213
28	Thomas, C.	ASW-20	0	312	888	687	687	484	0	3213
29	Day, M.	Ventus C	438	887	798	887	798	888	0	3110
30	Jones, H.	Ventus 2c	368	848	727	672	172	0	474	2839
31	Hudson, J.	ASW-20	213	818	815	240	240	267	98	2828
32	Bailey, J.	Discus B	284	888	848	448	448	487	DNF	2747
33	Probst, E.	ASW-20b	0	0	536	15	823	0	290	1884
34	Coxsitt, R.	ASW-20	0	458	0	0	107	0	0	565

Class B

Pos	Pilot	Glider	Day 1 18.8 191.2km GTR	Day 2 210.8 125.0km	Day 3 132.8 108.1km GTR	Day 4 133.8 146.7km	Day 5 118.8 160.8km	Day 6 116.8 316.1km polygon	Day 7 218.8 122.0km	Total Points
1	Piggott, A. G.	E8B	398	809	829	832	1030	886	814	5149
2	Thickett, R.	ASW-20	211	829	870	869	868	750	767	5070
3	Hull, A.	ASW-20	211	841	147	891	790	478	888	4708
4	Rhett, R.	OG-300	480	864	839	761	810	880	738	4703
5	Swain, A.	PIK 20b	72	748	884	888	888	790	985	4280
6	Palmer, W.	OG-300	179	837	738	445	748	570	327	4214
7	Carroll, M.	Std Cirrus	478	747	585	991	880	875	132	4046
8	Enock, A.	K-6c	418	888	888	888	798	888	888	4046
9	Davies, C.	K-6c	826	888	478	878	798	388	3748	3888
10	Woods, H.	K-6c	33	461	548	878	678	828	281	3748
11	Costa, I.	OG-300	0	0	408	0	100	0	488	3771
12	Foundahony, T.	M-7	34	677	921	921	1000	449	581	3748
13	Swain, J.	ASW-20	0	872	784	784	713	888	341	3748
14	Kroonick, S.	Discus B	0	8	804	821	380	518	488	2911
15	Jones, A.	OG-101	0	0	0	0	0	538	0	538
16	Simmonds, J.	—	0	0	0	0	0	488	0	488
17	Fitzpatrick, R.	K-6c	13	—	—	—	—	—	—	2230
18	Thickett, R.	—	—	888	338	178	DNF	DNF	—	1873

DUNSTABLE REGIONALS – August 16 – 24

Red Class

Pos	Pilot	Glider	Day 1 16.8 318.2km	Day 2 218.8 252.4km	Day 3 19.8 280.5km	Day 4 22.8 263.7km	Total Points
1	Harvey, P.	ASH-25	940	1000	958	971	3869
2	Dobson, J.	LS-6c 17.5	908	874	1000	965	3747
3	Craig, W.	Ventus B	1000	860	887	1000	3747
4	Hutchings, A. R.	ASW-27	957	822	985	953	3707
5	Brimfield, R.	Glasflügel 604	871	856	959	943	3629
6	Lynn, S.	ASH 25	934	884	927	809	3554
7	King, R.	ASW-27	906	485	934	974	3299
8	Newland-Smith, M.	ASW-20c	827	420	911	976	3134
9	Wright, T.	Mini Nimbus	856	448	878	922	3114
10	Abraham, R.	ASW-27	957	493	734	874	3038
11	Roch, A.	Kestrel	825	417	825	867	2942
12	Lingafelter, D.	Discus B	821	905	767	400	2893
13	Russell, F.	LS-6-18w	884	442	874	531	2731
14	Rackham, R.	LS-7	418	515	731	630	2294
15	Flower, B.	Discus B	834	528	828	52	2282
16	Larje, R.	Discus	866	515	349	400	2130
17	Davies, F.	LS-6-15	883	870	227	0	1990
18	Collingham, C.	Discus B	707	803	94	339	1943
19	Shroobov, P.	ASW-22	346	737	678	346	1914
20	Coles, E.	LS-6	278	493	853	381	1815
21	Hughes, M.	Discus	275	488	369	401	1497
22	Begley, D.	ASW-17	0	771	315	393	1479
23	McKillop, A.	ASW-20	399	470	133	167	1168
24	Perry, R.	Lark-12	564	389	120	167	1083
25	Smith, T.	LS-7vc	0	0	873	140	1013
26	Botton, M.	ASW-20L	64	175	109	387	735
27	Marshall, J.	Ventus C-17.6	674	0	0	0	674
28	Warner, R.	ASW-20L	56	0	0	0	56

Blue Class

Pos	Pilot	Glider	Day 1 16.8 252.9km	Day 2 218.8 186.3km	Day 3 19.8 213.5km	Day 4 22.8 199.6km	Total Points
1	Freestone, G.	LS-4	941	953	1000	1000	3894
2	Freestone, G.	LS-4s	1000	1000	933	796	3729
3	Ashcroft, J.	PIK 20b	830	913	867	797	3407
4	Parry, N.	LS-4	701	927	927	827	3382
5	Davidson, R.	SB-5	853	822	795	752	3192
6	Sutherland, G.	ASW-19	837	853	774	759	3093
7	Rotherland, R.	ASW-19b	588	852	822	622	2842
8	Garwood, M.	Janus A	418	856	832	701	2647
9	Furze, T.	LS-4	852	389	716	807	2564
10	Hicks, P.	—	—	—	—	—	2564
11	Snoddy, J.	Std Cirrus	687	370	696	659	2452
12	Snoddy, J.	K-21	378	410	917	744	2449
13	Cornelius, D.	K-21	576	404	411	440	1831
14	Garfield, A.	—	—	904	186	639	1831
15	Darbury, A.	ASW-15e	0	0	904	639	1723
16	Hodgkinson, J.	ASW-15e	216	409	661	340	1723
17	Miller, D.	—	1625	—	—	—	1625
18	Luxton, J.	ASW-19e	716	366	85	0	1167
19	Palmer, W.	LS 4-c	617	370	0	0	987
20	Hassan, P.	Pilatus B-4	377	217	187	56	837
21	Oliver, R.	—	—	—	—	—	837
22	Vowles, M.	PIK 20b	295	380	0	0	675
23	Stonden, D.	—	—	—	—	—	675
24	Hodge, R.	ASW-19a	149	172	108	86	514
25	Harrison, A.	—	—	—	—	—	514

AUSTRALIAN RACE

There is to be a coast to coast race for gliders in Australia next October, starting in Darwin and ending in Adelaide, a distance of 2695km. Pilots throughout the world may enter the World Solar Glider Challenge competition organised by the Gliding Federation of Australia in conjunction with the South Australian Tourist Commission. It is being run as part of the World Solar Challenge, the solar race held every two years.

It will be in seven stages and open to 20 gliders limited to 15 metres. There should be gliders for hire and launching will be by aerotow, the route taking pilots over some most spectacular country. The race briefing will be on October 17 with the prize-giving in Adelaide on October 27. For more details contact Henk Meertens, PO Box 352, Frenchs Forest, NSW, 2086 Australia, tel +61 2 9452 2777 fax +61 2 9453 0777

e-mail: hkmxor@msn.com

GRANDSUN REGIONALS – August 23 – 31

Club Class

Pos	Pilot	Glider	Day 1 26.8 211.7km	Day 2 26.8 120.7km GTR	Day 3 29.8 152.1km	Total Points
1	Whitehead, P. F.	ASW-19	916	222	785	1923
2	Baker, P. E.	Grub Acro 2	—	231	785	1787
3	Young, M. J.	Discus	634	—	—	634
4	Tillett, R. D.	LS-7	933	125	685	1743
5	O'Donnell, P.	LS-7	828	828	553	1653
6	Limb, A.	LS-4	917	106	632	1655
7	Armstrong, S.	LS-6a	805	126	554	1585
8	Brooks, M. F.	S2W-1	773	163	611	1552
9	Enock, A.	K-6c	725	283	488	1507
10	Drury, O.	Pegasus	710	190	687	1487
11	Wales, D.	Dart 17b	—	212	—	212
12	Whitehead, A.	Std Cirrus	768	0	610	1378
13	Turner, R. N.	Std Libell	748	—	577	1325
14	Jones, D.	—	—	33	—	33
15	Murtil, J. P.	ASW-19	731	—	583	1314
16	Robinson, M.	—	—	25	—	25
17	Hannah, G. M.	Std Libell	728	—	466	1294
18	Abdullah, M.	Pegasus	889	DNF	430	1319
19	Dehoux, A.	—	700	194	462	1356
20	Wright, P.	ASW-20w	704	0	388	1092
21	Wright, P.	Grub Acro 2	704	0	388	1092
22	Nicholson, K.	Discus	577	0	598	1175
23	Smithers, G. R.	Discus	725	28	427	1080
24	Bradford, S.	Std Acro 2	725	28	347	1090
25	Coker, D.	PIK 20b	223	100	506	949
26	Woodward, M. G.	Cirrus	794	—	89	883
27	Woodward, B. J.	—	794	—	89	883
28	Quilley, M.	FK-3	689	0	71	760
29	Everest, M. D.	ASW-15a	765	0	0	765
30	Robinson, N.	—	—	—	—	—
31	Cullion, C.	—	648	—	—	648
32	Gray, R. F.	Std Jantar	0	26	244	270
33	Staff, D.	K-6c	0	0	81	81

Sport Class

Pos	Pilot	Glider	Day 1 26.8 196.2km	Day 2 29.8 171.7km
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BGA ACCIDENT SUMMARY

Compiled by DAVID WRIGHT

Ref. No.	Glider Type	BGA No.	Damage	Date Time	Place	Age	Pilot/Crew Injury	Hrs
51	PIK 20D	2490	W/O	12.4.97 1330	Parham	52	Minor	354

After running through lift in the circuit the pilot hit heavy sink during the turn on to base leg. He turned for a straight in approach but soon realised he would not make it across the trees so turned into a downwind field. Just before touchdown he levelled the wings but hit a ditch which spun the glider around breaking the fuselage

52	Not Known	n/a	None	Not known 1500	Incident Report	34	None	105
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Undercarriage over-centre lock failed upon landing. There was only gel coat damage to the glider.

53	Astir CS	-	Minor	-4.97	Incident Report	46	None	
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After a previous winch launch the cable chute failed to open and the line drifted towards the edge of the airfield. Unbeknown to the winch driver the cable fell over a glider that had landed well to one side of the launch run. The pilot had just unstrapped when the cable caught on the glider and violently snatched it forward.

54	K-21	3448	None	3.3.97 1000	North Hill		None	
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The glider was towed to the launch point and parked clear of another glider near the boundary fence. The tow driver saw the man by the nose of the glider bend down, then he thought he saw the rope drop to the ground. Thinking the rope had been released, he drove off. The glider was still attached and swung into the fence despite a prompt warning.

55	Puchacz	3638	Minor	16.3.97 1745	Near North Hill	65	None	472
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Four gliders were wave soaring when they were warned by radio that the cloud gaps were closing. The first three returned safely to the airfield but the last to leave found he could not get back. He set up a circuit around a field and landed into the setting sun. He hit sink on finals and landed heavily in a rut in the upslope to the field.

56	SZD Pirat	2006	W/O	29.3.97	North Hill	78	None	385
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The pilot returned to the airfield, not noticing that the wind, whilst only light, had backed through 100°. He hit strong sink and tried to return directly to the airfield but realised too late that he would not make it. During a turn back into the valley his left wing hit trees and the glider crashed into the woods.

57	K-21	R25	None	27.4.97 1450	Bicester	34 19	Serious None	1000 0
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The instructor demonstrated a low cable break to his student then returned for a second launch during which P2 was briefed to fly a similar break herself. At about 75ft and 55kts P1 pulled the release. P2 was slow to react then, as the nose was lowered, fully opened the airbrakes. P1 was unable to prevent a heavy landing which injured his back.

58	SZD Junior	3869	Minor	20.4.97 1430	Kettering, Cambs	40	None	24
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On a Silver distance flight the pilot had to make a field landing. The circuit of the field was rather cramped and then it was seen to slope uphill more than expected. The glider had to be "flown on" at speed and groundlooped to avoid hitting the far hedge.

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