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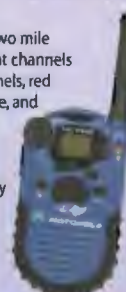
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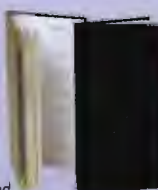


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The end of summer in Great Britain doesn't have to mean a stop to soaring. Flying on ridges can be exhilarating and demanding. See pages 18 to 21 for S&G's guide to UK slope soaring. Don't stagnate this winter – escape to the hills!

Libelle at Talgarth – the white planes picture co.

Sailplane & Gliding

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The next five years

I AM writing this having just returned from two well-attended and fruitful Chairmen's Conferences, at Lasham and Pocklington on consecutive weekends. I would like to thank everyone who braved terrible weather and, in the case of Yorkshire, the worst floods since records began, to contribute to planning how the BGA and UK gliding can rise to the challenges we face.

At these conferences, your club chairmen have been examining and discussing the draft strategic plan which is being developed as the framework for the BGA's activities, priorities and resource focus over the next five years. It covers everything from airspace to airworthiness, international representation to recruitment of prospective glider pilots.

The BGA's next task is to gather all their comments to inform the final plan. Until we have done that, it would be premature to go into detail, but we intend to provide a summary in the next issue of *S&G*, out at the end of January. This gives you the chance to examine the issues before February's AGM.

In the meantime, a very merry Christmas and good soaring in the New Year.

David Roberts
BGA Chairman

About your magazine

THIS is the end of my first year of editing *S&G*. During this time lots of messages of praise for the magazine have come in from all over the world. Such positive feedback is welcome – so is constructive criticism, for that matter – but the people who really deserve the praise are those who have worked hard and selflessly behind the scenes: contributors of suggestions, feedback, letters, articles and photographs. To all those who have given their time so freely to help make *S&G* successful, thank you.

This is also the issue of *S&G* where its price is adjusted in response to changing costs over the year.

No one likes price rises, least of all me, and if you buy *S&G* over the counter you will like this one even less than usual because the cover price has risen by more than the subscription price. This is in response to understandable complaints from subscribers that they pay their money up front, guaranteeing valuable income for the BGA – and yet *S&G* costs them more than it does for people who buy it issue by issue.

Over a two-year period, starting this year, we therefore aim to at the very least equalise the cost, so that UK subscribers are no longer at a disadvantage.

However you buy, though, please don't think you'll lose out by paying a little extra. We have plenty of plans to give you more. More news, more features, more fun – and more information about all levels of gliding.

Do keep your contributions, photographs and feedback coming in – and watch this space...

Helen Evans, Editor

How our MP works for gliding

Lembit Öpik MP reports on recent political activity on behalf of the sport in the UK

THIS SUMMER, partly because I'm gliding's Parliamentary spokesperson and partly because it was raining, I decided to begin turning the heady commitments I've made for the sport into a programme of political action. Top of the list were worries about the consequences of the privatisation of NATS, and also the challenge of securing more substantial public funding.

To this end, I arranged two meetings: one with Chris Mullin, MP Parliamentary Under Secretary of State for the DETR and the other with Kate Hoey MP, Minister for Sport. The goal was to explain our position firsthand to key ministers, and start building a meaningful relationship in the corridors of power.



Lembit Öpik MP

The first meeting was in July. Barry Rolfe and David Roberts joined me at the office of Chris Mullin MP, as David reported in the last *S&G* (*The future of our airspace*, p4).

I'd say we were reassured by the Minister that for now, the government would hon-

our the *status quo* in relation to gliding despite the projected privatisation of air traffic services. The DETR also committed itself to seeking the views of the BGA, together with other interested parties, when the Commission's proposals on the European Single Sky initiative are presented to Ministers early next year.

The only wobble in all this was in the Minister's follow-up letter, which added that the assurance weren't open-ended time-wise. This is understandable. No minister commits to "forever" if s/he can avoid it. But let's be grateful for what we got, including dialogue with the DETR. We need to get Chris Mullin out in a glider sometime. A nice 60-minute soaring flight would do wonders for relations, as long as the pilot keeps turns below 2G!

In August, Roger Coote, Development Officer of the BGA, and Andy Davis, UK gliding's former world number one, joined Barry Rolfe and I at the Minister for Sport's London office. We explained to Kate Hoey that gliding's popularity will increase quickly,



In Lembit's office, Barry Rolfe (left), Roger Coote, Andy Davis and Lembit plan their ministerial meeting

largely thanks to advances in telecommunications. In other words, if you can stick a good camera in a glider, and show it on TV, people will watch it.

Similar devices in cars helped raise the popularity of motor racing no end, and we projected the same for gliding.

It was clearly stressed that because of the present low public profile of the sport, we suffer when it comes to funding, as one factor is public awareness – which isn't yet gliding's strength.

Also, we talked about how gliding clubs can promote our image and dispel the myth that it's an anorak pastime. Kate Hoey was pleasingly receptive, and amongst other things, was positive about the idea of getting clubs to invite local MPs to visit them, with a follow-up letter from the MP to Kate Hoey on gliding issues.

On tax relief, she pointed out that clubs could be encouraged to make enquiries of their local authorities in order to gain discretionary relief on business rates.

It was generally agreed that the best time to launch an information offensive would be

after the Olympics, when the media would be in a better position to look at gliding.

Finally, we discussed the promotion of the sport to a young clientele. This could lead to more new people taking up the sport, and change the public perception of gliding – making it more trendy and attractive to a younger audience. In the meeting it became clear that if this is done with thoughtful media management, we could achieve a new influx of talent to British clubs, and give the sport a helpful PR overhaul.

So, overall, a productive summer, and we're off to a reasonable relationship with two key ministers in the life of gliding. Well done to the BGA team who have been helping out with all this. Next step is to find someone to sub the World Gliding Team – Gordon Brown, if you're reading this, our lines are open and waiting for your call.



Kate Hoey MP

Safety move on airbrakes

FOLLOWING a suggestion by Derek Piggott, glider manufacturers DG Flugzeugbau GmbH are introducing a system to prevent airbrakes opening on launch if they are inadvertently left unlocked.

"In the event of a launch failure or having to abandon the launch," Derek said, "there is a very high risk of a serious accident if the airbrakes have opened." This is because the very high drag and increased stalling speed can result in a stall/spin accident before the pilot has had time to recognise the problem.

"With aerotow launching," he added, "I have seen accidents when the pilot was waved off by the tug and attempted to turn back at low speed with the airbrakes open."

"For many years I have been teaching that if the towplane is not climbing normally and the launch is rather slow, you should immediately look out and check it is not because the airbrakes are open. The rudder wagging signal does these days at least help to eliminate the need for the tug to wave off the glider at low altitude."

"With winch launching, the biggest hazard with inadvertently-open airbrakes is a low height launch failure. The pilot has no time to realise anything is wrong and a stall – or a spin – is almost inevitable."



At the last Soaring Society of America convention, Derek suggested to Karl-Friedrich Weber that the problem was both important and simple to put right.

The device being introduced by DG, (seen above) has been named by them a "Piggott-hook" in honour of Derek's contribution to improving safety.

It will be installed in every new DG glider without charge and will be available as a retro-fit on all their models.

While it does not address the problem for gliders taking off with full airbrake, the wing runner or launch marshal should spot this in time.

"This is a major step forward in making glider safer for everyone," Derek said, "and I am proud to be associated with it."

Lottery results

Winners of the September draw were:

T Salter (first prize) £60.75
Runners-up

JH Stanley	£12.15
R H Dixon	£12.15
S Lynn	£12.15
CJ Palmer	£12.15
K S Davis	£12.15

Winners of the October draw were:

AB Stokes (first prize) £59.25
Runners-up

L McKelvie	£11.85
P Gray	£11.85
VC Carr	£11.85
JE Bowman	£11.85
GH Chamberlain	£11.85

How to help the British team

As this S&G goes to press, the Club Class World Gliding Team has raised just over a third of the £30,000 needed to help Pete Masson, Richard Hood and Afandi Darlington compete in Australia in January 2001. Backers include: the BGA, the South Australian government, David Innes on behalf of Joint Aviation, Gary Bridgewater, Terry Slater, Nexus Management; and the *white planes* picture co. The team website – www.glidingteam.co.uk – will be updated regularly over the next three months and during the comp. Visit it to find out more about sponsorship opportunities, or call Marilyn Hood on 01400 281648.

Claim a BGA trophy

NOW IS the time to submit details of any flights you wish to be considered for a BGA trophy (awarded at the BGA dinner):

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

All flights must originate in the UK in the calendar year. All speeds/distances are handicapped. Declarations NOT required, flights must be verified by logger or camera and barograph, landout certificate or Official Observer. All FAI badges, records, national ladder and competition flights are automatically considered.

Claims should be submitted by January 7 to Paul Crabb, 3 Salford Close, Welford, Northants, NN6 6JJ

Email paulcrabb@dial.pipex.com

In brief

A fully-updated version of the Sporting Code Section 3, incorporating the amendments which took effect on October 1, is available at www.fai.org/sporting_code/sc3.html or via a link on the BGA site, www.gliding.co.uk

The following teams have been voted for:

2001 World Championships: 1, J Wills; 2, A Davis; 3, S Jones; 4, D Watt; 5, A Kay; 6, M Young; 7, P Harvey; 8, R Cheetham; 9, E Johnston; 10, M Wells; 11, B Spreckley; 12, P Jones; 13, T Scott; 14, G McAndrew; 15, D Allison; 16, P Sheard

2001 18-Metre World Championships: 1, S Jones; 2, D Watt; 3, A Kay; 4, M Wells; 5, K Nicolson; 6, L Wells; 7, B Marsh; 8, A Hall; 9, H Jones; 10, P Coward.

Eta (see last issue, p30) has successfully flown an end-of-season 500km in Germany – under a 2,600ft cloudbase...

The FAI's new president is Wolfgang Weinreich, President of the Deutscher Aero Club and of Europe Airports. Mr Weinreich, a keen glider pilot, has already met the International Olympic Committee chairman, Juan Antonio Samaranch. The FAI Conference in September also changed the FAI's management structure, replacing a 60-strong Council with an Executive Board of seven voting members, better placed to take well-considered decisions in a fast-moving business and media environment.

Following a constructive meeting with the BGA's underwriters, the final details of the BGA's back-up instructors' insurance policy are being finalised. In the meantime, the policy has been renewed and remains valid. More information in the next S&G.

Mike Bird's book, *The Platypus Papers*, has won the Lincoln Award, to be presented at the Soaring Society of America Convention next year. The prize is given annually for the best writing in English on gliding.

Radio users should note that changes to radio licensing mean that Aeronautical Ground Station (AGS) Glider licences (for ground-to-air communication) have been replaced by AGS General Aviation licences (still £25 pa) while Glider Air Station licences are replaced by Aircraft Band C licences (£20). If you have any queries call the Radiocommunications Agency on 0207 211 0223 or email AMS@ra.gtnet.gov.uk

The BWPA's revised *A Career in Aviation* costs £5 from BWPA, Brooklands Museum, Brooklands Rd, Weybridge KT13 0QN.

Farnborough-Aircraft.com has taken orders from UK buyers for the first two production aircraft of the Farnborough F1.

BGA AGM, Conference and Dinner 2001

*Eastwood Hall Conference Centre, Nottingham
Saturday 17 February*

It Gets Even Better!

The 2001 BGA Conference and Dinner promises to be the best yet! The programme is presently being put together for the Conference, but based on past years experience, get your tickets now for the Dinner, as they will sell out! (there is a limit of 250 this year).

Year 2001 Conference

The Conference will start about 9:30am, with a full day of informative and entertaining lectures, exhibition, and glider display. During the afternoon there will be the BGA AGM, and also time to spend looking around the exhibition stands. As usual, the Conference is **FREE**.

Conference Centre Includes Leisure Facilities

This year we are moving to the Eastwood Hall Conference Centre. The facilities are excellent, and being a conference centre, the BGA will have exclusive use for the week-end.

The accomodation and facilities are of a hotel standard, and the price has been held at the same price as the last 2 years - £30 per person B&B (based on two sharing). There are also leisure facilities, including swimming pool and Jacuzzi. For more information on the venue, check their web pages: www.cceonline.co.uk/Pages/eastwood.html. For accomodation bookings, please contact Eastwood Hall directly - Tel: 01773 532532, Fax: 01773 532533.

Book Early to Avoid Disappointment

Lunch will be available at £12 for a hot and cold buffet, or £4.50 for rolls/sandwiches (pre-bookings required). Dinner in the evening is also strictly by ticket only. The cost is £22 per person. For more information and to book your tickets for 2001, call Claire at home (01280 705741), or on her mobile (07887 548913), or email: claire@gliderpilot.net

What They Said About Last Year...

"I found the day extremely interesting, with a well balanced programme for the day. I particularly liked the chance to visit the exhibition during the afternoon extended coffee break."

"Well done Claire! Another excellent conference. I found Richard Nobles presentation on breaking the speed barrier very interesting. I will certainly be there next year!"

BGA 2001 AGM, Dinner



Conference &

Come in, number 175

As the importer of the first K-6 into the UK, I read Nan Worrell's article (*An all-time classic*, October-November, p26) with great interest.

Among the small group of us working in Ghana who started the Accra GC in 1957 was a German pilot, Karl-Heinze Tiede, a member of the Hamburg GC. We were both due for home leave in the spring of 1961 and we both wanted to fly the Nationals at Lasham that year.

Karl talked me into buying a K-6 and we each took delivery of one, with trailers, from the Schleicher factory in April 1961. I suggested to Alexander Schleicher that, in view of the publicity he would get in the UK for his product, he might like to allow a substantial discount; he quickly replied that he would not want to upset Slingsby.

We had two weeks' flying at Hamburg. Heinz Huth, the then Standard Class (K-6CR) World Champion, was CFI and was then flying an early version of the K-6E with an all-moving tailplane. Having flown alongside him two or three times during our visit, it was clear that this (rather twitchy, it was said) E version had a far superior glide angle.

The Nationals in 1961 were split into Leagues 1 and 2. Pilots were free to choose which to fly in, the choice being largely based on size of head. I naturally opted for League 1 – after all, I did have a world-beating glider. In spite of some poor flying on my part during nine gruelling competition days, the trusty K-6 (comp no 175) still ended up the leading Standard Class glider. At the end of the comp, there was something of a queue to buy it. As I was impecunious, and just embarking on finding a new job, I let it go to the RAFGSA for about the same price I had paid for it – £1,100 (about £16,000 in today's money). 175 – where are you now?

Gerry Burgess, MARLOW, Bucks

It was with some surprise and no little delight to find the K-6CR 211 featuring in the article by Nan Worrell. The K-6 she mentions with regard to a 500km flight by Tim Macfadyen is no longer at Aston Down. My wife Margaret and I purchased it in December 1998 as we felt the need to progress from club gliders in order to advance our flying. It now flies regularly with Lincolnshire GC at Strubby, near Mablethorpe and has had an airing every month bar two since then.

I did not know of 211's history prior to purchasing it, but it is interesting to read through the ownership list, which includes, in 1963, a Mrs Anne Burns.

As a couple of late starters (59 and 57

respectively) Margaret and I both thoroughly enjoy flying the K6CR, accepting its limitations – penetration and cross-country speed – but finding it thermals well (I most enjoy sitting on top of the stack while some of the glass ships gyrate below). It is a joy to fly, giving one the feeling of just strapping on wings.

To date we have had 203 launches, 46hrs and 159km in it, the longest flight being an undeclared 50km triangle by myself (I'm still waiting for my official 50km for Silver) and 30km by Margaret on a Silver attempt against a strong westerly, achieving Silver height in the process. (Getting away is not easy only five miles from the East Coast.) Neither of us expects to break any records in 211: they all go to the glass ships these days (are wooden records needed?) but we thoroughly enjoy flying it as often as possible. We would both recommend the K6CR to anyone looking for a general-purpose fun glider with the ability to fly away.

Alan Childs, GRAINTHORPE, Lincolnshire



Oshkosh unknown

It is many years since I was a glider pilot, at the old Bath & Wilts GC, but during a visit to Oshkosh this year my eye was taken by a very neat machine (see picture, above). The main attraction: a pair of small engines with folding props. I know that there are sleek machines with engines which fold inside the fuselage but this did seem a new concept. Unfortunately I could not get any details as there was a constant flow of interested pilots, but the glider appeared to be about the size of an Oly 2 and the fuselage was a simple boom. The cockpit seemed to have plenty of legroom and the usual instruments. Perhaps this may stir the memory of another Oshkosh visitor who may have collected more details?

Pat Ladd, BUNBURY, Wiltshire

From the Arm-Chair Pilot

It seems a long time ago now, but my memory goes back even further than Gillian's, whose appointment as editor in late 1972 (*S&G celebrates its 70th year*, August-

September) happened a little differently from her own account. It was I who was chairman of the committee at the time, not Philip Wills, whom I had succeeded the previous June. But since Gillian was the candidate I was proposing (the Cambridge Club mafia at work, of course) I thought it best to ask the other members of the committee to do the interview, and will have asked Philip to chair it for me.

I would not be recalling this now were it not for the outstanding success of the appointment we made. Long live *S&G*!

Anthony Edwards, The Arm-Chair Pilot, Cambridge GC

Gillian Bryce-Smith adds: It just shows, some of us can't trust our memories. But I well recall Anthony as an excellent chairman who never let the meetings over run and delay our dinner, where I gleaned the best ideas and offers of contributions. Incidentally, Anthony was chairman for three stints adding up to 17 years, so he doesn't deserve to have been overlooked.

One-day comps

The last end-of-comps party before the comp started was in 1987 or 88 at Booker (I was there and have tried hard to forget it). Ralph Jones won. Tell Jack Harrison it is fair. I think Mr Jones would agree? I blame it on the met man!

Mike Young, via email

Au revoir

As some of your readers will by now know, I have recently resigned from the BGA Executive Committee on health grounds. Although I am advised that after a relatively simple operation I will be as good as new, it seems wrong

to continue to serve whilst my attention is more than a little distracted by these matters. It has been a great privilege to have served the gliding movement on the Executive and I am most grateful for all the support I have received in two elections. Very many thanks to everyone who voted for me.

Richard Yerburch, WARMINSTER, Wilts

BC SIFT BC (E)

With great trepidation, may I suggest the above as a contender for the pre take off check sequence?

This heretical thought first insinuated itself when I was trying to analyse why I had attempted to take off with airbrakes unlocked, luckily during training with an instructor behind who pointed it out.

It wasn't that I didn't know the checklist. It seems to me that there is an almost overwhelming psychological pressure to think of the closing of the canopy as a final action, and hence to 'forget' the next stage.

It's rather like coming to the end of a job, putting the tools in the box, and closing ➤

➤ the lid, and it's finished, or perhaps like closing a cupboard or house door.

So that's the reasoning for the BC at the end; what about the one at the beginning? Well, it isn't usually easy to install the ballast, if needed, with the pilot in the seat, and if there is no one nearby you are going to have to get out and fetch the ballast. So the check could start with the pilot outside the glider. Ballast is checked and adjusted if needed. Then with the pilot still outside it is possible to both move the controls and watch the control surfaces and check that correct movement does occur.

Also, particularly in respect of aileron and elevator, if the controls are moved to and fro fairly briskly, by feeling and watching the controls one can gain some indication as to whether or not the connections are positive (not to replace the positive control checks during DI and before first flight of the day).

After getting into the cockpit the 'full and free' checks are performed (so it's really BCC) and the rest of the check is done.

Roger Millins, WELWYN, Hertfordshire

Aptitude

When we take on new club members it is usually taken for granted that we can train them to be safe glider pilots, no matter how stupid, ham-fisted or inept they might be. In general this is true, so long as they have great perseverance and a deep pocket. Indeed, I class myself as a peasant because, at a time when most pupils were sent solo after about 20 wire launches, it took me more than 40. When I played cricket, thanks to good coaching, I could make beautiful strokes. If only I could have brought the bat into contact with the ball...

I'm not suggesting for one moment that we should give prospective members aptitude tests, but I would like to suggest how to we could help those who share my timing and co-ordination afflictions. Attaining these physical skills is mostly done by practice, but where a problem often arises is when type conversions come along. Very seldom does a club two-seater have closely-matched characteristics to the single-seater and the most critical part of the flight can be the take-off, when the pilot has had no practice at all. Keep them on the two-seater and they become type-bound.

I think that in this respect a computer flight simulator can help. It would, of course, be inordinately expensive to get a machine and programme to accurately simulate each glider, but what can be done is to give people a whole range of simulated gliders which are different, and give the trainee a great deal of practice in aerotowing on them. The landing flare and hold off also lend themselves well to this. Quite late in life, I taught myself to fly ambidextrously by the simulator. Programmes are available with which you can design and build your own aircraft and edit their performance and handling qualities.

I once "built" a K-6E which on landing just

bounced and bounced. I never did get it down in one piece, but it didn't half improve my hold offs.

John Kenny, WROXALL, Isle of Wight

New MSI Rating?

The people who have felt obliged to respond to Graham Morris's article (*How Good Are Your Instructors?* June-July, p22) have largely overlooked two salient points. Firstly, Graham has simply appraised us of his findings. Secondly, the facts were presented in the context of the question: is it safe or even desirable to have our pupils taught by instructors who, for whatever reason, would find themselves on or close to the left baseline on Graham's graph?

One reply (*There's more to it than flying*, October-November, p9) may have hit on a solution. The logical extension of this argument is, of course, that the Most Senior Instructors will do their duties, drawing on their vast experience, whilst settled securely in their deckchairs at the launchpoint. Two-seaters and students are thus removed from the risk of being taken into the air by rusty pilots. Now how can we devise a scheme to quickly and safely progress instructors who have lost interest in gliding to the hallowed ranks of "MSI"?

Kevin Houlihan CO WICKLOW, Ireland

Clearly my article has been successful in its stated aim of stimulating debate. In the interests of brevity I will just add that there still seems to be extreme concern for instructors' problems with a virtual disregard for pupils' problems. I also find what has not been said very illuminating. No one has stated that the current renewal requirements are sufficient; challenged the premise that if instructors fly more they might well improve or suggested an alternative to more flying for improving handling skills.

Graham Morris, Bristol

Quantum mechanics for pilots

Many a Dutch eyebrow shot sky high when Mr Morris' article was read. It would be interesting to know what his definition of a good instructor is. Heisenberg's Uncertainty Principle is not only valid in quantum mechanics, but with a little adjustment it also applies to the visit of an examiner to a club: measurement of a particle under observation interacts with the particles used in the measurement. That is, the presence and behaviour of an examiner influences the behaviour of the victim. For many years now in The Netherlands examinations of instructors are always carried out by two examiners to minimise this effect and filter out personal opinions: we find it is a great improvement.

Bruno Zijp, WEESP, The Netherlands

Landings, not hours

A browse through the latest accident statistics, which again reveal a huge number of avoidable landing accidents, has prompted

me to contribute a personal point of view to the excitement caused by Graham Morris' article on instructors and solo flying.

To renew my CAA-issued UK SLMC Instructor Rating, I am obliged to be tested by a CAA examiner every 25 months. In any case, I am also expected to fly a minimum number of hours to renew my JAR PPL as well as my UK SLMC rating, and have a one-hour check flight every two years. There is no requirement for any of the flying to be solo. While I do not support the CAA's approach to PPL currency, I guess numbers of landings are difficult to verify, but hours are usually tachometer recorded and logged. So for the good old CAA, hours it is.

In gliding, to renew an instructor rating we insist on a number of solo hours and a five-year rolling programme of refresher training with a bit of testing (usually by the club CFI). Oddly, there is no requirement to carry out a minimum amount of *ab initio* instruction. Gliding hours are difficult to verify, often rounded up or down and frequently ignored by those with overflowing logbooks – but all clubs have to maintain accurate launching logsheets.

So I guess we have to ask ourselves which is the best method to achieve the aim of good-quality and reasonably-standardised instruction flown safely? Knowing an instructor has flown a couple of five-hour flights during the year may give some CFIs a warm glow, but my guess is that a fair but testing checking session to a known syllabus covering briefing, instruction and handling is far more appropriate and useful to the customer – the innocent and all-too-often frustrated student.

In my view, when it comes down to flying practice, asking any glider pilot regardless of whether he instructs or not, to have carried out a minimum number of LAUNCHES (and therefore LANDINGS) per year is probably more appropriate and useful to the pilot than getting tangled up with hours. I'm certainly not brave enough to put my head above the parapet to suggest what that minimum should be – there appear to be far too many expert snipers out there!

Pete Stratten, BRACKLEY, Northants

Diving towards the ground

I was interested to see David Urpeth's article (*Salutary Soaring*, August-September, p60) relating to novices' seeming eagerness to dive towards the ground as I myself needed rescuing from my own fate some 25 years ago as a new gliding pupil, and can understand how it can happen.

I had joined the East Sussex club at Ringmer when all it owned was a single K-2 and an ex-barrage balloon winch. Launches were with a very secondhand cable and to say cable breaks were not infrequent may be understating the expectation of reaching full height; about 1,200ft on a good day.

Being new and eager to learn I had read and re-read everything I could do with learning to glide, mostly the wise words of

Derek Piggott. However, these did make great play about recognising the situations which could result in stalls and spins and of course the vital importance of prompt initial recovery action: move the stick forward to lower the nose.

With this indelibly fixed in my mind we gave "all out" and I was handed control of the launch as soon as we had reached a safe height. Approaching the top of the launch the cable broke (or back-released – I'm not sure) before I had the chance to release it. Quick as a flash I lowered the nose as I knew I should, but a little too eagerly with the result of generating some negative *g*. Being a new pupil I was probably more conscious of the sensation, but nevertheless I wrongly interpreted negative *g* as the onset of the dreaded stall I had read so much about: I must promptly lower the nose further. More recovery action led to more negative *g* which required more forward stick... and we reached a vertical dive before the instructor regained control.

He was convinced at the time that we had lost the elevator and was visibly shaken. After I had explained my reaction it took several flights demonstrating stalls and incipient spins before I became confident that the aircraft had stability, was not going to fall out of the sky at a moments lapse of concentration and that negative *g* was not the same as a stall.

What I learned most from that episode was that reading too much can be dangerous if not tempered with demonstration and practice!
Ron Baker, SWANWICK, Hants

Gender imbalance?

I have noticed with surprise that gliding records by women are now described as "feminine" records (for example, in *S&G* and on the BGA website). My understanding is that "feminine" does not mean "female" just as "masculine" does not mean "male".

Whether or not there is a place in the modern world for women to be treated separately I do not know, and like most men I am fairly paranoid about the perils of being politically incorrect.

However, despite having no particular objection to female pilots being described as feminine, I have been taught on instructor courses and elsewhere that we need precise terminology in our sport, so I am mentioning it now. Can we not revert to calling these records "women's records" (which avoids the pitfall of implying that a "female record" has a gender of its own), or to keep the balance instigate some "masculine" ones?

But, then, would each be open to either gender by choice or inclination?

Andy Sanderson, ESSEX & SUFFOLK GC

Take a warm hat to Africa

What a pleasant surprise it was to open the August-September edition to find the excellent article on gliding in Kenya (p34). I am so pleased to see that the Gliding Club of Kenya is still going well and that people from UK are using it for real back to basics gliding during the UK winter. I helped Richard and Angela Pollard re-establish gliding in Kenya at Njoro near Lake Nakuru whilst stationed in Kenya with the RAF Training Team between 1983 and 1985. I also went back in January 1987 to help move the gliding operation from Njoro to Mweiga and managed a few enjoyable flights at Mweiga before returning to UK. Kenya certainly is the ideal place to go for a family holiday: exotic beaches, magnificent game drives and gliding as well. My only additional advice is for UK residents to take a high-quality lined anorak and a woolly hat to wear when flying because it is extremely cold at a cloudbase of 16,000ft in an open cockpit glider, despite flying on the Equator.

Alan Jury, EDITH WESTON, Rutland



Back to the BAC

In response to the photograph on p59 of the August-September issue, I believe that CH Lowe-Wylde is the chap in the suit and I would guess that the person on the far left is Uwen Wanliss, the tug pilot involved in the abortive attempt to cross the channel in the BAC VII in summer 1931.

Colin Harrison, CHALFONT ST GILES, Bucks

A unique glider

The photograph in your August-September issue is of Britain's first two-seater, a BAC VII, designed in 1931 for auto-tow training by CH Lowe-Wylde for the British Aircraft Co Ltd of Maidstone.

Barbara Cartland purchased one with a view to winning the Daily Mail prize described in the last issue of *S&G* (Back to Barbara Cartland, p10). This was the first glider to be aerotowed in England and was used to deliver the first glider mail in a demonstration towed flight from Manston to Reading.

The BAC VII shown here is a replica built by me in my home workshop. The wings and tailplane are modified from a 1935 BAC Drone (the motorised version of the glider) while the fuselage, undercarriage, etc have been made from an original set of blueprints. It is very unusual for any glider to have a fixed two-wheel undercarriage like a powered aircraft.

This replica first flew in 1991, soars well, and is the only one of its type in existence. It is currently for sale.

Michael Maufe, ILKLEY, Yorkshire

Fifties stamps, please

I am a Spanish stamp collector and I have seen in my records that the BGA issued a set of six vignettes, printed in blue and black for Christmas mailings in November 1953. The sailplanes represented in the vignettes were: Olympia, Slingsby Sky, Schweizer 1-23, RJ5, Slingsby T-21 and the FAI Cup. Do you know of anyone in Great Britain who could help me find a set?

Encarnita Novillo, Madrid, Spain

"Sell" the GPL

S&G contains articles from time to time about the problems of recruiting new members into the sport. Our numbers seem to be in decline and our current membership is ageing. I should like to suggest that promoting the status of the Glider Pilot Licence (GPL) might make a difference. Most of my non-flying friends have no notion of the effort required to gain Silver, Gold or Diamond Badges and imply that it sounds rather like the Boy Scouts.

I of course reply that these awards have a very long history but I don't think they are impressed. Their usual first questions are: How long does it take to go solo? How long does it take to get your licence? How much does it cost?

The last page of the licence implies that under certain circumstances, the holder may have the privilege of flying passengers. If this position could be clarified, so that the prospect of gaining a GPL sounds as attractive as a PPL, then I think we might have a very marketable proposition.

Peter Holloway, BRIGHTON, Sussex

Please send letters to: The Editor, Sailplane & Gliding, 6 Salop Close, Shrivenham, Swindon SN6 8EN, UK or to: helen@sandg.dircon.co.uk Mark them "for publication" and remember to include your telephone number and full postal address. The deadline for the next issue is December 12. To give as many people as possible the chance to have their say, please try to keep your letter as concise as you can. Thank you

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Latest flight test programmes

Glider developments in Germany don't stop for the winter...

THE REAL benefits of winglets; spinning the K-21 with tail ballast; how much the wings bend on an ASH-25; the effects of flap settings on airflow, and the structure of thermals – all these are currently being studied this winter following this summer's testing at the IDAflieg meeting in Stuttgart.

In the experiments by university students, supported by the Germany centre for aeronautical and space research and glider manufacturers, a wide range of technical

studies were undertaken. Winglets were fitted to four gliders, among them a Club Libelle and Discus 2b, to try to quantify the effects they have. Although the actual results will not be released until January, the pilots' subjective reports are that the gliders had clearly improved stability when thermalling, as well as an improved roll rate, and there was a significantly reduced risk of dropping a wing on aerotow.

Good progress was made in the spin-testing of a K-21 with tail ballast and it is thought that enough work has now been done to calculate a table that gives the correct ballast, depending on take-off weight and C of G position, to bring the glider to a safe configuration for spin training.

To discover the wing-bending and torsion forces in flight on an ASH-25, a so-called 'Eiffel Tower' was mounted on its fuselage by the Aachen Akaflieg, which used a laser to take measurements of the wing's movement. This Akaflieg, together with the Aachen University Institute for Aeronautics, also took measurements of the airbrake lever operating forces in different gliders at different speeds.

Another idea the teams wanted to test was the aerodynamicists' theories about wing profile and flap settings. To this end a



Performance of winglets fitted to Discus 2 was tested

LAK-17a was fitted with a cradle to measure the airflow behind the wing in various different configurations.

The fascinating question of just what goes on inside a thermal was researched further using a Janus with two big probes, which look like machine-guns, in front of its wings to take measurements and try to unravel the structure and internals of thermals.

Two new tugs were also put through their paces, the Korff/Limbach G109b Turbo motorglider and the Austrian four-seater DA-40 Diamond Star. Both are said to have performed satisfactorily. **Jochen Ewald**



'Eiffel Tower' laser measures wing-bending on ASH-25

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An insignificant sport? How to change minds

"GLIDING is not an internationally significant sport."

That was the UK Sports Council's reason, in 1997, for rejecting the BGA's application for Lottery revenue funding under the World Class Performance Plan. At that time, there was no redress, nor was any challenge allowed.

Other sports like shooting, sailing, canoeing, bob-sleigh, trampolining and water skiing all got revenue funding. Gliding missed out. Three years later, in the immediate post-event assessment at the Sydney 2000 Olympics, medals were evaluated in terms of their respective Lottery Funds investment.

Meanwhile, British gliding has also had a highly successful run in international competitions – yet the young British team (right) selected for the World Club Class Gliding Championships in Australia will either have to pay its own shipping, travel and competition entry costs or miss out altogether.

Complaining will not get British gliding anywhere; a constructive approach is essential. For gliding to be eligible for Lottery revenue funding, UK Sport still requires three criteria to be met:

1. a large number of nations competing at international level
2. established success at international competitions
3. public perception as a popular sport.

World gliding championships usually attract 24 to 28 competing nations. As a comparison, at the Sydney Olympics some 200 nations were represented and athletics attracted entries from about 180 nations. Although gliding might become popular in more countries than at present, its popularity is unlikely to reach the level of track and field events since many nations are unable

to glide in their own countries.

In the last two seasons, Britain's strong international position has been further reinforced. Steve Jones became European Champion in 2000 and in 1999 the British team swept the board in the Standard Class at the European Women's Championships.

The final criterion is the most difficult to meet. The key to competing successfully on the world gliding stage lies not only in flying skills but also in effective communications and public relations. Much has already been done but Ian Godfrey's new Marketing and



The team for the Club Class Worlds: seeking sponsors

Communications Committee faces a major challenge. The BGA has to raise public awareness of gliding if Lottery revenue funding is to be accessed in the future.

Following discussion at the chairmen's conferences, the BGA's Sports Development Plan outlines strategies for British gliding, both at club level and at international competitions. The Plan, an important document, is necessary to persuade Government and UK Sport to look more favourably upon gliding for funding of our international coaching and competition activities.

Roger Coote, BGA Development Officer

Ladder's end-of-season lift

WITH some submissions still to come in, these are the provisional final scores for the 1999/2000 National Ladders. Thank goodness for August (and September) which turned a really bad season into an average one. Mike Young from Cambridge stands well ahead of the rest on the Open Ladder with four excellent flights, three of them scoring over 3000 points each. Where does he find the weather? First submissions for the 2000/2001 season, please, by the end of March 2001.

John Bridge, National Ladder Steward

OPEN LADDER

Pilot	Club	Score	Flights
1 Mike Young	Cambridge	12269	4
2 John White	Booker	9262	4
3 Phil Jeffery	Cambridge	9235	4
4 John Bridge	Cambridge	8969	4

WEEKEND LADDER

Pilot	Club	Score	Flights
1 John Bridge	Cambridge	6409	4

2 Dave Caunt	Booker	6312	4
3 Adrian Hutton	4 Counties	6055	4
4 Tim Macfadyen	Bristol & Glos	5811	4

JUNIOR LADDER

Pilot	Club	Score	Flights
1 Matthew Cook	Norfolk	6377	3
2 Jonathan Meyer	Bristol & Glos	4165	4
3 M. Pellican	Aquila	3823	4
4 James Clark	Cambridge	3412	4

BGA courses for next year

Title Dates Incl Venue Places

Instructors Course, £250

IC1	9-11 Mar	Bicester	8
IC2	17-25 Mar	Bicester	8
IC3	31 Mar-8 Apr	Bicester	6
IC4	14-22 Apr	Bicester	6
IC5	12-20 May	Bicester	6
IC6	26 May-3 Jun	Bicester	6
IC7	1-9 Sep	Bicester	6
IC8	15-23 Sep	Bicester	8

Full Cat Preparation Course, £95

FC1	26 Feb-2 Mar	Bicester	6
FC2	4-8 Jun	Bicester	6
FC3	1-5 Oct	Bicester	6

7-Day Soaring Courses at Bicester, £115

SC7	18-24 Jun	Bicester	10
SC9	2-8 Jul	Bicester	10

5-Day Soaring Courses at Bicester, £95

SC8	25-29 Jun	Bicester	10
SC10	9-13 Jul	Bicester	10
SC11	16-20 Jul	Bicester	10
SC12	23-27 Jul	Bicester	10
SC15	13-17 Aug	Bicester	10

Soaring Courses at other venues, £95

SC1	23-27 Apr	Unknown	6
SC2	30 Apr-4 May	Unknown	6
SC3	7-11 May	Shelbourne	6
SC4	21-25 May	York	6
SC5	28 May-1 Jun	Bidford	6
SC6	4-8 Jun	Bath, Wilts & ND	6
SC13	30 Jul-3 Aug	Shenington	6
SC17	10-14 Sep	Midland	6

Young Pilots Soaring Course, £24.00

YPSC16	20-24 Aug	Bicester	10
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Basic Instructor Courses, £100

BI1	23-27 Apr	Bicester	5
BI2	30 Apr-4 May	Bicester	5
BI3	7-11 May	Bicester	5
BI4	21-25 May	Bicester	5
BI5	10-14 Sep	Bicester	5

Completion Courses, £30

CC1	3-4 Feb	Bicester	6
CC2	10-11 Feb	Bicester	6
CC3	3-4 Nov	Bicester	6
CC4	17-18 Nov	Bicester	6

Instructor Refresher Course, £30

IR1	28-29 Apr	Bicester	4
IR2	5-6 May	Bicester	4

Motorglider Instructor Course, £125

MG1	9-13 Jul	Bicester	Unknown
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CFI Weekends, no charge

CFI1	30 Jun-1 Jul	Bicester	Unlimited
CFI2	21-22 Jul	Bicester	Unlimited

Wave Soaring Course, £130

Wc1	7-13 Oct	Aboyne	8
Wc2	14-20 Oct	Aboyne	8
Wc3	21-27 Oct	Unknown	8

Junior Competition Training Course

10-16 Jun. Contact Andy Perkins for details/booking: 07801 289123

Call the BGA on 0116 253 1051 for course bookings

Ensure your glider is airworthy

AS NO DOUBT those of you who were at the 15-Metre Nationals at Lasham will know, writes *BGA Chief Technical Officer Jim Hammerton (right)*, it is part of my job to carry out airworthiness audits of all BGA-certified aircraft. The two main reasons are as follows;

1. As an audit of BGA Inspectors' work.
2. To assess the general airworthiness of the BGA fleet and reporting to the BGA executive and the CAA.

Auditing club aircraft is straightforward because of our technical officer structure, and as most gliders are stored in a hangar they are readily available.

Privately-owned aircraft are a different matter. I believe it is right and proper to have the owner or his/her representative present.

I apologise in advance if I pounce on you when you have just landed and are still with your glider. This is the best time to carry out random audit inspections with minimum inconvenience to your flying enjoyment.

I have two issues to raise with private owners arising from the snapshot inspections I have made so far:

1. Display of BGA number. Most of the aircraft do not have the BGA number displayed on the fin or fuselage; this is a requirement in addition to your competition or tri-graph registration mark.

The BGA number should be displayed on a vertical surface in a contrasting colour ideally 25mm (1in) high letters on at least one side of the aircraft.

2. Display of BGA C of A ticket. Again, most of the aircraft do not have a valid C of A or 30-day ticket inside the aircraft. This is a requirement because it proves the C of A is valid. Your inspector will attach a 30-day ticket on completing the inspection while the C of A renewal is being processed, and a sticker is returned with the renewed C of A to replace the 30-day ticket in your aircraft. Please do so as soon as you can.



GLIDER trailers – a valuable investment, a necessary evil or encumbrance – whatever your view, for the vast majority of gliders the trailer is its main home. You may now be consigning your glider to its winter hibernation. Consider the environment you intend to store it in. This does directly affect the airworthiness of the aircraft, whether made of wood, metal or composite materials.

Damp or leaking trailers encourage many forms of fungal attack or corrosion, some with fancy long names like *Coniophora cerebella* (Wet Rot) and *Merulius lacrymans* (Dry Rot). These and their many cousins would love to make a meal of your cherished glider given half a chance.

Obviously, gliders constructed from natural materials are more at risk and these are the very candidates with older trailers. On the other hand, metal and composite gliders are not immune. Most metal – be it steel or aluminium – will corrode, given the right conditions, a scratch in the paint or coating, and a dissimilar unprotected joint will try its best to revert to its natural state. Composite structures are mostly hydroscopic and will absorb water. When the temperature falls below freezing and the water expands, damaged or weakened structure is the result.

The main storage problems are, firstly, ingress of water; second, drainage; and thirdly, but by no means last, ventilation.

Water Entry: A leaking roof, sides or floor

can let water in. Check with a garden hose and spray attachment. Fix any leak. Remember the point where water appears inside may be some distance from the external entry point – so check those seams.

Drainage: If water gets in (through an open door, a wet glider or dripping from a ballast tank), make sure it can drain away.

Ventilation: A little water inside can easily turn into water vapour on a nice warm autumn day. These sweat boxes are ideal conditions for fungi or corrosion. Make sure you have adequate functioning ventilation.

Maintenance: All the mechanical items on your trailer require maintenance. Maybe just a clean and operational check, or a full service. This includes couplings, wheels, brakes, tyres, lights and electrics, stowage and fittings. Trailer manufacturers publish some very good guides. Why not use one of their maintenance schedules, amended if necessary? After all, it is in your best interest to make sure your trailer is fully serviceable/legal all year. Try landing out in January – and it takes your volunteer crew two hours to fix the lights or free a seized coupling. If you don't replace a worn tyre for £35 you are putting at risk a glider worth, say, upwards of £50,000.

Image: Consider, as well, the image you create. The public normally see us in the air, and marvel at "how does it stay up without an engine?" or "Look at that – fantastic". Next thing they see is a scruffy, once-white-turning-green trailer crawling along with a wonky wheel, no lights, held together with duct tape. Which image do you think sticks? The last one. Not all trailers can be brand new, but they can all be looked after, and given the best possible maintenance at low cost ensuring safety on the road and in the air. Make your trailer the best advert possible for gliding, representing the dedicated, highly-skilled body of people who make up our Association.

A ton at Inter-Club

SEVEN enthusiastic leagues – including, for the first time in a decade, one from Yorkshire – converged on Hus Bos for the Inter-Club League Final, writes *Mike Jefferyes*.

Taking part were Southdown GC (South-Eastern League), Yorkshire GC (Yorkshire), Midland GC (Rockpolishers), Oxford GC (Midland), Bath, Wilts & North Dorset GC (Southern), Essex & Suffolk (East Anglian) and The Soaring Centre (Eastern). Sunday, the only contest day, was well anticipated by Paul Crabb who then showed us how to fly. I believe his 104km/h was only the third "ton" at a final. Thanks to The Soaring Centre for making us so welcome and congratulations on winning all three classes. *Left to right:* Richard Large, Tom Burton, Rolf Tietema and Paul Crabb (all Hus Bos) and Mike Jefferyes



A pair of socks, or...

... something you really want for Christmas. We suggest you leave S&G lying around the house open at these two pages

The Soaring Pilot's Manual
by Ken Stewart
Airlife Publishing
BGA shop, 0116 253 1051
£22.00 inc UK p&p



This book, which follows on from *The Glider Pilot's Manual*, aims to introduce pilots who have mastered the basic skills to the joy and frustration of soaring. It seeks to provide a complete guide to all forms of lift and how to exploit them. The focus is on normal British conditions – thermic cross-country – but ridge, wave and sea-breeze front soaring are also well covered. The format is theory followed by practical application: the former is clearly and simply explained; the latter is down-to-earth and useful. For what is basically a textbook, it's surprisingly readable. The 380 pages contain an impressive amount of information about soaring techniques; none of it revolutionary, but well organised and comprehensive. The book is structured into three progressive sections, the first dealing with basic soaring, the second with cross-country flying, and the third, a guide to personal improvement and development. Scattered through the text are short stories, which add human and narrative interest. The writing is lucid; simple and precise, but relaxed enough for the odd humorous aside. There are plenty of diagrams which are generally well constructed and a good aid to understanding. It's invaluable to new soaring pilots, saving years of trial and error. Also useful for completing or refreshing the knowledge of pilots up to Gold/first comp standard. Now all that's needed is decent weather...

Jessica Pennant



by Michael Bird
BGA shop,
0116 253 1051
£23.45 inc UK p&p

"Don't read it in bed," says Canadian Tony Burton in *Free Flight*. "you'll lose sleep and your laughter will wake the neighbours."



by Helmut Reichmann
BGA shop,
0116 253 1051
£31.50 inc UK p&p

If you don't already have this, prepare for a treat. Cross-Country Soaring is a classic



by Edward Hull
London GC, Tring Rd,
Dunstable LU6 2JP
£9.99 plus £2 UK p&p
(also from BGA shop)

This club history (1930-2000) reveals the roots of their sport to newer pilots and will bring back fond memories for veterans

Ozee Exeat Flying Suit
Ozee Leisure
www.ozee.co.uk
£150.00 inc VAT/UK p&p

Noted as I am at Cairngorm GC (Feshiebridge) for my meticulous attention to my dress, I was nominated to evaluate the one-piece Ozee flying suit. Its outer layer is claimed to be waterproof, windproof and permeable to water vapour from the body (sweaty pilots are tactfully not mentioned). This is lined with a micro insulating layer, quilted onto a nylon inner lining. All this weighs in at 1.5kg.

There are long, double-action zips on the outside leg, from ankle to hip, and with this wide opening I can easily put it on while wearing ski boots. The single front zip up the chest is also double action, opening from the top or bottom, enabling access for a very important male function on long flights. I'm 'tall, slim and fit' and the suit fitted well, with adequate arm-length, often a problem for me. The elasticated wrist-cuffs seal well, as do the ankles. There are two chest pockets and two trouser-type hip pockets. All have protective covers over the zips. The double action leg zips allow access to the pockets of trousers worn under the suit. Unfortunately, all the pockets are inaccessible when you are wearing a parachute and strapped into a seat.

I first tried it on a cold, windy, showery October morning while wearing shorts and T-shirt underneath. I was blown on by a chill south-westerly and rained on from time to time, to my complete indifference; I was warm and snug. Initial jests (you can guess!) from fellow club members slowly turned to envious looks. Furthermore my bare hands didn't get cold due to the excellent arm insulation. In the back of a draughty Bocian I was comfortable and warm, the high collar keeping me snug from the gales whistling through the leaky rear canopy seals. When flying my trusty Skylark 4, I suffer from cold feet due to draughts and here the Ozee suit helped a lot, although the tops of my boots were too low to be covered by the suit's elastic ankle cuffs. The rest of me was comfortably snug without over-heating even when the sun came out. For really cold conditions, more than shorts and T-shirt under the flying suit might be preferable.

Great for T-21 pilots all year round (wear high-ankled boots). Great for skiers in cold conditions. OK for paraglider pilots (just a lack of accessible pockets; wear high-ankled boots). Designed for microlight and hang-glider pilots. Great for airfield posers – beats shivering in tatty jeans and sweat-shirt. For glider pilots – this flying suit will definitely keep you warm, dry and comfortable on the airfield with no gaps for wind to creep in. So, if you are a glider pilot and into ski-ing/snowboarding/microlighting/hang-gliding/paragliding/posing, I can recommend this multi-purpose flying suit for practicality and comfort in cold conditions.

Ray Lambert



Narrow-brimmed soaring hat
www.glidingshop.com
 Price £5.00 inc UK p&p
 (bulk club orders possible)

If you want to get ahead, get a good hat. Keeping a good lookout is pointless if you can't see beyond its brim. This hat's brim is only about 1in at the front, as you can see from the picture where it has been placed under a conventional hat. Made from 100% cotton, it sits unobtrusively on the head so that after a while you forget it's there – and it does exactly what a good hat should. It can even be used to wipe maps clean after flight! The smaller brim means you do need to protect your nose with sunblock, but you can buy some well wacky colours nowadays...



Jed Edyvean

Solaria
[Firebird UK/www.firebirduk.com](http://www.firebirduk.com)
 01404 891685
 Price £99.99 plus £2.99 UK p&p

The Solaria is a neat, solar-powered, audio-only vario from hang-gliding and paragliding which would be useful to those without an audio vario or who want a back-up (no batteries to forget!). Mounted on top of the panel it appeared quite responsive, but not over responsive. It will indicate pull-ups. You can adjust its settings to get the volume and sink thresholds you require, although the steps jump from 1-3m/s and an intermediate setting would be a useful improvement. We tried it in a K-21 and a Mosquito and it worked quite well.



Paul Robinson

The Vintage Gliding Club
www.glidingshop.com
28th International Rally



Tibbenham Norfolk England

July 28th - August 9th 2001

Vintage Glider Club
 28th International Rally
 Owithorpe Productions
 01949 81713
 Price £12.00 +£1.00 p&p

If you want to see some of the world's most beautiful vintage gliders in all their colourful glory this video is for you. The flying scenes are magical, from Graham Saw's peerless aerobatic performance in his 1949 Lunak to a

host of marvellous in-flight shots. It could, perhaps, have done with a little more editing, but that said, it's a super insight into the fascinating, and at times entertaining, world of the Vintage GC. A pleasant way to spend a winter's afternoon should the launchpoint lose its attraction...

Nick Wall



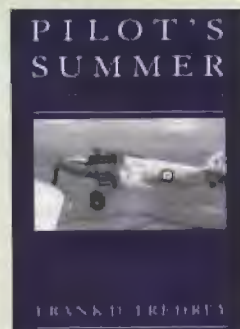
Meteorology and Flight:
 A Pilot's Guide
 Third edition
 Tom Bradbury
 BGA, 0116 253 1051
 Price £17.50 inc UK p&p

Everything you wanted to know about weather and flying condensed into an easily comprehensible classic volume. Plenty of photos and well-drawn diagrams help to explain it all. Tom doesn't just explain the weather – waves to convection, METARs to TAFs – but uses his years of gliding experience to tell you how to fly in it, too.

Pilot's Summer
 Tiger & Tyger/01695 575112
 £15.50 inc UK p&p

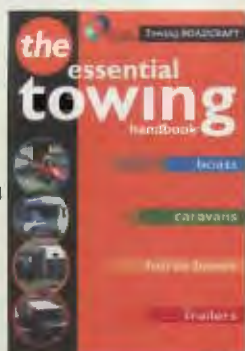
When Frank Tredrey wrote this book in 1935 he was 27 years old. Through its pages you can share his trials and tribulations as he strives to pass the RAF Central Flying School course. The writing is vivid and compelling, carrying the reader into the air in the Avro Tutor to share Tredrey's mistakes, successes and pleasures. But *Pilot's Summer* is more than a flying book. It is also an evocative social history, redolent with the atmosphere of the RAF between the wars. The customs and rituals are brought vividly to life in the multitude of polished vignettes interspersed between the flying passages. Both as a flying diary and as a portrait of RAF life in the 1930s, this book is sheer delight.

John Allison



Essential Towing Handbook
 Philip Coyne
 Good bookshops
 £9.99

You'll never believe there's so much to towing until you read this 196-page book – but it might just help keep you and your trailer on the straight and narrow. A must for syndicates planning to transport their toy.



Subscription
 BGA shop
 0116 253 1051
 £20 inc UK p&p
 US \$43 (airmail)
 US \$33 (surface)

Buy someone you love the next year's issues (or persuade someone to buy them for you)



Gassebner, Prost & Baitinger
 Motorbuch Verlag
 Postfach 103743
 70032 Stuttgart

The ultimate coffee-table book – even if you can't read German, just look at those stunning photos: from Std Libelle to SB 10



Wingspan
 HMV/www.hmv.co.uk
 £9.99

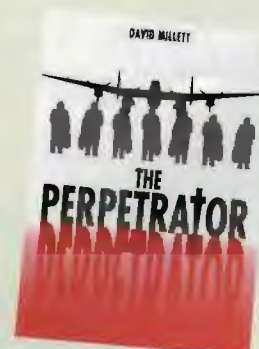
Jazz and gliding – neat. I believe this CD's cover shows an SB-11, and on the rear there's a picture of the Genesis. The music is by a sextet led

by pianist Mulgrew Miller. Of course I had to buy it as a collector's item once I'd seen it, but I struck lucky. It's a great jazz disc: an ideal gift for any jazz-loving, glider-flying person!

Peter Fuller

David Millett
 From: 27 Scoforth Rd,
 Lancaster LA1 4TS
 £13.95 plus £1 UK p&p

A gripping novel. Anyone who has flown in a Lancaster or glider will know at once that the author has "been there" – Eric Boyle





An open and shut case

A BREAK-IN at the Bristol & Glos GC last summer caused one of their pilots to miss his 750km Diploma. The police, for once arriving with inconvenient promptitude, immediately decided the burgled hangar area was a Crime Scene, and nothing was to be moved until they had plodded through the evidence. By the time the cops had finished, a crucial hour had been lost, and so was the Diploma.

Some might think this funny, but I was deeply moved as I read the sad tale late last night, and I soon slipped into a reverie, aided by a dram or two of Glenfiddich, wondering how I might have behaved in similarly stressful circumstances...

At the first glimmerings of what last night's forecast promised to be a super day, a bleary-eyed Plat stumbles into the club office adjoining the tug hangar. Eagerly he switches on the computer and confirms that wonderful prognosis: 12 hours of strong thermals and 6,000ft cloudbases. He gives a little croak of joy: the first ever 1,000-kilometre FAI triangle in the UK is within his grasp! He steps across to the Hewlett-Packard printer – and finds he has trodden in something sticky. What's this? He waddles over to the light switch.

The Unstable Club's only other star long-distance pilot is lying there, stone dead in a pool of blood. The safe door is open; the safe empty. The miscreant has obviously been surprised in the course of his thieving by a visitor even more eager than Plat to get the great forecast as early as possible. The burglar must have swung at his victim with the nearest heavy object that came to hand – the massive Ray Stafford-Allen two-seater trophy, a T-49 Capstan cast in bronze. Then made off with the Club takings for the past month – a derisory amount, but let it pass. Plat has read enough cheap crime fiction to know that rigor mortis has set in. By now the thief is in London or Birmingham. Hot pursuit is out of the question. Detailed police work will be necessary.

"Omigod," he thinks.

Suddenly, footsteps and cheerful voices. Panic! Other members are arriving to seize the day. Frantically Plat drags the stiffening

body behind a desk and pulls a carpet over the stain, then moves swiftly out of the office towards the hangar.

"Hey, Plat, we're just going to the computer for a forecast."

"No need. It's mega. Let's get the tugs and the gliders out to the launchpoint now!"

"Gosh, you're in a tearing hurry this morning!"

"So would you be in my shoes: this is The Day. Hilton Cup here I come, champagne and free launches and beautiful girls and 15-knot lift, fly-fishing and beautiful girls and free gliders..."

"Plat, don't you think an 8.30 take-off is a bit early even for a pilot of your skill and experience, especially with 700lb of water?"

"Don't worry about me, young fella. Wet



distinctive footprints

or dry, I can play these ridges like a violin. I'll get going well before the thermals start."

"I'll give you a call to see how you're getting on."

"Er, don't bother. Radio's been on the blink."

Plat slips the tuggie a larger-than-usual tip to make sure he gets first launch. He then readies himself in the cockpit, presenting to the small crowd a picture of focused self-possession that is totally out of character.

"There he goes, just clearing the boundary fence – and not ground-looping this time either. Amazing how the prospect of being in the *Guinness Book of Records* concentrates the mind, as Dr Johnson nearly said."

"I think it was the prospect of being hanged in a fortnight."

All is quiet.

Then the distant wail of a siren, getting

closer. Over the brow of the slope comes a police car, no, three police cars, bouncing across the lumpy terrain to the launchpoint. Inspectors and other ranks pour out.

The story of how they were called by a hysterical cleaning-woman is briefly told to the stunned members.

"We must apprehend this brute. Very distinctive footprints in the blood, sort of webbed. That must narrow it down. I guess you don't get many web-footed homicidal maniacs here, not even in this club. Where's his getaway vehicle?"

All fingers point at a speck three miles away, low on Ivinghoe Beacon.

"Motive twofold: needed cash to pay for new 31-metre glider, AND didn't mind putting his nearest rival out of the way when he was caught. You told me everyone said he was pretty dangerous?"

"Well yes, but not in that way," says the club chairman thoughtfully.

"What's the glider called, so we can put out a general alert?"

"ETA, it means –"

"Strewth! That's a terrorist organisation. It all fits! Where's he going?"

"He said he was going to do a thousand kilometres –"

Impatiently the detective-inspector spreads out a map of Europe, and with the help of a large pair of compasses draws an arc of a thousand kilometres' radius from Unstable Downs.

"Right, Sergeant Tomkins, I want you to call Interpol and ask them to be ready to intercept this chappie at any airfield on a line from Bilbao through Avignon, Milan, Innsbruck, Prague and Berlin. I'd say we've got the blighter more or less cornered, wouldn't you agree, eh, Sarge?"

Advice to the editors of club newsletters

The biggest hate of editors of mags for small associations is not the printer or even the Club Committee, it is the members who airily promise to write articles but are completely unreliable and out of control. There are no greed or fear buttons for the hapless editor to press.

The difference between an amateur and a professional journalist is not that the latter writes more vividly, more movingly or more wittily. The difference is simply that

the pro (on pain of having to look for other means of feeding his family) sticks to the assigned topic, keeps to a specified number of words, gets people's names right and delivers copy on time. He doesn't get miffed if the editor hacks it about after the cheque is cashed. All this is worth any amount to a harassed editor, be the content as dull as ditchwater. The poor editor doesn't even mind if the writer uses every cliché in the book, for example: "dull as ditchwater," so long as it fits the hole on the page on the due date.

The output of the amateur writer, by contrast, is like Ogden Nash's ketchup: "When first you shake the ketchup bottle, Nothing'll come, then a lot'll."

You spend months on the phone or in the club bar, trying to persuade someone who has done a fantastic flight to write 1,000 words about it. Then, just when you have given up, cowed by threatening letters from the phone company, and the editor's bribe fund (always much too small) having run out of beer-money, a manuscript arrives unannounced with a great thud on the doormat. All in barely-legible longhand, this screed rivals *War and Peace* and *Gone with the Wind* in sheer bulk. Now you just try cutting it down to the size you asked for in the first place. Talk about umbrage!

I could write a Dale Carnegie book in reverse. Instead of *How to make friends and influence people* this would be called *How to lose friends and alienate people*. All you have to do is become the editor of a publication for a small community. Edit a local newspaper, a parish magazine or a club newsletter (any club: golf, croquet, pigeon-breeding, ferret-fancying, the more ingrown the better). It is much safer to edit a national newspaper with screaming headlines deliberately intended to give offence and inflame rage: the editor lives hundreds of miles away, has an ex-directory phone number, nobody knows what he or she looks like and the editorial office isn't like a fortress, it is a fortress. And you have total power over your writers. Bliss.

With a small journal you can give ineradicable offence and inflame apoplectic rage without even knowing it till you get the furious phone call at three in the morning from someone who's been reading the club magazine as a cure for insomnia (usually infallible). He has found that you corrected his miss-spelling of "its". Or you've let someone else write very mildly that the insomniac's carrots at last week's Show were perhaps not quite up to their former wondrous standards of length, thickness and redness, although their flavour is still renowned. The insomniac is now wide awake and writing to the Chairman to get you dismissed from your unpaid post, and more worryingly to his lawyer to have you sued down to your socks.

Get a life. Apply for the editor's chair at the *News of the World*.

Olympian depths

There is still a hankering by glider pilots, or at least by some bigwigs in this great movement of ours, for gliding to be an Olympic sport. When I was last in Sydney (O wondrous town!) I was told that gliding has been on a candidate-list of Olympic events for years but has never quite made it to the top, when some committee selects the cream (or the scum, depending on your point of view) of sports, such as synchronised drowning and Black Belt origami. The one exception would have been in 1940, when sadly the world's finest glider pilots were preoccupied with other things, such as rearranging London's appalling Victorian architecture.

In the days of the Cold War the Olympics were tainted by international politics. The good news now is that



when I was last in Sydney

international politics no longer drives The Games. The bad news is that international money drives them instead, and even more relentlessly. The USA's National Broadcasting Corp had paid so much money for the US rights to The Games this year that the only way back to solvency was to maximise advertising revenue. This in turn meant getting the largest possible female audience. The current belief amongst Madison Avenue ad agencies is that women are three times more susceptible to television commercials than men. This gross slur upon the female sex has gone unchallenged. Where it came from I don't know, but it was not around when I measured television audiences for a living, nor when I published magazines for

women. What is a more concrete fact is that American women spend all the money: they now determine the make of car the family will use (the man is allowed choose the engine size and colour so he feels in charge) and even decide what clothes their husbands aren't going to look silly in, regardless of comfort. Which is as it should be, of course.

But the effect on the content of Olympic television transmissions has been devastating. Just when some obscure Greek – whose ancestors invented the Games in the first place – is about to jump for a world record and an Olympic Gold Medal, the cameras will switch to an interview with a young woman from Indiana who has overcome a traumatic childhood (well it was her boyfriend's niece, actually, but she felt it deeply herself) to achieve 15th place in ballroom dancing or some such. Such switches do not represent clumsiness on the part of NBC, nor misplaced patriotism, but calculated marketing policy.

So the only way gliding is going to get any coverage is to ensure that a glamorous young female team from the USA, preferably each one with a tear-jerking past, takes part, and is allowed to get through to the Finals. Men, especially foreigners, will get coverage only if they crash spectacularly right in front of the cameras. Volunteers for this chore will be handsomely compensated (or their next of kin will be) from a slush fund.

As a consultant to companies tendering for broadcasting rights to the next Games, and a long-time expert in what women want (even if they don't always get it) I am prepared to take commissions from gliding movements around the globe. Brown envelopes stuffed with used fifty-dollar bills or twenty-pound notes will do nicely. No Euros, please.

(You might as well offend all nationalities equally, I suppose? – Ed.)

mdbird@dircon.co.uk

The Platypus Papers: fifty years of pilotless pilotage (hardback, 12"x8.5", 160 pages, 100 cartoons) costs £19.95 plus £3.50 p&p from www.hikoki.dircon.co.uk tel 01964 624223, email hikoki@dircon.co.uk and from the BCA shop (see insert in this issue)

Designed & Built in Britain

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GLIDER WINCHES

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OVER 20 NOW SOLD!

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ANOTHER WINCH JUST DELIVERED TO CHILTERN G.C. (RAF HALTON)

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

Photo: Oliver Ward. Symbols: Jon Hall, HRA

Sailplane & Gliding

	operating days	club members	reciprocal cost	trailer parking	winch launch	aerotow to ridge
East Sussex/Ringmer Contact: see notes, right	3A	M100	RE3	GE3	WE6	AE15
	↓	B&B				
Herefordshire/Shobdon 01531 890807	W/E	M25	RE5	GE0		AE15
	↓	B&B				
Highland/Easterton CFI 01343 860539	W/E	M60	RE/R	GE0	WE5	AE12
	↓	B&B				
Kent/Challock Office am 01233 740274	7S	M150	RE0	GE0	WE5	AE16
	↑	B&B				
Lakes/Walney Sec peter.seddon@telco4u.net	W/E	M50	RE/R	GE/R		AE16
	↓	B&B				
London/Dunstable Office 01582 663419	7A	M400	RE0	GE0	WE5	AE17
	↓	B&B				
Mendip/Halesland CFI 01749 672791	3A	M70	RE/R	GE0	WE4	
	↑	B&B				
Midland/Long Mynd Office 01588 650206	7A	M180	RE5	GEY	WE6	AE18
	↑	B&B				
North Wales/Llantisilio Sec 01978 852556	3A	M35	RE6	GE0	WE5	
	↓	B&B				
Scottish/Portmोक Office 01592 840243	7A	M250	RE7	GE0	WE6	AE17
	↓	B&B				
Shalbourne/Rivar Hill Sec 01635 867885	3A	M100	RE6	GE0	WE5	
	↑	B&B				
Shenington/Edgehill CFI 01295 680008	7A	M150	RE5	GE0	WE5	AE17
	↑	B&B				
South Wales/Usk Sec 01600 713664	W/E	M85	RE0	GE0	WE4	AE15
	↓	B&B				
Southdown/Parham Office am 01903 746706	3A	M200	RE0	GE0	WE4	AE10
	↓	B&B				
Ulster/Bellarena Sec 028 9042 3247	W/E	M50	RE0	GE0		AE13
	↓	B&B				
Vale of Neath/Rhigos Sec 01792 653779	3A	M20	RE/R	GE0	WE4	AE17
	↓	B&B				
Vectis/Bembridge Sec 01983 883884	3S	M35	RE/R			AE14
	↑	B&B				
Yorkshire/Sutton Bank Office 01845 597237	7A	M180	RE7	GE0	WE5	AE19
	↑	B&B				

name of ridge(s)	length in miles	approx direction the ridge faces	wind direction in which the ridge normally works	min wind strength	height above valley (+000ft)	launch method	estimated no. of days per year the ridge works	experience level
South Downs The same ridge as Southdown, but a retrieve is needed. http://members.tripod.co.uk/EastSussexGliding/	50	N	340>030	12	7	A	D	S
Shobdon	2	N	300>020	10	5	A	DDD	P
Wapley	2	N	300>020	10	5	A	DDD	P
Both ridges work also in southerly, and extend to NE and SW. Wave normally needs tow, best Oct to Mar								
Roths Glen	3	W	230>270	12	8	W	DDD	P
Other ridges and wave can often be reached								
North Downs	18	SW	210>250	15	3	W	DD	B
Wye Ridge	5	W	250	15	3	A	DD	S
Weekends and Weds in winter, fun Downs flying and some wave								
Black Combe	3	W	220>320	15	14	A	DD	B
Ireleth	3	W	240>300	15	8	A	DD	B
Numerous Lake District ridges work well in strong west winds								
Dunstable Downs	4	NW	200>360	5	3	W	DD	P
Can jump to Chilterns, but needs a bit of wave/thermal help								
Mendip	15	SW	180>270	10	8	W	DD	B
Weekends plus Thurs: a nice ridge right on the downwind leg								
West Face	4	NW	260>320	10	6	W	DD	B
East Face	2	SW	130>150	20	4	W	D	S
Other ridges with thermal help; and a reasonable chance of wave (note closed most winter Mondays/Tues)								
Llantisilio	3	NW	290>360	10	8	W	?	C
Clwydian Range	12	W	250>290	10	15	W	?	C
A new club, incorporating Vale of Clwyd. Ridges should work well and there are vast areas to explore								
Bishop & Lomond	4	W	180>320	10	12	W	DDD	B
Benarty Hill	2	N	320>400	10	10	W	DD	B
NW and N winds give best ridge and wave; most wave flights transit from the ridge								
No name	10	N	330>150	15	6	W	D	P
No name	5	W	270	15	4	W	D	B
Weekends and Weds. Ridges work best Nov to Jan								
Edgehill	5	NW	300>350	15	3	W	D	B
Works more often in winter without thermal interference, and launches 7/7								
Wentwood	5	NW	240>340	15	9	A	DD	B
Back Ridge	2	NW	250>350	12	3	W	DD	P
Easterlies open up the Black Mts to Hay Bluff and beyond, and wave is possible from ridge transfer points								
South Downs	50	N	340>030	12	7	A	D	P
A 'milk run' 130km O/R can take under an hour. Wave in southerlies								
Benevenagh	8	SW	180>340	5	8	A	DDD	P
Keady & Donalds	10	W	220>320	7	11	A	DDD	S
Great ridges - combine with a few days in the countryside. Wave also possible								
None	4	N	280>080	10	9	W	D	C
Check flight mandatory - an interesting site								
Culver Cliff	1	S	140>220	12	3	A	D	P
Visiting trailers discouraged, but call in if you're nearby.								
West	11	W	230>320	15	6	W	DD	B
South	4	S	180	20	5	W	D	S
Also access to North Ridge at Carlton Bank. Pennine wave can be reached from ridge, and a 7/7 operation								

WHAT THE LETTERS AND SYMBOLS MEAN

On-site facilities (white column)

↑ hill top site	permanent staff	you can stay on site	B&B stay locally (pub/B&B)	cafe on site
↓ hill bottom site	training courses (summer)	caravans/camping	kitchen on site	bar on site

Operating days: W/E normally weekends & Bank Holidays only. Other clubs have a number (the number of days a week) and letter (A for all year round; S for summer only). Thus 7A is 7 days out of 7 all year; 7S is 7 out of 7 in summer only (check which months with the club - it will vary); 4S is 4 days a week in summer. Winter variations are usually given in the notes.

Club size/charges (rounded to nearest £): M followed by the approx number of members. RE is the reciprocal membership charge to visiting members of BGA clubs (RCR is 'whatever your own club would charge us'). GE is the daily charge for visitor trailer parking. WE or AE is the typical cost of a winch launch or aerotow to reach the nearest ridge. NOT for a 2,000ft tow.

Details of ridges (right hand column):

Ridge name, length (statute miles) and direction it primarily faces, rounded to the nearest 45° Range of wind directions in which the ridge works, shown clockwise to the nearest 10°

Minimum wind strength (knots) for it to work (it will normally require greater strength for the full range of wind directions to give good lift)

Its average height above the surrounding area in hundreds of feet (3 = 300ft; 16 = 1,600ft)

Usual launch method (W = Winch; A = Aerotow) to reach it (and land back if it's not working)

The club's estimate of the typical number of days per year (out of 365) that their ridge works:

D, up to 40; DD, 40-100; DDD, over 100. Many work better in winter, free of thermal interference

Pilot experience usually required to fly your own glider solo: P, post-solo; B, Bronze (normally with Cross-Country Endorsement); S, Silver; C, at CFI's or Duty Instructor's discretion.

These are only guidelines; if you were not brought up at a ridge site and you're new to this one, you'll learn an enormous amount from a check flight, so take one.

Unlisted clubs: Other clubs have ridge access which may require retrieves. Lasham and the South London/Surrey Hills club both have access to the South Downs but a retrieve is needed (sometimes arranged for Lasham pilots from Southdown GC). Booker pilots fly the Chilterns along with London GC. Bath, Wilts & North Dorset pilots can join Bannerdown on the Westbury ridge. Cotswold GC pilots can fly on the ridges also used by Bristol & Glos.

S&G's thanks to everyone who filled in the questionnaires on which this listing is based

How to exploit slopes

GIVEN a wind, a good imagination and reasonable flying skills, taking to the hills is not such a bad idea. To the flatlander, flying just above the backs of the hill sheep can seem a bit daunting, but hill soaring can be lot of fun.

The basics are very simple: when the wind meets a hill it can't go around, it has to go up; if it goes up faster than you're going down, you climb. The area of best lift moves out from the hill, as you climb, at an angle of approximately 45° from the middle of the steepest slope.

To stay in the lift you fly parallel to the hill heading slightly out from the hill. All turns are made out from the hill: this stops you being blown over the hill into the curlover effect, which can deposit you firmly on the ground in seconds.

Rules of the air have to be observed but are modified slightly; in the UK when hill soaring you can go left or right of the other glider to overtake.

The head-on situation is more difficult since with the hill on your right and you meet someone head on, you can't turn right so they have to – provided they have seen you!

When you have to go round a blind corner below hill-top height, you cannot be sure that someone is not coming round the



Experienced hill site pilot Bob Pettifer offers tips to pilots new to ridges

Paul Gamham

other way – and there are no white lines to keep you in the right lane. You have two options: fly out from the hill before you get to the corner and have a look round it, or turn back the way you have come and climb above hill-top height. If you can't do either, then should you be there?

You have to treat hills with respect. To fly in them successfully requires you to turn accurately near the ground. There is nothing quite so frightening as, when you are starting to turn away from a hill, the glider's nose immediately points towards it.

You have to be able to fly accurately without using too much of available brain-power, because when the traffic level is high you will be too busy LOOKING OUT, positioning yourself, LOOKING OUT, watching the weather, LOOKING OUT... and so on.

You also need imagination to predict where the lift will be and where other aircraft are going to be so you don't fly into an aerial cul-de-sac.

Hill sites fall into two distinct types: hill top, and bottom of the hill.

Hill top sites

Generally these ridges are flown in stronger winds so that the lift takes you high enough to be able to fly a minimum circuit for a safe landing. It is not recommended to ignore the minima – or an unscheduled landing at the bottom of the hill into strange, sloping fields may be the order of the day. The curlover behind the hill will complicate the landing, and in some cases winds can reverse in direction in the lee of the hill. You will be mostly flying above hill-top height, so overtaking on the hill side is possible but you may be squeezed into the curlover if the pilot ahead (unaware of you) moves in.

Bottom of hill sites

The first problem is that you have to get to the hill first to be able to soar it; generally, this means going downwind to it. Listen to the locals (once you get used to the accent it's not so difficult). There will be rules of thumb which identify when to abort the attempt, to get you back safely to the site.

You will usually have to climb up from

Always have an idea at which point you will leave the ridge in the event of failing to soar successfully - hill sites often have local 'rules' for local ridges

Never rely on soaring a gentle slope low down as the lift will be almost zero and your escape route uncertain

If you take a thermal off the ridge, fly figure of eight turns to stay upwind until you are about 500ft above the ridge and then circle normally, opening the turns when facing the wind and tightening downwind. Monitor your speed! Remember – many pilots have lost their lives attempting to circle below ridge-top height

Only approach the ridge tangentially. Avoid flying directly at the hill and having to turn at the last moment – if you have misjudged the manoeuvre you will have to suddenly tighten the turn with all the risks that involves

The glider with the ridge on its left moves to the right in a head on situation

Overtaking takes place upwind

Speed/proximity to the slope should be adjusted for turbulence and reliability of lift: your glider must always be lively (ie, responsive)

Always have a plan in the event of being drifted or dropped into sink behind the ridge and stay situationally aware to avoid the problem

At ridge-top sites beware of circuit traffic conflicting with soaring traffic – circuit traffic tends to be preoccupied with imminent landing

The glider with the ridge on its right has priority

If you can't see around the corner, fly wide

Always have a larger safety margin flying into sun – maintaining effective lookout should always be your highest priority

Always turn away from the hill

Pete Stratten

below hill-top height, flying very close to the slopes where the other traffic can cause problems. Avoiding conflict and the use of the head-on rule is recommended because one of you can't move, and the other has to see you whilst concentrating on accurate flying without a sensible horizon.

Most hills have nooks and crannies: gullies and bowls which have to be treated with care since an alteration in wind direction can change them from lift funnels into whirlpools with seriously-sinking air. Lift lower down on a hill is unpredictable due to shallowing slopes reducing the lift or a sharp transition causing a reverse bubble of air to form at the base of the hill suddenly changing lift into sink.

Imagination

By the time I reach the gliding club I have a pretty good idea what to expect from the day. Imagine you are a parcel of air: in this wind direction where would you go when you reach the hill? Up? Down? Round the corner? Will wind shear aloft cut the hill lift off in its prime? How likely is it that a sea breeze will form and dump you in sinking air? Look upwind for signs of changes to the airmass: moist air will cause orographic cloud to form – you know the type, stuffed with rocks – upwind hills will disappear first. Playing above orographic cloud can be fun but remember it is the hill underneath that is giving you the lift: if you drift behind it you may not get back.

Bush Telegraph

Hill-flying rules help establish the pattern of flying but telegraphing your intentions to other aircraft – the aerial equivalent of body language – can help avoid conflicts that require the application of the rules. As an example, you are just completing a right turn at the end of a hill beat and another glider is coming towards you. If you ease the turn and stay out, the other aircraft can slip by on the inside and you can tuck in just after it passes you. Alternatively if you go in close to the hill, the other glider has to turn out to avoid you, then do a right turn taking it further away from the lift and then has to rejoin the beat if it can. A simple action to be courteous and telegraphing your intent can make life a whole lot more enjoyable for all. Don't get into a situation where you have to rely solely on the other pilot: he/she may not have seen you – especially a two-seater where the pupil may obscure the view.

Congestion

Everyone wants to pile in the hours but in weak conditions or when the numbers of aircraft using the hill are excessive the risks increase. If you are having trouble avoiding the other aircraft and your workload is increasing, use your common sense: go in and land, especially if you were there first.

Local knowledge

Use the locals to advise on where to find

Steve Longland



Main picture: the Long Mynd (bungy launch optional). Above: use this map of UK ridge sites with the table on p18

lift or, more importantly, where not to go... so you don't sink out of sight. Hill flying takes time to learn and even instructors have problems converting, so fly dual when you visit a hill site and learn from the locals. Watch for changing conditions, too: things can turn nasty very quickly when you are sheep-hopping.

Wave and thermals

Contrary to popular belief, we do get thermals at hill sites and they are good, but you will find that there are local rules for making the transition from one to the other. Generally, fly away from the hill to intercept thermals and, when circling, stop if you enter hill traffic – it's like doing a 360° turn on a motorway: mayhem ensues.

Look for the signs of wave and talk to the

locals. As thermals do, it can interfere with the hill lift, enhancing it or killing it. This is where long-term knowledge of the site is important: it can be brilliant, or you may be faced with an unscheduled field landing from a very low height.

Have a go

Hill flying can be demanding and very exhilarating: easy one day and almost impossible the next. Treat hills with respect, use your imagination and if you have a hill site handy visit it regularly and learn its moods. There is soaring after the summer thermals – have fun.

Bob, a BGA Senior Regional Examiner, was CO of 623 Gliding School before instructing at Booker. He went to bottom-of-hill Bowland Forest in 1973, and was its CFI for 12 years. He flies M200, ASW 15B and K-8b

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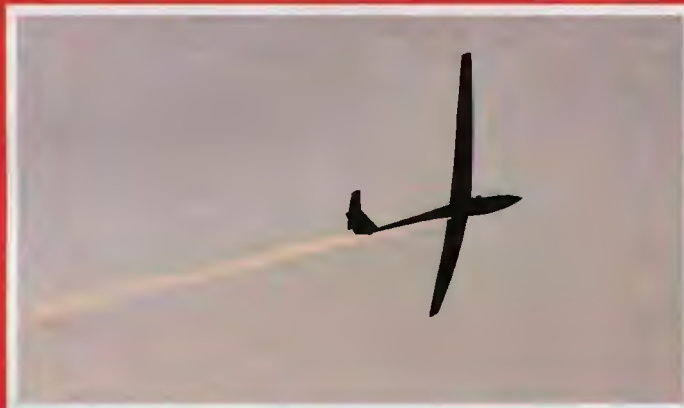
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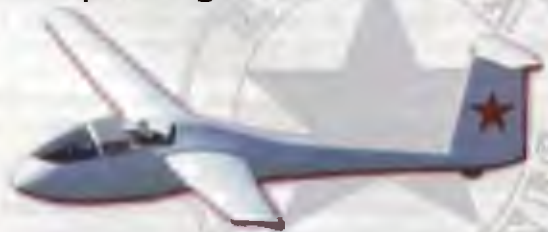
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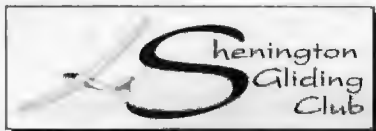
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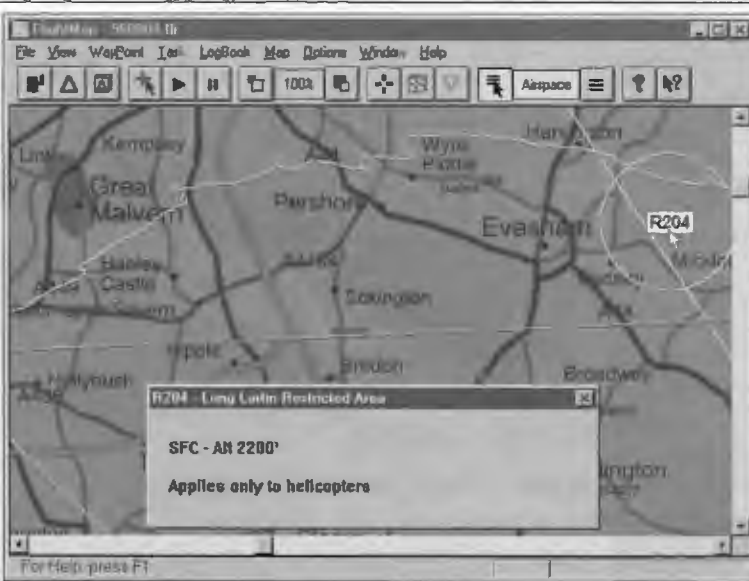
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Gone with the wind – nearly

A RATTLING good racing day in the Dunstable Regionals and a well-judged final glide. I tell the finish line I'm one minute away, and open the dump valves. Another finisher is 50 yards ahead and a few feet higher. "Must keep my eye on him," I think and move my right hand to the undercarriage lever.

Check the speed: 120kts, good, now over the boundary fence and across the finish line. Check the airspeed again – down to 100kts. "Where's the other finisher?" Just ahead and pulling up. Watching him, I pull up after him, lower the gear with a satisfying clunk and glance down again at the ASI.

Horror! Where has the speed gone? I'm down to just over 50kts and, furthermore, barely halfway up Dunstable's ridge. The triumphant finish is turning into a can of worms. I still have to turn through 180° to land back on the clear area beyond the line: the glider does not want to turn at that speed. I lower the nose; the speed still hovers around 50. I try to move the stick forward; it seems immovable. I glimpse the other glider. "Forget him: get on with it!"

Gingerly I bank to look into the field and glance down the wing. The wingtip appears to brush the bushes at the foot of the hill. (So this is how it happens!) Another Herculean effort to push the stick forward but the speed stays pegged at 50kts. Gently I roll level and fly over the top of previous finishers – white faces look up – to land up the field towards the clear area near the Tring road.

I sit quietly for a few moments, contemplating what might have happened and offer up a silent prayer of thanks to my Guardian Angel before opening the canopy. Climbing out, I glance back to the ridge and the windssock. It was blindingly obvious – I had landed downwind, worse still, my final glide had taken me into a 10kt wind which was coming down the slope and which had neatly killed off any gain I hoped to make from exchanging speed for height.



What had induced me, a 5,000hr-pilot with more competition finishes than I care to mention, to fly into a situation from which a spin into the ground off a final turn was almost inevitable?

Looking back, the trouble had started the previous day with a poorly-judged final glide necessitating a very slow climb six miles out in order to get home. This time,

'In my mind's eye, the wind was still in the direction it had been at take off'

I would get it right. And I did, so that now, with just two miles to go, I slipped into what had become a final glide routine. Tidy the cockpit, check height to lose to the line, radio call to announce my finish, drop the water, monitor airspeed, check landing

area clear and get a wind speed and direction from the finish line, checking airspeed and height over glide slope constantly, and looking for other finishers. Unwittingly, I was now moving into an overload situation.

The finisher ahead was plainly in view and might be a problem although we were both at a similar speed. There were also finishers behind but they would look after themselves. In the rush of the moment, I failed to ask for the wind vector and, at the speed and height I was at, I could not afford to take my eye off the aircraft in front nor snatch a glance at the windssock.

An LS-8 at 120kts will climb 300-500ft in a pull-up into a wind gradient, which is what I expected – not the miserable and thought-provoking 100ft or so I allowed myself to be suckered into. How?

When we had launched, nearly four hours earlier, the wind on the ground had been PARALLEL with the ridge but during the day it had veered through 90°, a fact I knew from the readout on the flight director but failed to correlate with the airfield layout. In my mind's eye, it was still in the direction it had been at take off.

The other puzzling factor was that despite efforts to increase the speed after the pull-up, I found it impossible to physically move the stick forward although, as an instructor, I am constantly telling my pupils to do just that if the speed drops. I can only put it down to a psychological block that the stress of the moment may have triggered. It may explain how some final glide accidents have occurred.

In the bar that evening, covert glances came my way; some puzzled, some serious and some amused.

Only one person approached me: "That looked, er, interesting. We really didn't think you'd make it round the final turn."

"Nor did I."

"But you've flown here so many times before."

"Yes; apparently, one never stops learning!"



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Reading the sky ahead

In the first of a series on cross-country soaring, Jay Rebbeck explains how to improve decision-making

WHEN WE'RE flying cross-country, the picture as we look ahead is packed with potentially useful information to help us decide where to point the glider.

While a fat cumulus cloud lying bang on track might seem the obvious place to go, that won't always be the best decision. If a hard right avoids that juicy cloud, but takes you to a cloud street that runs for 100km and arcs back onto track, then which option would you choose?

The point is that we need to make decisions on two levels. As well as short-term decisions based on the weather immediately ahead, we also require a long-term strategy.

This article looks at how short- and long-term decision making might come into play when we're going places on ridges, in thermals, and in wave.

But before we decide where to go, we should first evaluate what's lying in front of us.

Types of cloud

Orographic cloud: any low-level, scuddy-looking cloud is bad news. A sign of very moist air, it offers little chance of soaring. **Cumulus:** the size, shape and colour of cumulus tell us how good the lift will be. John Coutts' article (*Getting to the core of clouds*, June-July 2000, p30) covered this topic well. In general, look for the firmest, whitest clouds, with the flattest and best-defined bases. When arriving under a solid cloud, look directly up for discontinuities: a wavy line in the base where the cloud is darker on one side than the other. In Holland they call this the "eye of the cloud". It is the best indicator of excellent lift when seen in clouds that already looked very good. Don't confuse it with holes forming in deteriorating cu! There is also a relationship between the vertical development of a cu and its life span. Assuming it's still active, with a well-defined base, the rule of thumb is that the deeper the cloud, the longer it will

produce lift. When there are towering cumulus clouds ahead, you can expect lift to last for much longer than when they are very shallow. This should be considered when deciding whether to make a long glide to distant clouds.

Stratus (layer cloud): the problem with middle-level cloud is that it cuts out the sun's heating effects. In the UK, there are often days where cu feed the stratus layer. The sun then burns holes in the stratus, allowing convection to start again, only for cu to fill the holes again. The trick is to monitor the cycle carefully and remember that on these days sunshine is king. When there is sheet cloud cover ahead without sun on the ground, always get high. Only get low when arriving under developing cu being fed by strong sunshine!

Alto cumulus: these are totally useless to the soaring pilot. They are formed from middle-layer instability and not by thermals rising from the ground. Watch out for them, though: on a couple of

occasions I've mistakenly headed off for a distant cu only to realise it's a deceptive alto cu.

Cirrus: this is highly relevant as it may move quite rapidly, has a big impact on the amount of sun reaching the ground, and hence the overall strength of thermals.

This is probably the single most overlooked factor when pilots evaluate the sky ahead. Although the picture may look uninviting because of ragged cumulus and little sunshine, the root cause is thickening cirrus (or "top cover" as it's sometimes known.)

Lenticulars: these are not always the classic elliptical shape as seen in New Zealand, and are not, of course, always accessible from low down. However, if you spot them, think about the influence they may have on thermals or ridges; when in phase with thermals they can produce unexpectedly good climbs, but when out of phase, can even stop ridges working at all!

Terrain

Watch out for any ridges facing into wind and avoid flying downwind of these. Also, observe whether the ground is conducive to good soaring. For example, when flying in Holland I found that rivers and their surroundings were always difficult, and I needed to get high in order to cross them.

Wind direction

When interpreting the sky ahead, your awareness of what the wind is doing is critical. Various indicators help us work out the wind direction on the ground: chimney smoke, for starters. It can also be gleaned by observing the pattern or ripples on lakes; the upwind edge will show an area of flat water parallel with the upwind bank. This is the side of the lake in wind shadow. The wind can also be found at higher levels using, for example, the Cambridge GPS-NAV. Above the clouds, look for tops being blown off by differing upper winds.

Having considered all these factors, how do we decide where to go? As my opening example showed, we need to make decisions both for the short- and long-term. The trick is to have an overall long-term strategy based on the "big picture," within which you have the flexibility to make good short-term decisions.

Short-term decisions

Always have a short-term plan. Knowledge of the wind direction will help you locate lift under clouds, and help you decide whether a ridge will work. Remember to constantly monitor the wind strength and direction: it may alter due to a change in the weather (eg, an approaching front) or terrain (bending as it funnels up a valley).

An example of a good short-term plan would be: "I'll go to the upwind side of the cloud ahead, then I'll try the two beyond it. If they don't work I'll try soaring the ridge facing into wind, and if that doesn't work I'll land in the good area of fields at the bottom."



Jay, 23, learned to fly on London GC's cadet scheme. He has just clocked up 400hrs as a cross-country instructor for the European Soaring Club in Spain and South Africa. His total is almost 2,000hrs

Always try to plan a few steps ahead. It's always a worry when your last option doesn't work out and you're left with nothing but a "think bubble"!

Follow the best line of energy. When thermal soaring, try and 'join up the dots' to weave under the best lift whilst still moving forwards. When ridge-running, pick the best line of lift – when very low tuck close into the crest, but when higher move out from the ridge slightly. When tracking along a wave bar, experiment with your distance in front of the bar until you find the strongest lift. Then try to maintain that distance. Similarly, try and find the height in the wave where the lift is strongest, and adjust your speed to stay at that height as you proceed across country.

Continually re-evaluate your decisions. Watch clouds carefully. I try to use a "freeze-frame photography" technique, taking regular snapshots in my mind of the sky ahead to see how it's developing. There's no point pressing on to a decaying cu or dispersing lenticular just because it looked good ten minutes ago when you were in decision-making mood...

Don't make a final decision until you have to. Sometimes, when you look at two clouds or ridges a reasonable way ahead you really can't decide which looks the best. It sometimes pays to point between them, whilst you closely monitor options. Only commit to one when you're sure it's the better choice or you *have* to decide.

Long-term decisions

Get a feel for the day from the forecast. Approaching fronts or expected thunderstorms should make you think of starting earlier rather than later. The forecast also gives an idea of an appropriate task to set. Work out your expected cross-country speed, a conservative estimate of the day's duration and hence a good distance to fly. In competitions with a fixed distance, your speed estimate tells you the approximate time required. Consequently, you can work out what start time enables you to fly in the best part of the day.

Change gear when conditions change. One of the absolute keys to cross-country flying is to spot when the weather is deteriorating ahead, so as to climb high in the last respectable thermals or wave. Similarly, when you see a marked improvement ahead it's critical to save time by pushing into the better weather.

Work out the day's puzzle. Before you start, and on task, try to closely monitor all the factors outlined above, and piece them together to solve the puzzle. For example, one day in the 1999 Standard Nationals, Ed Johnston had a look out on the second leg of the task before starting. Noticing an area of top cover lying over track, he alone chose to divert to the east. By doing so he avoided the problems the rest of us faced and handsomely won the day (and the competition, for that matter).

Decision-making in wave

Getting into and using wave lift illustrates the need for short- and long-term planning. Getting established in wave requires short-term decisions. Having located the wave bar, you position yourself on the upwind side of it. Here, rotor thermals in phase with the wave may well punch up into the laminar flow. This region can be visualised as a kettle within which lots of individual bubbles are rising up. To get into the wave you must centre quickly on each bubble, but as soon as the climb rate drops off, push forward to the next one. Intensive decisions need making to gain height as quickly as possible until you eventually push forward into that silky smooth lift.

The decision about what distance behind mountains you should look for wave is more long-term. Once, when soaring the European Soaring Club K-21 from Ocana back to Ontur in Spain, I had to choose my route. At 10,000ft, with only 35 miles home across wind, I decided to fly the lee side of a large mountain range. Hoping to make use of any associated wave lift, I expected to find heavy sink. However, when I then turned straight downwind to find the lift, we were in for a real surprise! Ten minutes later, having covered as many miles, we found ourselves sitting in a field just south of Albacete. An example of a bad long-term decision! In retrospect, given the 30kt wind, and the unpredictable nature of the wave in that area, a much better decision would have been to simply avoid the whole area by deviating around the mountains much earlier.

To make good decisions, we must first look at the picture ahead and pick out the relevant factors. Having evaluated wind, terrain and clouds, we must constantly make short-term decisions within the framework of an overall strategy. By doing this, we should avoid running out of ideas. Always have a game plan: if you don't have one, you can't change it...

*Next issue: Jay on how to climb better in thermals
Photographs: the white planes picture co.*



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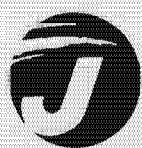
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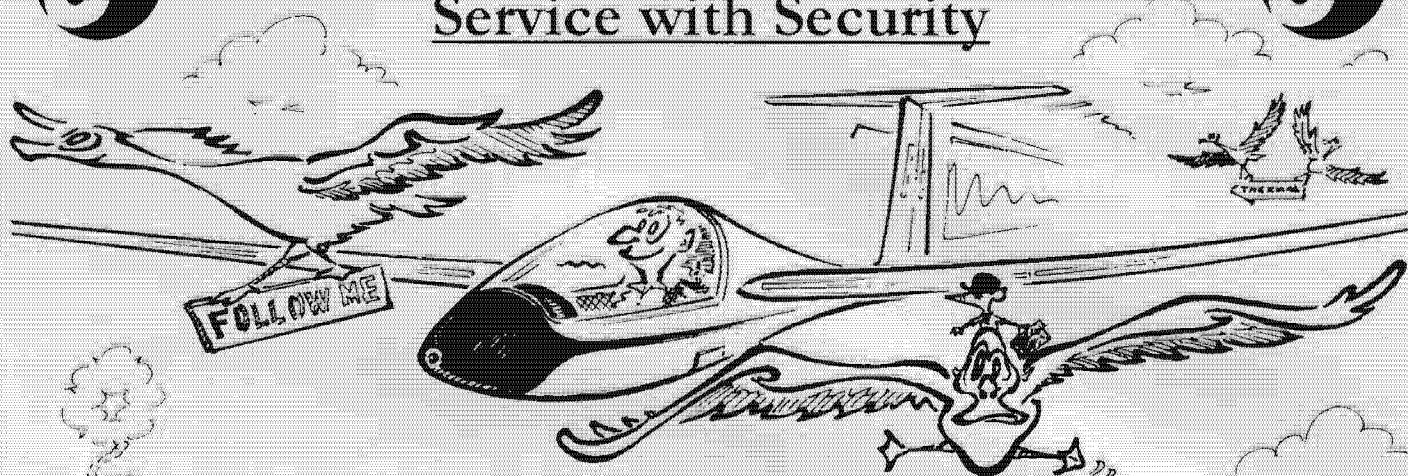
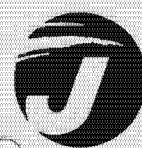
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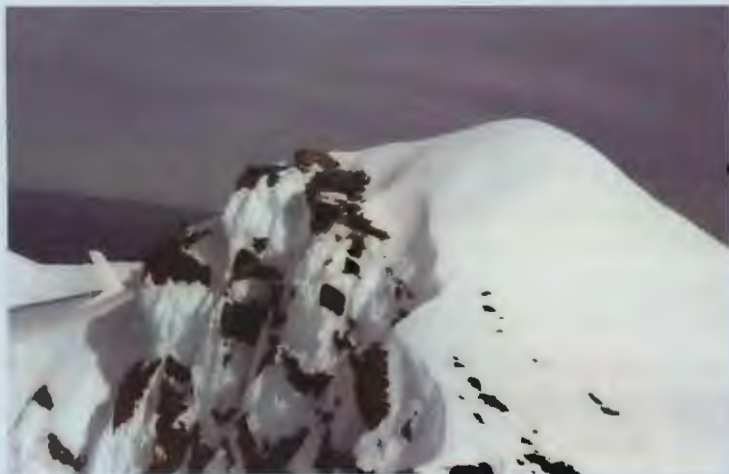
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Cold comforts



Above: Chris Riddell's picture of the west face of Mt Aspiring, South Island, New Zealand

Below: Upavon under snow. "It arrived overnight," says Gavin Deane, who took this shot of Wyvern GC's K-21. "It's not something we get here very often and it looked spectacular."



Above: Wave at Feshiebridge. Ruth Housden is pictured with Z6 after landing out on a flight from Aboyne
(Tony Housden)

Below: Oliver Ward went up the ridge north of Portmoak to take this photograph of Leigh Wells in LS-8 LS at the Juniors' last New Year get-together



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An announcement by Platypus to the two kinds of reader of S&G

WHAT IS THE IDEAL CHRISTMAS PRESENT FOR THE PERSON YOU CARE ABOUT MOST?

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2) However, you may not be a glider pilot, but are the spouse (or whatever) of a glider pilot. Poor you! Pilots are Hell to buy prezzies for. Buy them an LS-8 and they'll whinge that they only fly Racing Class these days. Gratitude? Forget it. You are the loving, giving, retrieving sort of person, with a warm heart and the patience of an ox. And that's the way it will have to be so long as you stay together. Keep in their good books: get out your chequebook and buy them my book.

The Platypus Papers isn't just for Christmas, it's for life

This is a hefty two-pound 160-page A4 hardback, with 94 cartoons by Peter Fuller. Some have called it a coffee-table book, which suggests it is to be admired superficially rather than read deeply. Nothing could be further from the truth. The lessons on how not to fly competitions, how not to pick fields, how not to run a gliding club, how not to buy or sell a glider, and how not to deal with the opposite sex, have been acquired at the cost of much suffering. They repay study.

I might even suggest that you buy *The Platypus Papers* for your syndicate partners. "What, even if I don't love them one bit?" Of course, that's what the Yuletide spirit is all about. It's only one day a year, for Pete's sake.

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Don't risk meltdown

In the first of a two-part series, Ian Keyser offers advice on wiring a cockpit safely

MY COCKPIT wiring was faultless, I thought – until one day at 5,000ft over the Cotswolds, my canopy filled with smoke. Loosening the straps, I could see over my shoulder a bright glow in the haze, which I made a grab for. Luckily, this put out the fire and I was soon in the clear – if in a rather unusual attitude.

I fly a Pilatus B4, its hull connected to battery negative. The canopy is held by a wire strop, above one of the batteries. The battery push-on terminals were insulated with covers but the battery spade was exposed for 1/16 of an inch... just enough for the strop to make contact. The smoke came from the white-hot strop melting into the battery casing and the current supplied by the battery melted a 3mm bowden cable! I now look very, very closely on any installation for potential chance encounters.

My mishap was simple and avoidable. But in my relatively few years of flying, I've probably seen more badly-wired cockpits than good ones. The main reason is that cockpit wiring grows like Topsy. Obviously, really: first comes an electronic vario, followed by a radio; then you get a GPS for Christmas (dream on). Unsuitable cables are used, fusing is not considered and cable fixing is virtually zero: it quickly becomes dangerous. Glider instruments are low-voltage, low-current units but, although our cables do not require large conductors, we still have to select them with care. It is surprising just how warm a 0.2mm cable can get surrounded by other cables!

Regardless of current, cable insulation must be mechanically strong enough for a vigorous life. The risk of insecurely-fastened cables getting trapped is real. Twin core cables with moulded plugs (as on domestic

How not to connect batteries: note they have already fused twice. The glider has since been re-wired



power plugs) are often used to feed GPS and handheld radios. This is not a good idea. So often they are not even fused and this cable insulation will soon crack in the hot environment of a cockpit. This once caused a motorglider fire: fortunately, the cable was plugged into the panel: the pilot quickly saw the problem and unplugged it.

Electronic equipment does not like to be connected the wrong way round (reverse poled). The protection circuit in even so-called protected equipment does fail. If there's no additional polarity protection in the glider circuitry it's especially important that the master switch is 'off' before the batteries are connected. Even with protection, this is a good idea: microprocessor-

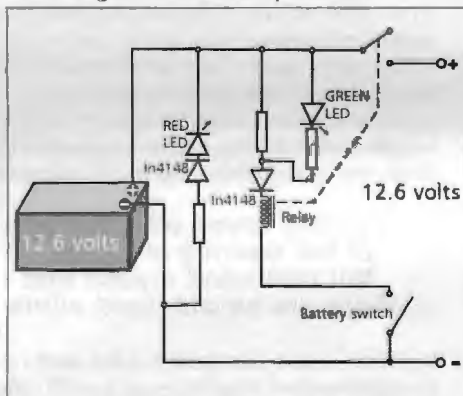


Fig 2: Much more complicated, but has a number of advantages, including no voltage drop in the system

controlled equipment can be corrupted by rapid connection/removal of supply. It will reset to factory defaults and lose your data.

The simplest protection is a power diode in series with the supply (Fig 1, left). In the majority of cases this is satisfactory but it does lose half a volt or so. A suitable field-effect transistor and a little extra circuitry are better but not easily available. So I favour a relay and diode arrangement (Fig 2, above). This wastes a few tens of milliamps, which can light a panel LED.

Fuses must be included to protect the glider wiring. They do not protect the equipment – they are far too slow to act. I favour a battery fuse followed by fuses for the equipment. It is not really necessary to have a fuse for each piece of equipment, but equipment banked on one fuse must be chosen with care. It would, for example, be

unsatisfactory to have the artificial horizon and the turn and slip on the same fuse! Thermal cut-outs (fuses) can be reset in flight, but if the system has developed a problem why should the cutout be reset? Nothing can be done until you are on the ground, able to trace the fault.

Fuses in gliders have problems. Glass fuses in screw-up cases seize up and cannot be opened, and even when they can it is difficult to see if the fuse is blown. Car rod fuses with the fuse element wrapped over the ends and down one side of the rod corrode badly and the holders are generally poor quality. I prefer the auto spade type: two spades with their top end encased in plastic and the fuse element between them. The lowest rating appears to be 3 amps, which is a little high, but I now use them with 0.75mm cable for general wiring. My tests show that at 5 amps these blow in about 3 seconds with no appreciable cable heating. It is easy to see if the fuse has ruptured, holders can be clipped together and screwed down, and most importantly the mating between fuse and holder is excellent, providing a good low-resistant path.

If hard-to-see fuses are used it is worth including a simple fuse-testing circuit; an LED, resistor and suitable fuseholder will save a lot of frustration (Fig 3). Spare fuse-holders with fuses should also be mounted, they weigh nothing but that spare fuse is worth a lot when needed.

Don't forget that whatever wiring work is done to your glider, get it checked by the appropriate inspector or authority.

Next issue: Electrical engineer Ian looks at more practical elements of glider electronics

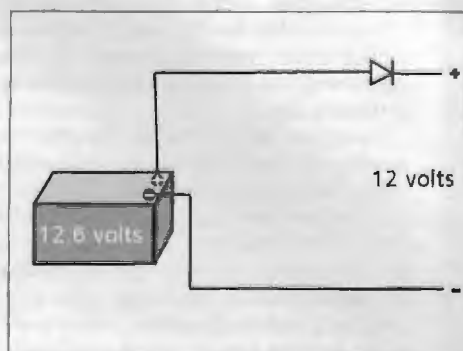


Fig 1: Diode must be able to handle current demanded

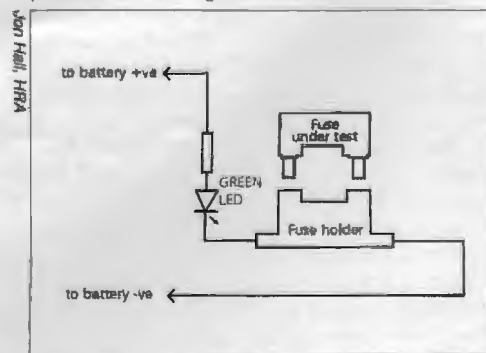


Fig 3: A simple fuse test circuit



Sitting at home in front of a warm fire, dreaming about summer flights? You don't have to thrash around huge triangles in central England – there are other wonderful tasks to enjoy. Over the next five pages, to inspire you for next season, we detail just four that were made in 2000, starting with Justin Wills' account of...

IT WAS just before 11am on an August Saturday when Gillian and I drove on to the airfield at Walney Island, home of the Lakes GC on the Cumbrian coast. The sun was shining as we sniffed the fresh sea air and remarked on the contrast with three hours earlier, when we had hitched up our trailer at Sutton Bank and set out in the thick cloud that was shrouding the North Yorkshire Moors. It had started to rain in the Dales, and this continued unabated as we crossed the Pennine watershed at Garsdale; it was not until we reached the foot of Lake Windermere that we caught a glimpse of blue sky to the west. Clearly we had come to the right place.

Peter Lewis, the club's CFI, introduced himself and apologised for the slightly odd telephone conversation we had had the evening before. He confessed that he thought my call was a hoax, as the club received so few visitors. I explained that my interest had been aroused by his club's article in *S&G* (February-March 2000, p55) and, being nothing if not curious, determined to see for myself how a gliding club could thrive on a windward coast in an area renowned for having the heaviest rainfall in Britain.

The answer began to become clear from the outset. Peter pointed out Black Combe, 15km to the north across a 6km stretch of water, which forms the western escarpment of the Cumbrian Mountains and falls almost 2,000ft into the sea. East of that lies the whole of the Lake District which then merges into the main Pennine chain, whilst on the mainland directly adjacent to the airfield is a ridge line running north-east along the shore of Askam Bay and rising to over 1,000ft. Thus soaring is possible in almost any wind direction over magnificent country where wave also frequently occurs.

The airfield is at the northern end of the island and occupies almost its full width, with water on three sides (see photograph, right). It is separated from the mainland by a narrow channel which is deep enough to allow mooring for quite large vessels but leaves them stranded at low tide, heeling over at uncomfortable angles, except for catamarans, which remain smugly upright. There are three hard runways, an encompassing perimeter

track, two enormous hangars in one of which all the club gliders and equipment can be housed, a control tower, clubhouse and even sleeping accommodation. Little wonder that the club is thriving with nearly 20 gliders based on site.

Peter's enthusiasm was infectious and we rigged my LS-6 in eager anticipation. The sky overhead was clear apart from some scattered cumulus, but to the north and east there was still extensive cloud down on the hilltops, and far upwind there appeared to be some towering shower clouds which could make things difficult later. Clearly we needed to seize the moment.

The club's Super Cub towed me off into the light north-westerly wind across a long sandy beach whose only occupants were a solitary couple and their dog. Out to sea several gas platforms were visible, and on the western

'I briefly toyed with the idea of hill soaring in cloud ... but reminded myself that there are no old, bold pilots'

horizon I could just make out the peak of Snaefell on the Isle of Man, nearly 50 miles away. We turned north and I was surprised to find cloudbase was only 1,300ft, but thanks to some skilful weaving by the tug we soon climbed above the tops to 2,500ft, where I released.

My initial plan had been to hill soar Black Combe but this now looked very unattractive as its windward face was encased in cloud whose base was too low to allow a glide back to the airfield. I briefly toyed with the idea of hill soaring in cloud using my PalmNAV but reminded myself that there are no old, bold pilots. Instead I decided to fly downwind to the lower ridge north-east of the site, via a detour to the south to avoid the sink behind Black Combe. Here the air was a little drier and cloudbase rose to 1,900ft.

Circling on my turn and slip I managed to climb slowly to 2,300ft in a ragged cumulus before returning upwind and repeating the process in the next one. I did this four times, but on the last occasion the lift increased to 3kts, and although I kept emerging from

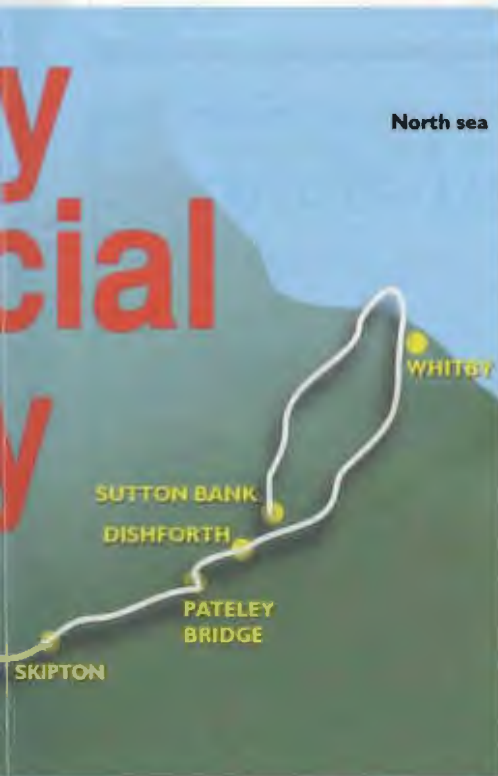


Above left: "I drifted along above cloud admiring the contrast washed fields by the coast," says Justin, who took this picture on his coast-to-coast adventure. Right: CFI Peter Lewis' photograph

different sides of the cloud I continued to make a gain overall until I came out near the top at 5,600ft. Viewed from the outside the cloud revealed itself to have a curious shape, with a narrow trunk like a very tall chimney connecting an ill-defined base with a bulbous sprouting top.

I was now well above all the other clouds nearby, so clearly this was the best opportunity I was likely to get, but what to do next?

My vague plan from the outset had been to explore the local area and, if feasible, fly back to Sutton Bank, although this had hitherto seemed hopelessly optimistic. One possibility now lay 20km to the north, where a very active-looking line of clouds stretched away downwind to the north-east. However, the



st between the pale blue sea and the vivid green of freshly
ure. Above: the map shows the start and finish points of a
ph of Walney Island
(Map: Jon Hall, HRA)

landing fields should provide a safer route inland. I drifted along above the cloud tops admiring the contrast between the pale blue sea and the vivid green of the freshly washed fields by the coast.

Pendle Hill and the other windward slopes east of Lancaster remained invisible due to cloud, but near the gliding club at Chipping I climbed 500ft in an isolated turret and from 3,000ft I could see the factory chimney to the east near Clitheroe where cloudbase was a respectable 2,800ft.

Now a new problem arose in the form of controlled airspace. South-east would take me under the Manchester TMA, whose base was uncomfortably low in relation to the 1,500ft terrain. Due east would take me into Leeds/Bradford airspace: whilst the system for flying in such areas can work reasonably well when one can give reliable predictions of one's four-dimensional position, my experience in difficult conditions when this is not possible is that the situation becomes very frustrating for both the glider pilot and the air traffic controller.

Therefore, I decided to head north-east towards Skipton, despite this track leading me under a large area of spreadout downwind of the shower line I had earlier elected to avoid. It was a slow crosswind struggle until I surmounted the final Pennine ridge with 300ft to spare and reached the edge of better conditions near Pateley Bridge. A rather hesitant thermal from 900ft got me high enough to reach Dishforth, where a Twin Astir was climbing at 6kts.

The sky ahead now looked magnificent, and I was able to dolphin under clouds at 5,000ft until I arrived over the East Coast north of Whitby. The wind was much lighter here, and although there were no obvious clouds marking a sea breeze convergence, one clearly existed at lower levels as I could see a yacht taking full advantage of the onshore breeze as she sailed north towards Middlesbrough close hauled.

Ten kilometres offshore was another bank of clouds, which I investigated but could only find zero sink. I guessed that the lift would be above the base resulting from circulation

within the cloud now that it was cut off from any lower source of energy. I wondered if this applied to the lines of cumulus one sometimes sees in the middle of oceans.

Below me I observed a bulk freighter heading north-east, perhaps to collect another load of iron from Narvik for the steel mills at Scunthorpe. The coastline here was quite rugged, with steep slate grey cliffs rising directly out of the North Sea, which was a much darker blue than the Irish Sea. I headed back towards Sutton Bank across the moors, noticing how the fields in the surrounding valleys looked like probing green fingers amongst the higher areas of pink and brown heather.

I landed, and a member kindly towed me back to a parking spot near the clubhouse. I walked to the edge of the escarpment and

'The flight, though neither far nor fast, provided a string of intriguing decisions'

looked out across the Vale of York. Conditions made it look possible to fly far to the west, even perhaps back to Walney Island given a good cloud climb. But I wanted tea, not heroics, and Gillian must be well on her way by now.

Sure enough, exactly when I expected her, I spotted the trailer driving briskly up the road from Thirsk, overtaking all the slower traffic to reach me exactly eleven hours after we had set out that morning.

So what made this day so special? A number of things, of course, but above all the chain of delightful surprises: the marvellous metamorphosis of the weather, which arose not so much from a clearance as from drying out in situ; the enormous enthusiasm and friendliness of everyone we met at the Lakes club; the vivid beauty of the varied landscapes and seascapes; and the flight itself which, though neither far nor fast, provided a string of intriguing decisions. For the two of us, who spend much of our time abroad, it seemed uniquely English, wonderfully civilised, and extraordinarily nice.



combination of widespread showers underneath a cloudbase which was below much of the surrounding terrain, and the extensive cloud flying that would be necessary with no margin for error, led me instinctively to turn away. Curiously, two days later I experienced a sudden failure of my trusty turn and slip (which is my only gyro instrument) whilst climbing in a burgeoning cu-nim over York; extricating myself from that cloud was quite complicated enough without worrying about terrain clearance.

Instead, I turned downwind across Morecambe Bay and along the Lancashire coast, heading for the Ribble Valley 45kms away and easily in range thanks to the 17kt tailwind. Here the lower hills and better





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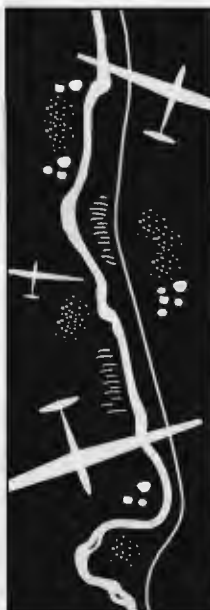
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Beyond the Great Glen

Richard Arkle ventured far off the BGA TP list to secure a memorable Diamond flight

ACHNASHEEN is about 85 miles due north of Fort William, I am told by Ruth Housden. "If you choose Inverness," she adds, "it could be affected by the sea breeze".

This is my task planning, as I hurriedly rig using Ruth as crew and sounding board. There is no BGA turning point anywhere near Achnasheen so I estimate a lat and long for the logger. The area is new to me. Apparently it had not been reached before by anyone in my club, Deeside. Luckily, I didn't know that at the time. So I chose a remote start/finish at Loch Kinord, via Fort William, Achnasheen and Callander.

Early in the day I had decided it would have to be the big one. There was a very definite line of cu over the Dee valley, a lovely thermic sky to the north but blue to the south. The forecast was for light winds and occasional showers. The previous day had been good but a sea breeze had come up the valley: the thermals were in the hills.

At 11.00hrs I was on tow at Aboyne in my LS-8 – 30 litres in each wing – and released into good strong thermals at Dinnet. I set MacCready at 2.5 and didn't turn in anything less than 4kts. After Fort William I reduced the MacCready to 2.0 and, later, to 1.0.

Pushing west, I saw a very odd-looking area of low cloud at the head of Glen Feshie; like a sea breeze convergence. I skirted it to the south and got the best climb of the day. There were lots of weekend walkers in the snowfield on the top of Ben Nevis, who waved as I passed by.

Aboyne-Fort William in 1hr 30 mins.

The landscape on the run north to Achnasheen was quite unexpected but spectacular. The visibility was excellent: Skye and the very strange-looking mountains south of Ullapool stood out like a picture. Cloudbase was now down to 4,500ft and with no landable fields in sight I took things a bit easier, having in mind an escape route down the glens to the Black Isle to the east, or Strathcarron and Shiel Bridge to the west.

Achnasheen is quite remote and small. A few houses, a railway station and some rough-looking, small fields full of sheep. The sky stopped working for a while during an off cycle. The price of a sheep these days didn't worry me but the thought of the glider being with Martyn Wells for months did. I was down to 800ft AGL and working very hard on the side of a small, south-facing hill. I have since heard there is a small strip in the area but I didn't see it.

Fort William-Achnasheen in 1hr 10 mins.



Jon Hall, HRA, from an original by Sue Heard

The run to Callander was good until I approached Killin. I dumped the water 20 miles from the TP: the lift was very scrappy and I was low. This gave me the confidence to work my way through the valley between Killin and Callander in rubbishy rotor-y lee thermals. I was determined to reach Callander if only because there are some decent landing fields there. My logger tells me I was 1,000ft over the town. I felt like a voyeur as I made the TP and watched the pedestrians cross the bridge at my wingtip, most of my attention on the fields I had picked out.

Achnasheen-Callander in 2hrs 30 mins.

Towards Loch Kinord was blue with deceitful cu showing which I just didn't believe as the wind was coming in off the North Sea: 18kts at 120°. I did think briefly about trying to ridge soar the hills all the way past Crieff, Blairgowrie and Edzel and

then across to Aboyne but stopped myself hallucinating and turned back north. I was well off track but knew that there was still lift in the mountains, even though it meant flying into the rotor and the leeside thermals again. It was pretty poor going as I worked back towards Killin.

I got a relatively good climb to 4,500ft just south of there and pushed north-east. Local effects brought the headwind to 12kts and I scrambled over each hill in turn using the rotor and lee thermals before getting stuck at Aberfeldy, where I was down to 1,000ft over a reasonable-looking field.

I was convinced that, if I could reach them, the big mountains five miles north-east of Blair Athol would be soarable with a 20kt wind at 110°. They were and I got a great start to soar the ridges and lee thermals through the mountains to Braemar. Here I picked up a climb to 4,500ft then ran down to finish at Loch Kinord.

Time on this leg was 2hrs 30 mins.

It was a great feeling to achieve a goal and to correctly complete a long task with all the paperwork verified.

The actual task distance was 500.88km – 0.88km is not a good margin and I should have had the route planned and documented before I flew. I had a great time; the eight-hour flight seemed to flash by. I'm still not certain if Ruth was serious when she suggested Achnasheen, and I'm not sure that I want to know now.



Above: Aboyne, where Richard's epic flight began



THERE was little activity at Nympsfield at 08.00hrs on Sunday, September 3: Sid Smith was busy preparing his met forecast and shaking his head. Come 09:35, a rousing 50 watts of the *Dambusters* theme awakened interest in the briefing for the Isle of Wight (IoW) Rally and the first few punters wandered in. Fortunately, my opening jokes went down well and by the end I had the feeling they might even just try this long-awaited flight. But still no weather. Perhaps Sid was right.

By 10:30, everything was ready except my glider, 621, which was still in its trailer. I hadn't included myself in the pre-flight planning. I rigged, and towed to the front of the grid (no one complained), launched at 12:28 and contacted weak lift at 800ft: the IoW Rally was under way.

We had a choice of two routes: Task A, a 334km polygon involving some radio chat through Bournemouth Class D Airspace, or Task B, an O/R 24km longer but clear of airspace. I chose A (later to find out everybody else chose B) because it was doubly exciting with different entry and exit points on the island: The Needles and Ryde.

My first leg was a slow downwind ride to The Park. Funny thing, coasts, they creep up in front of you and suddenly appear as if from nowhere. For me, that's the first kick, quickly followed by sight of the island itself. Once I knew I could at least make it

a sense of achievement set in. But suppose I was refused entry into the air-space? The nice lady at Bournemouth sounded perplexed when I told her my landing place was to be Nympsfield, Glos, via St Catherine's Lighthouse, Isle of Wight.

I left the mainland at Milford on Sea. A slow glide across this short bit of water is surreal. It's so far removed from our normal tasks. The views are breathtaking. On the island, reaching cloudbase wasn't difficult – so often conditions seem better here – and I turned the lighthouse at 4,800ft ASL.

A disadvantage of having to maintain radio contact with Bournemouth Approach and Solent Radar was that I had no contact with the other pilots and strongly suspected they were all drinking tea in the clubhouse. That is, until I started the northbound transit of the Solent: a southbound Discus stopped to share my thermal. This was a huge kick for me: was it one of ours? It was – Ray Lemin, who turned back half-way across the island. Over the mainland, I saw another glider, then another, then two more, all streaming south. I shouted: "Yes! Yes! Brilliant!" as each one passed.

Abeam Petersfield, Solent Radar released me and I managed to speak to a Dunstable

Isle of

Trevor Stuart (left) and Steve Lynn (right)

pilot who said four of their gliders had turned the lighthouse. It was no problem finding climbs or staying high but I was conscious of the time and began to doubt if the last gliders I saw would make it back. I made the last turn at Sandhill Farm and did a final glide way too high.

I landed after Julian Rees and Ray Payne in Nimbus 3DT 970 had successfully done the task. Slowly the other four finishers appeared, the last touching down just short of 18.30. What a fantastic result! Our other finishers were: Tim Macfadyen/Phil Dunster (DG 505 913); Steve Parker (Discus T BW); and Nick Wall (Discus 230). At prizegiving, all who turned the lighthouse got a stick of IoW rock and Dominic Conway, our lowest hours pilot, had the St Catherine's Cup. Neil Watts, CFI of Vectis GC, IoW, later told me he'd never seen so many gliders there before!

My thanks to everyone who supported this project: without them it wouldn't have got off the ground. ✈

'We were promised extra points for sighting submarines and other craft; the slight drawback was that we had to note names and numbers!' – Dominic Conway

'Over the harbour it's easy to get distracted by the view; we see an aircraft carrier (and no, I would not like to land my 3DT on that deck...)' – Julian Rees

Above left: The Needles; left: over Portsmouth harbour





maps left and above: Jon Hall, HRA



Photos left and above: Trevor Stuart

dreams

share how two clubs achieved a flight of fantasy

IF YOU know Shobdon, you can picture the scene: Dunstable wave-seekers were sitting in front of the restaurant on a warm March day. We fell into conversation with a group from Nympsfield and... well, you know the way we talk about silly ambitions, out of season.

I mentioned a trip by Trevor Stuart and Tony Hutchings from Dunstable a few years ago that I had always wanted to do: an O/R to St Catherine's Point, the lighthouse at the southernmost tip of the Isle of Wight. Trevor, now at Nympsfield, was sharing his lighthouse fetish with his new-found friends and planned to take a group back there. It seemed obvious that we should agree a day, fly a group from both Nympsfield and Dunstable to meet over the lighthouse, wave at each other, then fly home. And so the Isle of Wight (IoW) Rally was born.

Trevor supplied me, as official Dunstable representative, with briefing notes (extra points for landing on an aircraft carrier),

task sheets, useful phone numbers (the IoW Ferry and the Samaritans) and prizes, including a stick of IoW rock. All we needed now was the weather.

Eighteen months later, the forecast for

September 3 looked possible: northerlies to keep the sea breeze at bay and encourage thermals over the Solent. That morning, the usual Dunstable crowd was busy rigging by 8.00hrs, but forecasts showed either nil winds or, worse still, an easterly. Last-minute voicemails lacked Trevor's usual enthusiasm but confirmed he'd have a go.

In spite of offering our IoW trophy (a one-inch high cup) and a stick of rock at briefing, I could only encourage three adventurers – Andy French, Tony Hutchings and Bob King – to come with me. Even this was on the basis that if conditions seemed unsuitable once we'd got to Petersfield, we'd head for Cheltenham instead.

So we four set off. For my part, it wasn't a difficult flight; I got below 2,000ft only a couple of times and had several climbs to 4,000ft. Thermals averaged 3-3.5kts; the best was 5kts. I will never, ever forget the sight of the Isle of Wight, as we approached from Lasham: how it got bigger as we got

closer – as did the wet bit – and I became more anxious. About 10 miles from the coast, I asked Andy if he didn't feel just a little bit of anticipation. His encouraging reply was: "Go on, mate: it'll be OK". Did I mention that he flies a turbo Nimbus 4?

I crossed the coast at Portsmouth at 3,500ft QFE Dunstable, and enjoyed a street most of the way to the other side. Progress over the island was careful, and I was delighted to climb away from a low point of 2,200ft, inspired by the knowledge that tug pilot Peter Claiden had said he was looking forward to the aerotow retrieve.

The return crossing over was maybe even more thrilling, with the sun allowing better views of Southampton Water, Portsmouth and the hundreds of ships of all sizes milling about. Arriving at Lee-on-Solent at about 2,500ft, I stooged around looking at the dockyards before setting off home via Butser Hill /Petersfield-Goring in a lovely romp. Sadly, the Nympsfield contingent arrived about an hour after the four of us, so we never got to wave at each other.

The whole trip was absolute magic. Bob and I agreed that it was like doing your first 300km all over again and, back in the bar, I formally declared to myself that the 2000 season was now closed.

A very big thank you to Trevor, the trip's architect and chief planner. Can we have another go, please?

'We had a new set of landmarks – or is it seamarks? – "just east of the rusty tanker" was one location fix. Flights like this remind me gliding isn't a sport but a privilege' – Andy French

'Truly memorable' – Bob King

'We should find other interesting TPs next year' – Tony Hutchings

Above right: The Isle of Wight; right: St Catherine's Pt



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Flight of the

Alan Self rediscovers some early observations by William Froude on soaring flight

IT IS 1878. As *HMS Boadicea* approaches the Cape of Good Hope, William Froude MA LLD FRS, a 68-year-old invalid, watches an albatross soaring. Froude has the inquiring eye of a scientist with many years' experience of fluid dynamics, applied to ship design. The bird's effortless flight must have a rational explanation – but whence comes the energy to keep it airborne without flapping?

"... the birds," he notes, "seemed to soar almost ad libitum both in direction and in speed. Now starting aloft with scarcely, if any, apparent loss of speed. Now skimming along close to the water, with the tip of one or other wing almost touching the surface for long distances, indeed now and then actually touching it... The action was the more remarkable owing to the lightness of the wind, which sometimes barely moved our sails, as we travelled only five knots before it, by help of the screw..."¹

Froude then calculates the effect of a wave 10ft high, moving at 50ft/sec in zero wind, on the air near it: "...all along the side of the wave at its mid-height the air must approximately be ascending at the rate of three feet per second, and if the bird were so to steer its course and regulate its speed as to conserve this position he would have the advantage of a virtual upward air current having that speed." He then tries to relate the upcurrent of 3ft/sec to the sinking speed of the gliding albatross. Considering the wing as as a plane surface at positive incidence with all lift generated by pressure on the underside, he derives for the bird:

$$\text{Sinking speed} = 1.75\sqrt{(W/A) \times \frac{(F_r)^{1/4}}{P^{3/4}}}$$

where W = weight of bird, A = wing area, r = ratio of total surface area to wing area, and F and P are constants for the fluid medium. For F and P he uses values for water, corrected for the density of air.

Even when doubling P "on the score of advantage that might conceivably be derived from the curvature of the wing surface," the sinking speed of the albatross would be 4.7ft/sec, so soaring in 3ft/sec

was impossible. This was also much greater than the rate at which animals seemed capable of lifting themselves by muscle power, estimated at 0.5ft/sec by relating 1hp (550ft.lb/sec) to the weight of a horse; if so, flapping flight would also be impossible. Nevertheless, he concluded



William Froude (1810-1879) RINA

correctly that the wing loading W/A affects only the airspeed and not the gliding angle. And, as we can infer from the strength of thermals other birds use, 3ft/sec would be soorable, given the skill to fly within it.

Froude also watched the albatross soaring in a gale. This needed a different explanation because there were no big waves: "These birds went high and went low, went fast and went slow, with the wind or against the wind... going ahead and upwards if they pleased, not flapping a wing once for hours... An ascending current apparently uniformly distributed over a level ocean, and reaching to at least 50 or 60 feet above it [was impossible]... for the air, if it was all ascending, would leave a vacuum over the water... Two days later... the air was for a long time so full of

sea spray up to a level of 50 or 60 feet, that it looked as if a heavy April shower was passing... whatever could carry spray to that height would answer the birds' purpose."

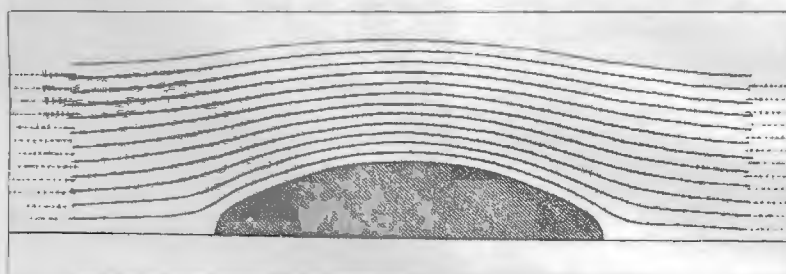
After Froude's death, his son published these observations¹, commenting that Lord Rayleigh's 1883 paper² could explain them. In two elegant paragraphs, Rayleigh had proposed the theory of dynamic soaring in a wind gradient. By repeatedly flying downwind almost to the surface, turning and ascending in the increasing headwind, "the bird may maintain his level, and even increase his available energy, without doing a stroke of work."²

The albatross's flight is now seen as an opportunist mix of dynamic and upcurrent soaring.³⁻⁵ Waves can intensify dynamic lift as the bird flies from the slower-moving air in the trough into the full force of the wind above⁴, and can create slope lift on the lee side⁵. When following a ship, the bird may also use slope lift from the superstructure.⁴

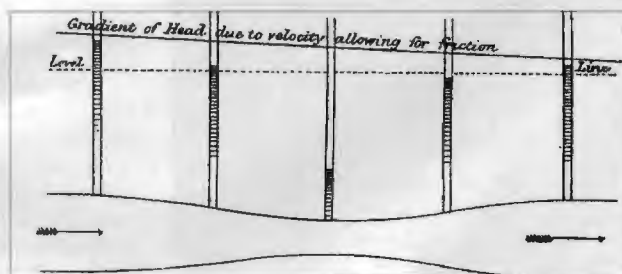
Froude died in South Africa in 1879; he had no contact with others already working towards a valid theory of flight. With his pioneering work on model testing in a water tank¹ and his knowledge of stream-line flow and the venturi effect, he could have contributed to the understanding of flight – and perhaps revised his low estimate of the albatross's performance.

I thank the Royal Institution of Naval Architects for permission to reproduce extracts/illustrations from reference 1, and Anthony Edwards for reviewing this article. Most species of albatross are endangered by long-line fishing⁶. References: 1. *The Papers of William Froude*, RINA 1955: 340-344. 2. Rayleigh, JWS: *The Soaring of Birds*, *Nature* 1883; 27: 534-535. 3. Pennycuik, CI: *Animal Flight*, Edward Arnold 1972: 58-59. 4. Sorer, RS: *Environmental Aerodynamics*, Ellis Horwood 1978: 449-452. 5. Hamilton, FM: *How the Albatross Soars*, S&G, Feb-March 1965: 50-52. 6. Croxall, J: *Birds* (RSPB) Autumn 2000: 57-60.

Picture of albatross courtesy of Morris Quailbeak



Froude's line drawings of streamlines were based on pioneering water tank experiments



Froude's illustration of pressure drop in water flowing through a venturi

How the contest was won

The people who really know how a comp is won – and lost – are those who just missed out. The leading pack at Weston analyse their flights

Day 1: Alcester-Banbury, 125km

"A day when sensible pilots didn't go anywhere," says Leigh Wells (joint 2nd on the day with Pete Masson), "I climbed to about 3,000ft at Banbury and did little other than glide it out. The sad thing was that Jay, the only pilot to pass Y, made it a contest day, but because he flew through Hinton he got penalty points (as did many others) and ended with a negative score!"

Pete adds: "The day started very well but was forecast to overdevelop: we had large areas of spreadout and rain. My best decision was to be the first starter – it was obviously a distance day. The key to winning was patience, both in weak climbs and waiting for the weather to cycle... and cloud-climbing at the right time – which, sadly, the Duo Discus, which I was flying, isn't cleared for."

Day 2: Worcester-Edgehill, 153km

Pete Masson (who came joint 2nd with Gav Goudie) says: "There were fantastic streets up to 10 miles short of Worcester – then a big shower. You had to get high before Worcester and glide round back to where the sun was on the ground, to have enough height to push on to the better thermals."

Gav (below) adds: "After the previous day's exploits, everyone wanted a racing day; personally, I just hoped to be on task for more than 30 minutes. The run west was relatively straightforward, with Leigh and Jeremy flying just out in front and Luke

The Junior Nationals (Aug 26 to Sep 3) were directed by Pete Stratton at RAF Weston on the Green. Leigh Wells, right, was third overall. "A big thank you to everyone at Weston from pilots and crew for making it such a good comp," he says. Terry Slater again arranged highly-popular two-seater training in BGA and privately-owned gliders

All photos: the white planes picture co.

just behind with Jay weaving his way through the clouds above.

Towards Broadway cloudbase was descending and we could see a shower line between Worcester and us which appeared to have killed off everything.

What you did at the shower was the decider, though luck also played a part. By getting to the climb on the back edge slightly higher than most, and staying with it till cloudbase, I could glide the 25km to the TP and back with enough height to get away. Rounding the TP at 1,800ft and seeing Jay 300ft above, the only option was to return to the clouds at Evesham.

The sight of John Coutts sticking the wing down over the river gave some hope; this climb was weak but at 700ft it seemed like a good thing. Watching other gliders come in even lower was interesting – especially when they eventually stopped moving! Better cu could be seen at Bidford and as soon as I thought I was high enough I headed that way. A 3kt climb at Long Marston got me back to a sensible height.

Jay, pair flying with his brother Luke, proved the benefit of flying in cloud. He used the 500-800ft he gained on the rest of us to great advantage: down the second leg it allowed him to leave the pack and cruise round the last turn to home."



Day 3: Winchcombe-Olney-Didcot, 240km

"Climbs were a bit erratic before the start," says Jez Hood (3rd, above) "but soon they became 6-7kt. When conditions were good I pushed hard for the strong climbs, but it was equally important to slow up at a sensible point if it looked poor ahead. Before the first turn, for example, at 2,400ft with 10km to run, I could see about 20 gliders low at the TP, so took a 3kt climb to keep out of trouble. Luke Rebbeck did the first 100km then, going past Weston on his way to Olney, decided to start again. Finishing 90 mins after everyone else, he not only flew 340km, but came second!"





Pete Masson (above), twice Junior Nationals winner, hoped to become the first person to win it three times. He is pictured as he learned he'd been pipped at the post. The bug he'd caught probably didn't help... "The sad thing," he adds, "is that I'm too old now..."

Day 4: Worcester-Winchcombe-Gaydon, 198km

"The weather was disgustingly good – the sort when you turn down 6kts because it'll slow you down," says Pete Masson (3rd). "The key to winning was flying heavy and stopping only for 8kts. The most memorable part of the day was seeing Jay flying past at about 15-20kts faster (I jest not) at a better glide angle than me – and realising his handicap is somehow two points lower! Getting a cold during a comp is bad news, as well – it's distracting to cough all the way round 200km..."

Day 5: Assigned Area Task, 2hrs

Luke Rebbeck (3rd, below), was flying with older brother Jay: "The visibility was poor, thermals were weak and there was a front about to wipe out the entire task area. I couldn't believe that we would be set an AAT when the visibility was so bad, so the task would be down to luck, which it was. The day lost some people a lot of points due to unlucky early landouts.

We were on a conservative strategy and made the decision to try to get back so as to get maximum benefit from final glide. We were lucky, too, that when we turned after the first sector, there were still some thermals. It was the first AAT for many people – including me – and lots didn't know the rules."



Day 6: Chilbolton-Ashbury-Bullington, 256km

"The day started blue and quite cold," says Jez Hood (3rd), "but by noon conditions improved with lots of streeting and a threat of spreadout, which never materialised. On task, I stopped only once in the first 85km (for 1,000ft in 6kts) and got into the rhythm of when to leave climbs ... but it was tricky in the Didcot area on the way home. I lost the day by turning the downwind TP too low (at 2,300ft under a 4,000ft cloudbase); I never recovered. The key to the day was getting the last leg right, and catching the pulse at Didcot – which I didn't!"

View from the winner

"My Achilles heel in comps," says overall winner Jay Rebbeck (above, right), "has always been consistency. My first win came in the South African Nationals this year, but the field was relatively small, so I was eager for a good result in the Juniors.

Before the comp I was happy with my practice (in the LS-8 Jill Burry kindly lent me), so decided on a conservative strategy. In this spirit, Luke and I chose to pair fly, hoping for consistent results. This worked well, and but for some bad luck on Luke's part, it would have been a Rebbeck one-two. The weather was the usual UK mixed bag; we successfully tiptoed on the tricky days and pushed hard on the fast days.



Day 4 – "Big Wednesday" – was my most memorable day! Conditions were probably the best I've ever flown in the UK; with a 200km task, Luke and I filled our LS-8s with waterballast. A combination of starting on an excellent cloud street, stopping only for 7kt climbs, and cruising at 100kts saw me round the task at more than 120km/h, Luke close behind. Without doubt this was the high point of the comp.

It was a great feeling to win, especially with hot competition such as Luke, Pete Masson, Leigh Wells and Jez Hood right behind. With selection for the Junior Worlds team riding on the result, it was particularly satisfying. I can't wait to fly for Britain in France next August..."

	Pilot	Overall	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1	J Rebbeck	4128	(64.4) 37 -1	85.3 1 788	95.2 5 970	124.3 1 800	60.8 1 586	109.2 2 983
2	P Masson	3962	(43.6) 2 15	82.3 2 765	99.1 1 1000	114.6 3 693	(107.4) 4 558	107.4 5 931
3	L Wells	3909	(42.7) 2 15	81.0 6 717	95.6 4 976	107.3 7 646	(116.8) 5 555	110.6 1 1000
4	J Hood	3877	(41.8) 5 12	79.9 4 761	95.7 3 977	107.4 6 647	(110.7) 7 511	108.1 3 969
5	G Goudle	3678	(28.8) 18 5	80.8 2 755	88.6 11 876	102.4 22 501	60.4 2 582	108.8 4 949
6	R Hood	3580	(26.8) 10 7	58.7 7 676	81.9 14 852	103.9 4 674	(83.9) 17 450	98.2 6 921
7	L Rebbeck	3541	(35.7) 39 -7	(89.1) 24 323	96.2 2 985	118.8 2 751	59.6 3 572	104.1 7 917
8	A Wells	3267	(35.0) 44 -22	58.2 9 653	87.0 13 855	95.1 19 535	(94.7) 16 464	93.7 13 782
9	J Meyer	3179	(35.0) 7 10	58.3 12 640	82.9 21 785	99.2 14 565	53.5 8 505	86.3 27 674
10	O Walters	3129	(14.5) 45 -28	(69.5) 29 260	89.5 7 913	105.1 7 646	(104.2) 15 465	98.7 8 873
11	J Clark	3121	(7.0) 25 0	47.2 18 596	87.1 15 845	98.6 15 559	(97.0) 19 409	89.2 19 712
12	C Peters	3116	(29.8) 10 7	57.2 10 651	79.9 22 765	90.9 21 505	(96.8) 10 500	85.7 24 688
13	B Birisan	3098	(41.7) 2 15	59.5 8 662	83.1 17 810	108.4 5 665	(53.7) 41 158	93.3 11 788
14	M Fox	3096	(18.5) 23 1	(91.1) 23 333	87.9 10 878	105.5 10 639	(91.9) 14 466	92.6 14 779
15	S Churchill	3007	(20.6) 22 2	53.3 13 631	76.7 27 718	83.2 30 435	(91.1) 12 479	89.7 15 742
16	A Perkins	2973	(16.3) 20 0	(95.1) 21 346	84.5 16 830	100.6 17 551	(92.9) 20 404	97.4 10 842
17	T Brenton	2964	(23.8) 21 3	(146.3) 20 463	86.8 18 807	93.2 23 487	54.5 6 515	90.1 23 689
18	E Garner	2951	(16.4) 25 0	47.1 15 616	70.7 33 695	82.0 27 471	(97.4) 18 448	82.7 18 721
19	J Pennant	2912	(16.7) 38 -6	86.5 5 758	94.9 12 860	97.5 24 486	(34.1) 47 26	102.8 11 788
20	J Tanner	2888	(52.1) 1 21	(83.9) 26 307	91.6 9 923	98.6 13 567	(64.0) 36 200	100.5 9 870
21	M Parker	2838	(35.1) 49 -74	59.9 15 616	83.2 20 800	103.9 11 615	(50.6) 42 155	89.4 16 726
22	D Wardrop	2784	(28.8) 10 7	51.8 14 624	82.6 19 803	88.1 25 480	(48.1) 43 147	88.3 17 723
23	A Irving	2714	(34.0) 20 4	(59.5) 39 207	78.6 24 745	95.3 18 546	53.5 9 504	87.1 20 708
24	C Smart	2575	(0.0) 25 0	49.2 17 610	74.3 35 684	79.0 36 384	(65.6) 35 210	85.5 25 687
25	S Shah	2530	(18.4) 39 -7	(60.7) 32 236	72.8 26 727	85.7 20 508	(85.9) 21 375	80.6 22 691
26	S Morecraft	2525	(28.9) 10 7	(61.4) 35 216	77.5 25 730	85.5 28 456	(104.5) 11 487	81.1 32 629
27	J Crowhurst	2478	(23.7) 18 5	(146.7) 19 559	70.4 29 701	72.2 37 383	(58.5) 34 220	74.0 33 610
28	S Dawson	2439	(41.9) 7 10	57.7 11 641	79.2 28 712	85.1 38 360	(93.3) 26 304	67.2 42 412
29	K Davis	2327	(17.6) 41 -8	(87.3) 22 336	85.9 9 887	103.0 9 645	(98.1) 13 467	DNF 47 0
30	E Foxon	2293	(18.9) 23 1	(60.3) 37 211	70.9 37 636	83.3 29 436	(74.9) 22 348	83.6 28 661
31	A Freeborn	2239	(29.7) 10 7	(64.4) 33 231	75.4 30 700	86.8 33 406	(68.0) 25 322	76.8 37 573
32	M Cook	2165	(26.9) 16 6	(68.8) 30 252	88.6 8 889	102.8 12 614	(74.2) 38 199	(221.3) 45 205
33	J Warwick	2123	(12.0) 60 -132	(58.6) 31 242	68.2 30 700	71.5 34 400	(69.6) 27 282	73.0 31 631
34	G Dadd	2039	(29.2) 10 7	(0.0) 47 0	62.7 40 519	96.2 16 554	(60.3) 27 282	84.8 26 677
35	J Muddock	1910	(16.7) 25 0	(51.1) 42 161	63.3 41 511	89.1 26 473	(52.4) 40 164	80.6 34 601
36	A Gillson	1890	(11.0) 25 0	(62.9) 40 203	74.4 38 628	82.7 35 388	(68.8) 31 245	73.7 41 426
37	C Hart	1876	(1.9) 25 0	(8.2) 47 0	67.7 39 590	72.4 39 356	(68.8) 24 346	75.3 36 584
38	N Irving	1861	(14.3) 46 -40	(24.6) 45 39	75.3 32 699	73.7 40 348	(56.9) 32 223	78.3 35 592
39	R Nunn	1769	(34.3) 6 11	(40.5) 43 128	74.9 23 747	(0.0) 50 -93	(64.8) 29 275	82.2 21 701
40	A Betteley	1667	(16.4) 25 0	(56.5) 38 210	55.2 44 350	65.6 43 305	(65.2) 30 247	71.6 38 555
41	J Clarke	1655	(15.4) 42 -10	(76.4) 25 316	47.6 45 345	87.7 41 331	(54.2) 39 173	66.9 39 500
42	H Nithianandarajah	1485	(10.9) 46 -40	(55.0) 41 185	(51.5) 48 42	82.9 31 432	(56.9) 32 223	82.2 30 643
43	S Armitage	1476	(12.9) 25 0	(72.8) 28 271	56.8 43 434	70.9 42 322	(61.1) 44 120	58.2 43 329
44	D Bromley	1414	(24.7) 16 6	(57.2) 34 217	70.5 34 691	(143.5) 48 152	(81.4) 22 348	(0.0) 47 0
45	J Leacroft	1284	(19.9) 42 -10	(59.6) 36 214	(79.4) 47 76	67.1 46 250	(59.6) 45 98	81.3 29 654
46	T Charlesworth	1282	(1.9) 25 0	(0.0) 47 0	55.9 42 470	67.1 44 301	(62.4) 36 200	57.0 44 311
47	M Pettican	1236	(29.0) 9 8	(77.3) 27 304	71.6 36 676	62.7 47 248	(0.0) 48 0	(0.0) 47 0
48	R Verrall	959	(8.8) 25 0	(25.7) 44 63	(94.7) 46 110	61.7 45 265	(28.6) 46 43	61.8 40 478
49	A Hill	493	(14.5) 48 -44	(0.0) 47 0	DNF 50 0	76.3 32 408	(0.0) 48 0	(144.1) 46 129
50	S Aldridge	94	(7.0) 25 0	(14.9) 46 16	(28.4) 49 21	(128.4) 49 57	(0.0) 48 0	DNF 47 0

For each day, speed (or distance), position and points are shown.

The pilots highlighted above contributed to the main report

Overseas Nationals, Ocana

Pilot	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
1 M Wells	7918	16 739	2 741	1 1000	1= 1000	4 923	5= 729	3 964	1 1000	2 822
2 S Crabb	7871	2 921	11 607	10 842	4 967	2 995	2 798	1 1000	3 990	6 751
3 L Wells	7764	1 935	1 764	2 968	11 883	7 830	5= 729	5 919	4 975	5 761
4 J Wills	7750	5 865	3 707	4 933	6 961	5 882	3 767	2 985	10 814	1 836
5 P Jeffery	7173	8 831	13 585	3 959	8 907	3 937	7 727	10 848	20 662	7 717
6 P Crabb	7053	25 162	8 640	8 850	1= 1000	1 1000	1 799	14 821	2 992	3 789
7 G Dale	6748	9 823	16 552	14 794	12 856	12 756	10 677	16 798	11 808	9 684
8 G Stingemore	6701	17 737	5 682	15 737	16 805	9 810	19= 538	12 823	12 797	4 772
9 P Shelton	6676	10 816	9 612	24 577	5 965	16 688	11 871	15 804	5 930	15= 613
10 J Tanner	6583	13 750	12 587	9 847	17 759	14 713	14 648	7 897	13 758	14 624
11 J Rebbeck	6506	18 735	24 376	5 890	9 906	23 606	21 507	6 911	6 926	11 649
12 M Durham	6482	3 912	27 220	7 854	10 893	10 791	8 706	13 822	22 648	12 638
13 K Barker	6462	21 473	7 660	17 676	3 999	6 839	4 784	4 922	7 925	26 204
14 K Tiple	6405	11 761	4 688	20 671	27 363	8 827	9 691	9 881	9 828	8 695
15 J Spencer	6237	6 838	21 446	11 836	16 719	15 704	26 382	11 837	8 881	19 594
16 P Toquero	5841	19 704	17 548	26 498	15 826	19 646	13 653	17 714	18a 706	20 546
17 G Spreckley	5636	15 747	15 582	18 673	14 831	18 662	16 605	28 218	14 739	18 599
18 R Blackmore	5455	14 748	20 522	16 726	23 582	26 485	19= 538	19 703	25 617	21 532
19 A Clarke	5195	4 891	26 240	29 97	20 658	17 679	25 438	8 882	19 697	15= 613
20 K Glossop	5175	29 23	10 610	23 592	19 702	11 774	23 481	20 684	23 645	10 684
21 D Innes	5087	20a 665	19 528	21 627	21 639	25 497	22 488	22 653	26 483	23 507
22 R Knight	5021	30 21	28 208	13 822	13 851	13 730	15 627	21 678	27 459	13 625
23 J Clemens	4717	26 128	30 112	12 832	7 909	20= 613	18 590	27 274	15 734	22 525
24 A Binks	4646	12 760	6 676	25 540	24 467	22 612	27 376	26 276	17 710	25 225
25 P Baker	4635	28 39	14 573	19 672	22 595	20= 613	17 591	29 213	16 733	17 806
26 P Rossier	4585	7 835	22= 402	22 618	25 433	24 559	24 471	25 283	21 657	24 327
27 P Mclean	3454	22 464	25 249	27 307	26 371	28a 386	28 345	16 704	28 454	27 174
28 C Lyttelton	2700	27 78	29 154	6 859	DNF 0	DNF 0	12 666	24 309	29 634	DNF 0
29 P Onn	2105	24 223	22= 402	28 104	30 31	29 333	30 269	23a 415	29 328	DNF 0
30 M Cruchaga	1615	23 340	18 538	30 46	29 315	30 75	29 301	DNF 0	DNF 0	DNF 0
31 P Vico	1034	DNF 0	DNF 0	DNF 0	28 327	27 462	31 245	DNF 0	DNF 0	DNF 0

18 Metres, Aston Down

Pilot	Overall	Day 1	Day 2
1 Keith Nicolson	1917	103.9 2 917	87.8 1 1000
2 Maryn Wells	1875	104.4 1 923	82.8 5 952
3 Brian Marsh	1856	103.0 3 905	82.8 6 961
4 Andrew Hall	1841	100.9 5 879	83.9 4 962
5 Peter Coward	1839	101.9 4 891	82.5 7 948
6 Howard Jones	1792	96.9 14 826	84.3 2 966
7 Leigh Wells	1775	100.0 7 867	78.4 10 908
8 Gavin Goudie	1771	100.5 6 873	77.3 11 898
9 Ian Cook	1736	96.2 16 818	79.4 8 918
10 Richard Browne	1721	97.3 10 831	76.6 13 890
11 Rodney Witter	1716	97.4 9 834	75.7 16 882
12 Ailster Kay	1709	97.2 11= 830	75.4 17= 879
13 Steve Jones	1706	97.0 13 827	75.4 17= 879
14 Paul Brice			
Wayne Aspland	1666	92.9 19 775	76.6 12 891
15 Gary Stingemore	1621	97.4 24 733	76.3 15 888
16 John Spencer	1608	90.5 23 744	73.8 20 864
17 Oliver Ward	1606	88.4 25 717	78.4 14 889
18 Leigh Hood	1554	78.6 32 591	84.0 3 963
18 Dennis Campbell	1554	82.4 30 639	79.1 9 915
20 Simon Housden	1448	77.1 34 571	75.2 19 877
21 Jack Luxton	1352	97.2 11= 830(322.3)	25 522
22 David Watt	1347	95.6 17 810	(331.0) 22 537
23 Robert Welford	1327	95.2 18 804	(322.8) 24 523
24 Tony Moulang	1303	96.0 16 815	(302.6) 31 468
25 Ray Payne	1286	92.2 20 766	(321.0) 28 520
26 Bob Bromwich	1282	91.0 22 751	(327.8) 23 531
27 Richard Smith	1269	91.9 21 762	(313.6) 29 507
28 Iain Evans	1216	84.5 29 666	(338.8) 21 550
29 Douglas Gardner	1213	86.9 27 697	(318.4) 27 516
30 Jerry Langrick	1195	87.9 26 711	(326.0) 32 484
31 Andrew Reid	1084	80.2 31 611	(293.5) 33 473
31 Frank Jaynes	1084	78.5 33 589	(305.9) 30 495
33 Chris Starkey	914	63.7 35 398	(318.6) 27 516
34 Derek Westwood	850	98.7 9 850	(16.9) 35 0
35 Ron Budge	822	85.2 28 675	(102.4) 34 147
36 Geoffrey Payne	131	(134.9) 36 131	DNF 35 0
<i>Hors Concours</i>			
>1 John Coutts	2017	109.5 >1 989	90.7 >1 1028

Club Class, Pocklington

Pilot	Total	Day 1	Day 2	Day 3	Day 4
1 R Hood	3666	77.7 2 954	55.7 12 811	69.1 10 901	(274.1) 1 1000
2 P Masson	3664	69.6 11 850	55.9 11 814	76.1 1 1000	(274.1) 1 1000
3 A Darlington	3647	81.4 1 1000	54.8 14 798	70.0 7 913	(259.8) 9 936
4 G Macdonald	3595	75.8 3 929	61.3 8 886	63.9 18 827	(263.6) 5 953
5 B Fox	3499	57.5 22 705	63.2 4 924	66.8 12 878	(269.6) 3 992
6 A Jelden	3463	67.5 13 834	54.9 12 811	65.1 14 853	(263.6) 4 965
7 P Sheard	3411	67.3 16 793	66.8 5 907	74.9 3 951	(228.9) 21 760
8 J Stephen	3404	67.4 14 823	67.0 3 962	57.5 22 736	(247.9) 14 883
9 M Cumming	3393	67.2 17 783	61.3 9 841	70.0 13 874	(260.7) 13 895
10 J Williams	3367	69.0 10 852	52.4 18 777	68.5 9 903	(235.1) 18 835
11 C Emson	3192	72.8 7 891	69.6 2 997	(245.1) 24 422	(247.6) 15 882
12 H Rebbeck	3191	75.2 8 881	73.8 1 1000	65.3 20 811	(136.1) 27 499
13 D Crosby	3146	70.1 12 837	46.7 20 672	72.4 4 926	(206.7) 23 711
14 R Johnson	2988	62.8 18 784	(90.8) 24 358	70.9 4 926	(260.7) 8 940
15 J Hitchcock	2907	64.0 20 745	50.2 18 700	71.3 11 892	(182.0) 25 570
16 D Innes	2779	66.6 15 794	47.7 19 685	66.8 16 848	(117.8) 30 454
17 K Davies	2725	76.0 5 910	(0.0) 30 0	71.2 8 910	(258.0) 11 905
18 P Fritch	2705	(54.2) 30 78	60.3 10 828	73.1 6 917	(257.5) 15 882
19 D Ruttle	2621	76.8 5 910	(126.6) 22 449	63.5 21 795	(122.1) 28 467
20 N Wedi	2563	74.4 9 871	(25.1) 27 58	67.4 17 839	(227.3) 20 795
21 J Smith	2524	(0.0) 32 0	62.5 6 902	53.1 23 674	(262.4) 7 948
22 A Nunn	2385	(34.8) 31 38	56.2 16 777	76.0 2 956	(170.6) 24 594
23 P Whitehead	2288	76.2 4 913	(22.3) 28 49	66.7 15 848	(118.6) 29 458
24 I Freestone	2174	58.6 21 711	54.3 15 791	(77.2) 28 126	(142.7) 26 546
25 T Head	2031	63.9 19 752	(0.0) 30 0	(223.0) 28 673	(260.6) 10 906
26 M Armstrong	1995	(240.1) 23 460	(115.8) 21 504	(52.3) 29 82	(247.1) 6 949
R Dell					
27 M Mee	1855	(120.4) 26 212	(124.4) 23 438	(236.4) 25 390	(241.7) 19 815
28 M Jordy	1841	(77.3) 29 128	(0.0) 30 0	64.8 19 812	(259.6) 12 901
29 M Sheehan	1381	(78.3) 27 136	(61.3) 25 244	(78.4) 27 130	(245.4) 17 871
30 M Rebbeck	1242	(82.0) 26 135	65.0 7 888	(22.4) 31 9	(86.6) 32 210
31 M Garwood	1201	(133.3) 25 247	(54.4) 26 210	(1.0) 32 0	(212.1) 22 744
32 D Staff	850	(219.4) 24 373	(18.0) 29 25	(48.0) 30 56	(107.4) 31 398

Open Class, Aston Down

Pilot	Total	Day 1	Day 2	Day 3	Day 4
1 Peter Harvey	3122	87.1 1 714	102.9 1 1000	102.9 1 1000	63.6 1 438
2 Russell Cheetham	2908	67.4 9 595	100.1 2 959	101.3 1 1000	(141.6) 3 354
3 Chris Rollings	2750	69.9 6 612	94.1 7 872	98.1 4 957	(133.1) 4 309
4 Peter Sheard	2646	67.2 8 596	92.4 11 847	94.9 8 912	(118.5) 8 291
5 Ken Hartley	2612	77.8 3 659	92.1 12 843	97.2 7 944	(117.0) 18 166
6 Robin May	2515	78.2 2 661	96.4 3 906	90.5 10 851	(50.9) 20 97
7 John Goringe	2513	51.0 13 500	90.1 18 813	94.6 9 908	(118.9) 6 292
8 John Giddins	2481	55.7 11 522	92.6 10 850	88.0 12 817	(119.7) 6 292
9 David Allison	2436	65.9 10 588	88.5 18 790	98.3 3 958	(52.0) 18 100
10 Jed Edyvean	2365	71.7 5 619	94.3 6 875	84.7 14 772	(51.6) 19 99
11 Bernie Morris	2301	76.2 4 649	78.6 23 846	80.9 19 719	(117.3) 10 287
12 Philip Jones	2259	(89.9) 18 174	92.1 12 843	97.6 6 949	(118.5) 5 293
13 Ralph Jones	2199	(102.7) 14 206	94.8 4 883	77.8 23 674	61.0 2 436
14 Tim Parker	2154	(84.1) 23 160	93.5 20 763	98.1 5 956	(117.2) 14 275
15 Lemmy Tanner	2150	53.8 12 517	75.8 28 805	82.7 17 744	(118.2) 11 284
16 David Innes	2098	(100.3) 18 200	89.9 17 810	90.2 13 807	(119.0) 12 281
17 Mike Thick	2015	67.4 7 697	90.1 15 814	68.4 25 548	(37.0) 25 56
18 Mike Foreman	1900	(88.8) 19 171	93.9 8 669	84.3 15 767	(49.8) 22 93
19 Chris Lyttelton	1848	(73.8) 27 135	94.8 5 882	79.8 18 740	(49.0) 23 91
20 David Findon	1833	(94.6) 17 186	79.0 22 652	82.3 21 706	(117.7) 9 289
21 John Glossop	1831	(95.0) 26 137	93.7 9 866	84.2 16 766	(39.1) 24 62
22 Lucy Withall	1830	(102.7) 14 206	90.5 14 819	78.5 22 687	(58.3) 17 118
23 Richard Kalin	1643	(83.6) 24 159	73.4 27 570	88.1 11 819	(51.1) 21 95
24 Jon Arnold	1610	(84.4) 22 161	79.5 21 659	65.5 26 509	(117.3) 12 281
25 Simon Adlard	1513	(85.2) 21 163	77.5 24 629	80.3 20 712	(21.0) 26 9
26 Ken Lloyd	1391	(85.6) 20 164	75.9 25 606	73.4 24 617	(19.5) 27 4
27 Paul Stanley	1016	(0.0) 28 0	86.7 19 764	(106.3) 28 72	(81.0) 15 180
28 David Gardiner	908	(76.0) 25 140	71.0 28 536	(308.0) 27 232	DNF

NATIONALS & REGIONALS RESULTS

15-Metre Nationals, Lasham

Pilot	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 E Johnston	5079	115.0 3 768	88.3 3 967	101.8 15 550	102.3 6 904	102.1 1 1000	(173.3) 13 457	(164.6) 5 433
2 P Jones	4933	103.0 13 682	82.0 14 908	108.9 6 604	107.2 2 970	94.2 18 852	(189.3) 21 443	(175.5) 1 474
3 G McAndrew	4795	109.0 5 742	79.3 21 882	106.5 10 586	99.4 9 863	92.4 14 899	(173.2) 16 456	(148.4) 27 367
4 R Sheelham	4739	115.0 2 789	82.5 13 912	108.1 9 598	104.1 3 928	97.9 3 957	(177.2) 7 470	(148.2) 36 75
5 G Slingemore	4682	110.1 4 754	83.1 12 918	99.4 22 525	90.2 26 737	86.8 21 841	(188.3) 25 440	(173.5) 2 467
6 S Jones	4671	109.0 5 742	88.5 2 969	108.8 7 603	109.3 1 1000	(474.8) 35 463	(178.1) 4 473	(161.6) 11 421
6 P Harvey	4871	119.7 1 850	(314.7) 39 400	115.8 1 657	104.1 3 928	97.0 7 936	(177.3) 7 470	(163.9) 6 430
8 R Browne	4542	100.7 18 660	81.0 17 898	87.5 33 441	101.3 8 889	87.0 20 843	(154.9) 44 395	(160.3) 12 416
9 P Sheard	4534	100.8 7 661	81.5 11 931	97.9 24 520	97.0 15 831	87.8 18 852	(170.1) 18 446	(130.2) 31 293
10 G Smith	4518	101.6 16 668	86.3 6 948	79.5 39 380	98.5 10 851	89.1 16 885	(158.1) 42 406	(156.4) 19 400
11 M Wells	4464	108.2 8 735	87.8 4 962	84.3 36 416	102.6 5 908	85.2 23 824	(176.6) 10 468	(78.5) 32 151
12 D Allison	4433	100.3 19 656	91.9 1 1000	111.7 2 625	97.3 13 835	(474.8) 35 463	(185.8) 29 431	(162.2) 10 423
13 J Wilton	4420	93.8 30 591	73.9 27 832	96.5 26 509	97.9 12 843	82.8 27 800	(177.9) 5 472	(149.8) 25 373
14 M Strathern	4418	104.5 11 697	81.5 15 903	109.1 5 605	98.4 11 850	94.7 11 904	(174.0) 12 459	(19.5) 43 0
15 M Pike	4348	100.1 21 646	78.7 22 877	88.3 32 447	79.4 46 589	97.9 3 957	(163.3) 32 423	(158.7) 14 409
16 P David	4319	102.9 13 682	84.9 9 934	111.0 3 620	89.3 28 726	92.8 11 904	(168.8) 23 441	(26.4) 42 12
17 K Nicholson	4280	89.6 35 549	85.5 8 941	100.9 17 543	89.9 29 724	98.2 2 959	(182.9) 1 489	(49.3) 36 75
18 J Hallam	4257	106.2 10 714	76.5 26 856	108.5 8 601	82.1 44 626	96.4 6 941	(165.9) 28 432	(53.6) 35 87
19 A Hall	4217	100.2 20 655	79.4 20 884	103.4 13 562	97.2 14 833	(469.8) 40 458	(146.5) 46 371	(169.7) 4 454
20 D Masson	4170	103.2 12 684	86.8 5 952	90.2 35 424	86.3 38 684	97.4 5 952	(165.4) 30 430	(37.7) 39 44
21 W Aspland	4125	98.2 24 635	(344.3) 30 444	103.2 14 561	91.8 24 760	85.8 22 830	(176.4) 11 467	(163.4) 8 428
22 G Metcalfe	4070	81.5 46 468	71.7 28 812	110.7 4 618	102.0 7 899	(467.9) 41 456	(161.0) 37 415	(156.9) 17 402
23 B Bromwich	4020	99.1 22 644	84.8 9 934	92.4 28 478	92.4 30 723	81.4 31 784	(173.3) 13 457	(20.3) 43 0
24 B Thirkell	3997	(229.0) 47 210	78.1 25 871	81.4 38 394	94.1 17 791	93.8 9 913	(169.1) 21 443	(150.4) 24 375
25 K Hartley	3925	88.4 37 537	(320.0) 35 407	105.5 11 578	89.2 30 723	92.5 13 900	(155.1) 44 395	(152.7) 23 385
26 J Gorringe	3902	94.2 29 595	(318.0) 36 405	98.4 23 524	92.8 23 773	83.5 25 807	(173.2) 16 456	(142.3) 30 342
27 A Pozerskis	3874	98.9 23 642	(322.8) 33 412	90.0 30 460	84.6 41 660	86.9 17 863	(163.1) 34 422	(160.1) 13 415
28 R Smith	3815	94.4 28 597	80.9 17 898	(189.9) 45 215	89.0 32 722	93.0 10 906	(163.7) 31 424	(40.9) 38 53
29 P Jeffery	3810	88.3 38 536	78.3 24 873	82.7 37 404	88.1 34 709	(459.4) 45 447	(168.4) 25 440	(156.7) 18 401
30 D Byass	3802	92.5 32 578	80.8 19 896	96.8 25 512	77.1 47 558	80.1 33 771	(169.6) 20 444	(37.3) 40 43
31 S Ell	3800	108.6 7 739	(379.0) 29 495	79.0 40 376	93.5 20 782	83.8 26 802	(177.5) 6 471	(72.1) 33 135
32 R Pentecost	3718	99.8 25 614	(332.2) 31 426	101.2 16 545	87.0 36 694	82.5 28 796	(98.1) 47 240	(157.3) 16 403
33 H Jones	3699	106.9 9 722	78.6 23 876	(47.9) 49 36	93.8 18 786	(467.7) 41 456	(163.3) 32 423	(156.3) 19 400
34 J Langrick	3682	94.6 27 599	81.0 16 899	86.7 34 434	89.5 27 726	(474.9) 35 463	(177.3) 7 470	(54.4) 34 89
35 I Evans	3666	84.3 44 496	(280.1) 41 348	99.2 21 530	81.5 45 618	85.2 32 824	(163.1) 34 422	(163.3) 8 428
36 D Booth	3588	98.8 26 601	(322.3) 34 411	100.8 16 542	70.7 48 470	81.0 32 781	(161.1) 36 416	(148.4) 27 367
37 B Morris	3544	85.3 42 506	(316.1) 37 402	105.5 11 578	82.4 42 631	81.9 30 790	(86.0) 48 207	(163.9) 6 430
38 K Tipler	3541	85.7 43 505	(256.9) 44 314	77.9 41 367	93.7 19 785	79.9 34 769	(159.7) 39 411	(154.0) 22 390
39 R Knight	3537	87.7 40 530	(189.4) 47 227	99.6 19 533	96.6 16 826	95.8 8 935	(182.2) 2 486	DNF 43 0
40 P Brice	3515	(42.6) 49 37	85.6 7 942	91.4 29 471	86.4 37 686	(447.0) 46 435	(180.5) 3 481	(172.5) 3 463
41 F Davies	3468	91.7 33 570	(315.9) 38 401	99.3 20 531	82.1 43 627	90.7 15 882	(173.3) 13 457	DNF 43 0
42 P Naegle	3467	101.7 15 670	(331.3) 32 424	76.3 42 355	86.1 34 709	(466.4) 44 455	(170.0) 19 445	(158.6) 14 409
43 P Fritche	3071	92.7 31 580	(298.2) 45 235	84.6 44 317	84.7 40 662	(475.4) 35 463	(168.7) 23 441	(149.9) 25 373
44 E Smallbone	3040	91.7 33 570	(279.8) 41 348	96.4 26 509	90.5 25 742	(468.1) 41 456	(161.0) 37 415	(0.0) 43 0
45 G Payne	2867	(204.9) 48 198	(193.4) 46 232	95.6 31 455	93.3 21 780	82.2 29 793	(159.2) 40 409	(19.6) 43 0
46 C Lytton	2812	94.0 41 527	(57.9) 49 52	(178.2) 47 198	93.2 22 779	(475.2) 35 463	(168.5) 25 440	(144.9) 29 353
47 J Bell	2792	87.9 39 532	(285.2) 40 356	(176.6) 48 196	88.7 33 716	(224.4) 48 187	(158.0) 43 405	(156.4) 19 400
48 N Howes	2533	89.1 36 544	(271.5) 43 335	73.2 43 332	84.8 39 663	(261.5) 47 222	(158.4) 41 407	(32.8) 41 30
49 R Payne	874	82.1 45 474	(157.9) 48 186	(189.3) 46 214	DNF 49 0	DNF 49 0	DNF 49 0	DNF 43 0
50 E Downham	0	(0.0) 50 0	DNF 50 0	DNF 50 0	DNF 49 0	DNF 49 0	DNF 49 0	DNF 43 0

Standards, Dunstable

Pilot	Day 1/Total
1 M Young	1000
2 L Wells	993
3 P Sheard	991
4 M Wells	974
5 P Coward	949
6 P Shelton	947
7 A Clarke	943
8 K Barker	929
9 R Cheetham	925
10 S Scott	922
11 T Thirkell	910
12 P Payne	899
13 H Hood	899
14 D Davis	892
15 R Redman	884
16 G Smith	878
17 M Durham	876
18 M Jordy	862
19 G Metcalfe	827
20 J Langrick	820
21 J Glossop	818
22 K Nicholson	807
23 J Spencer	767
24 B Fox	763
25 P Crabb	753
26 B Morris	752
27 B Marsh	737
28 D Hilton	681
29 S Harland	669
30 J Edyvean	667
31 R Johnson	661
32 K Payne	649
33 P Harvey	645
34 J Hallam	635
35 L Withall	622
36 N Weir	464
37 N Wall	453
38 A Tribe	451
39 J Rebbeck	448
40 D Byass	440
41 D Allison	440
42 S Ell	419
43 R Browne	418
44 P Brice	409
45 W Kay	398
46 J Tanner	389
47 C Aldis	386
48 R Johnson	371
49 R Hart	261
50 H Rebbeck	157
51 S Crabb	0

Booker Regionals

A Class	Pilot	Total	B Class	Pilot	Total
1	D Campbell	2538	1	A Nunn	2482
2	B Morris/J Warren	2523	2	B Forrest	2262
3	A Jelden	2460	3	M Forster/J Turner	2237
4	S Jones	2263	4	D Heath	1880
5	J McCosim	2097	5	B Sinden/J Moore	1819
6	A Perley	2076	6	A Birbeck/D Byass	1749
7	D Caunt	2050	7	A Smith	1432
8	J White	1787	8	D Lamb	942
9	G Lyons/G Ivey	1631	9	N Collins	827
10	M Hardwick	1487	10	A Laylee	796
11	W Parker	1321	11	D Staff	765
12	D Cooper	1177	12	R Starey	634
13	M Mee/P Sheard/B Cooper	0	13	R Smith	410
14	C Kidd	0	14	R Bickerton	0

Mountain Soaring, Deeside

Pilot	Total
1 R Wilson	2755
2 J Stephen	2038
3 P Gray	1989
4 M Jernan	1910
5 R Arke	1294
6 P Roberts	1232
7 D Feakes/T Satchell	759
8 S St Pierre	721
9 B Bolton/D Martin	718
10 J Davidson, R Holt, R Cutts	623
11 L Ferguson-Dalling	482
12 C Dewhurst	482
13 A Eddie, M Whyman/C Peters	476
13 D Mackay	303

Aerobatic Nationals

Sportsman	Pilot	Overall %
1	Malcolm Hodgson	72.110
2	Paul Crump	71.495
3	Pat Farrelly	62.655
4	David Cockleton	62.525
5	Nikki Mills	52.993
6	Stephen Lewis	52.073
Intermediate		
1	Graham Saw	77.563
2	John Gilbert	75.978
3	Andrew Cunningham	73.624
4	Glyn Yeates	70.591
Unlimited		
1	Guy Westgate	71.237
2	Ian Tunstall	69.361
3	Jamie Allen	64.497
4	Paul Conran	62.255
5	Mike Woollard	6.787

EASTERN REGIONALS

Norfolk Gliding Club

Tibenham Airfield

26 May - 3 June 2001

Details and entry form from Bonnie Wade

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

Exciting racing in the mountains

THE UK Mountain Soaring Championships, at Deeside GC in the Grampians and Cairngorms, exploits the special soaring offered by mountainous terrain. The rules generally mirror regionals but, while the primary aim is to test competitive cross-country flying in, some tasks allocate a percentage of points to height gain. Cross-countries usually require careful analysis of time spent gaining height (converted to distance or speed), but this can force pilots to consider the height element, balancing the strategic merits of wave or thermals.

Day 1 Non-contest day; no-one got past Y.

Day 2 (dist/spd: Tarfside-Rynie-Insh 111km). Marginal thermals, weak wave. Mark Jerman came first. Most pilots landed out.

Day 3 (dist/spd: Linn of Dee-Rhynie-Ballater 147km). A difficult thermal day with rapid over-convection and rain. Dickie Feakes was the sole finisher. Richard Arkle rounded two TPs only to find his barograph had failed. Seven of us landed at Braemar.

Day 4 (POST+50% height: 5 TPs, Huntly to Pitlochry.) An excellent wave day (climbs to 20,000ft) but it went unstable leaving a few unfortunates struggling in thermals or rotor

while the boys on top cruised round. Heavy cloud made Pitlochry particularly challenging. Roy Wilson won (371km and 17,500ft max ht).

Day 5 (dist/spd+25%ht, Tomintoul-Braemar-Huntly 163km). Another good wave day (climbs to 18,000ft) again complicated by instability and cloud. Roy won again, adding that he didn't see a TP all day!

Day 6 (dist/spd +25%ht, Pitlochry-Huntly-Spittal of Glenshee, 295km). Yet another good wave day (climbs to 16,500ft), but it went unstable early, leaving a few pilots stranded in thermals. Heavy cloud from Braemar to Pitlochry tested the pack. Jack Stephen, Richard Arkle and Roy Wilson ventured over cloud to claim the honours with Jack, in determined mood, winning.

The Scottish mountains were at their most stunning, offering a combination of thermal and wave probably unsurpassed in the UK. An exciting, testing competition where most cross-country kilometres were flown above cloud, over the mountains, sometimes hard against the rocky crags... but with scant interference from airspace.

Roy Wilson & Richard Arkle

Thanks to: Marsh Insurance, Royal Lochnagar Distillery, Loch Kinord Hotel, Walkers Shortbread



Gransden Regionals

SUMMER graced us with her presence just in time for a successful seven-day comp: 60 pilots faced a demanding but friendly battle in two classes, with Peter & Richard Baker directing/task-setting. Overall, the Sport Class were tasked 1822km (plus Assigned Area Task), the Club Class, 1464km (+AAT).

Day 2 ended with thunderstorms and the arrival of Nationals pilots from Lasham. The severe weather caused more excitement for our pilots: aerotow retrieves had to be aborted and one combination had to stay overnight at Enstone. These pilots were also frustrated by early morning mist but managed to return just in time for briefing.

Day 3 sent the competitors east; some found an advantage in the sea breeze front. Local pilots came into their own during these interesting, unpredictable conditions, Graham Drury winning Club Class and Richard Maskell Sport. An AAT on Thursday kept everyone on their toes and caught a few people out. Basil Fairston (Club) did 207.2km and Paul Shelton (Sport) 195.7km.

After a well-earned couple of days' rest, the competition culminated in a racing day to the east for the Club Class, but many of the Sport Class were downed by showers.

The contest (full results on p49) will be remembered for its fun, food and beer, and for the way the organisers facilitated a week of challenging, varied flying – making the most of the conditions in what has at times seemed a frustrating year, weather-wise.

Sarah Drury



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Justin Wills



Russell Cheetham

Photos: the white planes picture co.



Steve Jones

The UK's top pilots

1	SG Jones	43	BT Spreckley	85	RJ Welford	127	RB Witter	169	RJ Smith	211	RJ Hart
2	RA Cheetham	44	JB Giddins	86	D Masson	128	T Milner	170	MC Foreman	212	A Smith
3	TJ Wills	45	MJ Jordy	87	DP Francis	129	J Clark	171	PS Kurstjens	213	AR Hutchings
4	DS Watt	46	AG Hall	88	PW Armstrong	130	R Smith	172	S Churchill	214	K Houlihan
5	PG Sheard	47	M Strathern	89	LM Rebbeck	131	Rose Johnson	173	KW Payne	215	J Birch
6	MD Wells	48	MW Durham	90	JD Spencer	132	DA Booth	174	D Heslop	216	AJ Garrity
7	EW Johnston	49	MI Pike	91	LS Hood	133	J Smith	175	FG Bradney	217	R Pentecost
8	AE Kay	50	J Stephen	92	JG Allen	134	GW Craig	176	W Kay	218	A Walford
9	LM Wells	51	P Jeffery	93	R Johnson	135	GD Morris	177	J Young	219	RC Sharman
10	TJ Scott	52	N Hackett	94	CC Lyttelton	136	JG Arnold	178	PA King	220	TW Slater
11	PJ Harvey	53	P Davis	95	MG Throssell	137	L Withall	179	G Drury	221	J Whiting
12	MJ Young	54	HA Rebbeck	96	P Stanley	138	DS Innes	180	A Baker	222	A Clark
13	PG Crabb	55	JR Edyvean	97	IR Cook	139	PE Rice	181	CJ Short	223	R Kalin
14	R Hood	56	GC Metcalfe	98	W Aspland	140	C Peters	182	K Davis	224	MP Mee
15	PJ Coward	57	JM Hood	99	T Stuart	141	FJ Davies	183	PJ Stratten	225	RA King
16	PR Jones	58	MF Cuming	100	AC Wells	142	PM, Kirschner	184	A Perkins	226	DD Copeland
17	GE McAndrew	59	H Jones	101	TM Mitchell	143	NV Parry	185	CJ Alldis	227	P O'Donald
18	PM Shelton	60	J Langrick	102	AJ Stone	144	WJ Murray	186	AP Hatton	228	PF Whitehead
19	AJ Davis	61	SJ Harland	103	GM Spreckley	145	D Hilton	187	PE Baker	229	AD Tribe
20	PJ Masson	62	RH Blackmore	104	IP Freestone	146	G Corbett	188	P Brown	230	G Hibberd
21	AJ Clarke	63	BC Morris	105	M Judkins	147	RW Allcoat	189	BL Cooper	231	R Robertson
22	G Stingmore	64	PR Stallford-Allen	106	P Rackham	148	JT Hitchcock	190	K Tipple	232	D Piggott
23	KD Barker	65	CG Starkey	107	GF Wearing	149	MJ Wilson	191	E Downham	233	C Smithers
24	CC Rollings	66	IM Evans	108	R Meisonpierre	150	AP Moulang	192	DH Gardner	234	D LeRoux
25	AA Darlington	67	JA Hallam	109	M Critchlow	151	N Wedi	193	DM Byass	235	WJ Palmer
26	SJ Crabb	68	OM Ward	110	TJ Parker	152	M Newland-Smith	194	NH Wall	236	AJ French
27	RA Browne	69	B Flewet	111	J Meyer	153	BA Birlison	195	J Johnston	237	F Jaynes
28	GN Smith	70	G Goudie	112	PF Brice	154	R Tietema	196	TJ Brenton	238	P Shuttleworth
29	R Thirkell	71	J Williams	113	D Westwood	155	M Forster	197	PC Fritche	239	MR Parker
30	G MacDonald	72	BA Fairston	114	BR Forrest	156	MG Thick	198	D Heath	240	R Sinden
31	KJ Hartley	73	JDJ Glossop	115	CJ McInnes	157	A MacGregor	199	HE Cheetham	241	JA McCoshim
32	K Nicolson	74	GG Dale	116	D Crosby	158	A Pozerskis	200	T Wright	242	SM Wells
33	RD Payne	75	ER Smith	117	RC Bromwich	159	GN Thomas	201	D Hughes	243	J Bell
34	RC May	76	ND Tillet	118	J Luxton	160	A Head	202	D Ruttle	244	P Naegeli
35	RL Fox	77	JH Pennant	119	DE Findon	161	MR Fox	203	CVJ Heames	245	SR Nash
36	DW Allison	78	AV Nunn	120	SR Housden	162	P Healy	204	TR Gaunt	246	DR Wardrop
37	BC Marsh	79	DR Campbell	121	R Maskell	163	D LeRoux	205	SR Ell	247	I Smith
38	JP Gorringer	80	DC Chappell	122	D Williams	164	A Mountain	206	A Eckton	248	PM Wells
39	A Jelden	81	OJ Walters	123	AF Watson	165	MJ Birch	207	S Welsh	249	CJ Bryning
40	SJ Redman	82	JA Tanner	124	LE Tanner	166	MF Brook	208	PL Hurd	250	G Rooke
41	JN Wilton	83	CR Emson	125	WT Craig	167	M Bird	209	ER Garner	BGA Ratings List 2000 compiled by Henry Rebbeck	
42	JN Rebbeck	84	R Jones	126	D Draper	168	N Weir	210	R Large		

... and the calendar of contests where you could join them in 2001

Club Class Worlds	Gawler, Australia	Jan 15-Jan 26	18 Metre Nationals	Tibbenham	Jul 14-Jul 22	Standard Class Nationals	Nympsfield	Aug 11-Aug 19
Overseas Championships	Spain	May 14-May 25	Enterprise	North Hill	Jul 21 - 28	Regionals	Dunstable	to be confirmed
Regionals	Tibbenham	May 26-Jun 3	Open Class Nationals	Lasham	Jul 28-Aug 5	Regionals	Gransden Lodge	Aug 18-Aug 26
Glider Aerobatic Nationals	Salisbury	May 31-Jun 3	Regionals	Lasham	Jul 28-Aug 5	Two-seater Comp	Pocklington	Aug 19-Aug 26
Club Class Nationals	Hus Bos	Jun 16-Jun 24	Inter Services Regionals	Bicester	Jul 28-Aug 5	Junior Championships	Aston Down	Aug 25-Sep 2
18 Metre World Champs	Lillo, Spain	Jun 18-Jul 1	Regionals	Sutton Bank	Jul 28-Aug 5	Mountain Soaring Champs	Deeside	Sep 2-Sep 8
World Class Worlds	Lillo, Spain	to be confirmed	Women's Worlds	Lithuania	Jul 27-Aug 12	Worlds	Matikeng, S Africa	Dec 18-Dec 31
15 Metre Nationals	Booker	Jun 30 - Jul 8	World Junior Champs	Issoudun, France	Aug 5-Aug 19	Final deadline for returning UK Nationals entry forms Jan 31		

THE RACING YEAR: REGIONALS RESULTS

Dunstable Regionals

Green Class	Pilot	Points
1	Rebeck/Rebeck	5774
2	P Rackham	5533
3	G Craig	5250
4	M Birch	5104
5	D Hughes	4753
6	R Robertson	4601
7	A Brown	4496
8	R Rebeck	3426
9	P Hicks	3244
10	M Davis	3212
11	A Roch/Hodgkinson	3188
12	D Miller	2904
13	Paskins/Colbeck	2766
14	Jeffries/Other	2694
15	Harrison/Hodge	2427
16	M Fairman	2389
17	C Sorace	368

Blue Class

Pilot	Points
1 N Tillet	6311
2 T Stuart	6298
3 B Craig	5831
4 M Newland-Smith	5568
5 Kay/Coles	5477
6 Hurd/Gatfield	5104
7 A French	5043
8 M Jerman	4949
9 B King	4940
10 S Lynn	4927
11 R Brimfield	4836
12 J Reed	4757
13 R Davidson	4554
14 D Lingafelter	4430
15 I Reekle	4404
16 L Russell	4074
17 Thomas/Other	3156
18 J Luxton	2483
19 A MacKillen	2085
20 R Brecknock	1353

Lasham Regionals

A Class	Pilot	Points
1	C Starkey	4844
2	R Jones	4557
3	M Judkins	4545
4	D Williams	4540
5	WJ Murray	4367
6	PT Healy	4314
7	A Baker	4202
8	T Parker	4192
9	D Copeland	4148
10	C Short	4068
11	CCWatt	3945
12	MJ Wells	3724
13	J Acourt	3545
14	J Wright	3462
15	P Paterson	3432
16	PR Hamblin	3429
17	PJ Kite/S Larkin	3322
18	R Bottomley	3302
19	A Laylee	3237
20	M Brookes	3130
21	A Emck	2881
22	J Hitchcock	2673
23	B Pridal	2355

Inter-Services, Bicester

Sport Class	Pilot	Points
1	J Pennant/Others	2683
2	T Mitchell/Other	2640
3	R Smith/C Lawson	2565
4	T Head	2551
5	PD Brown	2063
6	A & G Clark	1896
7	CJBryning/EK Stephenson	1753
8	CD Stevens	1751
9	AL Farr	1723
10	RS Walker	1701
11	JV Bradbury	1693
12	JM Staley	1261
13	M Clegg	1096
14	PJ Waugh	1093
15	WK Stroud	988
16	P Kingwill	858
17	AA Jenkins	775
18	P Fox	643

Open Class

Pilot	Points
1 P Stafford Allen	4470
2 D Chappell	4148
3 JG Allen	4087
4 M Critchlow	4071
5 S Housden	4044
6 JG Arnold	3926
7 DP Francis	3914
8 BA Birtson	3886
9 P Stratten	3880
10 J Hallam	3823
11 AJ Garrity	3674
12 C Heames/Various	3605
13 M Pike/Other	3591
14 ML Garrard	3528
15 DW Smith	3350
16 P McLean	3349
17 C Gilbert	3197
18 DR Ley	3120
19 A Elliott	3045
20 A Clarke	2975
21 A McNamara	2973
22 CJ McInnes	2879
23 RA Cole	2842
24 I Mountain/A Watson	2778
25 PM Kirschner	2566
26 P Armstrong/R Weston	2495
27 N Aram	2321
28 DA Bullock	2289
29 J Duncan	2240
30 PO Sturley	2190
31 L Homsey	2110
32 M Rogers	1981
33 AJ Cooke	1839
34 G Rooke	1815
35 M Crocker	723

Midland Regionals, Husbands Bosworth

Position	Pilot	Points
1	N Hackett	3271
2	B Marsh	2963
3	R Blackmore/C Simpson	2962
4	J Wilton	2901
5	N Tillet	2874
6	R Johnson	2867
7	I Freestone	2840
8	D Westwood	2834
9	P Shelton	2792
10	D Booth	2765
11	G Corbett	2739
12	R Tietema	2718
13	T Mountain	2714
14	K Payne	2688
15	A Hutton	2644
16	H & R Cheatham	2631
17	K Houlihan	2622
18	J Whiting	2551
19	G Hibberd	2474
20	J Langrick	2466
21	P & S Wells	2413
22	M Jerman	2375
23	S Ell	2364
24	B Fairston	2302
25	Z Marzynski	2295
26	M Hughes	2238
27	M Costin	2224
28	F Davies	2086
29	M Allan	2067
30	S Bateman	2057
31	D Draper	1972
32	M Tomlinson	1824
33	J Pack	1784
34	L Sparrow	1740
35	A Emck	1733
36	R Bridges	1578
37	K Draper	1532
38	N Gough	1511
39	J Bevan	1505
40	M Miles/R Griffin	1491
41	B Ramseyer	1465
42	L Gerrard	1465
43	M Kirschner	1448
44	S Brooker	1402
45	P Tiller	1359
46	B McDonnell	1180
47	J May	1135
48	M Edmonds	1093
49	C Davison	905
50	C Buzzard	760
51	I Forster Lewis	748

Turbo Competition, Bidford

Position	Pilot	Points
1	D Findon	4852
2	A Moulang	4704
3	J Young/B Morris	4682
4	I Cook	4165
5	F Jeynes	4158
6	R Witter	4036
7	C Morris	3967
8	R Jones/G Seaman	3808
9	M Costin	3731
10	J Ward	3654
11	A Reid	3439
12	A Broadbridge/T Caswell	2770
13	M Pope	2437
14	S Edwards	2188
15	M Day	2093
16	W Inglis	1567
17	D Bricknell/W Kirtan	1245
18	M Sesemann	785
19	R Moustev	545

24	J Simmonds	2350
25	JB Hoolahan	2288
26	DJ Scholey/TM Lipscombe	2197
27	GS Bird/N Worrell	2018
B Class		
1	ER Smith	4308
2	A Nunn	4298
3	D Draper	4016
4	DS Innes	3816
5	G Bradney	3805
6	A Eckton	3676
7	W Palmer	3668
8	M Camel	3574
9	J Pack	3168
10	K Draper	3014
11	M Sheahan	2986
12	S Cheshire	2942
13	EW Healy	2875
14	J Smithers	2677
15	M Edmonds	2612
16	D Piggott	2595
17	A Hall	2578
18	M Evans/N Riggot	2002
19	B Vaughan	1255
20	C Hunt/R Westlake	1084

Gransden Regionals		
Club Class	Pilot	Points
1	B Fairston	5923
2	T Barnes/D Francis	5630
3	R Maisonnier	5620
4	A Watson	5616
5	N Parry	5596
6	G Thomas	5505
7	G & S Drury	5500
8	T Wright	5308
9	A Welford	5240
10	K Payne	5214
11	P O'Donald	5151
12	M Evershed/A Weatherhead	5081
13	R Croker	5068
14	J Popika	4976
15	A Clark	4801
16	M Brook	4679
17	I Forster-Lewis	4607
18	JGWright	4364
19	M Mee	4228
20	G Bass	4126
21	S Armstrong	3920
22	M Hughes	3568
23	L & J Martindale	3443
24	DL Jones/RN Turner	2941
25	D Coker	2817
26	J McNamee	2783
27	A Parish	2479
28	O Eyles	2310
29	I Gutsell	2235

Sport Class	Pilot	Points
1	B Marsh	5814
2	P Shelton	5624
3	P Armstrong	5381
4	S Redman	5057
5	R Maskell	4656
6	P Rice	4772
7	A MacGregor	4647
8	D Heslop	4439
9	JA Johnston	4307
10	JL Birch	4220
11	C Smithers	4177
12	S & J Nash	4086
13	R Bridges	3969
14	J Gilbert	3901
15	C Davey	3795
16	AJ Limb	3764
17	KR Walton/G Tucker	3758
18	JT Birch	3593
19	M Benson	3532
20	A World	3450
21	MD Allan	3138
22	T Moyes	2954
23	K Hook	2783
24	JP Davies	2681
25	MD White/S Wilson	2667
26	J Ferguson	2505
27	E Wright	2043
28	P Kaye	1545
29	J Bayford/SA Foster	1284
30	A Birkbeck	609

Rolex Western Regionals, Nympsfield

Position	Pilot	Points
1	L Wells	3504
2	J Hood	3503
3	B Flewett	3392
4	J Tanner/G Goudie	3358
5	P Stanley	3331
6	M Strathern	3296
7	T Stuart	3236
8	G D Morris	3228
9	A J Davis/R Payne	3217
10	D Le Roux	3141
11	P A King	3011
12	N H Wall	2971
13	A Smith	2954
14	M Mee	2940
15	A Wells	2919
16	IDS Smith	2837
17	J Meyer	2641
18	S J Ferguson	2635
19	R Francis	2583
20	S Bateman	2531
21	M Dawson/S Dawson	2517
22	A Price	2441
23	W Inglis	2391
24	M Parker	2385
25	R J Rebbeck	2380
26	R Andrewartha	2370
27	G Macfadyen	2360
28	E A Coles	2243
29	A Parker	2172
30	R Tillet	2052
31	J Moore	2008
32	S Nash/J Nash	2004
33	P Whitehouse	1509
34	S Foster	1208
35	R H Moss	849
36	S R Jarvis	538
37	J Watson	481
38	D Zarb	408

Eastern Regionals, Tibenham

White Class	Pilot	Points
1	O Ward	1504
2	M Throssell	1286
3	J Luxton	1160
4	M Wilson	1036
5	D Westwood	999
6	R Large	995
7	P Shuttleworth	975
8	N Gough/A Garrity	954
9	R Maisonnier	906
10	A Watson	722
11	D Coker	718
12	J Hoskins	659
13	P Candler	630
14	K Morgan	527
15	R Johnson/P Stanley	463
16	T Whiting	356
17	M Miles	203
18	G Thomas	25
19	D Heath	0
Blue Class	Pilot	Points
1	J Wilton	1879
2	L Hood	1752
3	C McInnes	1728
4	M Kirschner	1625
5	D Williams	1598
6	D Gardner	1530
7	T Slater	1455
8	D Masson	1226
9	P Stafford-Allen	1153
10	R Gaunt/J Welsh	1122
11	R Hart	1047
12	J Inglis/C Simpson	1046
13	I Evans	967
14	A Hill	816
15	N Clowes	798
16	M Jerman	773
17	J Langberg/MBenson	765
18	S Ayres	753
19	S Nash/J Nash	605
20	P Hayward	603
21	C Luton	313

Northern Regionals

Open Class	Pilot	Points
1	I Evans	2391
2	R T Welford	2248
3	J A Stephen	2072
4	T Milner	1992
5	R Alcoat	1875
6	M Thick	1843
7	P Baker	1842
8	M Fox	1832
9	R Kalin	1757
10	D Williams	1747
11	N Heriz-Smith	1740
12	A Thornhill	1677
13	R Brisbane	1589
14	M Armstrong	1575
15	K Hook	1523
16	P O'Donald	1443
17	R J Fack	1429
18	R Bromwich	1319
19	C J Hamilton	1302
20	S St Pierre	1250
21	D Sharp	1125
22	S Horsefield	1058
23	D Houghton	1040
24	J Davidson	877
25	S Ziegler	655
26	A Sheldon	186
Sport Class	Pilot	Points
1	R Fox	2480
2	G Wearing	2248
3	J Smith	2120
4	M Brock	2052
5	D Ruttle	1983
6	D Piggott	1919
7	B Stott	1884
8	A McWhirter	1540
9	A Welford	1392
10	S Crozier	1295
11	P Penrose	1204
12	G Beardsley	1103
13	J Hall	1081
14	M Fairman	820
15	B Griffin	713
16	C W Stevens	700
17	J P Ketelaar	618

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Looking to the future

Hemraj Nithianandarajah is this year's captain of the the UK's oldest university gliding club

IMPERIAL College GC (icGC), celebrating its 70th year in 2000, was one of the BGA's seven founder members. Based at Lasham, it prides itself on foreign expeditions (Spain next summer) and the quality of its fleet.

Among the 67 guests at our anniversary dinner, held in October, were Frank Irving, immediate past president; Ann Welch; and the college's Pro-Rector, Peter Bearman. President Afandi Darlington presented Frank Irving with a token of appreciation for his many years' dedication to the club.

We are so fortunate as to receive a large annual budget from Imperial College Union (ICU). They also heavily subsidise the

buying of expensive equipment (keeping everyone in the Union sweet usually achieves this). During meetings we also appear organised: this means the Union is happier about letting us spend vast quantities of their money on having a good time in the air... ICU also gives us a tour budget at the end of each term. Usually, week-long courses for 10-12 students are organised at Lasham. We share our free bunkhouse, "the flops," with a few furry friends! Traditionally, the weather turns out pants and so lots of drinking takes place. We try to use as much of our budget as possible so the Union is less likely to cut it next time around.

The club has a Grob G-103 (496) two-seater trainer, a recently-acquired Discus B (296) and an ASW 24 (96). A committee of



the white planes picture co.

ICGC's Diana Smith sees a cu-filled future for uni gliding

current students runs icGC. It includes: a captain; vice-captain; treasurer; secretary; equipment officer and publicity officer. We are advised by a committee of ex-students, experienced in running the club.

The icGC is open to all Imperial students and staff as well as ex-students (with ICU life membership). We have registered interest from more than 220 freshers this year, and just after term started already had about 25 members, half the number we need to release all our budget.

For details about joining please visit: www.su.ic.ac.uk/gliding or contact me (see listing below for details).

The first year of Imperial College GC

February 1930: Imperial College GC's first general meeting. **April:** Suggested budget item: *construction of advanced sailplane*, £6. **July:** *Instructions & Regulations* printed for summer camp, near Shaftesbury: "Members are reminded that gliding is a sport requiring extreme fitness of mind and body... smoking and drinking should be cut to a minimum."

November: College Union grants £75 for purchase of a Primary. **December:** RFD Primary arrives. **January 1931:** Primary is first flown, at Wembley. **February:** Primary crashed at Lyon Farm, Preston, and repaired for £15-0-0. Activity here stopped by owner, who disapproves of flying on Sunday. **March 1931:** the club achieves its first four A certificates at Babsdean. The rest is history...

How Reading's new club took off

I HAD DECIDED that Reading University was for me since it was the only one with a meteorology degree, but I was pretty gutted that it didn't have a gliding club.

The first year I toyed with the idea of starting one, but was slightly reluctant. My course was pretty challenging, and I was worried it would take a lot of time and effort to set up a club.

However, the next year, Chris Lemin (a friend of mine who is a solo pilot from Nympsfield) arrived at Reading to do Chemistry and she was keen to get involved. Then we met Gareth Berry who had also decided to set up a club since he could no longer afford to keep up his PPL and fancied a bit of real flying! So together we got the plan into action.

First we spoke to the students' union which was happy to support us financially if we could get 30 interested people to pay them £3 each. So Gareth went on a mission to plaster posters all over the



the white planes picture co.

university and it wasn't long before we had rounded up plenty of students. Meanwhile, I contacted Lasham Gliding Society to see if they would be interested in hosting us. Which they were. John Gilbert (Lasham's manager) even gave an introductory talk about gliding, which created more interest. We formed a committee with Gareth as president and me (left) as vice-president.

Reading University Gliding Society (RUGS) is now up and running. We go to Lasham most weekends and there are normally enough folk with cars to get everyone there. Graham McAndrew has ensured we get our own instructors and gliders whenever we go. We took a Discus to our Freshers Fair and attracted lots more interest from this year's intake. We have 40 fully paid-up members, although only half of those turn up regularly, and we are expecting a lot more to join. It has been a very rewarding experience – and not hard work as I had expected!

Anna Wells

University/site flown from
Aberdeen Uni (Aboyne)
Bristol Uni (Nympsfield)
Cambridge Uni (Gransden)
Edinburgh Uni (Portsmouth)
Uni of Essex (Waltham)
Uni of Exeter (North Hill)
Imperial College GC (Lasham)
Loughborough Uni (Hus Bos)

Name
Mike Whymant
James Wilson
Will Harris
Andrew Bates
Karl Wilson
Andy Fairweather
Hemraj
Ed Garner

Contact
gliding@abdn.ac.uk 07974 407430
aw9060@bristol.ac.uk
wajh2@cam.ac.uk
gliding.club@ed.ac.uk 07799 890776
gliding@essex.ac.uk 07909 525374
AndyFairweather@exeter.ac.uk 07957 665812
hemraj@gliderpilot.net
C.E.Garner-99@student.lboro.ac.uk

Nottingham Uni (Syerston)
Oxford Uni (Bicester)
Reading Uni (Lasham)
Southampton Uni (Lee on Solent)
UWE SU (Aston Down)
York Uni (Rufforth)
Students from Bath University fly at The Park; from Birmingham University at Seighford; and from Leeds University at Dishforth. Please let S&G know of contacts for other clubs – any news of those once running at Bradford, Durham, East Anglia, Kent, Liverpool, Manchester or Surrey?

Sarah Favell acysa@nottingham.ac.uk 01159 420617
Sunay Shah sunay@robots.ox.ac.uk 07703 459465
Anna Wells swu97acw@reading.ac.uk
Jon Taylor gliding@soton.ac.uk 07773 869936
Simon Tizzard gliding@uwe.ac.uk 07968 827205
Mike Cohler mdc1@york.ac.uk (dormant – try to re-start it!)

Club news

Andreas (Isle of Man)

THIS summer, 16-year-old Gareth Claydon became our first person to go solo from never having flown until he arrived on the airfield two years ago. Congratulations to him. We managed to generate some useful publicity in the local press and one reporter is keen to do a feature article on the club. At a recent EGM the forming of the club into a company, limited by guarantee, was approved and this is in progress. Launches are about the same as last year but flight times are up, in spite of the weather.

Brian Goodspeed

Aquila (Hinton in the Hedges)

ONE WEEK in July gave several 300s and a couple of "almost" 500s. But it was late August before we again got more than the odd good day. Michael Pettican withdrew from the Juniors to do our youngest-ever Diamond goal at the age of 17. Dave Latimer managed one the same day, and a week later Tim Wheeler completed his Full Rating. Tim will soon be CFI. Many thanks to Tony Limb for a superb five years as CFI. Expeditions are under way to Milfield and Aboyne. Mel Eastburn

Bannerdown (Keevil)

AUGUST and September made up for the summer. Mel and Shelly Dawson did 200km-plus; the Ventus and K-6 several 100km-plus. Stuart Renfrew and Ken Beaton completed five hours. We have been breaking the 100-launch barrier using four cables, and by the end of September had topped 6,000 launches in the BGA year. Bert Desmond flew 50km. One or two strangers have landed out with us, which always ensures a welcome chat about other gliders and sites – and the chance to study reactions when offering winch re-lights. Eight members visited Milfield and had four days' wave.

Derek Findlay

Bath, Wilts & North Dorset (The Park)

A LARGE influx of new members, including from Bath University, is keeping instructors busy. Congratulations to Paul White, a young bursary holder, on soloing, and John Symonds, who re-soloed. We are selling some of our club fleet: we've had our Bocians for thirty-plus years and we are at last contemplating an upgrade. A cross-country course is being organised for next June; we hope it will be as successful as the previous ones. An RT course is under way.

Joy Lynch

Bidford (Bidford)

CONGRATULATIONS to the winners of the Wooden Ships Comp, M Phelps and D Birks (K-6E). Gordon Burkert was second (K-8) and John Nicholson (Pegasus) third. Thanks to Pete Freeman, who organised it. Next year we plan a different format, with one round in

spring and another in August. Ed Blakeman went solo: well done. After a lifetime of flying, our oldest tug pilot Les Norman (79) has passed away. His ashes will be scattered on the airfield, accompanied by a formation of aircraft – a fitting tribute. He will be missed.

Nigel Howard

Black Mountains (Talgarth)

JAMIE Allen set a new site record during August with a 590km O/R to Diss. The hangar doors were closed and the crew wondering what to do when we heard the final glide call. Our task week was a great success: four 300s on one day. After nine years of dedicated tugging and club management, Dave Unwin is editing a new magazine, *Today's Pilot*. All the best, Dave and thanks for all your hard work. Our committee is finalising plans for the new hangar and facilities: a thankless task, long overdue. Our website is: www.flytotalgarth.com

Robbie Robertson

Booker (Wycombe Air Park)

WE HAD four Diamond heights at Aboyne: John Denne, Marjorie Hardwick, Patrick Onn and Andrew Perley, as well as Golds for Dave Heath and Ian Busby, and a Silver on oxygen for Jeremy Harris (low point 10,000ft). First solos included Claudia Gray, Harriet Steynor, Jeff Anderson, Nigel Cooper, Paul Foreman and Bob Hine, bringing this season's total to at least 30. Sean Parramore has gone from first flight to Basic Instructor in less than nine months. Bronze lectures will be given by instructors preparing for Full Ratings.

Roger Neal

Borders (Milfield)

THERMALS messed up wave flying during much of our well-attended first three wave weeks, but at least we lost only two days' flying. We did manage some wave: Bill Stephen went to 22,500ft to claim Diamond height. Roy Gaunt managed 17,500ft the same day and Roger Fielding from Camphill got to 14,000ft. We hope the last two weeks go well for the BGA's wave course. Our webcam gives early morning views of the Cheviot hills on Friday, Saturday and Sundays. Andy Bardget, our ex-chairman, has just clocked up 1,000 gliding hours.

Bob Cassidy

Bowland Forest (Chipping)

WE HAVE had enjoyable expeditions to Shenington, Hus Bos, and Pocklington. Congratulations to Eileen Lintler, Neal Morgan, Colin Whitaker and Richard Ryland for soloing; Liz Whitaker for Silver height; Emma Norris for 100km; Croft Brown for Diamond goal, and George Wearing, 2nd in the Northerns. We have introduced a 'Quick-Start' scheme for *ab initios*, which gives small groups a burst of concentrated training. Thanks to Val Howells for 'The Club Jubilee Song' rendered by the BFGC Ladies Choral Group to an enthusiastic audience at our anniversary barbecue.

Derek Littler

Bristol & Gloucestershire (Nympsfield)

NEXT year kicks off with a Bronze lecture course run by Ian Hey (January 17). New winch drivers are sought. We helped the TV programme 999 "reconstruct" the K-21 lightning strike, using bits of the wreckage, our scrap SF 34 fuselage and a helicopter. Chris Hughes continued his wave explorations with a 12,500ft flight on a day the K13 managed 7,000ft. Visitors are welcome to try our ridges and wave, by arrangement.

Bernard Smyth

Cairngorm (Feshiebridge)

OUR COMPETITION team arrived back from Milfield displaying their feathers in true peacock style having won the Scottish Inter-club League. We thank Borders for their wonderful hospitality. Octoberfest visitors have enjoyed climbs to 24,000ft. Badge claims include Andy Carter (Diamond height), Andy Farr (solo), and Ruth Binks (Bronze legs). Our new Robin tug is giving truly



Channel's Ron Armitage (left) after his 33,333rd launch

amazing launches. If you want to claim a gold wedding ring found posted in Cairngorm's launchpoint safe in the last few years, tell Ruth Binks at the club the initials engraved in it. A warm welcome to all visitors coming up to enjoy our unique winter and spring wave. Phone 01540 651317 for details or see www.glidng.org

Chris Fiorentini

Cambridge (Gransden Lodge)

THANKS to Peter and Richard Baker and team for running our Regionals (see also p46). Peter Baker, Mark Evershed, Tony Weatherhead and cadet Max Smith managed to win the Anglia TV Cup at Tibenham on a surprisingly good September weekend. Another Discus for the fleet, courtesy of a grant from the Foundation for Sport and the Arts, should arrive from Germany shortly. We shall once again be running a series of winter lectures. Members of other clubs are most welcome: details, when available, will be on www.glide.co.uk

John Birch

Channel (Waldershare Park)

We were very pleased to be able to send one of our youngest members, Scott Daniels, solo shortly after his 16th birthday. Although we missed Ron Armitage's 30,000th glider launch, we did catch him on his 33,333rd. He is seen above presenting student Maureen Potts with champagne to celebrate the occasion. She shared the flight in our newly-restored T-21.

Sandra Davis

Chilterns (RAF Halton)

PIP BARLEY and Andy Hyslop came 3rd *hors concours* at the Inter Services. Steve Sale has two Bronze legs. September 23 was 'interesting': 25°C, with 20kt south-easterly gusting. First clue came on the first launch when dust came up from the K-13 floor followed by instrument needles furiously unwinding on circuit: the most turbulent conditions anyone could remember here. Flying continued with high P1 limits in the maelstrom. One or two got into wave to 3,000ft. Our usually very active neighbours (ATC motorglider squadron and flying club) stayed rooted to the ground.

Tony Gee & Dave Sale

Cleavelands (Dishforth)

IN OCTOBER 1999, the rumours proved true. The Army was to force us out of our home for the past 32 years. Red tape abounded (literally) as, each weekend, another section of 1 Hangar's floor was marked off. We left it in April. Plans to secure our future had to swing quickly into action. It wasn't easy to encourage members to keep coming – there was a stack of jobs and the list seemed to increase each weekend. It was important to try to keep flying too: we needed the revenue. Each day's gliding seemed to require a substantial logistics exercise. But we managed. Thanks to a generous grant from the RAF sports board, work started on our new hangar in June. In the meantime, members built the new clubhouse out of four Portakabins. In July, we held a hastily-convened AGM in our new bar. Once power, water and sewerage were connected, work progressed

Please send your entries to helen@sandg.dircon.co.uk or Helen Evans, 6 Salop Close, Shrivernham, Swindon SN6 8EN, to arrive by December 12 for the February-March issue (February 13 for April-May). Photographs – slides or prints from film – are welcome

more quickly; morale was greatly improved when the toilets became operational! In September, RAFGSA chairman Phil Sturley officially declared the hangar, with a floorspace of 12,000 sq ft, open. Many members contributed to the project's success but the unfailing enthusiasm and hard work of Kevin Kiely and Terry Potter were invaluable. We now have smart facilities and strong foundations for the future. The move made us review some of our operations, making them more manageable. We welcome visitors to our new home, and to try the fabled Dishforth wave.

Polly Whitehead

Cornish (Perranporth)

WE ARE concerned that there are few young members. The reasons may be demographic, economic, rival sport flying activities – or a combination. Chairman Cliff Clarke and CFI Gordon Hunter, with the committee, are planning to rationalise flying programmes and recruit members. The PRO wants more media coverage, particularly on TV. Despite the rain we had many summer visitors. More people are discovering a trip in a glider is an ideal present. Many of us apprehensively rolled up clutching our vouchers – and are still here!

Mike Sheedy

Cotswold (Aston Down)

OUR COURSES, run by John Harwood assisted by Jacqui Miles, have been very successful and we expect them back from New Zealand in April. Ralph Bowsfield flew 300km, Richard Carter and Mike Smith have Silver Badges. Patricia de Hoogh-Rowntree, Robert MacLachlan, David Williams, Robin Birch, David Hillier and Helena Brogden have Bronze. Stan "Aerobatics" Przeleski has Bronze and Cross-country Endorsement after 13 years – good on you! Messrs Birlison, Tanner and Parker, came 13th, 20th and 21st in the Juniors. We expect great things next year.

Frank Birlison

Cranwell (RAF Cranwell)

MIKE DERWENT has 50km and Silver and Pete Davies 300km while Richard Walker and Pete Kingwill took 1st and 2nd places in the Inter-Services Club Class. Geoff O'Hara went solo and has a Bronze leg. Bob Arber (our financial conscience) left Cranwell, while Mark Hesselwood (MT Guru and responsible for teaching me to fly – eventually) is taking a year out. Many thanks to both for their contributions. The Red Arrows will go to Scampton in December. Please be aware of increased weekend air activity with the arrival of No 7AEF and East Midlands UAS to the main airfield.

Paul Skiera

Deeside (Aboyne)

THE THIRD UK Mountain Soaring Championships were a great success (see p46). Six visiting pilots were rewarded with a shower of Diamonds on October 4, a cracking wave day, which also produced Gold and Silver heights, and a five-hour flight to complete Sue Heard's Silver. October 15 produced a Diamond height

for Chris Skeate (23,500ft), lift to flight level 245 for a previous Diamond height achiever and a Gold height for Mike Edwards. Aberdeen University Captain Mike Whyment has Bronze and Cross-Country Endorsement, Fergus Forster Bronze. Harry Maclean, an ex-747 pilot returned to gliding on retirement, and did his first solo for ten years. Terry Cawthorne became a Robin driver!

Sue Heard

Denbigh (Denbigh)

OUR RECENT job lot from Enstone included a K-7m and a Rolls Royce powered Wild winch, allowing our original winch to undergo a complete transformation. We also now have a tug on site to make wave even more accessible. So, no chance of getting depressed about shortening days at Denbigh and we look forward to extending a warm welcome to visitors over the next few months. Congratulations to: Fritz Spaargaren for going solo after 42 years of gliding; Steve Butler on Silver; Don Walsh (visitor) for five hours duration.

Martin Jones

Derbyshire and Lancashire (Camphill)

A SUMMER of mixed weather ended with Autumn Madness – a club competition day. Early wave made a good start and pilot of the day was Dave Smith. There were competitions for longest/highest flights as well as subjective landing competitions with an interesting range of interpretations in the 'style' section. Martin Harbour is now an Assistant Instructor and Ian McRae, Tom Yeoman and Andrew Fletcher have soloed. We fly Wednesdays to Sundays in winter. The AGM will be on January 13. For club information, see www.dlfc.org.uk

Diane Reid

Devon & Somerset (North Hill)

JOHN BUGBEE has his Diamond goal; it was probably impractical to admire the view through the drizzle. The club does not usually fly on a Friday so Claire Alston had to wait till the day after her 16th birthday to go solo. Steve Bushell has Cross-Country Endorsement, Peter Startup Gold height, and Peter Stapleton is an Assistant Instructor. One young member returned from the Juniors with a broken leg (playing football), the other high praise from a senior pilot for his efforts in a dual flight. The committee is considering buying an adjacent field and a new (to us) winch. We are looking forward to the return of "Enterprise" in July.

Phil Morrison

East Sussex (Ringmer)

THANKS to Graham Bowring for organising a successful programme of air experience flights and mini courses and many thanks to the evening flying crews, too. Congratulations to Tim Grayer, Tim Flude and Roland Clark for re-soloing. We welcome our two scholarship winners, Debbie Stroud, 15, and Imme Jones, 14. We waved goodbye to a venerable T-31 and our beautifully-restored T-21 which now ridge soars in Germany. We look forward to another K13 from Germany and either a Junior or ASW 15. The club has been on its current site for 25 years: plans are afoot for a "hangar bash!"

AWL

Essex (North Weald/Ridgewell)

CONGRATULATIONS to David Clarke on his BI rating, Tom Fowles on soloing, Norman Feakin on Bronze, John Hammond on five hours and everyone who passed their RT exams thanks to Stan Harris's preparation. We dedicated three summer Sundays to flying the public at North Weald, which proved very popular, thanks to the hard work and enthusiasm of tug pilots, instructors and ground crew. Flying weeks at Ridgewell went well, especially the second, when two members reached Saltby and many enjoying long soaring flights.

Peter Perry

Essex & Suffolk (Wormingford)

ANDY SANDERSON and John Gilbert Junior are fully



Deeside's Sue Heard managed a five-hour wave flight on October 4 to complete her Silver (Colin Wight)

rated instructors and Kim Smith has a Cross-Country Endorsement. We have purchased a K-21, bringing our club fleet to nine (5 twins and 4 singles). The K-21 has all the whistles and bells for advanced cross-country training, fully linked GPS and L NAV with repeaters. Some of us are going to have great fun learning how to drive it. So with our impressive cohort of instructors and equally impressive fleet we are thriving.

Steve Jones

Fenland (RAF Marham)

DAVE Williams and Ollie Chubbock are solo: congratulations. We have now lost our hangarage but not the clubhouse. Those who went to Portmoak returned without any badge claims but had fun trying for them.

AJ Padgett

Four Counties (Syerston)

AUGUST'S soaring week was a great success. Andy Mason and Pete Dixon both gained Gold distance/Diamond goal; Pete did his twice because he just missed the photographic sector the first time. Fran Knowles also has 300km. Nathan Gale and Sophie Maslin have soloed. Our new tea bus means we can now provide hot food on the airfield. We have a new K-13, R38, formerly R3. Thanks to Martin Goodwin and Trev Gorely for getting it serviceable. Andy Mason takes over as CFI from Ben Beniston, who once again did a sterling job. Many members flew competitions, notably John Wilton (first Tibenham Regionals), Richard Hood (first, club class nationals) and Paul Armstrong (third, Gransden Regionals).

Sue Armstrong

Highland and Fulmar (Easterton)

CONGRATULATIONS to Ian Thomson (Fulmar, solo), Andy Anderson (Gold height), Mark Thompson (Fulmar, Bronze and Silver height) and Colin Borthwick (Bronze leg). Teresa Tait has regained her BI rating and Geddes Chalmers is fully-rated. Angie Veitch has a motorglider instructor rating so we hope to make more use of Fulmar's Falke. Good luck to hard-working members Dave and Jacquie Webster who are moving to Northern Ireland; Highland is losing winch driver, secretary and soup dragon. Helen Chalmers has become secretary. A well-attended club meeting kept us up to date with club developments, followed by an informative talk on wave flying by CFI Robert Tait. Our October flying week produced good wave and ridge flying – many thanks to John Dransfield for tugging and Al Eddie for flying the ASH. Let's hope the south-westerlies continue.

Teresa Tait

Imperial College (Lasham)

AT OUR 70th anniversary dinner, Luke Rebbeck received the Irving Pot for the fastest cross-country of the year (118 km/h in the Juniors). The brake-disc, for the worst retrieve, went to Chris Smart who landed in the middle of a dairy farm. His crew had to cross four fields. I got The Plank, for the worst field landing (6 miles from home in the only barley field in a area of stubble) and the Horseshoe, for better luck next time



Cairngorm made a presentation to Barry and Mo Meeks to mark 17 successful Octoberfest years (Bernard Smyth)

Bowland Forest



JACK Aked started the then Blackpool & Fylde GC as a social club in August 1950. By 1952 there were 375 members whose drinking paid for a nacelled Dagling from Camphill (now being restored by Peter Underwood). A T-21 arrived in 1954 and was flown by Jack Aked (below right) and Gordon Bleasdale (below, in Eon Baby). Gordon, who ably supported Jack from the outset, remains an active member, and was given life membership as a Golden Jubilee present this year.

Thus serious glider training began. Herbert Liver, who became our first president, presented us with an Eon Baby in 1956, and gave us two-thirds of the price of a new Olympia in 1961. All are still airworthy in private ownership at the club: T-21 BGA 711, Eon Baby BGA 629 and Olympia BGA 1056.

The lack of soaring at Blackpool's seaside location led Jack to seek a site of his own.



From 1961-1972, British Aircraft Corporation allowed us free use of Samlesbury airfield. In 1965 we left Blackpool for good.

At Samlesbury thermals were affected every afternoon by sea air coming up the Ribble valley. Surrounded by good-looking hills, we scoured the county for a suitable site. Our fancies always led us back to the Bowland Fells, and in 1967 we began visiting Lower Cock Hill Farm near Chipping; in 1971 we bought 57 acres freehold for £13,000.

We started flying here in 1972 and have never regretted it. Jack Aked, who was awarded a BGA Diploma in 1973, survived until 1975 to see his club mature into health and security. Derrick Sandford took over as CFI and John Gibson as chairman for the formative years at Chipping. We have always expected members to assist operations however they may. They work hard, but prices are low; and the effect on club spirit is terrific.

The second half of our existence has been truly golden, with hill soaring available to give good height and duration for training flights from winch launches. Perhaps our thermals suffer lower cloudbases than others, and we do not get the highest wave, but the hill (with steep west, south and east faces) works beautifully and the local soaring is varied, enjoyable and often unexpected.

More recently, we changed our name to Bowland Forest, having left Blackpool far behind us. Sadly our attempt to develop



Left: looking north-east at **Bowland Forest**. The club buildings are in the central foreground. Parlick is the near peak, with further easily soarable hills beyond
Above: a view of Parlick, from ground level

aerotowing was frustrated on grounds of noise. We have permission for motorgliders to operate "fitted with a suitable silencer" and plan to use this more in future. Gliders with get-you-home engines are launched by winch. Most private owners have bought expensive glass and carbon, but are often joined at cloudbase by our original fleet.

Local soaring gives us year-round enjoyment, and when members travel to contests they compete quite successfully. A lengthy history has been compiled and this is available on our website. We are a modest club in size and style, but healthily solvent, very friendly, and still developing after 50 years.

Keith Emslie

At a glance

Launch type & cost:
winch, £3.00

Club fleet:
2 x K-13, 3 x K-8, Astir

Private gliders: 35

Instructors: 23

Types of lift: hill, thermal, wave

Operating days:
Weekends, Wednesdays & Fridays
Occasional club weeks

Contact:
clubhouse: 01995 61267

www.bfgc.co.uk

Wishes a Merry Christmas

To all our members and many friends from the UK and abroad who have visited the club during 2000. This Christmas why not give a trial lesson voucher as a gift so that someone else can visit, from only £55 (redeemable any time during 2001). Or book a holiday course from as little as £135* including all launch and flying fees and vat. Courses designed for all skills from beginners to competition pilots. Places are already booking up fast so don't delay. Flying throughout the winter on Wednesday and Thursday afternoons, all day Friday and every weekend. Base your glider at the Mynd for the winter and catch the Welsh Wave.

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



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Club news

(doing Silver distance with three types of logging equipment – all of which failed – but no barograph). Chris and I both got Paul's Pot, a new one, for becoming instructors whilst still undergraduates. Our thanks to the mystery benefactor who contributed £250 for drinks.
Hemraj Nithianandarajah

Kent (Challock)

OUR AUGUST task week resulted in Silver distances by Shirley Barker, Ross Clifton and Vic Jennings, in Shirley's case, meaning a completed Silver. Richard Schofield has his height and five hours. Martin Cooper has a Full Rating and Andrey Samuels is a Basic Instructor. We recently had the BGA Duo Discus for a weekend and it was put to very good use particularly on the soarable Saturday. We are now in the season of our Annual Dinner and instructor checks, soon to be followed by Cs of A – where has the year gone?
Caroline Whitbread

Kestrel (RAF Odiham)

WITH GREAT sadness we report the death of our ex-CFI, Flt Lt Chris Scott, and offer our deepest sympathies to his wife Sylvia and sons Andrew and Mark. (See obituary p57). Many thanks to Marc Morley who hands over as CFI to Peter Hewstone after 2 1/2 years. Marc has also found time to refurbish the club K13. An expedition to Denbigh was organised and good use made of their ridge and hosteleries. Many thanks to Ted Norman and Andy Elliot who hosted a Kestrel course at Bicester introducing 10 service students to gliding. We are sharing our airfield with 618VGS who operate three G109s alongside us on mirror circuits.
Simon Boyden

Lakes (Walney Island)

PERSISTENT rain at the weekend followed by bright days during the week (when we can't fly) have caused intense frustration in even the calmest members. At the end of August, Justin Wills and his wife Gillian dropped in after seeing us in *S&G (Club Focus, February-March, p55)*. He took an aerotow and on what for us was not a good day flew to Sutton Bank (see p34). The expedition to Portmoak managed four days' flying. Our thanks go to the club, Irene and Steve.
Peter Seddon

Lasham Gliding Society (Lasham)

MALCOLM Hodgson won Gold in the Sports Class at the Aerobatic Nationals, and our manager, John Gilbert, won Silver in the Intermediate Class. Seven Lasham pilots flew at Jaca in the Spanish Pyrenees, with a cloudbase of 13,000ft. Hugh Kindell and John Bailey flew their Duo Discus for 55 hours in two weeks, and had a flight of 440km. A Caribbean night in the canteen was well supported. The Rev John Webb, Vicar of Lasham, arranged a millennium service of thanksgiving in St Mary's Church with a sermon by the RAF
Keith Simmons



Devon & Somerset's Claire Alston, after soloing, with Simon Jordy. For North Hill's club news, see p53

Chaplain, Rev Canon Ray Hubble, in remembrance of the Battle of Britain, on its 60th anniversary, and the part played by Lasham Airfield and its squadrons in the Second World War.
Tony Segal

Lincolnshire (Strubby)

WE HAD the usual good turnout for the two-seater comp. Congratulations to Dave Ruttle and Maureen Haddon on coming second overall in their Janus. Dave and Steve Crozier have also been having a go at the Regional competition scene with some success. We are very close to concluding negotiations with one of our landlords which, if successful, will result in a doubling of our operating area and a ten-year licence. "Dear Uncle Lottery..." Congratulations to Nick Kendall on re-soloing. Margaret Childs has a Silver height.
Dick Skerry

Mendip (Halesland)

THE CLUB received welcome free publicity ahead of our Open Day with a full colour centre-page spread in several local papers: undoubtedly a major contribution to increased attendance. The rescheduled Family Day also went extremely well. Robin Joy donated a ride-on mower to the club; John Winchester made it work. The launch areas are like lawns now. Robin flew five hours, Doug Wood a Bronze leg and Simon Withey went solo. Carmen Edwardes soloed eight weeks after husband David. She did give him a six-week start.
Keith Simmons

Midland (Long Mynd)

WE'VE HAD more 500kms in this limited season than all previous years combined. A problem is trying not to mention the pundits too often; the CFI didn't help by doing two 500s on consecutive days. Then Rod Hawley did a 300 and 400 in his K-6E, also on consecutive days. Task week included the memorable August 20 when ten gliders got round a 311km task, a club record. The week was won by Mynd groupie and
Chris Dring

Shalbourne CFI, Liz Sparrow. Our 'glider lifter' scheme for the hangar is underway. Congratulations to Richard Billany on Silver; Richard Langford, Alistair Lewis and David Rance on Gold distance; Ian MacArthur on Gold height and Dominic Haughton on Diamond goal and distance. Walter 'Eddie the Eagle' Baumann set off on Silver distance to Bidford but landed at Alton Towers where a long queue quickly formed by the K-8.
Roland Bailey

Needwood Forest (Cross Hayes)

AFTER a soggy summer, we can at least look forward to more winter flying, thanks to both the Neilson that was laid a few months ago, and an ingenious new retrieve winch. Designed by Alan Roberts, and built mainly by Alan, his son Ian and ace fixer Nigel Render, this is powered by the club tractor, and should ensure flying on days when the sky is kind but the field's too soft. Andy Davis has now got his foot onto the first rung of the instructing ladder, with Ian Walker becoming an Assistant Cat Instructor. Thanks to Bob Gibbs for keeping us in shackles and weak links, Val Roberts who has added cable parachute mending and web design to her skills, Alan Roberts for keeping the club fleet in tip-top shape, Steve Hickinbottom for dishing out the duties, Nigel for training winch drivers, and everyone who turns up regularly to keep us flying.
Grant Williams

Nene Valley (Upwood)

TRACY Meech and Janet Emms organised a successful barbecue to complement a one-off private group glide. The T-21 "barge" was very popular on the day. Gary Nuttall, Mike Roberts, Peter Seymour and Steve Codd ensured that we participated in all legs of the Inter Club League. Steve Codd, Mike Roberts and Barry Meech represented us in the Anglia Cup at Tibenham. John Young completed 225mm in a Spatz. Les Walsh completed 100km in a K-8. Barry Meech did Silver height and distance; Chris Sheppard Silver height and Endurance. Other Silver heights were flown by: Richard Hayden, Brian Cracknell, Kim Mellor, Paul Daly, Phil Alexander and John Pike. Kim Mellor and Steve Myall crewed at the Juniors and completed P2 300km. Winter mid-week flying at NVCC will be on Thursdays.
John Pike

Newark & Notts (Winthorpe)

THE TASK week was a success despite disappointing weather. Dave Wilson completed his Silver with a 50km to Crowland and other pilots flew several hundred km. Dave Redfearn completed Silver, and Bob Tatlow has his 100km diploma (and kept the grass at a manageable length). The 25th anniversary dinner was a great success with around 160 people attending, thanks to Julie and Lesley. Frank Dennis flew solo. I wonder if he can log it as a conversion from Lancasters?
Chris Dring

ROGER TARGETT

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Club news

Norfolk (Tibbenham)

EIGHT clubs challenged for the Anglia TV Trophy in September and we had an excellent weekend of flying and fun. The trophy itself was carried off by Cambridge; NCC was third. James Ames, Wade Leader, Jim Semmens and Phil Burton have gone solo; and Howard Duncombe has a Bronze leg; while Peter Lancaster, Andy Smith, Don Cann and Jim Semmens have both Bronze legs. Andy Smith also has Silver height and distance and Paul Taverner completed Silver; both did 100km Diplomas. We had a big party for all those who helped organise and run the successful International Vintage rally. Many members are planning visits; the always enjoyable Feshie trip has already taken place. **Bonnie Wade**

Northumbria (Currock Hill)

THERE was a distinct lack of summer thermals and the annual expedition to Portmoak was disappointing. Fortunately our usual autumn wave has given many members good soaring, with Silver height for Gordon Dixon. Steve Dowey is the first of last year's cadet intake to solo and we have recruited several more recently. The club recently featured on local television and the publicity has boosted trial lessons for us and we hope other TyneTees region clubs too.

Martin Fellis

Oxford (RAF Weston on the Green)

SO, THE Junior Nationals happened (see p42) but I'm sure everyone who was involved would like to thank all OGC members who gave their time and effort to make it the success that it was. Especially Paul and Roz for catering for hundreds and Pete for wearing himself down to a vertically-challenged frazzle. Jamie Cuthill and Dave Watts, two more cadets, have soloed, as has Martin Walker. The trip to Feshiebridge was timed just right for the good weather with Simon Walker climbing to his Gold height, as the view was so good. Everyone else made do with enjoying the flying, walking, Barry and Mo's dinners and Cairngorm's hospitality.

Steve McCurdy

Peterborough & Spalding (Crowland)

WELL DONE to Chris Beaumont, 17, for completing Silver with five hours duration. Pete Kettle got his five hours at Seminole Lake. Laurie Clarke completed Bronze and Cross-country endorsement, Shawn McLaughlin Cross-Country Endorsement. And well done to Bill Baker on his first solo. Jim Crowhurst (Sport Vega) came a very creditable 27th in the Juniors, halfway down the field in the second-lowest handicapped glider in the comp. Neil McLaughlin flew in the BGA two-seater with Andy Davis and Terry Slater. We competed in the Anglia Cup at Tibbenham and enjoyed their hospitality. Sheena Fear, Intermediate, saved the boys' and club's honour by being the only one to finish Sunday's 175km task.

Pete Goulding

Portsmouth Naval (Lee on Solent)

MICK Hazzard has gained his Silver during the RNQSA development week held at Bicester. Chris Penniford completed his by turning right from Gransden Lodge and heading off towards Norwich. Congratulations, both. November 1 saw a change of CFI, with Alan Clarke taking over from Martin Henegan. Also during the summer assiduous instructor Phil Parsons hung up his instructor's hat for the last time; we hope the same can't be said of his flying boots. Southampton University's recruitment drive saw an ASW 27 being used as an umbrella but resulted in many new members.

Pete Smith

Scottish Gliding Centre (Portmoak)

CONGRATULATIONS to Edinburgh University for winning the inter-universities task week, and Andrew Bates for Silver distance. Edinburgh managed to fly more than



Trent Valley's Andrew Turk, joint winner of the wooden cup he holds (see S&G, October-November, p28)

20 students during freshers' week. Congratulations to Chris Robinson on becoming an assistant rated instructor, Neil Irving for Gold distance and a Basic Instructor rating, Dave Thompson for Silver height, Ray Roberts and Tim Maw for Silver duration, Ian Easson and Ray Roberts for Bronze Badges, and Ricky Jackson, Gregory Shepper and Mike Mitchell for first solos.

Neil Irving

Shalbourne Soaring Society (Rivar Hill)

AFTER three months, our youngest member, Peter Ballard, 16, finally soloed, much to the relief of his father who had agreed to foot the bill until then. Peter also managed his first half hour on his second solo flight. Janice Watts and Alex Dallimore have also gone solo. We welcome several new members to the club including Steve and Ralph Jones - I'm sure I've heard their names before! The weather improved, the week after our task week unfortunately, but good enough for the Lasham Regionals: congratulations to Dave Draper for coming third in the B Class. August 24 proved to be exciting at the club when 13 gliders from the Lasham Nationals landed in quick succession. Congratulations to Ken Reid for 300km in his K-6E when most of us in glass abandoned the day. Negotiations with our landlord over a long-term lease are ongoing.

Clive Harder

Shenington (Shenington)

ANDY Traiford has gone solo and Geoff Powell has Silver height. John Donovan and Roger Andrews have Silver duration, while Roger Tyrrell gained his five hours at Feshiebridge. We had a great joint Task Week with Bowland Forest and Talgarth, enjoying many challenging tasks in strong winds. We have parties planned for December plus the Annual Dinner at the start of February. Our course season has come to an end but we will be still be open 7 days, flying wherever the weather allows. Do call the office if you plan to visit midweek, or check out www.gliding-club.co.uk

Tess Whiting

Shropshire Soaring Group (Sleep)

ONE HIGHLIGHT was on September 23 when five aircraft flew above 10,000ft in south-easterly wave - an unusual direction for Sleep, which produced cloud bearing no resemblance to normal wave. Dave Triplett got as far as Borth on the Welsh coast. Expeditions to Seighford, Hus Bos, Denbigh and Feshiebridge saw Rick Prestwich up to 23,000ft in Scotland and Keith Field up to his ankles in Wales. Alistair Gilson improved his standing on last year in the Junior Nationals. Unfounded optimism saw three of us landing out at Seighford confident of an aerotow. Only Charles Webb managed to get airborne before the 17.00hrs deadline. Vic Carr and John Cairn, looking for the sea breeze front which regularly provides us with a fast flight, landed out at Wrexham. We are looking forward to winter wave, including on weekdays. All launches are by Chipmunk; we have three runway directions available. Ring me on 01939 2106244 for details.

Keith Field

South Wales (Usk)

CONGRATULATIONS to Andrew Thompson (son of glider pilot Bob) for going solo on his 16th birthday despite poor weather. Congratulations also to Ken Morgan (father of glider pilot Marc) on first solo, Steve Stokes on his Cross-country Endorsement, Ian Santos for Silver height and duration and Andrew James for Gold distance/Diamond goal on a day when more experienced pilots flew no further than 200km. We look forward to a winter of ridge-running and wave.

MPW

Southdown (Parham)

GUY WESTGATE put up his usual flawless aerobatic demonstration at Shoreham's annual air show. He also won the national open class aerobatics championship. Many congratulations, too, to our competition squad for coming second in the national Inter-club League. Our new CFI is to be Steve Way and we thank him for taking on the job. Thanks also to Brian Bateson for his years of service. He was so relieved at passing on the burden that he took the club K-21, in the company of Mike Hasluck, to 10,000ft-plus over Sutton Bank from the winch. Chris James has Silver; Nigel Maxey Gold distance, and Anna Maxey Silver distance. Trial lessons often bring in ex-aviators but few more interesting than Alec Williams, who handled our K-13 like a true veteran. His previous flight was at Arnhem where, according to him, the only sign of life came from the flak batteries which "had a way of spoiling a decent circuit".

Peter Holloway

Staffordshire (Seighford)

EARLY September saw the last of the soaring flights from Seighford. Commiserations to Brian Pearson who landed five miles from the airfield on a Diamond goal attempt. Pete Lowe (Astir CS) flew over 300km. John McLaughlin (DG 400) completed 'another' 300km, and now has an almost unsurpassable lead in the Cross-country Ladder. Joe Westwood has Bronze, Graham Burton Silver duration and 50km, Paul Crump Silver height and duration. August's Open Days were a great success. Thanks to Chris Jones and all those who helped. Paul Crump finished 2nd in the Sports Class in the National Glider Aerobatic Championships at Saltby while Glyn Yates was 4th at Intermediate Level. Thanks to Pete Lowe, members enjoyed the annual trip to Millfield. Chris Johnson missed Silver duration by four minutes! Ian Davies and Lee Featherstone are running early morning *ad initio* courses over the winter - these have been successful and popular in previous years.

Paul (Barney) Crump

Stratford on Avon (Snitterfield)

CONGRATULATIONS to Robert Austin on soloing and to Dave Johnson on his Assistant Instructor Rating. Awards at the October AGM were: Club Ladder (1), Dave Benton; (2) Diana King; (3) Mike Coffee; best flight in a club glider, Trevor Tibbets; Tom Smith Memorial (Cross-Country), Mark Padwell; most progress, Nick Jaffray; seaside trophy, Dave Benton; CFI's award, Diana King. The Annual Committee Awards were: Andy Coffee Spitfire Trophy, Diana King for flying achievement; John Simonite Trophy, John Dickinson (computer systems); Fred Haines Shield, Martin Greenwood; chairman's personal award, Peter Blair. Martyn Davies steps down as secretary after exceptional service culminating in successful Sports Council and lottery applications. Derek Phillips retires as technical officer after years of overseeing, advising and reclaiming gliders for club and syndicates. Their time, patience and persistence cannot be measured but both were awarded full flying life membership.

Harry Williams

Surrey & Hants (Lasham)

The effect of our improved fleet is higher use than the previous year and a number of achievements, including

Bronze for Mike Jackson and Laurence Wolf, and Silver for Chris Melson, Barry Alderslade, and Graham Prophet. Even I made a Gold claim which caps a year where 19 Silver legs were claimed, three Gold and three Diamond. Congratulations to Alistair Nunn on winning the Booker Regionals and to Pete Masson on 2nd place at the Juniors (see p42) – seven entries out of 50 were from our club. A Discus went to Reading University's Freshers' Fair (see p51); well done to Anna Wells who fronted the event.

John Simmonds

The Soaring Centre (Husbands Bosworth)

WE WON the inter-club League national final held at Hus Bos over the August bank holiday weekend. Many thanks to everyone who competed during the year. Congratulations to: Martin Pullen, John James, John Galvin, Joan Seed, Chris Smith, David Walsh and Dave Stewart (solo); Simon Smith (Silver distance); Joan Leonard (Gold distance/Diamond goal). Derek Abbey completed Diamond with a 500km flight in September in France. The "blue bell" was nearly reclaimed by Mike Young and John Birch from Gransden lodge, who almost made it to the club in their T-21. Better luck next time. Bob Brown looks like claiming the last 100km of the year, on October 19. Our annual dinner/prizegiving will be at the club on January 13. Gliders have been dispatched to Australia and South Africa for the winter, and instructors are heading as far afield as New Zealand and Jamaica. Lucky devils.

Siobhan Hindley

Trent Valley (Kirtton in Lindsey)

GORDON Bowes (K-6E), Dick Hannigan (Astir) and Mark Eurland (Nimbus 2) have flown 300km triangles. Paul Daubany has Silver height and Simon Grant has completed his Silver with five hours. Joe Wheatley has soloed, Daniel Simms has a one-hour flight and Norman Bowes a Bronze leg. We were represented at the Wolds Two-Seater Comp by three teams with the Marianne coming 4th. The well-supported expedition to Denbigh was spoilt by poor weather.

John Kitchen

Ulster (Bellarena)

IN A DREARY summer Ben Smyth did well to fly his five hours entirely in thermals, as Bernard Silke flew a 130km cross-border triangle to Cookstown and Moville in Co Donegal. Mandie Irwin soloed in September while Jay Nethercott was burnishing his new PPL and preparing to join the tuggie team. In return for overnight hangarage British unlimited aerobatics champion (power) Mark Jefferies flew a display over our field in his 200hp single-seat Laser Z200 – all the more stunning in a 40kt wind which grounded us. Not only pundits but soaring's rabbits are sought by Michael McSorley for a contest at our nine-day camp next April. The Easter Bunny competition will be informal, simple, fun – but rewarding. No formal entry needed – just turn up. Two classes: free distance for wood; self-selected closed circuits for anything handicapped at 90 or more.

Bob Rodwell

Vale of White Horse (Sandhill Farm)

THE AUTUMN turned out quite well. In September Jon Huband flew 300km to complete his Gold, and there was quite a lot of soaring during the month. In early October Ed Fogg and Graham Turner gained their full ratings after 5 days at Bicester when every day was flyable, and a couple even soarable. As we head into winter we are exploring possibilities for having a tug on a regular basis, and for borrowing the BGA's Puchacz for a weekend to brighten up the shorter, colder days.

Graham Turner

Vectis (Bembridge)

AT THE Soaring Centre during August, Bronze Badge Endorsements were completed by Tim Buckley, Terry



Miles Bailey, 16-year-old soloist in a Discus at Wolds
(Photo courtesy of the Evening Press, York)

McKinley, Phil Kirby and Paul Jennings. Silver distance and height gain also by Tim Buckley and Silver height and duration by Terry McKinley and Phil Kirby. John Leonard and Peter Tuppens did Diamond goals, while back on the Isle of Wight David Fear completed his Bronze. August and September provided some very good soaring on the Isle of Wight, with several members making, by island standards, long endurance flights. Wave flying at Aboyne was attempted by members in September with disappointing results although more flying was achieved this year than last.

Peter Seago

Welland (Lyveden)

IN MID-AUGUST we enjoyed a BGA soaring course, run by Simon Adlard. Everyone felt they had learned something new: great things will be expected of them next season! In September, we were well represented at Tibenham for the Anglia Cup. Howard Barnard in his Astir won the novice class on the first day. The annual club expedition went to Sutton Bank, hiring the BGA DG 500, which was flown to 12,300ft by Mark Prickett and Peter Pearson, accompanied by Steve Algeo in the DG 300. Andy Lockwood and Peter Heywood did field landing checks, which Peter immediately used by landing his K-6 out. Congratulations to Patrick Duerden on soloing and Werner Leutefeld on becoming Senior Regional Examiner for the Thames region.

Jane Cooper

Wolds (Pocklington)

FOLLOWING a very successful season with Bob Fox, John Smith and many others achieving excellent results in the Northerns and Club Class Nationals, we are beginning to settle down to a winter season of teaching, specific flying training and socialising. A number of members have travelled off to Aboyne for some serious wave flying. Miles Bailey a sixteen year old (going on fifty-five) delinquent has gone solo, defying logic and medical science as we know it, and is now determined to master tractor driving. Bonfire night is being planned, as is the Christmas bash when awards, prizes, and

ridicule are handed out. A recent free ale night for evening visit volunteers drew a good crowd, who witnessed exploding contraceptives and 'wall of fire' feats on a motorised scooter for their entertainment, courtesy of Dave and Charlie Tagg. The club is to develop a five year plan, which will include a mission statement, financial targets and flying objectives. We aim to improve flying, our organisation and facilities, to make the club worthy of a national reputation.

Ged McCann

Wrekin (Cosford)

AUGUST and September made up for the earlier poor conditions. The CFI came second in the Gransden Regionals. Well done, Trev! The added strip to the airfield is beginning to look landable already. The clubhouse came into its own this summer with a group of younger members staying each weekend, helping to get flying started early. John Rochfort has resoloed and achieved his Bronze and motorglider rating. The motorglider is due to be recovered, with Mick Davis taking the lead. The club has had more than its fair share of tragedies over the past year and lost two active members in Julian Paszki and Niall (see obituary, below). We hope next year will bring happier times.

Sheila Russon

Wyvern (Upavon)

TOWARDS the end of the season we had some short cross-country tasks and Silver legs. Congratulations to Eric Smith, who won the B class at Lasham Regionals. After hard work by a few club members, the Falke's engine has been completely overhauled. On the social side, the barn dance was much enjoyed. The AGM in November will be followed by a fireworks competition. Our Christmas party, on the December 2, will be held in the Mess at Upavon. Before the end of the year Chris Marren should have equipment and licensing to carry out RT licence training and examination at the club. We are having the cabs and controls of both Tost winches professionally redesigned, with greater comfort and safety as well as easy maintenance in mind.

Gavin Deane

York Gliding Centre (Rufforth)

OCTOBER 4 finally gave us a decent wave day: Jay Smith reached 17,500ft, with Richard Kalin doing a 400km. The BGA DG 500 will be at the club by the time this goes to print, giving members flights in a flapped glass two-seater; later in the winter the BGA Dun Discus will be available instead. The grassed areas have been maintained to virtually golf green standards by Dick Boddy, Eric Rogers and George McLean, who do a superb job. We have had a good crop of Bronzes and Cross-country endorsements and a healthy number of new members, we hope next season will see better cross-country conditions.

Mike Cohler

Obituaries

Niall O'Sullivan – Wrekin GC

NIALL, whose father John and younger brother Aaron were also Wrekin members, was killed in a road accident on August 11. Niall rarely missed a weekend at the club and over this season completed his Bronze Badge and Silver height and duration. He loved gliding and had a bright future ahead of him both in gliding and in his career in Air Traffic Control. Niall came from a truly gliding family. Mother and father Val and John are well-known throughout the RAFGSA, John being a former Wrekin CFI. He and Val are now living in Gibraltar and Aaron is at university in England. Condolences and thoughts are with them all.

Sheila Russon

Chris Scott – Kestrel GC

CHRIS joined us from 622VGS at Upavon, where he was CFI for many years, bringing with him an infectious enthusiasm and much experience from a gliding career spanning more than three decades. Starting as a staff cadet at 623VGS Tangmere, he went on to become an instructor and commissioned. He was CFI at 622VGS Old Sarum, which moved to Upavon. On joining us he rapidly became CFI. As well as his VGS commitments he often instructed at Portmoak and Syerston. Owning and operating an aircraft as a PPL, Chris tugged for the Dorset/Wilts GC and flew for the Girls Venture Corps. One of life's net contributors, he gave far more to gliding and the air cadets than he took.

Simon Boyden

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BGA Badges

No	Pilot	Club	Date
DIAMOND BADGE			
577	Steve Ayres	Keevil	10/6/00
578	Keith Walton	Portsmouth Naval	18/7/00
579	Nicholas Hughes	Lasham	18/7/00
580	Colin Jackson	Booker (<i>Le Blanc</i>)	18/7/00
581	Michael Wells	Lasham	18/7/00
582	Anthony Miles	Lasham	18/7/00
583	Derek Abbey	Hus Bos (<i>Chauvigny</i>)	17/7/00
584	Damian le Roux	Southdown	18/7/00
585	Richard Arkle	Deeside	3/6/00
586	John Turner	Booker	11/8/00
587	Richard Large	Soaring Centre	17/7/00
588	James Allen	Black Mountains	20/8/00
589	Graham Turner	VoWGC (<i>Minden</i>)	21/6/00
590	Robert Thirkill	Lasham	3/9/00

Diamond distance

1-823	Steve Ayres	Keevil	10/6/00
1-824	Peter Paterson	Lasham	21/7/00
1-825	Keith Walton	Portsmouth Naval	18/7/00
1-826	Nicholas Hughes	Lasham	18/7/00
1-827	Philip Jarvis	Booker (<i>Le Blanc</i>)	17/7/00
1-828	Colin Jackson	Booker (<i>Le Blanc</i>)	18/7/00
1-829	Michael Wells	Lasham	18/7/00
1-830	Anthony Miles	Lasham	18/7/00
1-831	Derek Abbey	Hus Bos (<i>Chauvigny</i>)	17/7/00
1-832	Damian le Roux	Southdown	18/7/00
1-833	Philip Kirk	Southdown	20/7/00
1-834	Mark Parker	Cotswold	20/7/00
1-835	Andy Sanderson	Essex & Suffolk	11/8/00
1-836	Chris Bailey	Essex & Suffolk	11/8/00
1-837	Bob Hitchin	Bath, Wilts...	20/7/00
1-838	Diana King	Stratford	20/8/00
1-839	John Turner	Booker	11/8/00
1-840	Roderic Hamilton	Booker	11/8/00
1-841	Richard Large	Soaring Centre	17/7/00
1-842	Ashley Birkbeck	Booker	11/8/00
1-843	James Allen	Black Mountains	20/8/00
1-844	Graham Turner	VoWGC (<i>Minden</i>)	21/6/00
1-845	Robert Thirkill	Lasham	3/9/00

Diamond goal

2-2728	Gary Coppin	Lasham	18/7/00
2-2729	James Mousely	Bidford	20/7/00
2-2730	Philip Morrison	Devon & Somerset	27/6/00
2-2731	Tony Head	Bicester	18/7/00
2-2732	Anthony Hooper	South Wales	18/7/00
2-2733	Derek Coppin	Lasham	18/7/00
2-2734	Alan Redington	Cornish (<i>Ocana</i>)	9/7/00
2-2735	Martin Parsons	Vectis (<i>Ocana</i>)	9/7/00
2-2736	Donald Connolly	Devon & Somerset	20/7/00
2-2737	Brenda Pridal	Lasham	11/8/00
2-2738	Bryan Smith	Essex & Suffolk	11/8/00
2-2739	Richard Arkle	Deeside	10/6/00
2-2740	Michael Jenks	Bath, Wilts...	19/7/00
2-2741	Ed Foxon	Lasham	20/7/00
2-2742	Barbara Fairclough	Devon & Somerset	19/7/00
2-2743	Bob Hitchin	Bath, Wilts...	20/7/00
2-2744	Fran Knowles	Four Counties	20/8/00
2-2745	John Bugbee	Devon & Somerset	23/8/00
2-2746	Adam Clarke	Bicester	21/7/00
2-2747	Gordon Bowes	Trent Valley	20/8/00
2-2748	John Lewis	Midland	20/8/00
2-2749	David Williamson	Black Mtns (<i>Minden</i>)	28/7/00
2-2750	John Leonard	Vectis	23/7/00
2-2751	Mark Erlund	Trent Valley	20/8/00
2-2752	Philip Hayward	Norfolk	16/8/00
2-2753	Croft Brown	Bowland Forest	11/8/00
2-2754	John Strzebrakowski	Welland	30/7/00
2-2755	Malcolm Winter	Yorkshire	20/7/00
2-2756	Peter Tuppen	Vectis	30/8/00
2-2757	Stephen Brooker	Lasham	30/7/00
2-2758	Michael Pettican	Aquila	3/9/00
2-2759	Greville Earle	Black Mountains	29/8/00
2-2760	Justin Warwick	Surrey & Hants	20/7/00
2-2761	Jonathan Huband	Vale of White Horse	3/9/00
2-2762	Peter Brown	Bicester	20/8/00
2-2763	Geoff Chaplin	Lasham (<i>Minden</i>)	21/6/00
2-2764	Andrew James	South Wales	20/8/00

GOLD BADGE

2127	Philip Morrison	Devon & Somerset	27/6/00
2128	Kenneth Marsden	Wyvern (<i>Santa Cilia</i>)	24/7/00
2129	Anthony Hooper	South Wales	18/7/00
2130	Mike Garwood	Lasham	21/7/00
2131	Kim Tittle	Lasham	21/7/00
2132	Richard Arkle	Deeside	3/6/00
2133	Tim Davies	Cranwell	12/8/00
2134	Fran Knowles	Four Counties	20/8/00
2135	John Bugbee	Devon & Somerset	23/8/00
2136	Adam Clarke	Bicester	21/7/00
2137	David Williamson	Black Mtns (<i>Minden</i>)	28/7/00
2138	Roger Bowker	Heron	20/8/00

GOLD BADGE (CONTINUED)

2139	Neil Irving	Scottish GC	22/8/00
2140	John Strzebrakowski	Welland	30/7/00
2141	Malcolm Winter	Yorkshire	20/7/00
2142	Stephen Brooker	Lasham	30/7/00
2143	Greville Earle	Black Mountains	29/8/00
2144	Frederick Tucker	Southdown	23/8/00
2145	Jonathan Huband	Vale of White Horse	3/9/00
2146	Peter Brown	Bicester	20/8/00
2147	Geoff Chaplin	Lasham	21/6/00

Gold height

Kim Tittle	Lasham	6/11/99
Kenneth Marsden	Wyvern (<i>Santa Cilia</i>)	24/7/00
George Knight	Cambridge	27/8/00

Gold distance

Peter Belcher	Cambridge	10/6/00
Gary Coppin	Lasham	18/7/00
James Mousely	Bidford	20/7/00
Ralph Bowsfield	Cotswold	17/7/00
Philip Morrison	Devon & Somerset	27/6/00
Tony Head	Bicester	18/7/00
Anthony Hooper	South Wales	18/7/00
Mike Garwood	Lasham	21/7/00
Derek Coppin	Lasham	18/7/00
Kim Tittle	Lasham	6/11/99
Alan Redington	Cornish (<i>Ocana</i>)	9/7/00
Martin Parsons	Vectis (<i>Ocana</i>)	9/7/00
Bryan Smith	Essex & Suffolk	11/8/00
Richard Arkle	Deeside	3/6/00
Michael Jenks	Bath, Wilts...	19/7/00
Ed Foxon	Lasham	20/7/00
Barbara Fairclough	Devon & Somerset	19/7/00
Bob Hitchin	Bath, Wilts...	20/7/00
Tim Davies	Cranwell	12/8/00
Fran Knowles	Four Counties	20/8/00
Raymond Brecknock	London	22/8/00
John Bugbee	Devon & Somerset	23/8/00
Adam Clarke	Bicester	21/7/00
Gordon Bowes	Trent Valley	20/8/00
John Lewis	Midland	20/8/00
David Williamson	Black Mtns (<i>Minden</i>)	28/7/00
Roger Bowker	Heron	20/8/00
John Leonard	Vectis	23/7/00
Mark Erlund	Trent Valley	20/8/00
Philip Hayward	Norfolk	16/8/00
Neil Irving	Scottish GC	22/8/00
Croft Brown	Bowland Forest	11/8/00
John Strzebrakowski	Welland	30/7/00
Malcolm Winter	Yorkshire	20/7/00
Peter Tuppen	Vectis	30/8/00
Stephen Brooker	Lasham	30/7/00
Michael Pettican	Aquila	3/9/00
Greville Earle	Black Mountains	29/8/00
Frederick Tucker	Southdown	23/8/00
Justin Warwick	Surrey & Hants	20/7/00
Jeffery Heard	Staffordshire	21/7/00
Jonathan Huband	Vale of White Horse	3/9/00
Bryan Searle	Aquila (<i>Tocumwal</i>)	8/2/00
Peter Brown	Bicester	20/8/00
Brian Pearson	Staffordshire	20/7/00
Geoff Chaplin	Lasham (<i>Minden</i>)	21/6/00
Andrew James	South Wales	20/8/00

SILVER BADGE

10762	Richard Hadlow	Bath, Wilts...	20/7/00
10763	Sandra Gillmeister	Two Rivers	21/7/00
10764	Barry Furness	Norfolk	20/7/00
10765	David Walker	Bannerdown	19/7/00
10766	Guy Hall	Scottish GC	15/7/00
10767	Barry Alderslade	Lasham	19/7/00
10768	Stephen Phillips	London	19/7/00
10769	Richard Mitchell	Buckminster	30/7/00
10770	George Green	Essex & Suffolk	19/7/00
10771	David Gould	Shenington	18/7/00
10772	Christopher Melsom	Lasham	16/7/00
10773	Adam Gilmore	Soaring Centre	11/1/00
10774	Bryn Floyd	Stratford on Avon	11/7/00
10775	Michael Pettican	Aquila	9/9/99
10776	Anna Maxey	Southdown	19/7/00
10777	John Dadeon	Cambridge	19/7/00
10778	David Champion	Southdown	19/7/00
10779	Mark Davis	London	30/7/00
10780	Lisa Wong	Bicester	5/8/00
10781	Michael Love	Aquila	20/7/00
10782	Tim Charlesworth	Lasham	20/7/00
10783	Dean Pennney	Cornish	20/7/00
10784	Richard Verrall	Lasham	5/8/00
10785	Andrew Quick	Heron	12/8/00
10786	Michael Derwent	Cranwell	12/8/00
10787	Anthony Jennings	Cambridge	28/7/00

SILVER BADGE

10788	Stephen Harris	Essex & Suffolk	11/8/00
10789	Jane Jervis	Shenington	11/8/00
10790	Michael Thompson	Shenington	15/8/00
10791	Christopher Jones	Shalbourne	11/8/00
10792	Brian Irwin	Ulster	12/8/00
10793	Tim Freearde	Bicester	5/8/00
10794	Andrew Cronk	Welland	5/8/00
10795	Phillip Collier	Stratford	21/7/00
10796	Sean Parramore	Booker	10/6/00
10797	James Hiley	Soaring Centre	11/8/00
10798	Peter Hull	Culdrose	20/8/00
10799	Simon Castleman	Soaring Centre	11/8/00
10800	Walter Baumann	Staffordshire	20/8/00
10801	Trevor Mills	London	19/8/00
10802	Paul Taverner	Norfolk	11/8/00
10803	Colin Martin-Pitt	Rattlesden	16/8/00
10804	Anthony Richards	Heron	20/8/00
10805	David Wilson	Newark & Notts	11/8/00
10806	Trevor Bainbridge	Shenington	20/8/00
10807	Erdinch Usterlier	Bicester	30/7/00
10808	Geoffrey Reeves	East Sussex	27/8/00
10809	Shirley Barker	Kent	21/8/00
10810	Chris. Penfold	Portsmouth Naval	21/8/00
10811	John Fryer	Wolds	7/7/00
10812	Brian Martin	North Devon	1/8/00
10813	David Williamson	Black Mountains	28/7/00
10814	Ahmet Salahi	Crusaders	26/7/00
10815	Richard Carter	Cotswold	23/8/00
10816	Barry Larby	Lasham	20/7/00
10817	David Readleam	Newark & Notts	30/8/00
10818	Ross Clifton	Kent	20/8/00
10819	William Prophet	Lasham	4/9/00
10820	Bruce Hudson	Wyvern	30/8/00
10821	John Melvin	London	28/8/00
10822	Greg Rice	Booker	30/8/00
10823	Stephen Stanwix	Dorset	3/9/00
10824	Richard Cook	London	17/7/00
10825	Alan Green	Booker	30/8/00
10826	Michael Hazzard	Portsmouth Naval	6/9/00
10827	David Voigts	Bicester	21/7/00
10828	Stephen Butler	Denbigh	3/9/00
10829	David Bradley	Yorkshire	8/9/00
10830	Derek Fawcett	Lasham	11/8/00
10831	Gary Bustin	Buckminster	3/9/00
10832	Andrew Bates	Scottish GC	3/9/00
10833	Michael Wall	Bidford	22/8/00
10834	Alun Jenkins	Booker	30/7/00
10835	Mike Small	Bannerdown	29/8/00
10836	Simon Grant	Trent Valley	23/8/00
10837	Anthony Hoskins	Cotswold	22/8/00
10838	Julian Miller	Booker	15/8/00
10839	David Slocombe	Burn	20/8/00

UK CROSS-COUNTRY DIPLOMA

Pts 1&2	Ed Foxon	Lasham	17/7/00
Pt 1	Robert Holroyd	Wolds	27/6/00
Pt 1	Jeremy Pook	Buckminster	17/7/00
Pt 1	Anna Maxey	Southdown	21/7/00
Pt 1	Colin Neil	Essex & Suffolk	19/7/00
Pt 1	Mary Hazlewood	Lasham	30/7/00
Pt 1	Robert Leacroft	Soaring Centre	20/7/00
Pt 1	Robert Boughen	Burn	30/7/00
Pt 1	James Ewence	Aquila	5/8/00
Pt 1	Tim Freearde	Bicester	5/8/00
Pt 1	Stan Kochanowski	Burn	30/7/00
Pt 2	Jonathan Holmefjord	Cambridge	30/7/00
Pt 2	Phil Tiller	Soaring Centre	27/7/00
Pt 1	Michael Love	Aquila	30/7/00
Pts 1&2	Andrew Preston	Aquila	17/7/00
Pt 1	David Bieniasz	Trent Valley	12/8/00
Pt 1	Trevor Bainbridge	Shenington	21/7/00
Pt 1	John Fryer	Wolds	7/7/00
Pt 1	Melvyn Chapman	Staffordshire	21/7/00
Pt 1	James Slater	London	29/8/00
Pts 1&2	Brian Darton	Essex & Suffolk	11/8/00
Pt 1	Ahmet Salahi	Crusaders	30/7/00
Pt 1	Richard Carter	Cotswold	11/8/00
Pts 1&2	Jim White	Booker	11/8/00
Pt 1	Roger Lennard	London	30/8/00
Pt 1	Robert Tallow	Newark & Notts	12/8/00
Pt 1	Emma Norris	Bowland Forest	15/8/00
Pt 2	Trevor Bainbridge	Shenington	30/8/00
Pt 1	Paul Browne	Cambridge Uni	4/9/00
Pt 1	Alan Green	Booker	22/8/00
Pt 1	Timothy Stanley	Yorkshire	27/8/00
Pt 2	Justin Warwick	Surrey & Hants	18/7/00
Pt 1	Robert Ingham	Bowland Forest	15/8/00
Pt 1	Andrew Turk	Trent Valley	12/8/00
Pts 1&2	Jonathan Huband	V. of White Horse	3/9/00
Pts 1&2	Alex Marshall	Booker	21/7/00
Pt 1	Andrew Smith	Norfolk	18/8/00

AEROBATICS

John Gilbert	Int Unknown	10/9/00
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Flashes don't show up well in

Trials to check whether red markings make gliders easier to see produced a surprising result. S&G reports

TO DISCOVER whether red noses and flashes on the wings make gliders easier to see in the air, conspicuity trials have been carried out at the RAFGSA Centre, Bicester, under the supervision of Dr Tony Head, Human Factors Group, College of Aeronautics, Cranfield University, supported by the BGA. The trials could not have been completed without the help of Ted Norman (Manager RAFGSA Centre), Peter Stratten (BGA safety officer), Barry Elliot and Lorna Hutchings, all of whom donated their time to enable the completion of the trials.

Aim

Many owners have placed Day-Glo and other coloured patches on their gliders in the belief that conspicuity is enhanced. However, no evidence has been presented to support the use of such 'conspicuity aids'. The aim of the trials was to objectively evaluate the usefulness of Day-Glo patches as conspicuity aids to gliders.

Two Grob 109 motor-gliders (MGs) were used for the trials. They were predominantly white, and effectively identical, the only difference being the addition of Day-Glo stripes added to the leading edges of the wings of one MG (see photographs). Each carried a pilot and observer. Both crews had considerable gliding and power experience.

In the first trial, crews were briefed to fly away from a central point at 2,300ft AGL and 70kt ground speed (as indicated by GPS). Each crew were given headings to fly for both outward and inward tracks. Runs were divided into blocks of six with both MGs beginning their runs at the same time,



Despite fluorescent flashes on Grob G-109's wings, test pilots were unable to see the motorglider on some runs

co-ordinated by a radio call.

For the first six runs, one MG flew in on a track of 2250 for all six runs, while the other flew a random (and therefore unpredictable) track of 0450, 1350 and 3150. This produced a pattern of the 'other' MG appearing from either left,

'There is evidence that breaking up the outline of an aircraft by painting it or adding stripes may make it more difficult to detect'

right or head on, with the direction being predictable for one MG but not for the other. Following six runs, the MG roles were reversed and another six runs completed. Runs were commenced at 4nm from the central point.

The second trial, on a separate day, was precisely the same as trial one, with the exception that the crews swapped aircraft

so that the 'other' crew was now searching for the MG with the Day-Glo patches and vice versa. Thus the trial was fully randomised. When crews sighted the other MG, they called "Mark" on the radio and noted their distance from the central point as indicated by GPS. Once both MGs had been sighted or the minimum safety distance of 0.2nm was reached, crews reversed track and began the next run.

Results

The mean detection distance for all trials was 2.54nm, with ranges from zero (i.e. undetected) to 5.1nm. The MG with Day-Glo patches was detected at a mean distance of 2.59nm and the MG without patches was detected at a distance of 2.51nm. The difference, though, was not statistically significant.

When an MG was on a predictable (i.e. known to the other crew who were searching for it) inbound track, allowing the crew of the other MG to search in only one direction, then the target MG was detected at a range of 2.64nm. When the path of the target MG was not predictable, it was detected at a range of 2.47nm. The difference was not statistically significant.

When the target MG was converging from the left the mean detection distance was 3.03nm, from the right 2.56nm and from head on 2.07nm. The one run when the crew of one MG failed to detect the other at all was from a head-on approach.

The mean detection distance for all trials was 2.54nm which, at a ground speed of 70kts for each aircraft represents a head-on closing speed of 140kts and a time to collision of 1min 5seconds. Discounting the run when the motorglider (incidentally with Day-Glo) was not detected at all, there was one other run where the motor glider (with Day-Glo) was detected at 0.83nm, and another when the motorglider (without



sight test

Day-Glo) was detected at 0.98nm. Time to collision in these two cases would be only 21 seconds and 25 seconds respectively if the aircraft are converging head-on. The danger of failing to maintain a very good lookout for only 30 seconds is obvious.

There is evidence that breaking up the outline of an aircraft by painting it in different colours or by adding stripes etc. may make it more difficult to detect. The reason for this is that by breaking up the outline, one effectively camouflages the outline of the aircraft.

Thus there is good reason to preserve the clean outline of an aircraft by keeping it in one colour. Again, previous research has indicated that the best colour for conspicuity (against sky) is black, which is not possible for gliders due to their GRP construction.

In conclusion, the present study did not demonstrate any benefits of adorning (motor) gliders with Day-Glo patches in an effort to improve conspicuity.

While there is an obvious need to evaluate other 'conspicuity aids', the best advice for collision avoidance remains that pilots must keep the best possible lookout at all times, and even then, as in the present study, a target may pass completely undetected.

Tony Head

You could help keep clubs safe

PETE STRATTEN, who chairs the BGA Safety Committee, is looking for volunteers from across the UK to become BGA Regional Safety Officers. The last mention in S&G attracted some excellent candidates and he's hoping that a repeat will do the same! You would need to be:

- an experienced gliding instructor and supervisor (not necessarily still instructing);
- a current glider pilot who has the tact to discuss safety issues with both individuals and club management constructively and effectively;

- someone with some spare time but who still has a finger on gliding's pulse.

"These posts," says Pete, "may well suit the more mature person with some time on their hands. There are more than a few retired and bold glider pilots out there who have a wealth of experience and have probably seen it all before". If you are interested but don't have the time now, Pete would like to hear from you with a view to planning for the future. Please send expressions of interest to him c/o the BGA office (see p3) or to strats.peter@virgin.net

Accident/incident summaries

by Dave Wright

AIRCRAFT Ref	Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
99	N/A		Minor	Jul-00	Incident Report		None Minor	-
The tractor driver pulled out two winch cables. One was detached and taken to a glider awaiting launch. The driver pulled away with the other cable still attached and drove around the back of the grid. The cable caught the fin of one glider and rotated it into another. A number of people shouted and raised hands before he realised his mistake.								
100	Mosquito B	2376	Minor	17-Jun-00 1415	Aston Down	53	None	1981
The pilot was making a low final approach across oil seed rape crop in the undershoot field. On short finals he saw there was a young girl walking along the perimeter track immediately ahead. He instinctively closed the brakes and rolled to miss the child. His wing tip caught in the crop and ground looped the glider into the ground.								
101	IS 29D	2057	Substantial	01-Jul-00 1505	Milfield	62	None	347
The experienced power and gliding pilot had recently returned to gliding. After being high on base leg he selected full flap and airbrake to adjust his glide. However, he underestimated the rate of descent and found, too late, that he would not make the airfield. The glider landed in boggy ground in the undershoot.								
102	Duo Discus	4252	Minor	15-Jul-00 1620	Nr Petersfield	43 53	None None	1982 100
When the lift failed during a training cross-country flight a good size field with a young crop was selected. After a normal circuit - to a downwind but uphill landing to avoid power wires - a good landing was made. Unfortunately, the surface was very soft and contained flints. This caused minor damage to the glider.								
103	ASW 19B	4410	Substantial	19-Jul-00	Nr Ledbury	56	None	183
During a cross-country flight the pilot found he had to land in a hilly area of small fields. He selected a suitable field but then, on final approach, noticed it sloped downhill. He opened full airbrake to land just inside the fence and carefully controlled his speed. Despite this he still had to groundloop to avoid the far fence.								
104	K-8	3616	Substantial	13-May-00	Usk	50	None	550
After a brief soaring flight the experienced instructor brought the K-8 in for a "short field landing". With some speed the glider was steered towards the launch point rather than along the normal landing run. It overshot the launch point and hit a tree on the airfield boundary. The glider was substantially damaged.								
105	K-7	3783	Minor	20-Jul-00 1612	Denbigh	19	None	2
After three good check flights the young, early solo, visiting pilot was cleared for solo local soaring flights. On his second flight he allowed the glider to get too low and so decided to make a field landing in the undershoot field. Unfortunately this contained sheep and in avoiding one a tip touched, causing a ground loop.								
106	Astir	2630	Minor	27-Jul-00 1230	Twyford	50	None	19
During a flight to practise turning points the pilot became too low to return so chose a good field. A good landing was spoiled by the pilot forgetting to lower the wheel and the fuselage was scratched. While waiting for a retrieve 20 bullocks from an adjacent field came over and "played" with the glider, perforating both wings.								
107	Skylark 4	1139	Write off	17-Jul-00	Barford St John	72	None	102
During a soaring course the pilot found he had to land out. In a hilly area with limited choice he picked a field, only to find, too late, that it contained a tall standing crop of wheat. Upon landing an airbrake dragged in the crop, slewing the glider around and breaking the rear fuselage.								
108	DG 100	2826	Minor	17-Jul-00 1740	Long Mynd	51	None	790
The pilot made a normal approach with the gear handle in the down and locked position. However, it collapsed upon landing. Examination showed it had collapsed in the locked down mode causing the operating lever to overstroke. Components of the undercarriage penetrated the cockpit rear bulkhead. It is possible that the gear was damaged previously.								
109	Fugvogel IIIA	3497	Substantial	30-Jul-00 1510	Diss	48	None	84
In falling lift the pilot chose a suitable grass field from 1,000ft. He appears to have flown a cramped circuit, with a final turn at about 300ft only 100 yards out. At 60kts, with full brake and side-slip he landed on the downhill surface only 100 yards short of the far, barbed wire fence. The glider was groundlooped and hit the fence sideways.								
110	SZD Junior	3541	Minor	25-Jun-00 1537	Portmoak	50	None	90
After two successful flights earlier in the day, an experienced, but recently re-soloed visiting pilot flew a normal circuit and approach but rounded out a little high. With brakes extended he lowered the nose causing the glider to bounce on the main wheel then land in a nose down attitude, damaging the fuselage.								
111	PA25 Pawnee Tug		Minor	Jul-00	Power Incident		None	2650
This tug accident occurred during the initial stages of an aerotow launch. As "all out" was given the pilot increased power without ensuring the toe operated wheel brakes were taken off. As a result the tug nosed over onto the propeller.								
112	Slingsby T-31	3272	Substantial	31-Jul-00	Tibenham	33 25	None Minor	380 0
The vintage glider was flying a very low base leg in an "uncoordinated manner" when it appeared to stall and recover. With only about 30ft remaining to make the final turn witnesses expected it to turn into wind and land on the airfield. Instead it turned downwind and impacted heavily in a field. P1 turned this way to avoid a barbed wire fence.								
113	Std Libelle	1519	Substantial	01-Aug-00 1800	Near Ripley	61	None	750
During a competition flight the pilot had to make a field landing. He chose a good grass field in which another glider had also landed. While there were no fences or obstructions he noted a rougher, darker area at the upwind end. After a normal touch-down the glider ran into the rough area and hit the remains of a stone wall, breaking the fuselage.								
114	K-8	2912	Substantial	29-Jul-00 1820	Bowland Forest	46	None	38
This was the pilot's third flight of the afternoon. After a normal circuit and approach the glider appears to have bounced back into the air, possibly due to excess speed and/or a bump. In a nose up attitude the pilot is thought to have closed the brakes and pushed the stick forward. The glider heavily impacted the ground nose first.								

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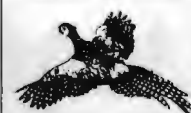
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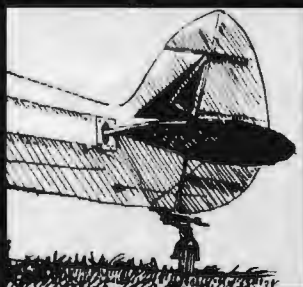
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