

Sailplane & Gliding

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High in wave above New Zealand and the Andes was the setting for the race to go furthest in a straight line. **Marty Taylor**, who took this shot with **Gavin Wills'** help, has soared with experts in both countries; he tells the Küttner Prize story on p34 (www.extremegliding.com)



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PROVISIONAL Met Office data for August confirms your suspicion that the UK summer was a bit of a washout. Although August temperatures in England and Wales were 1.8°C above the 40-year average, rainfall was double it, at 152.9mm – the wettest August since records began in 1961. Scotland was 2°C warmer than average, with 1.6 times the average rainfall: 192mm. Northern Ireland enjoyed above-average temperatures and close-to-average rainfall: 105mm. Still, you'll soon be able to admire a realistic rendering of the rain, on your TV: video gaming graphics technology is to transform traditional BBC forecasts early next year. A version of 3D software Weatherscape XT will combine high-end gaming graphics with processing power to generate visuals in real time. "It thinks and works a bit like a computer game," says Colin Tregear of the BBC's Weather Centre. *S&G* supposes that, after simulated gliding over graphical terrain, virtual weather had to be next. Perhaps it will be better than the real thing...

CHANGES to airspace in the East Midlands announced by the CAA will take effect on November 25, 2004. Details were due to be published in AIC 83/2004 (Yellow 144) in September. A map is at www.caa.co.uk/docs/1/EGNX%20Airspace%20chart.pdf and background information on the changes is at www.caa.co.uk/caanews/caanews.asp?nid=939

INCREASING numbers of junior pilots are posting their details on the Junior Worlds website, looking for gliders to hire for the 2005 championships. If you have a glider you would like to hire out or swap for a couple of weeks' gliding in Australia, Saint Auban (France) or Poland, details of those looking for gliders are at www.worldgliding2005.com/gliderhire.php

WE were sorry to hear (via Martin Simons as we went to press) of the death on August 18 of Paul Schweizer, a leading light of the soaring world from the 1930s onwards. He was 92 and had been ill for some time. An obituary will appear in the next *S&G*.

THE address of the IGC Pilot Ranking List has changed to www.fai.org/gliding/rankings/ After this summer's competitions, New Zealander John Coutts is first, German Holger Karow second and Pole Sebastian Kawa third. There are five Brits in the top 15: Andy Davis (5); Mike Young (6); Steve Jones (7); Russell Cheetham (11) and Dave Watt (15).

AAIB reports on a Slingsby Sport Vega T-65D (BGA 2758, Wormingford) and Fournier RF4D (G-AWLZ, Nympsfield) were published in its July bulletin, at www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=9482&l=3

THE editor's apologies go to John Hoskins and his team of accident investigators and to Peter Saundby, the BGA's medical advisor, for omitting them from the list of BGA appointments in the last *S&G*. Her thanks go to the eagle-eyed reader who spotted that on p10 she miscorrected a correct table and left uncorrected the incorrect one. The change of "knots" to "km/h" made to the central column of Table 1 of Andy Davis' article in the June-July issue (p37) should have been applied to Table 2 (p38). As a one-time Discus owner, she does realise that 52km/h (28kt) is not a sensible speed to fly it at nor the best L/D, as alleged. Sorry!

From the chairman

David Roberts looks back over a summer of highs and lows – and outlines future challenges

WRITING this after a break of two editions of *S&G* I am reflecting on a summer of mixed fortunes for gliding in the UK. At a personal level the summer has flown by – but largely on the ground, as combining my various gliding related roles with working away from home has left little time for flying. But I did get lucky with that glorious weekend of May 22-23, flying O/R to Sutton Bank from Aston Down. I also enjoyed directing the Standard Class Nationals at my club at the end of July, when, despite mixed weather, we squeezed six days out of nine. More than can be said unfortunately for competitions in August, a month normally producing generally good weather. This year May and June were far better months – at least where I live.

On the international front, congratulations go to the British Team for all-round excellent performance at the Europeans in Lithuania, and to Russell Cheetham in particular for his gold medal in the Open Class. I understand he is now an expert at soaring riverbanks in unlandable territory. And in an ASW 22!

The Soaring Centre team at Husbands Bosworth and the Junior Worlds Steering Group have been progressing plans for the 2005 Junior Worlds, hosting a pre-worlds event this August. The organising team is hard at work trying to raise sponsorship, so any strong leads would be welcome.

On the down side, this year has been a very bad one for fatal and serious accidents. We tend to think of gliding as relatively safe, providing the mandatory and recommended procedures and rules are followed in all aspects. But human factors in the air, and sometimes on the ground, inevitably intervene. And when things go wrong the consequences can be very unforgiving. This is a tragedy for those directly involved and affected, but the effects are also felt more widely through regulatory and insurance industry responses. The BGA's role is to provide the framework within which our sport can take place, safely. All the advice is there, and is constantly under review and refreshed in the light of experience of accidents. It has to be said though there are very few "new types" of accident. Earlier this year Hugh Browning, an Senior Regional Examiner, carried out a complete re-analysis of all gliding accidents from 1987 to 2003. His work will be given wide publicity soon, in conjunction with BGA guidance for clubs and pilots to reduce accidents.

Hugh's analysis showed, amongst many things, that the three very dominant causes of fatal accidents in this 16-year period were winching related, stall/spin and mid-air



collisions. Pete Stratten, the BGA's Chief Executive, has written to all club chairmen to bring to their attention the need for improved safety vigilance, procedures and practice at clubs.

Fatal and serious gliding accidents are investigated, under delegation from the AAIB, by the BGA's own team of volunteer accident investigators, led by John Hoskins, to whom we owe a great deal. The team needs new members, drawn from the gliding movement. Apart from the obvious requirements of deep knowledge of gliding, particularly technical and operational, suitable candidates need to have the strength and capability of independent analysis combined with report writing skills. They must also have flexible time to react at very short notice when their services are needed. It would be my fervent hope that the need for accident investigators will reduce, but this year has proved the opposite. So if any readers believe they are qualified and wish to offer their services, please contact John via the BGA office.

On the subject of volunteers, the Association relies upon a wide range of expert volunteers to function, through its sub-committees and specialist roles. The demands on the limited number of people are ever growing, and so we need to deepen the pool of expertise. The future structure of how we achieve a critical mass of effective volunteer effort is to be reviewed and I hope to soon publish proposals to attract more members into assisting the BGA at national and international level.

Lastly, on a positive note, let me place on record my thanks to our new Chief Executive, Pete Stratten, who has slipped into Barry's seat so effectively and is already making his mark in many areas. He has a large task ahead and has my total support and, I trust, everyone's.

David Roberts
British Gliding Association Chairman
August 30, 2004

European update

BRITISH glider pilots will be – or risk being – affected by three separate European developments that the BGA has been working on over the year.

In September, the BGA appealed to glider pilots to respond formally on the potentially vital question of paying for using airspace. **Eurocontrol**, the agency responsible for the future management of all EU airspace under the so-called *Single European Sky* policy, had produced a consultation document to a very short deadline (responses by a closing date of September 17, 2004). As well as its own response, the BGA is working through Europe Air Sports, which will also lobby at European level. The Royal Aero Club also responded and will lobby politicians as necessary. The consultation paper is at www.eurocontrol.int/enprm/documents/enprm_04_005/a_enprm_04_005.html and the BGA's at www.glidering.co.uk

Meanwhile, the **European Aviation Safety Agency's** shadow looms ever larger. As anticipated in August-September's *S&G*, the BGA has responded to the EASA Pilot Proficiency and Operations Essential Requirements Consultation Paper NPA2/2002. This response is in addition to the joint European Gliding Union response. You will find the BGA response via links on www.glidering.co.uk/bgainfo/news.htm

Thirdly, an EU regulation effective from May 1, 2005 sets **minimum third party insurance** cover for all aircraft, including gliders, and new requirements for aircraft and gliders with a Maximum Take-off Mass (MTOM) greater than 500kg to have cover against war, terrorism, hijacking and sabotage. The Civil Aviation Authority will oversee the rules in the UK and is working on "achieving realistic levels of cover". Much of the successful work to cut the original, ludicrous proposed levels of cover required for General Aviation and gliders was carried out by a team that included the BGA Chairman, David Roberts, among other recreational aviation representatives. The BGA has been told that glider policies that meet its third party insurance requirements are likely to experience a small premium increase. Compliance arrangements have yet to be agreed and will be subject to consultation. The BGA will negotiate on the basis of no additional administrative costs. Watch our website (www.glidering.co.uk) for updates.

And finally, there has been one good thing to come out of Europe this year: the British team's results. **Congratulations** to everyone involved – and in particular to Russell Cheetham on his Gold medal against tough competition in the Open Class. You'll find the story of the contest on p24 of this issue.

Congratulations, winners

WELL DONE to the following pilots, who have excelled in competitions this year but whose achievements have not been reported elsewhere in this issue of *S&G*. A results listing for BGA-rated contests (overall results for regionals, day results for nationals) will be published in the December 2004-January 2005 issue.

European Glider Aerobatics: 1, Jerzy Makula (POL); 2, Alexander Panferov (RUS); 3, Ferenc Toth (HUN); 33, Paul Conran (UK); 41, Jamie G Allen (UK); 46, Andrew Cunningham (UK). **Club Class Nationals:** 1, Owain Walters; 2, John Roberts; 3, Leigh Hood; **Open Class Nationals:** 1, Russell Cheetham; 2, Peter Harvey; 3, Kim Tipple; **Inter-Services:** Open Class: 1, Martyn Pike; 2, Peter Stafford-Allen; 3, Bill Inglis; Sport Class: 1, Al Tribe; 2, Daz Smith; 3, Dave Bromley. **Northerns** (not as stated in the last *S&G*): 1, John Wilton; 2, Richie Toon & Derek Taylor; 3, John Lynas; **Dunstable Regionals:** A Class: 1, Bill Craig; 2, Mark Newland-Smith; 3, Robert King; B Class: 1, Andy & Robin May; 2, Malcolm Birch; 3, Norman Parry. **Western Regionals:** 1, Barry Walker & friends (Justin Wills/Chris Rollings/Andy Davis); 2, Ken Barker; 3, Graham Morris.

At the time of going to press, *S&G* had not been sent results from the following contests: **Midland Regionals/ Junior Pre-Worlds, Gransden Regionals, Eastern Regionals,** and the (non BGA-rated) **Wolds two-seater Competition**. Results from these will appear in the December-January issue of *S&G*

Keep up to date

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

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

To sign up for this free service, visit <https://www.glidering.co.uk/subscriptions>

WE are very sorry to have to report more deaths of UK glider pilots since *S&G* last appeared. There were two unrelated fatal winch launch accidents on August 7: Peter O'Donovan died at Dunstable and Bob Williamson at Nympsfield. The BGA is investigating. Two British pilots have also died in gliding accidents in France: Stephen Back of Cairngorm and Scottish GCs, and Simon Cassidy, who had been based in Belgium. Our condolences go to friends and family.

TO restore a grounded K-7/K-7 conversion to normal flight status you need to comply with Issue 2 of BGA Mandatory Inspection 042/07/2004, which also applies requirements to Schleicher K series aircraft, including popular models such as the K-6, K-8, K-13 and K-18. More information is at www.glidering.co.uk

CAA Safety Evenings confirmed so far include: October 11: Liverpool; October 12: Blackpool; October 13: Sturgate; October 20: Aberdeen; October 21: Cumbernauld; October 25: Cranwell; October 28: Coventry; November 10: Redhill; November 22: Compton Abbas; November 23: Land's End; November 24: Kemble; November 25: Derby; November 29: Southampton; December 1: Brize Norton; December 6: Wyton; December 7: Norwich; January 10: Lydd; January 11: Stapleford; January 13: Fenland; January 18: Belfast; January 19: Eglinton; January 27: Netherthorpe; February 7: Isle of Man; February 10: Enstone; March 2: Perth; March 3: Newcastle; March 8: Sleaf; March 9: Swansea; March 10: Bristol. Full details and an updated list will appear on www.caa.co.uk through safety, general aviation and information.

THE 2005 BGA AGM/Conference will return to Eastwood Hall, Nottinghamshire, on March 5-6. The BGA Chairmen's Conference is on October 30 at Husbands Bosworth (see p13 of this *S&G* for details).

AN updated version of the 14th Edition of *Laws & Rules for Glider Pilots* can be downloaded from www.glidering.co.uk/bgainfo/documents/Edition14rev1.pdf and is available only via the web. It has some additions (including information about Assistant Instructors' training for the BGA Motor Glider Instructor Rating), and on trailer construction as well as correcting all known errors and omissions.

PLANNING any gliding trips abroad this winter? If so, a new web-based travel journal – www.mytrail.com – could be just the trick for charting the stories and pictures of your soaring adventures. With a free one-month trial, start by plotting your own route on an interactive map. Then get creative by uploading your top photos and writing up your travel stories. Updating your trail as it unfolds means that your friends and family can keep up with your travels. To see what your trip could look like, check out Jay Rebbeck's take on the Club Class Worlds in the sample trails at www.mytrail.com As a special launch offer, the first three *S&G* readers to email jay@mytrail.com will receive a free year's subscription.

THE winner of the BGA 1000 Club Lottery for July 2004 was Dr RP Saundby (£37.25), with runners-up BA Bateson and C Wright (each £18.63). The August winner was A Towse (£37), with runners-up R Ashurst and B Morris (each £18.50).



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You will be required to undergo a flying test and medical examination before being appointed. You will also be required to wear uniform and must be willing to be commissioned in the Royal Air Force Reserve (Civilian Components). If not a former Royal Air Force Officer you will be required to be successful at the OASC selection procedures before being appointed, and then successfully complete the required officer training at Royal Air Force Cranwell. The officer training, where necessary, will take approximately six weeks and upon successful completion individuals will be commissioned in the rank of Flight Lieutenant. Due to aircraft limitations the maximum unclad weight for this post incumbent is 103kg.

Appointment to this post will also be subject to satisfactory completion of an Enhanced Disclosure Check with the Criminal Records Bureau. This is a non-reserved post and is therefore open to UK, British Commonwealth, Irish and European Economic Area Nationals. Candidates should normally have been resident in the UK for at least the last five years.

For further details and an application form please call: Mrs Kate McConnachie on 01452 712612 ext 5091 or write to CPM(Rec)1B, Room F70, Building 255, HQ PTC, RAF Innsworth, Gloucester GL3 1EZ.

Completed applications must reach this office by 22nd October 2004.

The Ministry of Defence is an equal opportunity employer and is fully committed to policies, which provide equality of opportunity for all potential recruits and staff in the organisation. We welcome applications from all eligible individuals irrespective of race or ethnic origin, physical or mental disability, gender, marital status, religious affiliation, age or sexual orientation.



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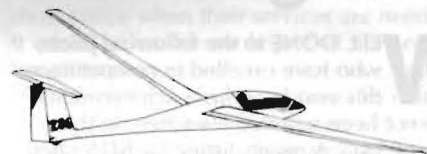
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Due to demand, the BGA will be running 5 additional Assistant Instructor Completion Courses during October and November at Husbands Bosworth Airfield.

Courses are run for 2 days over weekends with the National Coach. Course fee for the two days is £62.00. For more information and to book a course, please contact the BGA Office.

- Completion Course 3 30/31 October 2004**
- Completion Course 4 06/07 November 2004**
- Completion Course 5 13/14 November 2004**
- Completion Course 6 20/21 November 2004**
- Completion Course 7 27/28 November 2004**

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Airshow aerobatics

ANY pilot performing a display at an event open to the public must have a CAA issued Display Authorisation. Initial Issue costs £136: apply to the General Aviation Department of the CAA. The idea of an official BGA-sponsored glider display team touring airshows is an exciting one (*Advantage, aerobats?* August-September, p9). The reality is it would take a minimum of two (aerobatic) gliders, two tugs and four pilots full time for the summer to do the project justice. It could reach more people than any other BGA initiative (air displays are the second most popular spectator event in UK after football), but would be extremely costly. I am sure that some would argue the money could be better spent supporting our under-funded international teams.

Guy Westgate (BGA Advanced Aerobatics Examiner and CAA Display Evaluator)

FFF seeks investors for the future

FAULKES Flying Foundation Ltd (FFF) was set up five years ago as a registered charity, by wealthy philanthropist Dr Dill Faulkes to develop young people through adventure training in gliders and motorgliders. This involves youngsters from all walks of life, including Scouts/Guides and those suffering disadvantage and disability. We are helped in our work by a number of other supporting grant-providing charities, which include British Airways High Flight, the Guild of Air Pilots and Air Navigators Benevolent Fund and Kids Out.

Since January 2000 we have undertaken well over 7,500 flights. Some 60 youngsters have completed their Duke of Edinburgh Gold Residential Award through our organisation. Our fleet of eight aircraft comprises two Rotax Falke, one Falke 2000, four DG-505 Orions and a Super Blanik and these are operated at our six bases around the country, which include Dunstable, Rufforth, Nympsfield, Cambridge, Long Mynd and Lee-on-Solent. While our work is primarily aimed at helping to develop young people it also has the obvious advantage of encouraging the youth of our country to take up the sport of gliding.

Our initial five years (ending December 2004) has demonstrated that a break-even operation is possible so that an ongoing viable business can be maintained. However as we approach the end of this period our founder and backer now needs to redirect the money he has tied up in FFF to help him finance his other massive charitable venture - the Faulkes Telescope Project - which is now coming online. For this reason FFF now seeks further trustee investors to take us forward into 2005 and beyond.

We propose to establish a holding company - Faulkes Flying Foundation

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. Deadline for the next issue is **October 12**

(holdings) Ltd. – within which the assets of FFF will be secured for a number of committed investors who would become trustee managers of FFF. We are typically looking for seven investors investing up to £50,000 each. Trustees would meet regularly to oversee and steer the future direction of the charity ensuring that its aims are met. The assets of the holding company will be hired to FFF at a peppercorn rent for operation as before. In return for their charitable investment, trustees will be entitled to predefined use of the flying assets for their own purposes. The constitution of the holding company will also provide investors security of their investment plus an exit route if required in the future.

Potential investors wishing to explore an involvement to help secure the ongoing success of this exciting charity should contact Dr Mike Woollard, Director of Operations, Faulkes Flying Foundation Ltd. 01462 711934 or 07974-106190 or aeromikew@aol.com The charity's website is at www.fffoundation.co.uk
Mike Woollard, via email

Jay on the World Class

I ENJOYED Dick Johnson's letter in defence of the World Class in the last issue of *S&G* (*Cherishing the World Class*, p8) and completely agree that the principle of a cheap one-design gliding competition is an excellent idea. The reason that my criticism of the World Class is so strong is because I see the poor reality of such a fantastic idea as a great missed opportunity.

As the youngest participant in the First World Air Games in 1997, I went to the contest open eyed to the possibilities of an exciting new one-design class. In order for the concept to succeed, we knew that the glider chosen needed to have a reasonable performance, good handling and an affordable price tag. Thousands such gliders already existed, and had the International Gliding Commission had the foresight to select something like the Cirrus, the LS4 or the ASW19 as the one-design glider, they would have had an instant success and a flourishing World Class.

However, by choosing the PW5, pilots were being asked to dig deeper into their pockets to buy a glider with inferior performance and poorer handling than the excellent batch of second-generation glass fibre gliders they already had access to.

The enormous and increasing popularity of the Club Class World Championships demonstrates just how hungry the international gliding community is to compete in affordable high-performance gliders. Whilst the 2002 Club Class Worlds attracted 65 pilots, only 19 pilots could be encouraged to enter the 2003 PW5 World Class Worlds. Great Britain and Germany didn't send a single pilot.

Given that the PW5 is so unpopular, and yet such huge demand for a one-design class exists, it seems evident that we should draw a line under the PW5 and start afresh. By

The Faulkes Flying Foundation Ltd is looking for typically seven investors putting in up to £50,000 each. See FFF seeks investors for the future, opposite, for more information



(Photo from FFF)

choosing a proven design that has enjoyed great popularity over the years, such as a Cirrus, LS4 or ASW 19, you would have a genuinely cheap and accessible one-design class. A well-chosen one-design class would be hugely popular and ultimately increase participation in competition gliding, but until the PW5 steps down, it is a great opportunity being missed.

Jay Rebbeck, via email

Primitive gliders?

DICK Johnson's slap on Jay Rebbeck's wrist for his "appalling" comments on the World Class scene drew my attention to his article (*The 2004 racing season stretches ahead of you*, June-July 2004, p26). The slap was thoroughly well deserved but I think Dick was too kind. The comments were also fatuous and arrogant.

Have some of today's younger hotshot pilots come from another planet? Or is there another explanation for Afandi Darlington's condescending description of the Skylark 3 as "primitive" in the article *From Aboyne to Lasham* (August-September, p32)? A Zögling is primitive. A Skylark is not, even if its design is about twice as old as the article's writer.

John Gibson, KENDAL, Cumbria

Jay Rebbeck replies: I am delighted that my "appalling... fatuous and arrogant" comments have provoked such a lively debate about the future of the PW5 in the World Class

Afandi Darlington replies: I used the word primitive to describe the Skylark 3 simply to differentiate between Nick Goodhart's great 1959 flight, in what would today be considered a very low-performance glider, and our 2004 trip in a wonderful 57:1 supership. So much for semantics – but, an interesting point: *is* the Skylark 3 "primitive"? I think so, when compared to the Nimbus 3Dr that we made our flight in. The Nimbus has a best L/D ratio of 57 vs the Skylark 3's 32, is built from high-performance composite materials allowing efficient laminar flow aerofoil sections rather than dimensionally unstable wood and is equipped with the latest GPS moving map and variometry systems. This is not to knock the Skylark 3, or Nick Goodhart's achievement; it was a great flight in a classic British sailplane – but let's not get hung up about old low-performance gliders. I'm sure in my dotage we'll all consider the Nimbus 3Dr primitive as we whizz about the stratosphere in 100:1 laminar flow control sailplanes (see my article on p31 of the February-March 2004 *S&G*). That's progress!

John Gibson replies: These responses just confirm my

opinions. The experiences of Dick and myself, very different but acquired over a similar half century (57 years in my case) have given us a far broader outlook on the gliding scene from top competition to grass roots flying. As for the dislike of the PW5, Jay's comments are completely contradicted by a great many highly favourable comments on this from around the world. My experience of it places its handling right at the top of the class of some 40 types I have flown

Congratulations to Russell

S&G never prints my stuff but perhaps they will make an exception this time.

A ,1000km in 11 hours is an achievement – just to stay up that long in thermals, let alone cover the ground. When I did the first 500km triangle in 1968 it took 9 hours 35 minutes and included arriving at the Mynd below hill height, so I know how Russell Cheetham feels and what a great achievement he has made. In 1961 at the Aston Down Nationals on June 3, Ann Welch set the task Cerne Abbas, Lasham and return, 300km. There was a hush and an intake of breath: the first 300km triangle. Cheers the next day since most people got round, the Skylark 3 had only just come out in numbers and this was a defining moment for British gliding. We have had a 500km triangle set in a comp, but I doubt whether a 1,000 will ever follow.

I did my first 1,000 yo-yo in 1986 in Spain and again in 1987. It is nice to look back on them although one does not relish the thought of doing it again. The best I did in a week was 4,300km, but Wilfred Grosskinsky has done well over forty 1,000s by now.

One has only the faintest recollections of long flights, the most interesting to remember are those where everything went wrong, fortunately without mishap.

Brennig James, COLWYN BAY, North Wales

Ban gliding sites as contest TPs?

ON August 21, I was nearly killed. Twice.

Last year, gliders infringed the Redlands parachute zone many times. Redlands tells me that on one occasion they had to abandon activity as the risk was too great. The solution this year appears to be to use my club, Sandhill Farm (SAN), as a way of safely routing around Redlands and funnelling contest pilots into the Lyneham-Brize Norton gap. On the first occasion I

was met head on by a group of six to eight gliders. One passed directly over me at an estimated 200ft. I did not see him until it was too late to manoeuvre and I suggest he did not see me.

On the second occasion I was flying "with the flow" when a glider passed below me in a steep down attitude followed by a pull-up to nearly my altitude and directly ahead. I can only guess that he took avoiding action to prevent a collision. The problem is not just with SAN. Gliding clubs are frequently used as turning points or waypoints, but why? Clearly there is greater risk of glider collision if we take large numbers of racing gliders into a known concentration of glider activity – areas with inexperienced pilots at that.

I believe that with the help of modern GPS, data loggers and moving map displays, coupled with the increase in the number of contests, the time has come for the BGA to ban gliding sites as waypoints for contest flying. In the particular example of SAN, the funnel effect of local military airspace is not in the main a problem to SAN from power pilots as they route around the gliding club. Why can't racing gliders do the same?

Thanks to the efforts of Carr Withall, the local solution already exists. Since July 2001, designated clubs, including Lasham, Nympsfield and Aston Down, have been able to request Brize Norton to release part of their airspace during weekends and public holidays, so reducing the funnel effect. A short-lived turning point in the released airspace would solve the problem.

But the question remains, why use any gliding club as waypoint and turning point in the first place? It may mean a few more doglegs on a task but with modern navigational aids (and loggers to police the situation) isn't this another element to sort the men from the boys in a contest as well as greatly increasing safety?

Mike Leach, SWINDON

Mike Leach adds that this is a personal letter and not from the Vale of the White Horse GC at Sandhill Farm

Wooden gliders and plates

I WOULD like to correct an inaccuracy in the article by Derek Copeland, *A Swallow from Lasham*, in the August-September issue (p23), in which he stated that the "Wooden Plate" was collected by a Nympsfield pilot flying an SF27. I don't know whether this machine meets the criterion of being a wooden glider or not, as I was in fact flying a K-6CR (BGA 1412) which is most definitely largely wood and fabric and does not quite match up to the E version. The two flights to Lasham and back were only my second and third cross-country flights. As launchpoint controller on the Sunday, I saw Derek land in his Swallow, which created considerable interest, and was able to welcome him to Nympsfield. Later I launched him with the trophy safely stowed aboard, behind a tug that was off on a retrieve from the Oxford area. I hope to be back!

Fred Ballard, DOWNEND, Bristol

Cash crops

AT the recent vintage meeting at Camphill, three of the participants were unfortunate enough to meet up with a mercenary farmer after being forced down into his field by dying hill lift. The first two were faced with demands of £50 or impounding of their machines and, in spite of the very aggressive attitude of the farmer, negotiated a lower level of £40 each. Once the money was pocketed, the atmosphere lightened considerably. Two days later, the arrival of a Capstan in the same field produced a demand for £100, which was haggled down to £80. It is thought that the first pilots' requests for receipts prompted the later higher demand. Could S&G find some legal advisor to suggest how anyone "demanding money with menaces" might be handled by outlanding pilots in the future?

Two asides on the above. At briefing, it was suggested that farmers be requested to whitewash large numbers on the downwind boundaries of their fields to indicate the landing fee and secondly, it was reported that the lady passenger in the Capstan worked for the Inland Revenue and that a close look at the future annual tax return was a distinct possibility!

Ted Hull, SOUTHGATE, London

Final glides

SO just who is James George? His letter to S&G defies belief (*Low finishes again*, August-September 2004, p8)! Has this man ever flown a gliding competition? Is he a lawyer? A mathematician? A joker perhaps?

I have never read such rubbish. The whole reason that we can ENJOY our final glides is that they ARE "landing in accordance with normal aviation practice". It is normal practice over the face of the globe and is indeed one of the most enjoyable parts of our noble sport. How else can you optimise your flight? His letter is yet another example of misplaced do-gooding, which if allowed to continue will kill off our sport.

When will people realise that gliding is like mountaineering, motorbike racing, downhill ski-ing, Formula One and many, many others? The fact of the matter is that, in the final analysis, you are putting your skinny pink body on the line. The extent to which you want to do this should be left entirely up to YOU, AND YOU ALONE. You can make it as safe or as dangerous as you wish. Making daft rules to try and stop the occasional mishaps not only does not work but usually creates more accidents. (I remember well the practice for the World Championships in Benalla, when for the first time the rule that you must finish above 50ft unless you are making a straight-in landing was introduced. One competitor, as he crossed the finish line realised that he was lower than 50ft and that to avoid a penalty he would have to land straight ahead. Unfortunately, he was doing 140kt at the time and ended up with a completely mangled glider at the far hedge! An absolute triumph for the do gooders!). This letter if left

unchallenged will spell the beginning of the end of the final glide as we know (and love) it. I urge Mr George (and all others of his kind): if you are not flying at the level you are trying to legislate for, to leave well alone.

Dave Watt, via email

Technical information

HAS the BGA spotted a potential flaw in the use of electronic notifications of technical information? Recently a mandatory "before next flight" TN was issued for my aircraft by the manufacturer, and since I am a subscriber to the manufacturer's regular newsletter I spotted this when it was sent. Mind you, working out from reading the TN (not easy if you aren't mechanically minded and a bit curious) that it was important was less straightforward. Luckily, I thought, my usual inspector will know about this already. But to my surprise they didn't – even though they also owned an aircraft affected by this. Actually I had to fax the TN to them so they would be aware. It's not as though they are in a backwater – they are professional repairers, have an online site, take emails, they get the BGA newsletters and are an established part of the BGA inspector's community. So I am now wondering if this illustrates a hole in the information process for inspectors? Has anyone else noticed this potential airworthiness pitfall? And what is the BGA's policy on this method of airworthiness information promulgation? And indeed, what does "Europe" think? How would the powers that be react to the hit-and-miss information flow illustrated by this, after all from my knowledge of regulatory bodies, they rely on flawless processes, that's why they are expensive!

I do believe the BGA are a superb model for airworthiness control and have no issues with their passion, and do not believe a European model is to our better advantage but I do wish to raise this experience to readers, if only to encourage them to take a real interest in the airworthiness of their aircraft, what they need to do to support the dedicated set of inspectors and to safeguard the safety of all in our sport.

Paul Lazenby, SWINDON

BGA Chief Executive Pete Stratten replies: The Civil Aviation Authority does not forward airworthiness information by post – licensed engineers are expected to download the information from the internet. The manufacturers send airworthiness information to registered owners, and owners should then contact an engineer to seek a solution. The BGA assists its inspectors by regularly posting them Technical News Sheets (TNSs) with the latest information available. So, in line with industry practice, what should happen is that the owner is informed by the manufacturer or the authority (in this case the BGA) that a problem exists, the owner then contacts a qualified inspector, who in turn checks the BGA website and downloads the latest information. If the owner does not act, or indeed is not aware of a problem because the aircraft is not registered in his/her name, there is a safety net: all Certificates of Airworthiness are renewed annually by inspectors who are obliged to check for any outstanding airworthiness issues prior to issuing a BGA C of A.

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Has your C of A been renewed?

AS MOST OF us will know, the system for renewing the BGA Certificate of Airworthiness on your glider is reasonably straightforward and well established:

The inspector does the work, issues a 30-day ticket, sends off the renewal paperwork to the BGA, the C of A is renewed and is sent back to the inspector.

The inspector then will forward the renewed C of A and the sticker to the owner.

Occasionally there is a hiccup in the system, sometimes the paperwork gets mislaid or lost in the post: that is where you, as owner or operator, come in.

If you have not received your renewed C of A and sticker and the 30-day ticket is running out you need to highlight this to your inspector urgently.

As the operator of the glider (club or private)

you are actually responsible for ensuring that your C of A is valid. In this respect you are the back-up to ensuring that the paperwork has been processed.

A glider operating from a BGA site needs a current C of A (or 30-day ticket). Although the BGA C of A is not a legal document it does confirm that the maintenance is up to date. It is in your own interest to ensure the C of A is valid as it may have insurance implications and keeps you in compliance with the BGA's *Laws and Rules for Glider Pilots*.

Whilst we are on the subject of Cs of A, the C of A itself is the official document, whereas the sticker in the aircraft is a reminder of the expiry date.

Sometimes these stickers fade due to UV radiation despite the BGA using indelible ink. If the sticker is illegible it is permissible to re-write it.

The details of the expiry date are on the C of A document.

Jim Hammerton
BGA Chief Technical Officer

Regional Technical Officers

THE BGA Technical Committee has decided to appoint Regional Technical Officers to support the engineering operations of the Association. The BGA is now seeking applications from BGA inspectors who would like to be more involved and assist in raising the technical presence of the BGA to assist glider owners and fellow inspectors.

It is intended to appoint seven Regional Technical Officers corresponding to the main regions throughout the UK.

The positions are voluntary but, of course, the BGA will reimburse reasonable expenses. You will be the local Technical Committee representative and the duties will include such tasks as club visits, aircraft surveys, inspector interviews, technical assistance and local co-ordinator.

If you are a BGA Inspector, interested in this exciting new role and able to devote some spare time to promote the technical side of gliding, please contact Debbie at the BGA office for detailed information.

Jim Hammerton
BGA Chief Technical Officer

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York Gliding Centre

Who put *that* thing *there*?

Even if you're happy with your club's planning permission, you should still revisit your airfield's safeguarding in the light of new guidance, warns Roger Coote

HAVING just read accounts of the amazing achievements of June 25, I realise that Aerodrome Safeguarding seems pretty dull stuff, by comparison. It is, nevertheless, an essential aspect of the BGA's work to ensure the continued protection of gliding sites.

What do we mean by "Safeguarding"? If you have been granted Planning Permission to operate a gliding site, you may think that you have done all you need to, but what is to prevent the Council granting Planning Permission for a tall building or mast just off the end of the runway, which could seriously affect your hard-won rights?

On the face of it there is nothing in the planning system to prevent this.

This is where "Airfield Safeguarding" plays a key role. It is a formal mechanism to protect an airfield from adverse or prejudicial development in the area immediately around the airfield.

The Safeguarding process recognises that any airfield relies upon the safe availability of airspace both at the site and around it. The actual nature of protection available will be dependent on the physical characteristics of the site, its surrounding area and the particular flying activities conducted from the site. It is as relevant at a small farm strip as at a major international airport.

The recent case of a gliding club being threatened by the development of sports pitches on adjacent land has caused us to re-examine Aerodrome Safeguarding with regard to the special requirements for gliding.

The standard reference for the principles of Safeguarding is at Chapter 12 in the *BGA Site Operations Manual*, published August 2000 (and now on the BGA website, www.gliding.co.uk). The article is written by Philip Isbell, Aerodrome Safeguarding Adviser, both to the BGA and to the General Aviation Awareness Council (GAAC).

That earlier work relies upon protecting an aerodrome's approach and manoeuvring surfaces as defined in ICAO Annex 14, which forms the basis of the safety standards set out in CAP 168 (for licensed aerodromes) and CAP 428 (for unlicensed aerodromes). The CAA has now published a specific document, CAP 738 (Safeguarding of Aerodromes), and Planning Circular 1 of 2003, issued by the Office of the Deputy Prime Minister (ODPM) now gives more comprehensive guidance to planning authorities. There is also a series of CAA advice notes now available on safeguarding,

Two wind turbines at the end of the runway at an airfield abroad.

UK clubs should note revised guidance on how to safeguard their sites against unwanted development that could affect their operations, consult the BGA Site Operations Manual for initial information then call BGA Development Officer, Roger Coote, if they need help or advice

(Photo: Diana King)



to which the GAAC has had a significant input. In seeking to safeguard a gliding operation, the ICAO standards sometimes fail to provide adequate protection. Gliding has very special requirements, for example:

- failed launch procedures and training simulation
- low circuit approach to runway thresholds
- unobstructed approach across runway sides as well as the ICAO thresholds
- protection from airborne projectiles eg, cricket balls or footballs, which might damage or threaten gliders whether flying, taxiing or parked.

In order to clarify this somewhat vague area, the BGA has written to the CAA, asking for recognition of the special needs of gliding sites in developing their own aerodrome safeguarding procedures. The BGA asked to be allowed to address the particulars of their own specific aviation operations, in addition to or in substitution for ICAO Annex 14 obstacle limitation standards when drafting safeguarding maps and procedures. Such measures need to be extended to include "tug-out" routes, "precautionary" glide approach lanes and emergency "landing out" areas.

The CAA has advised that it fully approves an "adaptive", case-by-case approach to aerodrome safeguarding, the purpose of which is to protect aerodromes from situations in which new development would restrict established (or permitted) use, leading to loss of amenity.

The CAA recognises that it is wholly consistent with ICAO principles and ODPM Circular 1/2003 for the special requirements for gliding to be applied to specific sites and aerodromes in a similar manner to those specialist functions which require reflection in the safeguarding map, for example, manufacturers' aerodromes, instrument approach procedures and special requirements for parachuting.

BGA advice is that gliding clubs should not simply use CAP/ICAO as a prescriptive

template but that they should draft safeguarding maps which tailor and adapt CAP/ICAO obstacle limitation surfaces and areas to meet their own very special circumstances.

Gliding clubs are recommended to review their existing safeguarding measures to take this recently clarified guidance into account.

If you need help or if safeguarding is causing problems (or is non-existent) at your site, do please look first at the *BGA Site Operations Manual* to get started and then contact your development officer, Roger Coote, for advice.

Chairmen's Conference

The 2004 BGA Club Chairmen's Conference will be at The Soaring Centre, Husbands Bosworth on Saturday, October 30. It has now become a well-established annual event and will follow a similar format to that of previous years, providing a forum for club chairmen to meet and to share experiences of the issues facing gliding clubs.

The programme allows for consultation, discussion and dissemination of information. There will be detailed updates on topical problems, notably EASA, gliding insurance, Hire and Reward definition and Aerodrome Safeguarding. Possible funding opportunities for gliding will be addressed and the BGA Executive Committee will explain current policies on the BGA Coaching Operation, Safety Seminars and Child Protection.

The main session will be a workshop, where groups will tackle case studies on membership/motivation. With a membership in decline and many smaller clubs struggling to stay in business, recruitment and ultimate retention of members remains a vital feature of the BGA's Strategic Plan and of individual clubs' priority for survival.

Clubs should have had their invitations by now. Please make a note in your diaries to keep October 30 free. We look forward to seeing you and to another stimulating day of discussion and debate.



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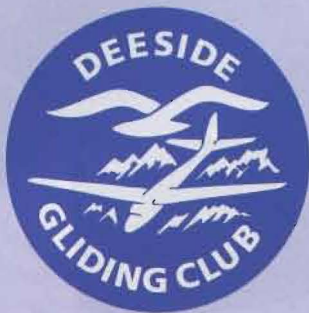
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Gormless Pilot's Salvation – revisited

MY FIRST GPS was a Garmin 100, which together with its logger cost a lot more in 1992 than a new top-of-the-range sailplane that I bought in 1961, a Skylark 3f.

Nowadays a GPS with moving map, etc, and an integral logger costs a couple of hundred pounds. That is progress.

Still fond of the company and loyal to its products, I currently have two little pocket-sized Garmins, which I have used as much in the car, or just travelling around on foot or by public transport, as in the glider. The older one, a GPS III-Plus bought about five years ago in Minden, announces as you switch it on: "Land data is provided only as a general reference to your surroundings." (Platypedant would say "Data are...", but never mind.) I didn't know then and I still don't know what that is supposed to mean.

The warning on the later model, the EMAP that I bought in Phoenix, Arizona in 2002, clearly was the result of much midnight oil burnt by lawyers. (Decisions of this kind used to be hammered out "in smoke-filled rooms", but smoking is so frowned upon these days that political journalists have been cruelly deprived of a once serviceable cliché, with its unhealthy and worse, distastefully masculine, connotations.) The newer version reads: "All data is presented for reference only. You assume total responsibility and risk associated with using this device". We still have "Data is..." but never mind. By the way, you can see the EMAP must have a much bigger screen: there absolutely has to be because they need more room for lengthy and stern admonishments by attorneys.

At least the second warning is clearer in its intent – which shows that brevity and clarity are not synonymous. What they mean is that if the Garmin says you are a mere 30 miles from a nice safe airport like say Bishop, California, home of the stupendous Owens Valley Wave, it is still up to you – yes, that's YOU I'm speaking to, Juggins, amigo, mush, my half-witted friend – to discern whether or not there is a 14,000ft mountain between your present location and

that nice safe airport. If you fly into a tall slab of rock (White Mountain Peak, shall we say) in an attempt to reach Bishop in a straight line, don't come running to us afterwards asking for a new propeller. Or don't expect your next-of-kin to come running to us demanding a replacement meal-ticket. Because we ain't paying and that's flat. Your stupid old man (much mourned, of course) shoulda read the small print. More to the point, he shoulda saw the damn great mountain.

The other thing the lawyers may be covering themselves against is the pilot keying in the wrong coordinates, or someone putting in an old or faulty database, so when the GPS says that the neat little airport in the Nevada desert with the bar, topless dancing girls and free beer* is within easy reach (with or without a propeller) there is in fact nothing when you arrive but dilapidated shacks, tumbleweed and boulders as high as your knee. Either because the lat and long is wrong or because the Feds moved in three years ago and closed the place down. Well, you would feel like suing somebody after doing an expensive and noisy final glide into a dump like that. So the Garmin legal team had to make quite sure they were just one step ahead: I thought you should know.

Litigation-Jitters Department expands

On June 17, 2003, the day I set out with George Moffat to cross the US of A in a motorless flying machine, I read the *Los Angeles Enquirer* cover to cover – the LA papers did the *Return to Kitty Hawk* proud. After reading about that, I happened to see at the bottom of the daily astrologer's page the warning: "This horoscope is for entertainment purposes only".

*There are, or have been, airstrips on the Nevada side of the Nevada/California border designed to serve Houses of Ill Repute, except they aren't called that in Nevada since this is a respectable activity which, along with gambling, generates revenue and taxes for the state. However I am reliably informed that generally in place of abandoned young strippers there are just abandoned old strips. Either could be bad for one's health and wealth. Avoid.

Well, naturally, as a fellow-publisher I could see the awful risk – some young woman, possibly an unemployed former hostess from the once-flourishing Mile High Cat House, sees on Tuesday's *LA Enquirer* "What the Stars Hold for You" page that a rich, handsome young Capricorn is going to sweep her (a Virgo, improbably) off her dainty feet and make her his own; she waits a whole week but absolutely nothing happens. She is devastated, and sues the paper for emotional trauma and breach of promise. This nightmare has not yet materialised, but it obsesses the proprietor of the *LA Enquirer*; he might be ruined. Sleepless nights are averted when the boy from the post room, a budding soaring pilot, says to the worried-looking boss on the way down in the elevator: "Why don't you talk to Garmin's lawyers? These guys can stop people flying through granite!"

The rest is history. That boy is clearly going to be the next proprietor. I can see it in his stars...

I may fly like a Swift, but can't write like one

In 1699 Jonathan Swift wrote: "When I come to be Old" – a list of prohibitions to obey in later life, including:

- Not to marry a young woman
- Not to neglect decency, or cleanness, for fear of falling into Nastyness
- Not to talk much, nor of my self ... and so on.

For the glider pilot approaching the Third Age I suggest: "When I come to be Old, but no longer Bold":

- Not to buy a glider that is too heavy to rig
- Not to tell the same Howidunnit over and over again
- Not to try to win competitions any more but just get back in one piece
- Not to despise computers and loggers just because you don't understand them
- Not to patronise today's young pilots
- Not to sit on yet another bloody committee
- Not to talk about how brave, brilliant and sexy you were 40 years ago
- Not to give after-dinner speeches
- Not to read the obituary columns in S&G

- Not to forget a large stock of pee bags
- Not to keep saying how much better things were in 1958
- Not to tell everyone, "The Golden Age of gliding is past," even if it's true (which it is).

Simplicate and add more heaviness

A Hungarian aircraft designer years ago uttered the famous injunction to aeronautical engineers: "Simplicate and add more lightness". But there is one item in a glider pilot's kit that should absolutely defy this rule, and that is the wretched (said with feeling) wing-dolly.

If you notice people yelling and frantically waving at you as you tow the ship out to the launchpoint, it is probably because you failed to see that the opposite wingtip to the one with the dolly on it is being damaged as it is dragged backwards through the soil, and the skinny aluminium dolly and its ditsy little wheel are hanging uselessly several feet up in the air. Any slope of the terrain (we don't have much terrain at my site but we have an awful lot of slope) is incompatible with these frivolous devices. Even on a flat site, a bit of a breeze can cause such ultra-lightweight things to stop doing their proper job. After the third upset you try hanging the parachute bag or other impedimenta on the dolly to keep it down, except all this stuff falls off and you have to go back to pick up

a trail of detritus. By the time you get the launchpoint the tug has gone back to refuel and the tug pilot is due to have lunch. (That is assuming the wing isn't in the workshop undergoing a repair after being used as an improvised plough.)

The best place to get what one really needs is a motorcycle breaker's yard where, amongst the pieces that are left intact after the Organ Donors - as an American girlfriend of mine used to call bikers - have finished with them, you will find a reasonably intact front fork, with a great iron wheel attached. With luck it will weigh as much as a cadet-pilot.

Those damn great motor-bike wheels work a treat, in a gale or a on 20° incline.

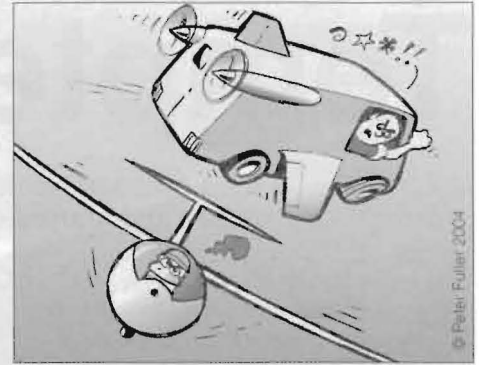
Alternatively I suppose, if you have deep pockets, you can always hire a cadet-pilot to sit on the wing every time you go out...

Rain of terror

One of my less expensive hobbies is writing letters to *The Times*. Recently, under the heading: "The best taxi route is through the air" an editorial praised the Mayor of Moscow for introducing aerial taxis and proposed the same for London. My response appeared as follows:

"Sir, It's not aerial taxis that I fear, but what is bound to follow: aerial minicabs, aerial rickshaws and worst of all, the aerial white van. Yours faithfully, etc"

Come to think of it, the way some gliders



worst of all, the aerial white van

abruptly carve one up, having apparently come out of nowhere, I think their pilots must drive white vans for a living, cigarette glued to lower lip, radio tuned full blast to a football commentary, mobile phone wedged between ear and the opposite shoulder to the direction they are turning, so they can't see what they are about to collide with. A few thousand of those over London would bring tin helmets back into fashion.

mdbird@dircon.co.uk

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Tempted by a Carat?

Jochen Ewald tries out, and decides he likes, an early production version of the Carat A, a single-seat motorglider that has just started emerging from the factory at AMS in Slovenia

ARE YOU someone who's dreaming of a high-performance glider that you can keep in a trailer, rig and derig without any help, self-launch and, at the same time, use as cheap and fast transport from A to B? If you think there's no such aircraft on the market, take a look at the Carat A. This elegant little motorglider, originally developed by Technoflug, is now in serial production at AMS.

The first Carat prototype flew in late 1997 and was well received. But for Technoflug, a small German factory known for its retractable-engine motorglider propellers and the small Piccolo B motorglider (which may be certified as a microlight), the task of serial production of the Carat appeared too big and, with high labour costs in Western Europe, risky. After flight tests and JAR type certification, the well-known German pilot Walter Eisele arranged serial production at AMS (formerly Elan) in Slovenia. (Incidentally, he also has the rights and moulds for the LS4 and hopes to bring this glider to market again soon.)

The Carat A is a low-wing single-seater with winglet-equipped, internally modified Discus wings and a Discus tailplane. It comes with a front-mounted four-cylinder four-stroke (VW-based) air-cooled Sauer S 1800-1-ES 1 engine, delivering a max permanent 54hp at 3,000rpm. The engine in D-KEIS, which I flew, has been equipped with a dual ignition system consisting of one magneto and one electronic circuit. The propeller is a fixed-pitch, forwards-folding Technoflug AM-F-3-1-A/140-1, with interconnected blades to ensure that they



fold in symmetry. An integral 54-litre fuel tank lies between firewall and cockpit, and is filled through a cap on top of the fuselage. The undercarriage is of the two-legged tail-dragger type with interconnected hydraulic disc brakes. It retracts electro-hydraulically forwards into the fuselage, and the tailwheel is connected to the rudder by a spring.

Having flown the prototype in 1998, I recently had the chance to fly this early production aircraft (serial no. 9), which had just arrived in Germany as Walter Eisele's demonstrator. A single-handed rig from the purpose-built trailer is easily done in ten minutes, although removing the cowling for pre-flight engine inspection means undoing lots of small screws, some of which you are

bound to drop and lose. When getting in, grasping the instrument panel helps, but nearly everyone will find a comfortable seating position, thanks to the adjustable backrest and rudder pedals.

Although controls like the stick, airbrakes, throttle, trim and canopy lever are well positioned, I can't say the same for the instruments, switches and knobs in and around the instrument panel in D-KEIS. Switches and knobs should have different shapes for blind use, and a key lock on ignitions and starter would mean more space and a better overview, as well as preventing unauthorised use. Personally, I also prefer 80mm-diameter instrument dials, at least for the ASI and rpm meter.

The engine starts easily, the propeller unfolds and the drive is very smooth. The cowling is a little above the horizon but weaving slightly during taxiing gives adequate forward view. Tailwheel steering, spring-connected to the rudder, is precise and straightforward, and the wheelbrake is easy to close and effective. Fully equipped, the empty weight of D-KEIS is 358kg (790lb), slightly heavier than the 1997 prototype without winglets. For serial production, 350kg (771lb) empty weight is planned, along with max take-off weight of 470kg (1,035lb). The Carat is slightly nose-heavy to give a safe margin even for heavy pilots (pilot is slightly behind c of g) and baggage. With 35 litres of fuel in the tank and 84kg (185lb) including parachute in the seat, my take-off weight is about 465kg (1,025lb). During the ground run – stick slightly forwards – the Carat A accelerates well. As soon as the tailwheel lifts off, light left rudder is needed to compensate for



Top: the Carat A in gliding flight and (opposite top) powered flight. Above: Discus-like wings and a one-person rig



torque. At about 80km/h (43kt), we lift off and I find best climb rate at 110km/h (59kt). At height, I raise the undercarriage, although there is no light to confirm it is up and locked. Cockpit ventilation is good, and, despite the long nose, visibility is excellent. I would assess the climb rate as above 3m/s (5.8kt).

Approaching the stall with the engine idle or during gliding results in the controls feeling soft below 80km/h (43kt) IAS. At 75km/h (40kt), there is a light buffeting and then staggering starts with the angle of attack clearly increasing. During the stall, speed indication also increases slightly. With the stick fully back, the Carat drops a wing, but this is easily recovered. At full throttle, stall behaviour is similar, but the ASI reading goes up after the first signs of the stall and there is no longer a sensible indication. In gliding flight, with the effective airbrakes open, the minimum speed is indicated as

83km/h (48kt), with a very stable straight-on stall afterwards.

Flown at max rpm of 3,000, the Carat A reaches a cruising speed of 190km/h (102kt); the engine runs smoothly and quietly, and the cockpit loudspeaker is always audible. I liked cruising at 2,700rpm, which gives 170km/h (92kt) and very economical fuel consumption (its range is more than 1,000km). Conversion to gliding is simple: switch the ignition off and fly below 100km/h (54kt). The propeller stops windmilling and folds forwards. The variometer can be switched from static to the total energy tube compensation (which, during engine use, would be disturbed by the propwash), and you are flying a glider which, going on performance, can be slotted in between an ASW 15 and a Std Cirrus, flown with waterballast.

At 110km/h (59kt), I measure the Carat's

45-45° roll rate as 3.3 secs, with excellent control harmonisation even at slower speeds due to the very effective rudder and the Discus ailerons, which produce little opposite drag. This and the low control forces make it fun to handle.

The Carat is easy and effective to thermal at 90-95km/h (48-51kt), or, in rougher thermals, 100km/h (54kt). The engine and prop cause astonishingly little extra drag, so competing with Club Class gliders is no problem. The Carat's high wing loading probably even gives a slight advantage at higher speed. The folded, interconnected propeller blades remain in position even at max permitted speed; nor does sideslipping force them open.

The big advantage of the Carat's drive is the option of easy, quick, in-flight restarting of the engine. With the ignition on and pressure on the starter button, the prop



Left: ergonomic placing of the main control levers in a spacious cockpit, but Jochen was less pleased with the instrumentation of the aircraft he flew



Top, right and opposite: rigging from the purpose-built trailers (Cobra or Komet) can easily be done by one person in ten minutes, says Jochen

Carat A: technical data

Span:	15m
Length:	6.2m
Wing area:	10.58m ² /113.8sq ft
Wing aspect ratio:	21.3
Aerofoil:	Discus
Empty weight:	350kg/771lb
Max take-off weight:	470kg/1,035lb
Max wing loading:	44.4kg/m ² (91lb/sq ft)
Permitted g-loads:	+5.3/-2.65g
Manoeuvring speed:	185km/h (100kt)
Max speed:	250km/h (135kt)
Cruising speed*:	230km/h (124kt)
Best climb rate:	3.5m/s at 125km/h (6.8kt at 67kt)
Take-off up to 15m:	428m (1,400ft)
Take-off ground run:	226m (740ft)
Range:	1,026km (638 miles)
Best glide:	35 at 108km/h (58kt)
Min sink:	0.75m/s at 85km/h (1.5kt at 46kt)

**(TAS at 3,000m and 75% power)*

Carat A with basic equipment: 73,000 Euro +VAT
Trailers: Spindelberger (Cobra): 9,500 Euro +VAT
Anschau (Komet): 7,800 Euro +VAT

German agent: www.monte-baldo.de/vertrieb.htm

unfolds and the engine fires. If it doesn't, or if it fails in flight, the Carat immediately becomes a good high-performance glider without the pilot having to do anything. There is no drive unit above the fuselage, cutting the glide angle by up to half its normal value and generating turbulent airflow over the tail. The scenario of the engine not starting or failing at low altitude forcing a landing in a – to many pilots – unfamiliar configuration can tax the pilots of retractable-engine motorgliders, as the accident statistics show.

Landing is easy. The electro-hydraulic undercarriage takes about 20 seconds while the emergency manual pump knob (a bit frail) would take about a minute to get the wheels into position. The very effective two-bladed Schempp-Hirth brakes allow for extremely steep approaches at a basic speed of 110km/h (59kt); there is no need for trim changes on approach. Sideslipping is also effective; it requires some back elevator when the airbrakes are open.

If the approach is made using full airbrakes, the pilot should take care to keep the speed on until the roundout. Completely held off, the Carat touches the ground at minimum speed in a three-point-attitude, with a well sprung, but relatively low-damped undercarriage. The best way to stop

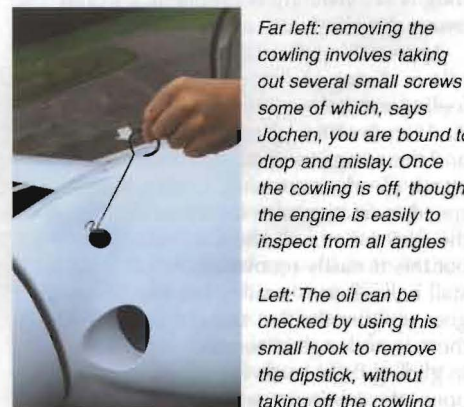
light ballooning is to do the roundout with slightly reduced airbrakes, pulling them out completely at the point of touchdown. Crosswinds are no problem, and the wheel-brakes are easy to close and effective.

Walter Eisele and AMS have brought a new high-performance motorglider to serial production. It really does cover a large spectrum of possible use: an easy-to-fly "real" glider with good performance, which also has excellent "touring" qualities and high cruising speeds as well as the complete independence provided by trailer storage and one-person-rigging.

The new folding prop not only reduces the drag during soaring to "near glider" values, but also offers what is probably the best operational safety of any motorglider: if the engine does not work, the motorglider becomes a pure glider immediately without the pilot having to do anything! D-KEIS's not-very-sensible equipment and its placing in the instrument panel would be easy to change for customers who order a new aircraft, and I think the fiddly screw system on the cowling will also be improved soon.

So this really is a motorglider that promises a lot of fun. The only thing that some customers miss is the fact that (as yet) there is no two-seat version available.

Photos: Jochen Ewald



Far left: removing the cowling involves taking out several small screws some of which, says Jochen, you are bound to drop and mislay. Once the cowling is off, though, the engine is easily to inspect from all angles

Left: The oil can be checked by using this small hook to remove the dipstick, without taking off the cowling

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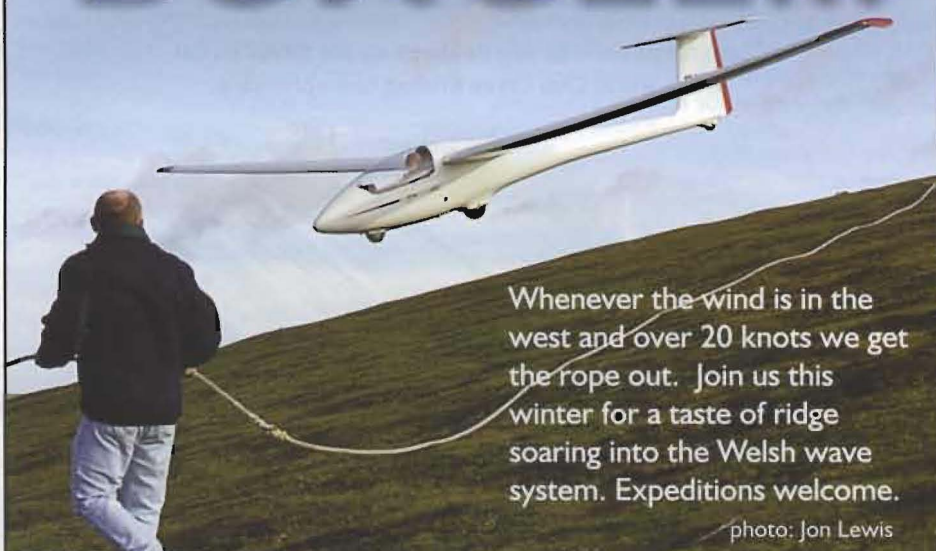
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Russell's golden year

Russell Cheetham capped his June 1,020km UK free distance record with a win in July in the European Open Class. Team manager Lemmy Tanner reports

GLIDING was one of Lithuania's major airsports during the 1930s and pilots set world records and produced high-performance gliders. All that ended with the Soviet occupation in 1940 and the country did not progress very much until recently. As it is, agriculture is still at a level equivalent to ours in 1940, and it is this that makes the landscape a daunting prospect for outlandings. There are no hedges or fences and the field sizes are determined by how much can be planted or cut in a day by hand. Livestock is tethered to feed on small grass areas; the cattle are milked by hand in the fields. During a field landing one might pass through a variety of crops before coming to rest, the redeeming feature being that the ground is fairly soft with few rocks. Much of the country is forest and there are numerous lakes.

The airfield of Pociunai lies 35km south of the second largest town of Kaunas, in one of the large loops of the river Nemunas. This river gives the area much of its character as it meanders through the slightly undulating countryside. It also causes long road retrievals because the bridges are a long way apart. There is a large hangar and small clubhouse, and the LAK factory is a short walk from the airfield. The club, which has about 60 members, operates Blaniks, Jantars and Lak sailplanes. Parachuting also takes place, usually from one of several Antonov AN2s, which are scattered around the perimeter. To get there it is best to fly to

Vilnius and then rent a car, taking care to observe the speed limits very carefully to avoid trouble with police. The French Team went one better by flying everything into the airfield courtesy of the French Air Force.

Before the competition started on July 25, there was a practice week. The organisation was also using practice week as a learning exercise, but the abysmal UK weather had followed us there and no one got much practice. The major problem that occupied us was that there was only one loo for about 400 people! Fortunately the extensive woods were very handy, providing a cool, relaxing environment. Things improved a little for the competition proper with the arrival of about a dozen Portalloos, but these were more for emergencies than comfort.

The opening ceremony on July 24 was in the local town of Prienai, where the town square had been prepared with a stage, music, lighting and rows of refreshment stalls. The Teams formed up at the sports

'Task A was a racing task of about 350km. Task B was a racing task of about 380km. Could this be right?'

ground about eight minutes' walk away and went to the square in alphabetical order of countries. After every official involved in the proceedings had made a speech, gallantly translated into English, the FAI flag was raised and the Championships declared open. A colourful troop of girls appeared and then released dozens of balloons with labels for each country tied on. The balloons floated up and away in the evening sunshine taking our spirits with them.

Sunday was the first contest day and the local population had been invited to see the

launching followed by an air display. We had misgivings about this arrangement but were assured that the air display would not interfere with gliding. In the event it didn't, because it didn't become soarable so the gliders were towed back to the parking area.

Monday's forecast was good and correspondingly ambitious tasks were set, 523km for the Open Class down to 444km for the Standard. As it turned out the thermals were weak and cloudbases low, so progress was slow. No pilot achieved 100km/h but Italian Riccardo Briigliadori was fastest overall in a Ventus at 97km/h for the 490km 18-Metre Class. Phil Jones managed a creditable 4th. The other team members flew conservatively and all except David Allison got round with reasonable scores. The day finished very late, some finishers trickling in at 1945hrs.

Two days of wet weather were followed by tasks that rather set the scene for the contest. The normal format was a racing task for Task A, and Task B was an area task using the same turning points as the racing task. Task lengths varied considerably as a result, maximum length often being more than 300km longer than the minimum distance. On the second day the few pilots that got back exceeded the time by over an hour in some cases while only getting a little more than the minimum distance.

However, Russell was not put off by the weather or the task and won the first of several days. Frenchman Gerand Lherm and the three Germans, Schwenk, Tassilo and Holger were ahead overall. In the Standard Class Leigh was only 61 points behind in 6th place. In the other classes there was a lot of ground to make up.

Day 3 produced another win for Russell and Leigh was 2nd for the day. There was a buzz in the team camp, but day 4 produced indifferent weather and the area tasks set were quite small and the day was devalued. Performances though were a bit down on the previous day. Day 5 was again devalued for all classes and the very tricky weather made life difficult. There were lots of land-outs. A similar pattern occurred on day 6. There were seven finishers in the Open Class and two in the 18-metres. Russell was 3rd. All of the other gliders landed out. The day was de-valued again and the Standard Class day was no contest.

Wednesday August 4 produced a north-east wind as high pressure built and the forecast for Thursday was even better. Tasks for Wednesday were 436km for opens and 367km for standards, and in-between for the others. Leigh and David Allison were 1st and 2nd, Russell was 2nd and beat the Germans and the French, Tim Scott also had a great day and came 2nd. However, the others had a bad day with Steve landing a few kilometres short along with Phil and David Masson.



The airfield at Pociunai, in a loop of the river Nemunas

(Lemmy Tanner)



12th FAI European Gliding Championships

Open Class

1. **Russell Cheetham** (GBR, ASW 22BL) – 8711
2. Holger Karow (GER, Nimbus 4M) – 8671
3. Gerand Lherm (FRA, Nimbus 4T) – 8422
13. **Jed Edyvean** (GBR, Nimbus 3) – 6318

Standard Class

1. Tomasz Rubaj (POL, LS8) – 7352
2. Mariusz Pozniak (POL, LS8) – 7281
3. Mario Kiessling (GER, Discus 2a) – 7265
4. **Leigh Wells** (GBR, LS8) – 7171
10. **Dave Allison** (GBR, LS8a) – 6644

15-Metre Class

1. Herbert Zimmel (GER, Ventus 2a) – 7445
2. Henrik Briedhal (DEN, Ventus 2a) – 7377
3. Axel Horn (GER, Ventus 2ax) – 6445
6. **Tim Scott** (GBR, ASW 27b) – 7100
10. **Steve Jones** (GBR, Ventus 2a) – 6753

18-Metre Class

1. Wolfgang Janowitsch (AUT, Ventus 2cx) – 7929
2. Riccardo Brigliadori (ITA, Ventus 2cx) – 7760
3. Stanislaw Wujczak (POL, Ventus 2cT) – 7499
19. **Phil Jones** (GBR, Ventus 2cx) – 6328
25. **David Masson** (GBR, Ventus c) – 4736

Full results: www.egc2004.lt/content.php?pid=77

David was having a torrid time and Baldrick (Paul Mason) was getting tired of retrieving.

Thursday was a great weather day, and the task-setter produced some tasks that turned out to be too short and therefore devalued the day again. Speeds were over 120km/h. Russell and Steve won their classes, Phil was 3rd, Leigh and David got 4th and 5th, and all of the team got back for the first time. Definitely a GB Team day! Russell was now in the lead overall and Leigh was 2nd. With two days to go hopes were high, most of the pilots were putting up better performances and were moving up the rankings. David Allison in particular was getting into top gear, Russell was in warp drive and Tim was getting excited.

Friday, August 6th. More high pressure with risk of showers. AATs again. It was a mixed day for us: Russell was 4th but kept a slender lead overall. Steve and Tim were 2nd and 4th but David Allison had a great run with Ben Flewett (NZ) and won the day. Unfortunately, Leigh made an error, which cost a lot of points and dropped him out of 2nd place.

The last day arrived and it was clear that we would fly. Still all to play for but hopes were high. Task A was a racing task about

350km. Task B ... was a racing task about 380km. Could this be right? It was, and Task B was flown. Everyone was on edge. Where were the Germans in the Open Class? Jed was spying for Russell; ground crews were collecting start times and weather data. Russell made several starts before we realised that the Germans were already down track. Tim and Steve were chattering

‘Suddenly the airfield was besieged by gliders. The German Open Class arrived. Where was Russell?’

away and we settled down in the sun to await arrivals. Suddenly the airfield was besieged by gliders. The German Open Class arrived. Where was Russell? A call on the radio 10km out, and there he was finishing. Everyone cheered and the Germans gave their congratulations, too. Tim came in at almost the same time, followed by Steve, but there were too many finishers to be sure of the times. All of our pilots got back once again. It was a long wait for the scores to be published on the internet and a few beers were consumed. At last we knew results. Russell had won the day as well as the

Championships; Tim had also won the day and moved into 6th overall. Steve was 4th for the day but stayed in 10th position. Leigh and David had a mediocre day by their standards but finished very creditably in 4th and 9th. Jed was 13th in the Open Class, while Phil and David were 18th and 24th in the 18-Metre Class.

The evening party started slowly but gathered pace with time. The bus that had been organised to ferry people home mysteriously disappeared at about midnight leaving a few revellers to be taken home by the police cars; the police having been well paid for their services during the previous week! The closing ceremony took place the following morning in bright sunshine. Unfortunately, photographs could only be taken into the sun, so few pictures of the winners could be obtained. After prizegiving and speeches, we bade farewell to the organisers, some of whom had misty eyes, and also to new and old friends. Another championships over, we shall look forward to next year. Thank you, Pociunai.

Russell's August win in the British Open Class Nationals concluded a very successful summer for him and will be reported in the next S&G – Ed



Top : Russell Cheetham, Open Class Gold Medallist despite a strong German team that included the World Champion, Holger Karow (www.whiteplanes.com)
Above: Russell (centre) at the Championships with second-placed Holger Karow (left) and third-placed Gerand Lherm (Max Kirschner)



Above: British team and their crew members on parade through the streets of Lithuania

(Lemmy Tanner)

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Some photo's by Sid Gilmore

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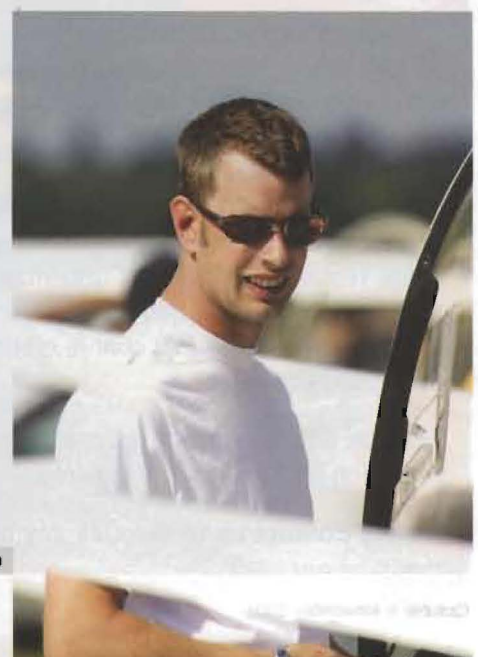
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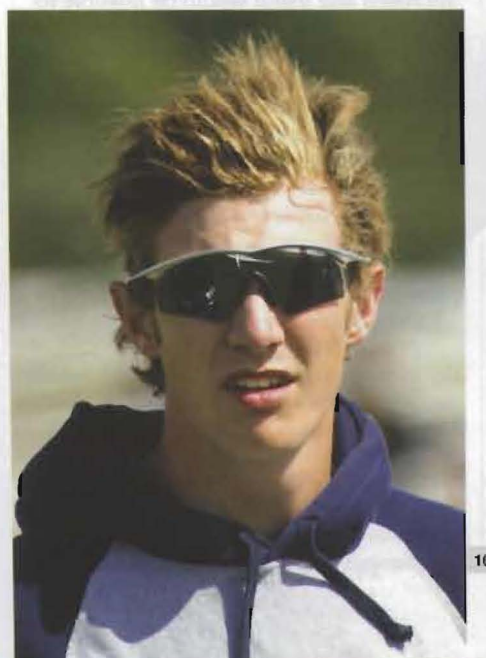
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Andy goes out in style – but which of these other nine is a future star?

Andy Perkins (opposite page, top), tells the story overleaf of how he won his last Juniors. As today's gilded youth turn into the Gold Standard of the future, what of the new crop of juniors? Here are the top ten from the contest while, overleaf, is a brief glimpse of someone else to watch: Tom Smith, aged just 17, won a day – in his first Juniors >



These pages reveal the new crop of young pilots who made the top ten places in this year's Junior National Championships at Lasham, from August 14-22. Reading across both pages from the top left, they are:

- Top row:
 1. Andy Perkins/LS8 AJ
 2. John Roberts/LS4 PZ

- Second row:
 3. Mark Holden/Discus 805
 4. Ian MacArthur/LS4 DZ
 5. Jon Meyer/ASW 20 968

- Third row:
 6. Mark Parker/Discus 87
 7. Ian Craigie/LS1(w) LS1
 8. Richard Garner/LS8 497

- Bottom row:
 9. Rob Nunn/LS8 T2
 10. Andy May/LS8 70



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HOOCHY Momma." "Boggy!" The radio sprang into life with the enthusiasm and dialect only possible from the most dynamic element in gliding. Yep, the British Juniors were back. After years of touring the country we returned to Lasham. An important year: the results would play a large part in determining the team selected for next year's World Junior Championships on home soil at Hus Bos.

Having flown my first comp and Junior Nationals at Lasham back in 1996 (mmm... makes me feel old), I was in my last Juniors, and as one of the old boys I was feeling the pressure to do well. Things did start better than last time: I made the journey from Booker without having the glider stolen.

Feeling out of practice, I turned up the Tuesday before with AJ, a stunning LS8 that Alan Johnstone very kindly lent with the proviso: "Of course you can borrow it Andy. Oh – but only if you are going to win!" I strolled into the bar and bumped into Derren Francis; after a few beers, practice was well under way. The next day showed promise and with Derren vying for a place in the Europeans we polished our respective gliders from top to bottom and started to rig. Before we even picked up a wing the rain began and we retired to the bar, where we remained for the next four days.

Finally, Day 1 arrived. A short window and a small task LSX-HNN-CBN-LFW. A turn left of track towards the sunshine proved costly; John Roberts in his souped-up LS4 romped the day at a handicapped 95km/h. Crawling into then out of HNN I saw the BGA Puchacz sail in and out above me! This was psychologically shattering. I waffled on, eventually getting a climb just north of CBN. This put me just on glide as the high frontal cloud from the south cut off any remaining heat from the sun. I got back through the sea air with 250ft to spare. The most frustrating thing was being beaten by Alex Bundock in AC. I remember flying with him before he was solo! Plus, he really enjoyed stating the fact he was ahead. Over the following six scrubbed days this started to get to me.

Grid squatting commenced. With the remains of Hurricane Charley on its way across the Atlantic the serious competition began: bottle walking. (Rules: place bottle as

far from the line as possible while keeping only your hands on the ground.) After some serious last-minute preparations – well, another G&T – my team, "WOoooo Yeah", edged into the lead (just past the sofa).

The next morning: bing bong. "Briefing at 11:30. Grid before briefing!" This woke me with a start. Behind the curtains I could see sunshine! Arrrgggghh! My horror was short lived: rain returned and the wind rocked our home (thanks, Pete Peterson). We delayed rigging, as the elaborate marquee blew down. I slept easy for another couple of hours. Scrubbed days continued with an inspired birthday celebration for my crew – Luke Roberts – Arwen and Harriet sorted an extravaganza of an evening. Good skills, girls, Gooooood Skillllss... The pictures (unprintable) are available on request. Luke was never the same after this. Clean-shaven, and struggling to concentrate.

Day 2 finally arrived. A ridge of high

'I am sure that if Jon had taken the climb before Didcot he would have blitzed the comp...'

pressure, a north-westerly, cloudbases of 5,500ft-6,000ft or more. One of those days that shows Britain in all its glory. 320.7km LSX-BIR-NOS-ILS-LAS. It was going to be a day to start late, but with most of the field already on their way I started at 13:07, so as not to miss out on the advantage of having other gliders ahead on track. A nice theory. However, Andy May, Rich Garner and myself had an awful run initially and after rejecting a climb that turned into 7.4kt for Rich and Andy I pushed on towards Newbury at 1,500ft watching everyone disappearing in the distance. Eventually, I climbed on the north-east edge of Newbury in 3.5kt and moved on until hooking into 8.5kt over the 09 threshold at Fairford. This put me on to a street that took me into the turn high and with lots of energy. This turned out to be essential (otherwise you had to cut 90° to track and climb before heading to NOS). Jon Meyer, who started at 13:16, timed it well and as I left BIR I saw him coming into the turn. An excellent run, which took eight minutes off me! South of track, an area that seemed ideal was slightly

Left: 17-year-old Tom Smith not only came 14th in his first Junior Championships – he won the final day, too

overdeveloped and only offered a climb of 2kt. I pushed on across the gap and at Chipping Norton the sun was shining on the town, the wind blowing up the valley and the cu building above. It had to be good. 7kts on the averager was the answer then back on towards NOS. Ahead was a large gap and, to make things worse, Hinton was in the way of the good weather. This was going to mean a large detour south or around the top of the zone in the blue hole. With the wind direction and miles involved I decided to go north. This proved to be the best route, as little wisps produced kicks of 6kt and topped me up on the way to the turn. Eyeing good air around Calvert I pushed on. This proved to be an excellent decision. The day was really sucking hard at this point, lost time earlier in the day was regained by changing up a gear and the long, tailwind-assisted glide plus a boomer near Oakley put me just below glide. From there a few pull-ups and bounces and I was into Lasham via the control point.

Contest Day 3: LSX-WAN-OXF-LA5-LFW. What a day! Breezy, large areas of top cover cutting off convection, wave influence, and to top it all, it was the last flying day! This was the one time where tactics were of crucial importance. John Roberts was only a few points off the lead and flying brilliantly. Ian Craigie, Ian MacArthur and Mark Holden were also in prime position to take the title. Finally, Jon Meyer was also hot on the heels and after a second in the Junior Pre-worlds he was flying better, in my opinion, than anyone else in the field.

A difficult climb up to start and a tricky decision. Keep the water to help penetrate into the wind and through the large areas of sink caused by wave, or dump the lot and have the ability to climb that bit quicker in the broken lift? If you caught the cycle with water on you could be streets ahead – or vice versa. The high-risk strategy for the day had to be to start late hoping that conditions improved and that it would be possible to get a jump on the rest of the comp.

I watched and waited for PZ to start and started a couple of minutes later. Taking a different route we actually fell further behind this gaggle and I thought all was lost until running over "Abingdon, Betteley, Abingdon" I saw PZ just ahead and below. This was a great boost to my morale, which despite my efforts had flagged slightly. The turn was in shadow and Oxford is a damp place at the best of times; I always tend to hit a slower patch around here. A couple of lumps of lift, and then on. Looking back, the sky over Lasham had cleared. This is where day winner Tom Smith got it spot on. Jon Meyer had started at the same time: both had excellent runs into the Oxford area.

Having turned OXF I headed home with PZ over Abingdon airfield and myself over the town, where the sun had been for a while and the cu were definitely still building.

Talking with Andy May in 70 I stated my intention to head to the cloud by DID. This was actually the cloud over Abingdon. Jon Meyer pushed on to DID at 100kts arriving at 800ft and struggled to climb. I am sure that had Jon taken the climb before DID he would have blitzed the day and therefore the contest. For me, I am glad he didn't. It's great to see some respect for one's elders!

The final glide was tricky: wave influence was still suppressing things, which meant an overall trend of slipping further below glide. After a small battle near Aldermaston I got over the control zone and on to a new street, which pulled me nearly 1,000ft above glide. I needed all this spare energy as the route to the control point was in awful air. However, around the corner and a lucky run got me home well ahead of field. Getting back is still one of the best feelings in gliding.

The event was only possible thanks to a lot of hard of hard work and the continued and generous support of our sponsors. To Phil Lever for his extreme generosity, which lets the Juniors operate at such affordable rates. Toshiba and The Lapworth Consultancy for their work with Lasham and the most incredible prizes in gliding! To my personal sponsors: Tork, whose products made the glider sparkle with 606, 909 and elbow grease from Luke Roberts; Dickies for keeping me dry and making everyone ask if they could have a Cambridge jacket, too; Marley Roofing for offering to arrange a roof large enough for half southern England next year to keep the rain off the competition!

In closing, I would like to say a big thank you to everyone who has been involved in making the Junior movement the success story it is. It's been awesome to play a part in the fun over the years and with all nationals so far this year (Open Class is still being held as I write) being won by the under 30s – all Juniors or recent ex-Juniors – it has proved that it really is at the cutting edge breeding ground of our sport. The Junior fraternity might not have conquered the world yet, but watch out – they're on the way!

- 1, Andrew Perkins, 2026; 2, John Roberts, 1994; 3, Mark Holden, 1923; 4, Ian Macarthur, 1902; 5, Jon Meyer, 1899;
- 6, Mark Parker, 1895; 7, Ian Craigie, 1878; 8, Richard Garner, 1866; 9, Rob Nunn, 1810; 10, Andy May, 1783; 11, George Green, 1733; 12, Andrew Langton, 1724; 13, Simon Barker, 1702; 14, Tom Smith, 1648; 15, Andrew Betteley, 1609;
- 16, Matt Robain, 1602; 17, Richard Verrall, 1600; 18, Mark Brown, 1557; 19, Arthur Docherty, 1493; 20, Nicholas Smith, 1488; 21, Mike Collett, 1461; 22, Anthony Hoskins, 1362;
- 23, Edward Foxon, 1342; 24, James Ewence, 1322;
- 25, Tim Webb, 1217; 26, Alastair Harrison, 1207; 27, Mark Laver, 1176; 28, Mark Szymkowitz, 1164; 29, Tom Brenton, 1153; 29, Ian Plant, 1153; 31, Peter Ballard, 1125;
- 32, Alexander Bundock, 1056; 33, Claire Alston, 1044;
- 34, Michael Pettican, 1008; 35, Albert Freeborn, 1005;
- 36, Peter Hibbard, 999; 37, Rachel Hine, 974; 38, Hannah Hay, 898; 39, Hemraj Nithianandarah, 844; 40, Phillipp Schartau, 786; 41, Shaun McLaughlin, 770; 42, Andrew Bates, 748;
- 43, Alexander Maitland, 745; 44, Amelia Nash, 699;
- 45, Tom Newham, 683; 46, John Hingley, 643; 47, Mike Witton, 636; 48, Jamie Denton, 611; 49, Jim Wilson, 576; 50, Keily Teagle, 466. Full results in the December-January issue of S&G

New Sim

On display for the first time at the Nationals at Lasham this year was the club's simulator. Barry Woodhouse reports

YUCK, what have I done? Simulators have been the bane of my life for more years than I care to name, and now I've helped create another! My first was a Royal Navy Wessex 1, followed by airline checks and conversions. Still, the new Lasham Simulator I helped create was ready just in time for the Toshiba 15-Metre Nationals and Junior Championships...

Lasham had for some time discussed building a simulator to take to exhibitions and for use at Lasham. The spec. was for a three-projector simulator to give peripheral vision, mobile to take to exhibitions, capable of seeing the wings for aerobatic training, suitable for instrument training and with the option of use as a power plane (spoilers become throttles). I volunteered my services to Malcolm Hook earlier this year, and shortly afterwards found myself with Tim Dews of Airborne Composites taking out unwanted bits from a crashed Grob 103, which he had generously donated. Next I went to an exhibition to help assemble and look at the BGA simulator and contacted Dr Simon Newman and Dr Kenji Takeda of Southampton University, whose aviation department has for some years been researching low-cost simulators. They have been a major help to our project with an agreement for close links for the future.

Shaun Lapworth of The Lapworth Consultancy had arranged for Toshiba to sponsor the Junior Championships at Lasham. The simulator project tied in with Toshiba, who sold Lasham DLP projectors (which give very good definition) at cost. A curved screen was built; although there is a debate on whether to have three flat



screens, I prefer the curved screen despite its slight distortion at the bottom. Xplane was my choice of software, as it has a tug and winch launch with many variables that can be programmed in. Scenery kindly supplied by Paul Chaney of Horizon Simulations has been used and will be developed with the help of Southampton University.

Using wires and joints from a model shop the bell cranks in the control runs provide gearing and were connected to slide pots. Two days of work: to our delight the controls all worked correctly (a great relief). It will be fitted with instruments and motion added. So far used for training *ab initio*s and aerobatic students (and entertaining weather-bound competition pilots), it has attracted very positive comments, including: "Better than a 737 simulator in Seattle".

A fellow retired BA pilot, who wanted to know what I hoped to achieve, tackled me to remind me how our simulators smelt of sweat and fear. Let's keep this new generation of simulators for enjoyment!

People and organisations who have helped to create Lasham's simulator include: The Lasham Trust (which funded the cost of £4,700); Bob Bickers; Dave Drips; Tim Newport-Peace; Pete Masson; Southampton Flight Simulator (Southampton University – www.sfsim.com); Horizon Simulation Ltd (www.horizonsimulation.com); and Bob Sidwick (www.rcsimulations.com)



Top: the new simulator. Above: Paul Haliday took this photo of the legendary Tony Deane-Drummond, who opened the Nationals this year, trying out the simulator

Ten reasons for Lasham's sim

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3. To boost the learning curve to help people become competent and solo earlier. This hopefully will enhance their enthusiasm so they do not drift away from gliding due to lack of progress.
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7. Instructor procedural training to take the exams for the next rating.
8. Instrument flying.
9. Fun toy for members.
10. Good for corporate events.



Above: Steve Jones, who came second in the comp
Above right: Leigh Wells, son of British Team Coach Martyn Wells, was British Standard Class champion last year, and won the 15-Metre Nationals this year

Well done, Wells Jnr

Most pilots would be delighted to come fourth in the Europeans, but Leigh Wells was a little disappointed. He put that behind him, though, to win the 15-metre Nationals – in a Standard Class glider

I COULD have flown the Juniors, which was held at Lasham at the same time as the 15-Metre Nationals, and I wasn't sure which I should do. A lot of people told me I should do the Junior Championships, because it would be my last one. But I will be too old to fly the Junior Worlds next year, and that's why I decided to do the 15-metres. As it turns out, it was the right decision.

I would have liked to have flown a 15-metre glider and my brother, Pete Wells, kindly offered to lend me his ASW 27, but I only had a couple of days between getting back from the European Championships in Lithuania and the 15-Metre Nationals, and this left me little time to become accustomed to the glider and its instruments.

I also knew that, because I've done so much flying in the LS8, I could probably make it go better than I could make the 27 go, with so little experience. The bad

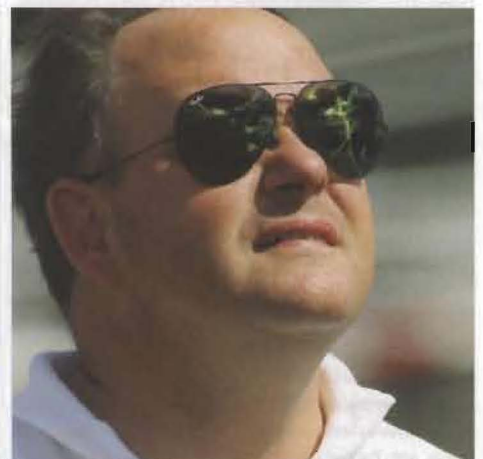
weather in the run-up to the comp would also have made it impossible for me to practise, and test the instruments.

I was pleased with coming fourth in the Europeans, but having been second (and just off the lead) then losing that because of a stupid tactical error on an assigned area task, I have to admit I did come away slightly disappointed. However, I learned a lot in Lithuania and I now feel that I can compete at that level. While I wasn't setting out to prove anything at the 15-metre Nationals, that disappointment was at the back of my mind. It was a bit hard, but I just had to concentrate on what I was doing. I suppose my approach is: "what's done is done: don't worry about it". I didn't really notice other people's tactics, either; I just looked at the sky and went for the best-looking clouds.

I'm glad I flew the LS8; with the short tasks we had, the final glide was quite a crucial

Pilot	Glider	Reg	Points
1 Leigh Wells	LS8 (15m)	LS	2343
2 Steve Jones	Ventus 2a,b	110	2302
3 Patrick Naegeli	Ventus 2c (15m)	520	2280
4 Paul Brice	ASW 27a,b	427	2279
5 Andy Hall	LS6 (15m)	241	2277
6 Howard Jones	Discus 2	D2	2194
7 Pete Masson	LS8 (15m)	232	2187
8 Dave Chappell	LS8 (15m)	R3	2180
9 Derren Francis	LS8 (15m)	F2	2129
10 Mel Dawson	Ventus 2a,b	W2	2108
11 Bob Thirkell	ASW 28	B3	2103
12 Floy Pentecost	LS6 (15m)	630	2098
13 Martyn Wells	LS8 (15m)	321	2093
14 Martyn Pike	ASW 27a,b	R6	2088
15 Jon Gatfield	ASW 27a,b	T6	2079
15 John Wilton	ASW 20b,c	634	2079
17 Matthew Cook	ASW 27a,b	275	2057
18 Iain Evans	LS8 (15m)	EZ	1996
19 Bill Inglis	Ventus 2c (15m)	X4	1965
20 Richard Hood	LS8 (15m)	352	1951
21 Paul Fritche	LS8 (15m)	L4	1945
22 Stephen Eli	LS8 (15m)	E11	1933
23 Wayne Aspland	LS8 (15m)	325	1923
24 Tony Hughes	LS6 (15m)	114	1900
25 Chris Lyttelton	ASW 27a,b	CL	1861
26 Keith Nicolson	LS8 (15m)	SK1	1860
27 Pete Stratten	LS8 (15m)	R4	1853
28 Jan Mccoshim	LS8 (15m)	161	1807
29 Chris Starkey	ASW 27a,b	900	1785
30 Nick Tillett	ASW 27a,b	T4	1768
31 George Metcalfe	ASW 28	104	1699
32 Mark Jerman	ASW 27a,b	HXD	1696
33 Bruce Cooper	LS6 (15m)	68	1637
34 Nick Smith	LS6 (15m)	R69	1584
35 David Draper	LS8 (15m)	301	1528
36 Kay Draper	LS8 (15m)	P2	1464
37 Al Mcnamara	Ventus 2c (15m)	R11	1374
38 Andy Holmes	Discus 2	310	1085
39 Nicki Marchant	LS6 (15m)	335	615
40 David Watt	Ventus 2a,b	DW	254

Full results will appear in the December-January S&G





part: you can lose 2-3 minutes easily. I know the LS8 and the instruments like the back of my hand, so looking at the sky ahead I knew just how far I could push it. If I had been flying a borrowed glider I wouldn't necessarily have been quite so positive.

Despite poor weather we managed four days flying, because of excellent forecasting and task-setting. Gordon MacDonald, the director, even managed to keep our spirits up during the periods of bad weather.

Day one was a speed task of just over 150km. Conditions looked poor early in the day so the launch was delayed and at 15.23 Dave Watt was the first to start. He was the first back, too, to win the day at 101km/h, a speed also achieved by Patrick Naegeli.

Day two was a 200km speed task with a remote finish at Bicester. Steve Jones and I started together, then went different ways, meeting up and separating throughout the race. We met up at final glide but he beat me back to win by three points. Matt Cook was only two points behind me.

Day three was a 400km speed task. Steve started ten minutes after most of us and produced a winning speed of 110.9km/h: 3km/h faster than second place.

Day four was another 200km speed task



in what looked like dying conditions locally but they improved the further north we went. Start times were around 13.00 and this time the race was won by Andy Hall at 109.5km/h followed by Mel Dawson at 105.3km/h.

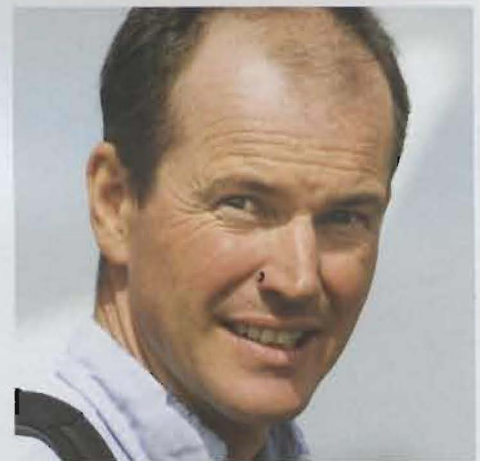
I was delighted to win the contest and pleased to see my dad's name twice on the cup. I'm sure I wouldn't be at the level I am now if it hadn't been for him accelerating my learning early on. I guess we're quite similar in some ways but I'm not sure we have the same flying style: he flies in straight lines a lot while I weave around the sky a bit more. I was also amused to see that Dave Watt won the title the year I was born.

The advice I'd give to Juniors just starting out is that the most important thing is to build up your experience. Fly as often as you can. People always used to tell me this and of course when you're younger you want to do it there and then, but you can only learn with experience. Even the top-level senior pilots are still learning. All flying is good but if you want to compete then do as many comps as you can and get as much experience as you can of flying with other competitors.

I am going back to university this September to do a PGCE – Post-Graduate Certificate in Education. I would love to fly the 15-Metre Class in the Europeans in Finland next year if I can find a 15-metre glider to fly and if I can find enough money to fund it...

Leigh, 24, has been gliding for eight years and has 1,650hrs P1, 1,400 of them in the LS8, LS, which he shares with his elder sister, Anna. A member of Bristol & Glos GC, he has a Gold Badge and two Diamonds (the height has so far eluded him). He has flown two Junior Worlds as well as this year's Europeans. His girlfriend, Jules, and Jill Burry crewed at the 15-metres

Pictured on this page, clockwise from top left: Mel Dawson, Howard Jones (Steve Jones' brother); Dave Chappell, Andy Hall, Pete Masson and Derren Francis Opposite, from left: Paul Brice and Patrick Naegeli



Winning on the w

A photograph showing the wing of a sailplane in the upper left corner, flying over a vast mountain range. The mountains are partially covered in snow and shrouded in a thick layer of white clouds. The sky is a deep, clear blue, suggesting a high-altitude environment. The overall scene is dramatic and emphasizes the theme of soaring flight.

Joachim Küttner, a mountain wave pioneer back in soaring's infancy, has long been convinced that these powerful weather systems could propel a sailplane for 2,000km in one direction. In 1987, he backed his vision with a \$10,000 prize for the first pilot to achieve this dream flight. Overleaf, New Zealand photographer and writer Marty Taylor describes how wave soaring records have been broken from the 1930s onwards; how, in late 2003, three teams of top pilots battled high above the Andes for the Küttner Prize; and how one of them finally secured the victory

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LIKE PUTTING a man on the moon, climbing to the top of Everest or trudging to the South Pole the Küttner Prize was a race – a contest of endurance and skill in an extreme and unexplored environment. The goal? To fly 2,000km – 1,243 miles – in one direction, replacing the power of combustion with the power of nature. It was a prize rooted in the very beginnings of gliding – and a dream that was only realised within the last year.

When soaring was in its infancy, pilots believed that wind on the lee of hills and mountains hugged the ground, producing downdrafts. Hans Deutschmann and Wolf Hirth, two German glider pilots, serendipitously discovered a powerful type of lift while soaring over a small hill in Silisea, Germany, in 1933. In the flimsy wooden and canvas glider Deutschmann and Hirth were thrust skyward gaining a lot of altitude rapidly.

Joachim Küttner, a young scientist and talented glider pilot, was the first to study scientifically this phenomenon on the lee side of mountains. During a gathering of soaring enthusiasts in a small competition he convinced the pilots to carry instruments to record their flights. When he analysed the data, Küttner confirmed his suspicions that wind flowing over mountains generates waves very similar to standing waves or rapids in a river. These days, every glider pilot knows that – like a river flowing over boulders – wind encountering mountains forms a series of standing waves downwind, and on the front edge of each you can find very smooth, powerful lift. But it was Küttner who coined the phrase “mountain waves”. He spent his early career exploring them.

When a wave is really pumping, its power is palpable. The sound frequency of mountain waves is too low to hear but the pressure fluctuations generated can be felt through your body as a deep resonating hum. The sub-audible vibration can build tension like a bow being drawn across the bass note of a cello. In 1937, Küttner stood below such a wave in Riesengebirge, Germany. Dwarfed beneath the huge cigar- and saucer-shaped clouds, ignited by visceral excitement, apprehension and desire to explore how high the wave reached, Küttner took his fragile low-performance wooden glider into the jaws of his first giant wave. Flying in front of the cloud in an open cockpit he soon caught the ascending air. The altimeter was adequate for most aircraft of the day: few ever flew higher than its maximum of 10,000ft (3,048m). Soon it became useless as he wound it off the dial. Most pilots begin breathing supplemental oxygen at 10,000ft but back in 1937 the body's oxygen requirements at high altitude were poorly understood and Küttner flew without the luxury of oxygen.

At 12,000ft (3,658m) the air temperature dropped well below freezing but Küttner remained in lift and continued climbing. At 20,000ft (6,096m) his extremities started to lose circulation and began feel very cold,

Opening picture, overleaf: Soaring wave 30,000ft above New Zealand. Photos like this, taken by Marty Taylor with the help of Gavin Wills, will be used in a high-quality calendar available from www.extremegliding.com


and oxygen deprivation would have started to affect his judgment. Impelled by the explorer's desire to go where no one had been before and by the scientist's curiosity, Küttner was able to over-ride his extreme discomfort, but he was unaware of the real danger stalking him. With less oxygen his judgment became blunted by euphoria.

At 23,000ft (7,010m) and enduring -35°C Küttner realised that he could no longer feel his frostbitten feet and that his fingers had turned blue. Such extreme cold would have forced many pilots to abandon the flight but the decision to retreat only came when Küttner realised he was seeing two suns. The creep of cognitive impairment due to oxygen deficit is insidious and a pilot can often fly without noticing the signs that something is not quite right. Seeing two suns was a clear-cut sign that something was severely wrong. At this point Küttner turned away from the lift and rapidly descended landing in a small Polish village a long way from his start point. His physical ailments soon healed but he never recovered from his desire to understand and explore the power and beauty of the mountain wave.

Sierra Wave Project

Two years after this flight World War Two intervened, putting Küttner's plans to study and explore wave on hold while he flew as a test pilot for the German aircraft industry. After recovering from the horrors of the war, Küttner joined the Sierra Wave Project – a meteorological programme run by the US Air Force to investigate mountain wave.

The Sierra Nevada is an old mountain range that has been battered and eroded by winds ploughing into it. After countless millions of years the ranges are shaped more like the top half an aerofoil than the jagged, mitred peaks of young mountains. The smooth shape and gentle curve of the Sierra Nevadas commonly trigger a spectacular lee wave. Once in the wave a pilot can expect serenely silk-smooth lift without even the slightest hint of turbulence. However, wave harbours an unpleasant, less benign, bedfellow: rotor. On April 25, 1955, Küttner and his colleague Larry Edgar were on a routine investigative flight when they encountered the full fury of a demon rotor. After several hours' flying between 30,000ft and 40,000ft (9,144-12,192m) the pair descended: Küttner first, then Edgar. At 17,000ft (5,181m) Küttner was ripped into by horizontal sheets of wind that catapulted him within seconds of his glider's maximum speed. Fast approaching VNE, Küttner pulled up and climbed vertically. He still had too much speed. The next option was a high-speed stall. After dropping nearly 1,000ft he recovered only to be hit by another gust. He must warn Edgar. It was too late. The same belt of destructive turbulence had consumed



Edgar. Powerful rotor clouds were forming all around him. Unnoticed by the rapidly forming cloud he could not execute the same escape Küttner had performed without losing control of his plane. The terrific power of the rotor brutally flung Edgar past VNE with a force of 15G and wrenched the wings off his glider – hurling him out of the plane. Edgar's parachute opened itself while his feet were caught in the cockpit. The shear forces were enough to have torn him in two. Luckily, the only casualties were his boots, helmet and gloves. The enormous G-forces blinded him and the hose from his bailout oxygen bottle was destroyed.

Out of the plane, his ordeal was not over: instead of drifting gently toward the ground under the resistance of his parachute, he was grabbed by the rotor, which vaulted him higher. Miraculously, Edgar survived the landing without breaking a bone.

Despite the potential dangers, the tug of



Fabrice Papzian (above) flew with top pilot Jean-Marie Clement in Argentina as well as with Marty, whose thanks go to Jean-Marie Clement for his help (www.extremgliding.com)

adventure, exploration, scientific discovery and constant attention to safety outweighed the risks. During the Sierra Wave Project Küttner, Edgar and colleagues routinely flew between 30,000ft and 40,000ft in temperatures that reached -70°C , completing some astonishing flights and making many meteorological discoveries.

Since describing wave, Küttner believed it would be possible to fly long distances in it – a novel concept at a time when almost all longer-distance soaring flights were made using thermals. In WW2, bomber pilots flying long missions discovered that winds blowing from west to east generated very strong winds at high altitudes. These winds became known as the jet stream.

Küttner's concept was to fly high to the peak of a wave fly downwind in the core of the jetstream, join another wave climb to its

peak over the next mountain range and again surf down the jetstream. The plan was to keep doing this until the waves petered out or darkness fell. Using this technique Küttner flew the first significant downwind flight, which took him more than 370 miles in four hours.

To avoid a forced landing in the desert Küttner decided to start at 36,000ft. Fifty minutes into the flight the entire canopy had iced over with the exception of three small panels. Rime and hoar frost reached a quarter of an inch thick, and from time to time fell off the canopy (usually finding its way down Küttner's neck). In flight there was next to no handling of controls because the wave was so smooth. Küttner reported that: "The last bump hit the sailplane before release and the next one did not come along before landing in near-darkness."

He crossed seven mountain ranges and flew 373 straight-line miles (600km).

At a time when most aircraft could climb to only 10-12,000ft and airspeeds rarely exceeded 100mph (161km/h), Küttner flew between 20,000 and 40,000ft in a low-performance glider with an average ground-speed of 94mph (151km/h) and a maximum one of more than 200mph (322km/h).

Dick Georgeson, an amateur pilot from New Zealand, had been experimenting with wave flight for several years before the Sierra Wave Project. A young independent pilot, he was driven by an overwhelming spirit of adventure and blessed with one of the best mountain wave environments on Earth. New Zealand's narrow South Island runs perpendicular to the prevailing westerly winds but unlike the Sierras is too narrow for significant downwind flying. A long wave



Left: Klaus Ohlmann, photographed here by Marty Taylor, spotted the potential of the Andes, explored them with the OSTIV Mountain Wave Project, and shared his weather observations. It meant he was up against strong contenders for the prize, such as Steve Fossett and Terry Delore, and Jean-Marie Clement

(www.extremegliding.com)

➤ – known locally as the Nor'west Arch – oscillates across South Island in the lee of the Southern Alps. When conditions are ideal it can run almost the entire length of the South Island and stretch across to the eastern tip of North Island.

Inspired by Küttner's flight, Georgeson believed that he too could make long distance flights in "his wave". Unlike Küttner, he would have to go crosswind, not downwind, to fly significant distances. On February 8, 1953 he flew 90 miles (144km): the first crosswind wave flight in New Zealand. Six weeks later conditions again looked ideal for a long distance flight. Local authorities – unaccustomed to dealing with gliders – requested a flight plan that included details about the engine type, route and estimated time of arrival. Slightly embarrassed, Georgeson conceded he was unable to fill out the plan accurately. After fudging it by presenting an ideal scenario, he took off, 204 miles (328km) from his declared destination. As an amateur he had the barest of resources and had never used oxygen. At 14,000ft (4,267m) he pulled his oxygen mask on but the clip holding the mask in place broke. For the rest of the flight he was forced to hold the mask to his face, unsure whether he was keeping the dangers of hypoxia at bay. He climbed well to 22,000ft (6,705m) and headed south across the leading edge of the wave. During the flight there were several heart-stopping bangs that made Georgeson wonder if his plane was disintegrating due to the extreme conditions. It was not until he had landed at his destination – within one minute of his ETA – that these were explained. When he opened the cockpit the Perspex fell out. The metal frame and Perspex canopy had different contraction rates and the low temperatures had cracked the Perspex. His was the first major crosswind wave flight.

These flights were the precursors of all modern wave flying and the rationale behind Küttner's challenge to pilots to be the first to fly 2,000km: "I am sure I would have tried the 2,000km long ago," he says, "but I pursued other exciting projects." He was appointed to a leading position in the Mercury Project that aimed to put the first

astronauts into orbit and played a significant leadership role in the race to put the first man on the moon. After his work at NASA he was appointed head of global field projects by the World Meteorological Organization. By 1987, when he realised nobody had taken up the challenge, he put the prize forward as an incentive to pilots around the world to investigate the extremes of flying in wave. According to Küttner: "I issued the challenge because I believed 2,000km could be flown, but only in wave."

In European gliding circles, where long-distance flights typically relied on thermals and were limited to the hours of daylight, people began to claim that the Küttner flight was impossible and that Küttner knew it could never be achieved. This myth was perpetuated by pilots who pointed to an extraordinary free distance flight made by German gliding ace Hans Werner Grosse in 1972 over 1,460km from Lubeck in Germany to Biarritz in France. This record stood for 30 years. He used every available minute in the day and squeezed every scrap of speed out of his high-performance glider and the flight was still more than 500km short. Others presented scientific data showing that the flight would be impossible because weather systems are significantly shorter than 2,000km.

Inspiration

Away from Europe, Georgeson continued to make extraordinary flights in New Zealand, collecting world records for distance and height gain while surfing the Nor'West Arch. In the summer of 1974 Georgeson set a new declared, distance record of 1,254km in one direction but people who analysed that soon realised setting a free distance record in New Zealand would be impossible because the country is too short.

Georgeson became the inspiration for a new generation of New Zealand pilots. On December 14, 1990 Ray Lynskey became the first glider pilot to fly 2,000km and in 1994 Terry Delore became the second, extending Lynskey's record by 23km. Despite flying the distance required neither flight met the Küttner criteria

because they doubled back on themselves, landing where they had launched.

According to Klaus Ohlmann, another brilliant wave pilot, these flights stunned the gliding world: "People in Europe could not believe this. We had been trying for many years and we were only flying a little over half this distance. This type of out-and-return flight was unprecedented and a little unconventional. But the flight was so outstanding it caused the FAI to devise a new class to honour it. Pilots everywhere began studying the Lynskey and Delore flights to understand how they had achieved this distance. We found the answer lay in wave – just as Küttner had predicted."

After learning of the New Zealanders' flights, Ohlmann opened an atlas to look for places with very similar conditions to New Zealand: mountains that ran north to south for more than 2,000km with consistently strong winds blowing from the west. The Patagonian Andes looked like the most likely place. Polar and tropical jet streams blow above normal weather systems at altitudes greater than 20,000ft (6,096m) and can reach speeds in excess of 400km/h. He was convinced these factors would help him set new distance records.

Flying in Patagonia is exhilarating but risky. There are vast tracts of country for hundreds of kilometres without an airstrip if conditions collapse. Since 1997 Ohlmann explored the power and idiosyncrasies of the Patagonian wave systems.

In the 2002-3 southern hemisphere flying season his years of exploration paid off when he broke Grosse's 30-year free distance record, becoming the first person to fly more than 1,500km in one direction. He also completed an extraordinary zig-zag flight, becoming the first man to fly 3,000km (1,865 miles) in a sailplane.

Despite these dramatic flights, Ohlmann was most excited by an observation he made. He was convinced that during November and December the polar and tropical jet streams worked together to create a highway in the sky that exceeded the 2,000km Küttner distance. Instead of keeping this a secret, Ohlmann contacted Küttner, who consulted relevant scientific weather data, which confirmed the observation.

In the 2003-4 summer season – the UK's last winter – three serious contenders descended on the Andes keen to claim the Küttner Prize: Ohlmann, the undisputed champion of long distance; Delore and his co-pilot and sponsor US billionaire balloonist Steve Fossett (who in Küttner's view posed the greatest threat to Ohlmann); and a small but very talented French team led by multiple record holder and aesthete Jean-Marie Clement – who was inspired by the "beauty of the flight".

On November 14, Delore and Fossett claimed first blood with three records for speed and out-and-return distance. Ohlmann was in the air at the same time but made a tactical error in his choice of task.

Klaus Ohlmann's own photo of Andean wave, taken near Bariloche. Klaus holds FAI records for: the 15-Metre Class free distance, using up to 3 TPs (2,029.7km, on 01/01/02); with Hervé Lefranc, the Open Class free distance (2,174.5km, on 23/11/03); Open Class free distance, using up to 3 TPs (3,009km, on 21/01/03); Open Class free O/R distance (2,247.6km, on 02/12/03); Open Class O/R distance (2,245.6km, on 02/12/03)

Of the other contenders, Steve Fossett holds two Open Class gliding records with Terry Delore, and 33 other FAI records. Terry Delore holds two current and 12 previous gliding records



Above all, this mistake acted as a reminder to Ohlmann that he was in competition with some of the best wave pilots in the world. A week later the weather patterns appeared to be setting up well for more records. Each team had one eye on the weather and one eye on the competition while jealously guarding their task selection and intentions.

On November 19, Clement recognised a building wave system and planned an out-and-return to extend the records set the previous week by Delore and Fossett. The Delore team had been dogged by electronic and operational hassles since collecting the first records of the season and decided the longer-term weather prospects looked more encouraging. Delore put his efforts into familiarising himself with local conditions and ironing out the problems he was having before putting the call out to Fossett to rejoin them in Calafate.

Having flown in Patagonia for the previous four seasons, Ohlmann had experience and local knowledge on his side. He knew every peak and every wave system from Calafate in the south to San Juan in the north. He knew that predicting the weather was a cross between an art, a science and a gamble. On November 19 he thought he saw the jet streams start to synchronise and line up. With such talented pilots on his tail he decided to throw caution to the wind and get to Calafate as soon as he could.

In a flamboyant move he planned to extend the free distance record he set the previous year by flying from Malargue to Calafate – a distance of 1,677km – and get into position for the 2,000km Küttner flight.

"This was a difficult flight," recalled Ohlmann. "From Esquel, where the cloud cover was very dense, we had to fly further east and risk flying away from the good conditions." Despite these troubles Ohlmann

and his co-pilot Herve Lefranc of France arrived over Calafate with plenty of daylight to spare and a powerful wind that could have taken them significantly further south. With the record under their belts, the greater prize in their sights and the ever-present threat of another team waiting in Calafate the pair decided to land and spend a day preparing and relaxing. To their relief they were alone in Calafate.

A four-year wait

The sun rises nearly one hour earlier in Calafate than in the north, where Clement and Delore were based, so Ohlmann and Lefranc were first in the air on November 23, 2003. Both pilots were in high spirits after their successful flight south and weather reports that confirmed the jet streams were falling into alignment. "I had been waiting for these conditions for four years," recalled Ohlmann. "The beginning of the flight was tremendous as much for the landscape as for the weather conditions – the beautiful glaciers slipping into the blue lakes. The wave was well marked and the southwest wind pushed us strongly." With 15 hours to make the flight the tactic was to fly slowly with an air speed of 120km/h. This gave them plenty of time to fly the 2,120km to San Juan. The tail wind meant that 120km/h airspeed often converted to a groundspeed of between 200km/h and 300km/h.

The pair hit their maximum speed round Lago Fontana where they reached 400km/h and most of the flight was flown between 4,000 and 7,000m (13,125-22,970ft).

Tension during the early stages of the flight had gently melted away until the pair joined Mendoza airspace. The voice of the air traffic controller crackled over the radio: "Do you have a squawk, HG?"

"Uh, negative," replied Ohlmann, slightly

panicked. "Report to 2,000ft over the airfield," ordered the voice over the radio. If they were forced to descend to 2,000ft the flight would be over. "Using my most supplicant voice," says Ohlmann, "I asked this charming woman: Please, I am flying a world record. Can I fly along the west of the area via Laguna Diamante?" With his heart in his mouth Ohlmann waited. Would bureaucracy undo this "beautiful" flight?

After what felt like an eternity the radio again fired into life. "Affirmative, but no higher than 6,000m." The momentary panic subsided – even though Ohlmann knew the summits between Mendoza and San Juan exceeded 7,000m (22,970ft). With airbrakes open to keep below 6,000m (19,686ft) the pair flew along the stunning Cordillera with Tupungato and Aconcagua towering above them: "I know these valleys and mountains from having climbed the top of the highest peak of the Cordillera six years ago," says Ohlmann. "They are very impressive but there is nowhere to land. My map showed an airfield but I could not see it. We continued north, along endless lenticular clouds. I had thought it would be possible to fly at at least 2,400km but the 6,000m limit prevented us from flying in the quiet laminar flow at least 1,000m (3,281ft) above us. Instead we flew in the bumpy turbulence of the rotor systems. As we passed San Juan I realised I had flown from the cold Patagonian glaciers to the hot subtropical region in the north of Argentina. The 2,000km Küttner flight was mine." He and Lefranc landed at 8pm, 14hrs 35 minutes and 2,120km after their take-off.

So in February 2004, after waiting nearly 20 years, the 94-year-old Küttner handed over the prize to Ohlmann, who had demonstrated that straight wave flights in excess of 2,000km were possible.

Double winner

Jez Hood, who is currently the Junior World Champion in the Standard Class, won the same class in the nationals this year – and took the 18-Metre title, as well. Jane Randle reports on the former while, overleaf, Jez writes about the 18-metres



THERE were 44 entries for this year's Standard Class Nationals, which was hosted by the Cotswold GC at Aston Down from July 24 to August 1. The level of competition was high; pilots included two world champions, Sarah Steinberg and Jez Hood, and several members of the British Team. Jay Rebbeck had recently finished the World Club Class with a silver medal.

Under the direction of David Roberts, Chairman of the BGA, six contest days were achieved in very mixed soaring conditions.

The championship was opened by Sir John Allison, who as President-elect of Europe Air Sports, is now involved in representing all European sporting aviation in the latest EU developments for civil aviation safety regulation.

As a past Commander-in-Chief of RAF Strike Command, he paid tribute to the continuing British success in competitive soaring and observed that to succeed in the sport, pilots retained spare mental capacity whilst under a lot of pressure. Such qualities are exactly those sought by the RAF in pilot selection.

Day 1: 320.16km to Caxton Gibbet, Kettering South and Brackley South. 44 starters/18 finishers

Lee waves were active above Aston Down and many pilots climbed to 5,000ft before the start. Once away from site, conditions were good. The westerly wind was strong and few pilots had trouble getting to Caxton Gibbet. When they turned back, they had to work very hard to stay airborne. As the leading group of eight flew the final leg, they had taken a climb some 25km from Aston Down, which was barely sufficient to get back in the fairly strong westerly. Near Northleach, three turned south-west, five turned north-west. The southerly route was best and the 300 or so points between finishing and landing out were to prove crucial. Half an hour later, the remaining finishers started to arrive. In all 18 pilots finished and 13 landouts were within 18km. Jez Hood (LS8) won at a windcapped speed of 83.4km/h, Derren Francis (LS8), who with Jez had just made it on to the cross runway, was second at 81.5km/h and Sarah Steinberg ASW 28 was third with 78.6km/h.

Day 2: 285.65km triangle to Ilsley and Kettering South. 44 starters/14 finishers

High pressure was centred on the North Sea, drawing drier continental air into south-east UK. Above the site was a dissolving stratus sheet. High cloud was expected from the south later. The trick was to get away from Aston Down. Jay Rebbeck, who won the day, took a risk when he started early but he went for sunshine by Swindon where he took a weak climb and was soon in good soaring conditions. A group of aircraft enjoyed the racing and Sarah reported averaging 130km/h on the second leg. As the pilots got nearer home, the predicted high cloud in place, once more getting back was going to be the real task. Jay, having sat in a field on Day 1, was taking no chances and he took a 2.5kt climb to 4000ft 30km out. Several pilots again had finely-judged glides on to the cross runway. Sarah Steinberg with the Chalford Valley between her and home, was 2.5km short. 17 aircraft landed at Rendcomb Airfield 14km away. First, Jay Rebbeck (LS8) 101.4 km/h; second was his brother Henry with 93.7km/h; third was Mike Young with 93.6km/h. Overall: Derren Francis, 1919; 2. Jez Hood, 1910; 3. Ollie Ward, 1756.

Day 3: 307.75km to Bedford Bridge, Corby South, Oakington and Bicester. 43 starters/13 finishers

The weather was a challenge, an advancing front would bring rain and thunder by afternoon, and the trigger temperature was high. Mike Randle was sent to snift, he landed back. Tantalisingly, there were good-looking cumulus above the lower inversion, and very weak blue thermals beneath. High above, sheets of cirrostratus kept cutting off the heating. There was the merest chance of getting the field away. Mike was sent off again and this time he hung valiantly in tiny thermals for an hour or more; when he got to 2,300ft the grid was launched. Task-setter Ed Johnston, filled with anxiety, launched too; but the trigger temperature came and



Lots of rebriefs on the grid, but they still managed more days than most UK competitions in 2004 (Jane Randle)



everyone got away as the day went whoosh. The idea to set a remote task in East Anglia worked wonderfully. It was a day of high climbs – 6,500ft – and long glides – 65km. Pilots set sail for Bicester confident they were at least 1,000ft above glide but something got in the way and one by one they landed short. Jez Hood took extra height just in case and he crept in, Mike Young, Bob Thirkell and Mike Jerman were 4km short. 13 eventually finished with a range of speeds: 88.2 to 64.5km/h. 1. Jez Hood LS8 88.2km/h, 2. Stephen Ell LS8 80.0km/h, 3. Graham Smith LS8 78.6km/h. Overall: 1. Jez Hood, 2910; 2. Derren Francis, 2665; 3. Stephen Ell, 2622.

Day 4: 250.02km to Bruton, Salisbury Cathedral, Popham and Sandhill Farm. 42 starters/40 finishers

The rain had come, the cold front cleared but pressure remained slack and the moist air lingered. Strong thermals to 3,500ft were expected but there would be spread out. Although three early tasks were set to the north-west, the temperature was higher in the south and Task D appeared just before launching. The key seemed to be the time of starting. Howard Jones waited until the clouds were lined up. He caught up the main gaggle. He said it was a Discus day and he pulled out a bit more, and a bit more with each climb and glide, but Jez refused to die! Eventually, he let Jez lead him home – the slow bit! Short-term relief, because Jez had already built a comfortable lead. 1. Howard Jones, 115.0km/h, 2. Mike Young, 112.9km/h, 3. Pete Harvey, 112.7km/h. Overall: Jez Hood, 3577, 2. Derren Francis, 3249, 3. Mike Jordy, 3225.

Day 5: 352.2km to Radstock, Ilsley, Bullington and Buckingham. 42 starters/39 finishers

Again the task-setters covered the country with five tasks, eventually choosing one to the south-east. The conditions brewed brilliantly with 9kt thermals to 6,000ft in places. Pete Harvey won the day but he was

only 4th fastest at 93.3km/h. Many pilots incurred penalties, apparently caught out by the strong lift. Pete said he had joined the leisure class, with two small children in the caravan, but in this more relaxed state, he found his decision-making had been easier. He started behind the others, playing catch-up but had a good run utilising some sort of wave shear. 1. Pete Harvey, 93.3km/h; 2. Roy Pentecost, 91.6km/h. 3. Bob Thirkell, 94.1km/h. Overall: 1. Jez Hood 4407, 2. Derren Francis 4139, 3. Mike Jordy 4120. Fewer than 100pts separated 7th from 14th.

Day 6: 318.01km to Hereford Cathedral, Newport Pagnell, Oxford East and Chipping Norton. 42 starters/0 finishers

High pressure, stable air: it took an age to brew. Competitors enjoyed the first leg to Hereford and back as far as Enstone when the thermals weren't quite so good. By the time they got to Newport Pagnell, the air had turned very sour and dead. It soon became a question of survival and wits. Back at Aston Down, the nightmare of 100 per cent landout was coming true as the telephones rang in control. Peter Baker flew the furthest but had strayed into the Brize Norton Zone. Jez Hood got back as far as Upper Harford, 11km short, and five landed at Little Rissington. With the aid of aerotows, prize-winners were retrieved for prizegiving in the gloaming. Jez Hood was a worthy winner, adding this Standard Class to the 18-Metre Class he won a few weeks before.

The organisation had coped well with difficult weather. There was plenty of room on the huge airfield for the large numbers of finishers on two days. Domestic arrangements had been good; it was a fine effort by club members.

It was not a contest of halves, but of doubles. Task-setter Ed Johnston and his wife Maryse were the proud parents of baby twin daughters; and contest director David Roberts became a grandfather during the contest, when his daughter, Polly, gave birth to twin sons.

Above, from left: the grid; Jez Hood; Mike Young and his wingstand; Derren Francis (www.whiteplanes.com)

Pilot	Glider	Reg	Points
1 Jez Hood	LS8	352	5366
2 Derren Francis	LS8	F2	4982
3 Mike Young	Discus 2	57	4909
4 Mike Jordy	ASW 28	E1	4885
5 Henry Rebbeck	LS8	232	4876
6 Graham Drury	LS8	841	4818
7 Dave Chappell	LS8	R3	4772
8 Graham Smith	LS8	42	4699
9 Bob Thirkell	ASW 28	B3	4697
10 Paul Shelton	LS8	D1	4696
11 Howard Jones	Discus 2	D2	4687
12 PR Pentecost	LS8	95	4662
13 Dave Draper	LS8	301	4659
14 RA Johnson	ASW 28	J1	4586
15 Wayne Aspland	LS8	325	4580
16 Simon Redman	LS8	56	4574
17 Oliver Ward	Discus 2	183	4554
18 Phil Jeffery	LS8	64	4484
19 Gary Slingemore	LS8	X1	4454
20 Steve Ell	LS8	E11	4446
21 Pete Harvey	LS8	H2	4409
22 MT Davis	Discus	969	4399
23 Mike Jefferyes	LS8	456	4380
24 Paul Fritche	LS8	L4	4372
25 Al Clarke	LS8	R4	4360
26 Richard Browne	LS8	L58	4343
27 Jay Rebbeck	LS8	628	4252
28 Pete Sheard	Discus 2	310	4152
29 Rose Johnson	LS8	EZ	3997
30 Andy Smith	ASW 28	A28	3909
31 Robert Welford	LS8	W8	3835
32 Chris Aldis	LS8	646	3779
33 Keith Nicolson	LS8	SK1	3757
34 Nick Wall	LS8	LT	3691
35 P Baker	LS8	144	3641
36 Dave Booth	LS8	790	3557
37 Jack Luxton	LS8	685	3432
38 Jon Arnold	Discus	JA	3399
39 SP Woolcock	LS7	7X	2913
40 Jan Mccoshim	LS8	161	2819
41 JA Clark	LS8	S6	2661
42 Mark Jerman	ASW 28	KGN	2416
43 JB Giddins	LS8	601	2253
44 Sarah Steinberg	ASW 28	S1	1714

One point in three days



...but Jez Hood still managed to win the first of two senior titles as 18-Metre Champion for 2004. Here he explains how

AT THE END of last season, I had intended to fly the Italian 18-metres in Rieti. Unfortunately, this didn't really work out: I accidentally got a job during the winter, which meant I had four weeks of freedom to look forward to over the following year; talk about a big dose of reality. So my plan B consisted of flying the UK 18-Metre Nationals instead.

My only worry was that I would be sitting in the rain in Norfolk, thinking: "why am I not kicking back with a nice glass of Chianti in the Apennines after flying 500km?" So I resolved to make this comp count, and with help from some decent weather, and hindrance from some frustrating weather, this is what happened.

Friday, June 25 – "Big Friday"

I took the Friday before the comp to get some flying in, as I hadn't flown the LS8 in 18-metre mode since 2001. Although the day looked good, Saturday had been forecast to also be OK, so I made sure I took it easy. Learning later on that I had flown 100km on a day when Russell Cheetham flew 1,020km kind of hurt, but at least Saturday still looked good – I'll be fresh for that

Saturday 26: scrubbed

Damn. We did get to eat pizza in a tent in the rain; not quite Rieti, but nearly...

Sunday 27: 215.3km (Tibenham-Gransden-Lavenham-Thetford-Tibenham)

On the face of it, the day looked as if it was going to be fairly straightforward, and to a large extent I suppose it was. I made a reasonably early start under what looked like a good run of energy out of the zone, only to find myself five minutes later in 1kt at 1,500ft. Great start, Jez, really well done. Eventually climbing well, I headed back into the start, under what now was a good street out on to the first leg. A good wind-up to 100kt at the start, then off. Being now one of the last to start, there were good markers up the first leg. It was one of those days where you could run for a long time without finding any good climbs, but with well-timed pull-ups, and a bit of weaving through the lift, it was relatively easy to maintain a good running height. I ran the first leg quite hard, and by Gransden had caught the majority of people up. Round the turn it became a bit trickier, with a large patch of over-developed cu in between the second turning point and us. It was just a question of running it slowly, through the bits that were raining, until you found a patch that was working. This called for patience, and 15 minutes later I left at cloudbase at 60kt. All I needed was one more climb to get me into Thetford, as conditions looked great again there. A quick 700ft top-up under the other edge of the spreadout got me going, and I left. Round the turn at 2,000ft, 27km to go, determined not to turn again, and it worked perfectly, with a fast run home. 1. Me, 99.4km/h. 2. Howard Jones, 93.7km/h. 3. Brian Birlison, 92.8km/h.

Monday 28: 349.3km (Tibenham-Lavenham-Hus Bos-Mendlesham-Tibenham)

The day looked like it was going to be a cracker, and having made a good start, after waiting 20 minutes to let people get down track, I set off at 100kts into a first leg of solid 4/8ths cu at 4,000ft. The alarm bells started ringing after the third good-looking cu didn't work, but I pressed on regardless, eventually climbing quite well just before

the turn. The second leg appeared to be streets all the way, and although they were cranked off course by about 20°, it looked as if it would be easy enough to hop across when required. Going further down the leg, I found that the better weather was always to the south of track, leading us further and further off course. There just seemed to be a massive hole in the cloud in between us and Hus Bos (bigger than the usual Hus Bos sink hole). I eventually made a break for a solitary cu about 30km short of Hus Bos, which promptly collapsed as I got to it, and spat me out the other side at 1,500ft after a minute of off-the-clock sink. Things did not look good, and so I headed off downwind and 130° off track to a small wisp 5km away, getting there at about 600ft. This provided a broken climb to 3,500ft with an abrupt cut off. This set the scene for the next 30km into Hus Bos. Running homeward after the turn, I headed a long way south of track and got a 6kt climb from 1,000ft overhead someone who had just landed out

'Flight of the day had to go to Phil Jones, who, flying hors concours, beat us by 15 mins'

(I know its going to happen to me one day, but I still can't help chuckling away to myself when it's this way round). After that, it was fairly easy to get into the increasingly good weather, which we had left behind two hours earlier. Flight of the day had to go to Phil Jones who, flying *hors concours*, kicked all our asses by a clear 15 minutes, and took half an hour off my effort.

Somehow I managed to retain my 70pt lead gained from the first day.

This day was the key to the competition for me. It was the day when everything went wrong, and I was pretty sure I was going to be on the deck within a minute, and yet I got away with it. 1st for the day was Dave Masson (94.7km/h), 2nd was Andy Hall and 3rd was Frank Davies.

Tuesday 29: 309.9km (Tibenham-Olney-Upwood-Sudbury-Tibenham)

Another day, another blue sky. Surely this can't be the Norfolk I remember from last time? It's certain not to last, and it doesn't. If the weather had played ball, it would have been an achievable task, but when does it ever do that? Although everything started well when we launched, there were worrying signs of spreadout and gloom out on track. With a good climb over the start, I started early, and headed off into the murk, thinking I would get to the first cloud I could climb in and take it as high as possible. This tactic didn't really work, as the climbs kept dropping off into cloud, so I pushed on,

Pilot	Glider	Reg	Points
1 Jez Hood	LS8-18 (18m)	352	2928
2 David Booth	LS8-18 (18m)	790	2743
3 Ian Ashdown	LS6c (18m)	DD	2703
4 Andrew Hall	LS6c (17.5m)	241	2665
5 Allan Garrity	LAK-17a (18m)	DAV	2507
6 David Masson	LS6c (18m)	LS6	2490
7 Frank Davies	LS6c (17.5m)	25	2472
8 Howard Jones	Ventus 2c (18)	250	2389
9 Bob Thirkell	ASW 28	B3	2367
10 Gary Stingemore	LS8-18 (18m)	X1	2342
11 Brian Birlison	Ventus 2c(18)	565	2251
12 Colin McInnes	Ventus 2c(18)	24	2244
13 Bill Inglis	Ventus 2c(18)	X4	2203
14 Kay Draper	LS8-18 (18m)	301	2169
15 Richard Brownie	ASW 28	Z2	2163
16 Allan Tribe	LS8-18 (18m)	676	2154
17 Craig Lowrie	DG-800 (18m)	CL	2152
18 Bob Grieve	LS8-18 (18m)	L58	2072
19 Derek Westwood	LS8-18 (18m)	D4	1814
20 Christopher Aldis	LS8-18 (18m)	646	1796
21 Tim Davies	ASW 20bl,cl	20	1767
22 L Tanner	LS8-18 (18m)	LT	1721
HC Phil Jones	Ventus 2c (18)	210	1717
23 Jon Arnold	LS8-18 (18m)	R3	1712
24 Graham Drury	LS8-18 (18m)	841	1630
25 John Bell	LS8-18 (18m)	95	1489
26 Simon Edwards	Ventus 2c (18)	170	1185
27 Dennis Heslop	Ventus 2c (18)	2C	1123
28 Julian Hitchcock	LS8-18 (18m)	L4	1117
29 David Innes	Ventus 2c (18)	V2T	1077

Full results for all BGA-rated competitions will appear in the December 2004-January 2004 issue of *Sailplane & Gliding*, including day results for all BGA nationals and overall placings in BGA-rated regional gliding contests

eventually emerging in bright sunshine only 30km down track. This was unexpected, so I stuck the nose down, and took nothing less than 4kt climbs for the next 90km, constantly looking to my right at a dead sky under thick cirrus – which was our second leg. I rounded the first turn about 40km in front of the pack, meeting them over Bedford as I was looking for a good route to the north and our second turn. Realising there was none, I climbed as high as I could at the last cus and headed north. There was a

'After a tricky 25km, I hooked up with a street that would be my lift source for the next 150km'

ragged line of clouds about 30km to the north, and I thought I might just reach them. After a few low scrapes, a bit of rain, and some weak climbs I did manage to round the turn at Upwood at about 800ft, and headed east into the boonies to a line of retreating cu in a thinning wedge of sunshine. I was determined not to land out at this point, convinced that I'd meet a banjo-playing yokel in that part of the Fens. I think I was the only person to use this line, as it had drifted too far off track by the time other people got the turn, and this made all the difference, allowing me to run east, 45° off track, for about 40 kilometres, before a final climb and a 40km glide out into a field. I eventually hit the spuds 8km short of the final turn, winning the day with 241km. Andy Hall was 2nd with 205km, and Al Garrity 3rd with 201km. Wednesday 30 was scrubbed.

Thursday, July 1: 247km (Tibenham-Cambridge S-Tibenham-Lavenham-Tibenham)

We were promised some streeting by the ever-brilliant weather entertainment act at briefing, and that was definitely the biggest



Ian Ashdown was third in the 18-metres this year

factor of the day. I took another early start, and after a tricky first 25km, hooked up with a street that would be my lift source for the next 150km. A quick climb with Kay Draper at the start of the street to just shy of cloud-base, and then I was off, 110kts, aiming not to turn for anything less than 7kt, and then only to look at the scenery! The street was very good to me, ending 5km short of Cambridge, then drifting perfectly to align with track for the second leg. I think we all used it, and coming back down it was a bit hairy, just trying to dodge everyone else. Again the street ended about 6-7km from the second turn, allowing me to come back to it at the start of the third leg. Running towards the last turn, I eventually had to break away from my old pal, which was now dying and raining in places, and make a break for the last turn. Rounding that, and with 40km left to home, I needed only one more climb, which proved to be a great 6kt from 1,200ft under a scrappy bit of cu, then home to first place for the day. It had just been one of those days for me, a bit of the Midas touch. Colin McInnes took 2nd place and Dave Masson 3rd.

The End?

That was really the end of the competition for me, although there were still two more scoring comp days. Not exactly what I'd had in mind. By the end of the fourth day I'd pulled out a 260-point lead, and needed a fair bit of that to stay on top during the wild weather of the last three days.

Friday 2: a non-scoring day

Heavy showers and thunderstorms were forecast, and although we all got round the first turn, we were all chased down by an incredibly fast-moving shower (angrily banging and sparking as it got nearer) – most of us just managing to beat the rain back to Tibenham. A few loons pushed on, notably Andy Hall, who eventually landed in the second turning point sector, although not far enough to make it a valid day

Saturday 3: 200.5km (Tibenham-Sudbury-East Dereham-Great Ashfield-Tibenham)

Another very showery day, which got me as far as starting and 5km down the road, before I realised that if I didn't head back to the airfield, I would be landing in the rain very soon. Colin McInnes did manage to squeeze round the back of the first shower, and eventually made a very credible 118.1km, making it a scoring day. A couple of people did get away later, as the storms died down, to get a few of the few points available. I've never received such a difference in points between the provisional results and the updated results. I lost 75 per cent of my score! Still, I guess one point is better than none.

Sunday 4: 243.2km (Fakenham-Norwich-Downham Market-Norwich East-Tibenham)

Sunday came with the promise of, yes that's it, more storms/showers/sparks/cats and dogs,



Dave Booth, pictured here at this year's Standards, came second in the 18-Metre Nationals at Tibenham

and an approaching front to the south, just to make it more interesting. The majority of us refused a launch because of an impending shower, which turned out to be more frontal and permanent than we thought. Those who did launch generally got away, into good, but showery conditions to the north. Then using a convergence line they were able to run out west, and all the way back to Norwich to climb to get back into the site.

While they were doing this, the majority of the field was becoming increasingly bored staring at the soarable conditions 20km north of us. When a small slot opened up over the site, most of us then launched in an attempt to get away. A couple did, including Dave Booth, who managed to get round the task after starting at nearly 1600hrs. I managed to do a nice float down from my tow, and didn't get in the air again. Dave Masson had bad air coming into the site after having gone round the task, turning a comfortable glide into a nightmare, and arrived just short of the airfield damaging his LS6. Thankfully he was unhurt. Richard Browne won the day at 65.2km/h.

The last day was one of frustration for me, mainly because I'd helped bring it upon myself. By not taking a launch, all we'd done was to allow the start line to open earlier for the first launches. They must have all been thinking: "thank you very much, see you in 243kms' time". And that's exactly what they did. Fortunately, I had built up enough of a lead to maintain it on what was quite a low-scoring day to come through to win my first senior nationals.

Thanks go to everyone who helped at Tibenham for putting on the show – and the sponsors, Blossom Hill, for providing some good drinkable day prizes. Oh yeah, and before I forget (again) thanks to my good luck charm – aka my crew!

My personal 1,000km

Keith Goldsmith explains why his first ventures across country feel like the top flights of pundits – and hopes his story will inspire other less experienced pilots

READING in the last issue about the achievements of May 22-23 inspired me to share my experiences from that weekend to inspire the newer members of the gliding fraternity in this country.

First, a little background is necessary. I am 46 years old and started gliding in 1998 with only the experience of a commercial flight to Ireland under my belt. My introduction to gliding was a trial evening arranged by a work colleague. It was a nice summer evening, with good visibility, and I enjoyed two pleasant flights and a field landing. With three months' membership included I decided to return three weeks later and have another go – this time I took my 14-year-old daughter and both of us were hooked.

Time passed and I eventually went solo in May 2001 and enjoyed the following season, although qualifying flights were beyond me. Then came a downward spiral: a misjudged circuit and one field landing later resulted in a spell of two-seater flying lasting right through the following season. At one point I was ready to give up gliding completely.

I decided to give it one more go! I booked a week's course at Dunstable and on my return home instantly regained solo status. I spent the following winter slowly building on my new-found confidence and preparing for the next season.

This brings us to March 2003. Although still flying solo I had no qualifying flights, not even a B badge flight, and annual checks were fast approaching. One of the gliders in my home club's fleet is a SZD 55B Puchacz. I always enjoyed flying this and always aspired to flying it solo but club orders dictated a strict set of exercises to be completed before anyone could fly her solo, including advanced spinning and winch failures. Annual checks proved to be a great opportunity to do this and, sure enough, by Easter 2003 I had my solo flight.

Then the weather started to improve. My B Badge flight of 23 minutes soon followed. Then an hour and ten minutes during a May task week, conversion to the initial club single-seater, an Astir CS, and a second Bronze qualifying flight. With a two-hour flight in July, the Bronze flight test and paper passed and four good attempts at Silver height (all within 300ft), it was still only September. All of a sudden, the pressure was off; flights of an hour-plus became the norm and I very soon qualified to fly the second club single-seater, a Pegase. I even had an

attempt at the navigation flight for the Cross-Country Endorsement. I decided to spend the winter flying at my home site "getting my eye in". After an uneventful winter came Easter this year, when I had a second, successful, attempt at the navigation flight. Was this it? Yes! I was no longer tied to the site; I could really enjoy this sport of ours with a whole new world and a new set of challenges in front of me. When the weather improved further I decided I would have a go at a local 30km triangle that would keep me within reasonable range of the site but be a challenge.

The first two attempts were aborted when I was lucky to see the site from 3,000ft let alone navigate. Then came the weekend of May 16-17. On the Saturday I launched into a reasonably clear sky and although my first turn, some 17km away, was disappearing in the haze something one of the instructors had said to me after my Cross-Country Endorsement filled my head. "You can now leave the site – you are allowed to land out – we are glider pilots and that happens from time to time". That was it: I had arranged a crew so I was going! Either I made it back or I landed in a field. Unfortunately, my first turning point was into wind, and just behind the last bank of good cloud and my first field landing was inevitable.

On the Sunday, visibility was far better; the wind was a lot lighter; I was going again but this time I had to bring the glider back home as someone else wanted it. I made the first turning point easily and cold see my second from it, but I could go home if I wanted to. Turned the second so it was time to get back. Damn! One big blue hole and a second field landing. I was running up a large bar tab and this was only my second cross-country flight.

Then came Saturday, May 22. Again the air was clear. My first leg was into a stiff breeze but clouds ran right along track. I eventually made the first turning point and headed off to the second. This was cross-wind so I soon arrived and turned it high enough, for a pundit, for a simple final glide – but I just had to top up once to boost my confidence and make sure. Landing back I started to contemplate the next day. It was to be less windy. That cold front had now gone through, Saturday was the drying-out day after the midweek rain and Weatherjack had said it would be the best day yet – and set it at a 5! The 50km *had* to be on!

Sunday came and the morning air was crisp and clear and the wind light. The site was waking up early and there was a great air of expectation. At briefing two 500s were declared along with three 300s, a couple of 100s (including the K6e), a five hours and another 50km. I declared my intention to the duty instructor and he agreed to let me go so



Keith in the cockpit, about to fly his favourite glider solo

I asked if he would do a one-to-one briefing before I left. He happily obliged. Aircraft were gridded and the longer tasks launched. I received best wishes from several members including the current and past CFIs, and that all-important briefing. It was now midday, the grid was shrinking, no one was coming back but I was cold! I had to put a fleece on! After final checks that I had all I needed, I settled down in the cockpit and waited my turn. Then CB-SIFT-CB EEE, eventualities, engage brain, enjoy! Cable on! And away!

The aerotow was a little lively and I knew I had to release at or around 1,900ft, to stay within the 10 per cent rule, which I did. It took a little time to establish in that first thermal and I sank to 1,800ft in the bargain – not a problem – that was a notch in the trace and the Silver height was on should I get to 5,300ft. Now climbing, but slowly? Gear away – That's better! Next stop cloud-base at 4,000ft (maybe Silver height wasn't on). Then more words from the wise filled my head. One of our top pundits had given a winter lecture on cross-country flying and had said: "If you find yourself at more than 3,500ft on a clear day thinking about going cross-country, don't think, go!" I set off.

I was advised to aim north of the westerly track, as this would provide better features: two large towns (one with a racecourse the other with a large airfield) and a main road and railway line joining them. This should prevent me drifting into controlled airspace south of track. The first town came up with little height loss and the realisation that there was a big blue gap beyond. Time to top up. A good climb to 4,500ft with the K6e gave me the sense that the gap was crossable.

Now, you know that some days you get that feeling someone is watching over you? This was my day: half-way across the gap filled with lift – no need to turn, just reduce the speed and keep going. Gap crossed and still 3500ft in the bank – a good time to just top up again and get my bearings to make

sure I avoided that airspace. A quick look around and at the map confirmed a small airfield in front of me as my next target, and it was not far from my goal. Wait a minute, though: circling to get my bearings had gained me 200ft. I must be in that lift I want – keep going – 4,000ft, 4,200ft, 4,500ft, 5,000ft, 5,200ft, 5,300ft, 5,400ft and cloud-base. Time to continue, setting off towards my pre-arranged target and keeping a look-out for my goal. After five long minutes there it was! No, it couldn't be – it's harder to find than that. Check the map. That's where it should be. There is a glider on the ground and my goal is the only site for some distance but it could be someone in a field. No, it's definitely an airfield: it must be the place.

Next decision – I have 3000ft, the day is still good, do I land or do I set back with a 100km a possibility? No! Discretion is the better part of valour and there are no old bold pilots, etc, so the conservative decision was to land, take a break, and get a retrieve. And that was what I did. I got my paperwork signed, had a break and asked for an tow home. I eventually arrived over Rattlesden just as one of the 500s got back.

Every story has a moral and this one is no exception, although "morale" is closer to the truth. All the way through the downs and ups of this tale I have always had the support of CFIs and instructors, who never doubted any of this was possible. I feel I really have done a 1000km and my thanks to the instructors at Rattlesden and Dunstable for their support, advice and encouragement, without which this story would have ended two years ago. I also hope this story is a great encouragement to other pre- and post-solo pilots who think the little flights are a long way off and the long flights are pipe dreams. All I can say is: "You never know what is around the corner with this sport".

The Silver height, though, lived to fight another day! According to the trace I was 10m (33ft) short. In August, during my club's second task week, I did get it with a single climb of 1,120m that took just 10 minutes. I also attempted my 100km Diploma. The outcome? I made it round the triangle only to find I had turned inside the first turning point. But that's another story... ✂

The sudden shock this battery gave

Our anonymous contributor describes what he did when his local soaring flight was rudely interrupted by the right aileron's refusal to respond...

IN COMPANY with another pilot, who had never carried out a daily inspection on the K-8, we carried out the appropriate checks together.

The inspection log showed that on a previous flight, Sunday, July 6, 2003, there was a loud bang during the initial winch launch, thought to have come from the tail area. The pilot returned immediately.

The glider was taken to the hangar and a check carried out, including removal of the tailplane. The pilot carrying out this check was a qualified glider engineer.

Nothing was discovered.

So we carried out a thorough check, although we did not remove the upper cover to the rear of the cockpit, as this is usually taped due to loud air noises.

We checked all visual controls internally and externally and nothing untoward was seen. We double-checked the whole of the tail area externally.

Positive checks were also carried out.

I then carried out a winch launch to 1,100ft and almost immediately found a small thermal to the north of the airfield. A slow climb to 2,500ft was carried out, just below the cloudbase.

Thermalling had been carried out in both directions for almost 30 minutes when I lost the thermal and decided to turn right. The aileron would not respond so I continued in a left turn.

As I was above 2,000ft, I had time to think, so I applied a small amount of right rudder which brought the left wing up *but not horizontal*.

At this point I was now descending slowly, so I rehearsed the baling out drill for this glider.

All controls were checked including the airbrakes, whose torque tubes are adjacent to the aileron controls. Apart from right aileron all were normal. Airspeed was increased to see the effect but nothing was apparent. I wasn't sure what had happened as I had been flying for approximately 30 minutes with no problems – so had the controls seized or were they broken? It appeared to me that they were seized.

As I was north-west of the field and the landing direction was south-west, I decided to stay with the glider and carry out a long left-hand circuit. I planned the circuit so



Not the kind of thing you want unsecured in a fuselage: the loose battery jamming the right aileron torque tube

I would use only minimum right rudder and if all was well at 1,000ft I would land.

If not I would bale out.

It all worked well – no problems – so the glider was taken to the hangar.

On removal of the seat bulkhead cover, an instrument battery was found jamming the right aileron torque tube. The normal instrument battery, which I had installed, was in its correct position.

Presumably the loud bang on the Sunday flight was the other battery being forced to the tail area on rotation.

Our safety officer was informed and photographs taken, and an instruction issued to remove the upper fuselage cover during pre-flight checks. As I had been thermalling for approximately 30 minutes in both directions this second battery must have inched its way forwards.

The total elapsed time of the flight was 40 minutes.

Having recently read some old editions of *Sailplane & Gliding* and noted the incidents and accidents which have occurred, I thought this account would be useful to illustrate that sometimes use of controls would or may prevent an accident.

The club's safety officer adds:

When this article's author, who is a very experienced power pilot of RAF and civil airline origins, felt a serious restriction in the ailerons, he evaluated the options open to him and the chances of a successful landing, which he achieved without further incident. Inspection of the glider revealed a second instrument battery lying in the fuselage and restricting the aileron controls. The incident was investigated in line with current British Gliding Association procedures and the club has introduced procedures and modified glider equipment on the whole fleet to ensure that a repetition cannot happen ✂



Keith takes to the air in the Puchacz at Rattlesden



Damphill revisited

Ian Dunkley reports on the 2004 rally commemorating both the 70th anniversary of Camphill and the 1954 Worlds – when the weather gave rise to the famous nickname – and introduces the new *Vintage Kiwi*

IF YOU'VE ever attended a *Camphill Vintage & Classic Rally*, you'll know they're fun, unpredictable, sometimes hard to understand, have some of the best parties and events in gliding, and are renowned for false modesty. Whatever the reason, pilots always come back for more, bringing with them new pilots who go away (at the end, that is) planning to return.

The New Zealand version of the successful Camphill event first took place in February 2004, at Taupo in the North Island, and Nelson Lakes, in the South. This led to the formation of *Vintage Kiwi*: from a standing start, it now has more than 70 members. There were international visitors to both countries' events – indeed, some of them had so little taste that they went to both.

The Camphill story starts in 1934, when a small group of enthusiasts carried a primary to the top of a Peak District hill above Great Hucklow and Bradwell. With the aid of an even smaller group running over the edge, stretching an elastic rope, the first flight was made from the hilltop that was to become world famous: Camphill. Then, 50 years ago, came the first Gliding World Championship in Great Britain. Opened by Lord Brabazon, it brought 44 aircraft from 20 countries to enjoy UK soaring conditions. Despite these, impressive tasks were flown and Camphill was on the map – albeit as "Damphill".

I'll come clean straight away: the weather in 2004 was very similar to 1954, showing that imitation is not necessarily flattery. However, we did fly seven out of eight days, which tells you a lot about the participants (the eighth day was "added" by a Capstan pilot who had clearly had no home to go to).

One of the best days in 1954 resulted in a downwind dash east for a day at the seaside and, in 2004, two intrepid rally pilots also declared "the coast" – prudently not stating

which one – launching into a strong westerly and disappearing. Their subsequent return, by road, earned John Young and Tom Edwards the *Man of the Rally Plate* and cost Derby & Lancs GC two bottles of wine. (In case you wonder how two men can be man of the rally, it's simple: (a) it's the Camphill Rally, and (b) they've been known to be joined at the hip for a number of rally years.)

Sylvia Sharman, Bob's widow, attended, to everyone's pleasure – and mine particularly for she cleaned and polished my caravan. We were also glad to welcome Harald Lichtmananger, from the Austrian club at Kurfstien, who laid a wreath at the memorial to Aloas Hassenkenoph, who died in an accident at the 1954 Champs; and Klaus Schickling, who abandoned his 747 at Manchester to visit us. (A previously unknown design flaw made it impossible to get his T-21 through the cargo doors.)

What went on in New Zealand: the flying, the socialising and even the weather, was so similar to the Camphill Rally that I risk repeating myself. I will therefore simply make a bold claim. This year Camphill had 40 gliders, including our two club classics, and 72 pilots. We can say: "this is the largest Camphill Rally ever," and retain our modest claim of "the world's second largest" vintage rally for another year. But New Zealand could beat us quite soon. With a total population of four million, much less than the catchment area of the London GC alone, the NZ rallies had 20 gliders. That's pretty good going. Camphill had better watch out!

Two rallies 18,000 miles and two seasons apart, where the weather goes a different way round in each, both enjoying the same things, and proving again what we know already: that gliding is an international sport and there is a great bond of common interest whenever enthusiasts meet.



Ian's pictures, clockwise from top left: this is summer; Camphill prepares for war; paperwork before flying; and a windy day on the hilltop. Next year's rally dates are June 26-July 3 (Camphill), January 29-February 5 (Taupo) and February 19-27 (Nelson Lakes). Details from ian_dunkley@xtra.co.nz



Enterprising pilots beat the rain

Nick Gaunt describes the kind of soaring that can sometimes call for Ordnance Survey maps alongside your air charts...

LATE JUNE and early July was not the most auspicious time to be having a competition this year: we started the day after that 1,000km day! However, with six competition days we did rather better than most. As in days gone by, we packed our passports, re-read John Fielden's *Gospel to Enterprise Pilots*, checked that maps were more or less current and set off for the site.

Enterprise is rather like those dreadful newspaper descriptions of dodgy characters that always finish '...of no fixed abode'. To that can be added 'unruly' as the rules change to meet the circumstances. The aim is to organise a yearly competition at sites away from the main centres of gliding so that flying can be over different terrain with whatever weather there may be, to give as much distance and time any day can offer.

Cotswold GC at Aston Down were wonderfully well organised by Andrew Flewelling (the lynch pin of the operation), Pat Gilmore and team, who all understood the Enterprise ethos. We ran a shadowing routine: Jon Hart worked with Roger Baglee on the weather, I worked with Garry Fryer on task setting and Bill Longstaff with Alistair Harrison and Andrew Reid as scorers. Tim Barnes did all the front work as the comp director, quelled riots, sorted airspace, and reprimanded us miscreants who crossed the Chinese walls of random notams and Chris Nicholas gave a homily at the first briefing: "Listen very carefully: interpretation of the task can be as important as the actual flying". We should all have made a note of that.

The south-westerlies constrained us and drove us to the flat lands towards the east with all the controlled airspace, parachute jumpers and notams. This was more of a problem for us backwoodsmen from the North than the locals who were familiar with the Chinese walls that marked the no-go areas. One dour Scot who has spent his life at sea likened it to sailing on a lee shore with just a storm jib.

Several days produced cracking conditions in parts. Liz Sparrow described a street that went from Enstone to Caxton Gibbet, nearly 100km, that worked most of the way there and back. Indeed the competition leaders, Paul Kite, who was first in his Nimbus 3, closely followed by Andreas Jelden in his Libelle and Liz Sparrow in her Pegasus, all flew several days of over 300km. This when conventional competitions flying in the same airmass as ourselves were having to scrub. Andreas won the John Cadman trophy for the most meritorious flight by flying round all the alternative turning points around

Brize Norton and Lyneham and returning to Aston Down on a day when getting back from any one was pretty laudable.

Despite the disappointing weather that prevented us from getting into the Welsh hills or down to the West Country, there were flights that were memorable because they demonstrated that good cross-countries are possible very near to the ground and in strong winds and rain (and I do not think we took undue risks!).

On June 30 there was a wet south-westerly with little promise, so we set a 90km out-and-return to Broadway for the small task including Enstone for the bigger alternative. The day progressively deteriorated with few launches. Only Gerry Martin completed an O/R from Broadway, most of it in hill lift: as he said: "small lumps of energy generators". This created a precedent: we had another couple of days of poor forecasts but with judicious hill soaring, we generated tasks well over 150km when a conventional competition would have gone sightseeing.

July 1: a forecast 20kt wind and thunderstorms meant we had to set turning points

'The final surge of lift here was more than enough to get me home and the hardest-earned 150km I've ever known, flown almost entirely in hill lift'

with the possibility of dodging the storms and the option of "parking" on a convenient hill during the odd soggy patch. We set Yate on the Cotswold edge, Bidford, Enstone, Ledbury in front of the Malverns, and several others well to the east for more ambitious and hotter ships. As there was some feeling of mutiny in the air, I felt I had to back my judgment and fly!

Getting to the Cotswold edge to find that the lift was little higher than 300ft above the ground was interesting. The problem was that working south to the Yate service station offered little more height but it was possible to move from one bit of westerly knoll to another, always making sure that there was a field to bolt to. A vague cloudstreet beguiled an upwind dash to the west. The Little Malverns were now much higher than I was, so with great trepidation I sidled into the most southerly part of them. They produced lift that magically and somewhat bouncily made for a climb towards the north. In no time the hikers walking the ridge stopped ducking and started waving and there was safety at last. A sandwich, a drink and an hour's relaxation brought the thermals back and advancing shower clouds from central Wales. Just enough time to push forward to Ledbury and follow a handy line of lift down wind for Bidford.

A dash to the Cotswold edge, to Broadway

and the hills performed as they should to hill top level once more until the arrival at a 'proper' hill at Cleeve that was well used to keeping gliders aloft. Then came the rain and majestic lift. Big black clouds, 9kt on the average, torrential rain, feeling the flash and the bang could not be far away, not enjoying the instrument flying but at last enough height for a glide home. A mere 180km and it took forever but perhaps it's a flight I might remember forever, too!

July 2: the wind was too high and cross to launch and on July 3, the last day, it blew even harder than the other days. With parties and prizegiving in the evening, the task was kept short, with a three-hour time limit in which to score. Yate, Bath racecourse, Nymphsfield, Cheltenham racecourse, with again a number of alternate turning points should the weather be a little more yielding than Jon and Roger had forecast – oh, and 50 points for getting back. The formula had become routine by now, so down to Bath racecourse and then back to a now familiar Cleeve Hill, feeling comfortable at 1,000ft above it, but an almost totally unconvective sky for the return to the south.

Flying on the Ordnance Survey map, I could see the jump from Dowdswell Wood to Shurdington Crippets Hill is only 6km and although I knew it would work on arrival, there was an element of muck or nettles as far as landing fields in suburban Cheltenham were concerned. The next lot of little skips across the hills eventually got me to Marden Hill above Stonehouse, once again level with the top but at least I hopped from one sensible field to another so there was an element of security about it all. Fortunately here was a scrappy thermal that gave 1,500ft and enough to get to the Nymphsfield edge, thus collecting another turning point. The final surge of lift here was more than enough to get me home and the hardest-earned 150km I've ever known, flown almost entirely in hill lift.

What was it Chris had said? "Pay attention to the briefing"! Who had set the task? Me! Had I rounded Yate correctly? No! Where had the three hours run out? Just before rounding Nymphsfield! Had I got the 50 points for landing back? No, I was too late! Was it all worth it? Most certainly – it was just the sort of flight that drives me to Enterprise each year.

Competition Enterprise was born of an idea by Philip Wills following an article by Roger Barrett (S&G October 1973) to fulfil a desire to revive the "spirit" of gliding and bring back the fun to competitive flying. The Devon & Somerset GC, recognising this need, hosted the competition in 1974, throughout the early years and every two to three years since. To spread the notion, the competition has visited many other clubs around the country and three in France. For more information, see www.comp-enterprise.com



Flying fun in Italy

JERRY Pack and Ian MacArthur went to Italy for some mountain flying courtesy of the Ted Lysakowski Trust and their pictures – the two bottom right are from Jerry, the others are from Ian – show what fun they had. There are more at www.aspi44.dsl.pipex.com/tlmt2004/index.html The Trust helps UK-based pilots advance their cross-country and competition skills through opportunities they would not otherwise have. In 2004 it also provided a course at Lasham while two more pilots shared a Duo Discus with top pilots at the 15-Metre Nationals. Applications for 2005 should be made by the end of October 2004. You can get the form from your CFI, or George_Metcalf@uk.ibm.com



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Staffordshire GC

Pictures clockwise from top left:
the club's K-21 at the launchpoint (Bill Cooper)
Soaring week at Staffordshire GC (Paul Cooper)
Seighford is an ex-WW2 airfield (Paul Cooper)

STAFFORDSHIRE Gliding Club was formed at Meir Airfield in 1962 and moved to a moorland site near Leek when Meir closed in 1972. The club then moved to its present location at Seighford in 1992, as it is much more suitable for modern gliding. The club occupies the northern half of an ex-WW2 airfield totalling 200 acres of grass field.

The southern part still has the old tarmac runway, and is used for light aircraft operations. The club has a total membership of more than 150, split between about 120 full flying members and 30 aeromodeller members.

The club is in an ideal position to allow flexibility on good soaring days. Heading west and south-west takes you into an area with few airspace restrictions, and the possibility of good wave from

the Welsh Mountains. Departing to the south-east between the Birmingham and Nottingham East Midlands Control Zones opens up the possibility of exploring southern England on a good day.

The site is in a large flat area, so experiences good thermal conditions from April to September, yet the Welsh wave is only an aerotow away all year round.

The club has a very active training section, with a number of younger members (we run a Cadet Scheme each year that provides two people aged 16-18 with the full cost of flying to solo standard), and close association with local ATC Squadrons.

An extensive pilot development programme sees a full timetable of winter lectures aimed at Bronze and cross-country pilots, and also a Civil Aviation

Authority radiotelephony course. *Ab initio* and advanced training takes place on all flying days, but we do run a number of weeks over the summer aimed specifically at the solo cross-country pilot.

Staffordshire GC has a very active social scene, with a well attended Hangar Dance and Annual Dinner each year, and regular post-flying barbecues in the summer.

Visitors are always welcome (complete with their glider!), either just for the odd day, or for one of our many flying weeks over the summer.

We are easy to find, and are ideally located just three miles from Junction 14 of the M6, so please feel free to pop in any time you are passing.

Paul (Barney) Crump

At a glance

Full membership cost: £240 (£70 Juniors)

Launch type and cost:

Winch £6.00 (£3.00 Juniors)

Aerotow £20.50/2,000ft

Club fleet:

K-21, K-13 x2, Sport Vega, Skylark 4,
K-8, K-7 (as single-seater), Oly 2b,
Rallye Tug, Tost winch x2

Private gliders: 20

Instructors: 24

Types of lift:

thermal and wave

Operates:

Wednesdays, Fridays, weekends, Bank Holidays
all year round. Most weeks June-September

Contact:

Clubhouse: 01785 282575
www.staffordshiregliding.co.uk

Lat/Long: 52 49.3650 N, 002 11.6970 W





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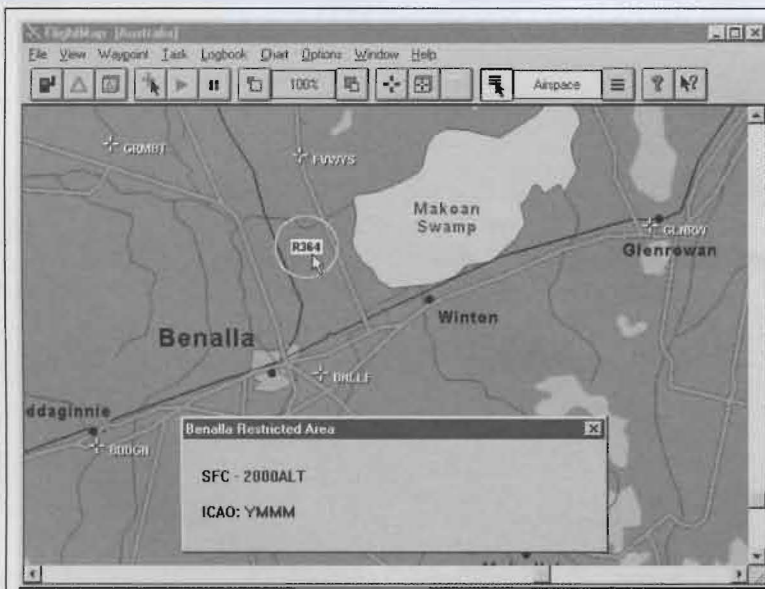
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Illustration shows the Inspect facility being used to interrogate the airspace map layer.

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Club news



On his 16th birthday, Stuart Moir, a **Booker GC** cadet, (seen with instructor Nigel Perry) went solo on gliders...



... and on power. Stuart, pictured above with instructor Paul Dooley, has been at the club since he was 13

Bath, Wilts & North Dorset (The Park)

THE June flying week was remarkable only for its consistently stormy weather. Despite this, Park pilots, as usual, made the best of the weather – as one member commented: “we snatched our flights from the hand of God”. Thanks to the instructors, some useful training flights were made early in the week before the weather really closed in. The social life of the members camping there was, however, a great success. While the rain thundered on the hangar roof Mark Hawkins and Dave Pengilly made use of the time fettling their newly acquired ASW 20. Much work has been done by Ed Gunner and his cohorts, Ron, Dennis and Norman, on repairing our K-6. After many hours of work it was ready for a test flight only to find that all Ka gliders were grounded. Since then, however, it has been cleared and flown. Recently, Michael Schlotter has taken a club Astir to the University task week at Nympsfield, flying his Silver distance and height. During our July flying week flying took place every day thanks to Graham Callaway and the band of volunteer instructors who kept the two-seaters going in spite of the usual weather. On the last day, the weather improved and a number of cross-countries were completed, among them Mark Radice and Tom Bell flying 100kms.

Joey Lynch

Bidford (Bidford)

FIRSTLY, congratulations must go to our very own airfield and club owner, Bill Inglis, on his winning our Turbo/Regionals competition and especially for his efforts on day one as he was the only competitor to get round after flying for six hours; he didn't look back from there all week. Also well done to our seasonal tug pilot John (“Irish Bob”) Selman, who has managed to gain his Silver (all done in a K-8 – who says it can't be done?) despite the weather and in-between towing midweek. Phil Smith and Nick Axworthy have gone solo, under the tutorship of our course instructor, John Dean. We held a successful soaring course, thanks to Simon Adlard, who made the best use of a not-so-brilliant week, with a couple of wave flights. We always seem to get wave on our soaring courses. Membership is healthy with several new members gained this summer, including a handful of junior members. We have recently been granted planning permission for the erection of four new aircraft shelters. Unfortunately, due to the recent heavy rain, our workshop got flooded; claims, however, that we have diversified into floatplane maintenance are completely unfounded!

James Ward

Black Mountains (Talgarth)

SUNDAY, July 25 was a special day at Talgarth as it was the 25th anniversary of the first flight from the field that is now the home of the Black Mountains GC. Following a discovery of a mutual love of gliding all those years ago, Derek Eckley, who owned the land, grubbed out a hedge and cleared a strip to allow a Blanik to be aerotowed out behind John Bally's Auster. Derek still pales at the memory of that first flight but happily they both survived and on Sunday we saw a re-enactment of it. This time, it went off without a hitch and when Derek and John landed, they were welcomed back with champagne and a special memorial cake. Without the initiative and tenacity of Derek and John all those years ago to persevere in the face of considerable opposition, BMGC would never have been born. A sincere thanks to both of them from members past, present and future! This season has not been record breaking but yet again we are up on previous years on launches and hours, thanks mainly to the sterling efforts of Don Puttock, our CF and club manager through the summer months. Average time per flight at Talgarth for 2004 stands at 1 hour 25 minutes (including training flights) and launches are 10 per cent above last year for the same period. Longest flight this year is a 504km flight by me in the syndicate ASW 20. If you phone us during mid-week mornings, your call will probably be answered by our new admin lady, Liz Torrance, who is ensuring that the day-to-day affairs of the club are efficiently handled. She is a charming lady, so why not give her a call to book your autumn wave visit to Talgarth? Only three hours' drive from London and if the wave doesn't work, the 100km-plus of ridges will!

Robbie Robertson

Booker (Wycombe Air Park)

THE big news is the success this season of our pilots in competitions. We have so far won three of the National competitions; Jez Hood collected the titles in both the Standard and 18-Metre Classes in his LS8 and Owain Walters won the Club Class in a Std Libelle. Dave Watt of course won our own Booker Regionals. Both Tim Scott and Ben Flewett acquitted themselves well in the Standard Class at the Europeans, flying in far from ideal conditions. At the other end of the scale, we'd like to congratulate the following on their first solos: Geoff Bernays, Chris Collett, Dave Harris, John Herman, Chris Hooper, Ken Kay and Stuart Moir (who soloed on both gliders and power on his 16th birthday). Due to the high level of bookings for our training and the late start to the summer we have taken on another staff instructor and welcome Andy Henderson. We now offer both intensive ab initio and follow-on courses at package prices, and booked instruction is available seven days a week as an inclusive feature of Booker membership. Our membership level continues to grow alongside the intensive course bookings. Bookings are also filling up for our annual Aboyne expedition, and are also being taken for an expedition to Ontur next spring, using

both our Duo and European Soaring Club gliders. Another amazing development has seen the complete refurbishment and redevelopment of the airfield bar and restaurant, now somewhat surprisingly renamed “The Clubhouse”. The standard of décor and facilities must rank alongside the best of those at any airfield gliding club in the country, complete with a large outside decking area and reopened balcony; it's a very welcome improvement and an asset to everyone.

Roger Neal

Borders (Milfield)

OUR new Pawnee 235 has arrived in the country, from the USA. It has been assembled at Bagby, North Yorkshire, and awaits C of A and registration. It will become G-CTUG (gliding club tug – geddit?). Its arrival at Milfield is eagerly awaited. Ken and Peter Fairness, having sold their Slingsby Kestrel 19, are currently refurbishing another one: this time the one-and-only, designed-in-the-50s, built-in-the-60s, two-seat, wood-and-fabric Ginn Lesniak Kestrel. Paul Marshall and Mike Bishop have soloed and Peter Hossbach has soloed. George Hall and Kevin Charlton have now qualified as tug pilots. Brian Milburn, ex Currock Hill, has brought his talents as a Basic Instructor to the club. There has been a record sale of trial lesson vouchers and we are attracting a substantial number of new members. Andy Bardgett has taken over as webmaster (www.bordersgliding.co.uk) from Alex Latty. We are greatly indebted to Alex for the work he has done.

Len Dent

Bristol & Gloucestershire (Nympsfield)

ED Wright went to the Rockpolishers at the Mynd as a novice, was railroaded into doing the Pundit class – and won it. Congrats to Anna Wells on her first 500 on July 6, the day Claire Alston did her first 300 and Andy Davis and Tim Macfadyen flew a 588km task. Congrats too to James Fordham and Juan Toledo on Silver, and James for the 100km diploma (Part 1). Juan, who went solo only three months earlier, did his distance to complete Silver on August 1, when all the Standard Nationals landed out. New solo pilots are Philip Wilson, Alexandra Shipulina and Michael Keating. George Szabo-Toth has introduced a new retrieve system, after being left “in the dark” on an outlanding. His “reward” was falling into his garage pit and dislocating his shoulder. He had to miss Sid Smith's task week, in which Sid won the pundit class, Alison Mulder the intermediate class and James Fordham the novice. The Pawnee came back on line after a long refurb by club members. Well done, team! We are very sorry to report the death of club secretary Bob Williamson in a gliding accident (see *obituaries*, p61).

Bernard Smyth

Buckminster (Salisbury)

THE weather was not kind to Buckminster's Inter-Club, which also coincided with our Longest Day and open

Please send news to editor@sailplaneandgliding.co.uk or Helen Evans, 7 Olney Road, Minchinhampton, Stroud GL6 9BX to arrive by **October 12** for the next issue (December 7 for the February-March issue)

day. One qualifying (just) task of the Inter-Club was flown on the Saturday. A few hardy – or foolhardy – volunteers were out at the crack of dawn and managed four winch launches before rain stopped play until just after Inter-Club was cancelled at midday! Since the last S&G Chris Hayball, Dave Brooke and Chris Prideaux have all completed Bronze, Caroline Bois and Kate Henson both completed five hours and Silver height. On the instructor front Mark Erland has upgraded to Assistant Rated and Sports Class Aerobatic instructor Bob Thacker to Full Rated. Roger Hamilton should have also finished his Full Rating but was unfortunately unable to complete the flying phase due to an Achilles tendon injury, now thankfully well on the mend. Congratulations to Dave Proszek on picking up the silverware at Trent Valley Wood and Glass Cup and also to Norman Revell, who in August achieved 50 unbroken years of active flying and has for many years helped the club by running the field on the CFI's days off. A club expedition to Pottmoak is due to take place in October. For some time now the committee has been considering the possibility of building a new hangar in which members could (in return for appropriate rent) leave gliders fully rigged and be able to extract their glider without disturbing any other. It now seems possible that we may be able to go ahead with this development. There are some spaces still available and the club would be pleased to hear from anyone who might be interested in using this facility.

Martin Hands

Burn (Burn)

CONGRATULATIONS to Rob Maude, one of our growing band of young members, on going solo on his 16th birthday. Also to Stefan Zatorski on completing all three legs of his Silver Badge in one week. Richard Noble almost managed the same feat but unfortunately had to land out in a potato field, which was owned by Her Majesty and tended by her guests! We held two open days to coincide with the BGAs National Gliding Week; they were a great success, thanks to efficient organisation by John Stirk, and resulted in two enthusiastic new members. We hosted an Inter-Club League competition with a good turn out from our neighbouring clubs, although the weather was disappointing. Our annual task week was also washed out with only one day of flying possible, Dave Bell winning the day. Alastair Mackenzie completed a pre-declared 100km triangle at 87km/h and still found time to photograph potential new sites in case our tortuous lease negotiations are unsuccessful. A safety evening was held with a presentation by BGA Safety Committee chairman Kevin Moloney which was very thought provoking; we hope to hold more in the future.

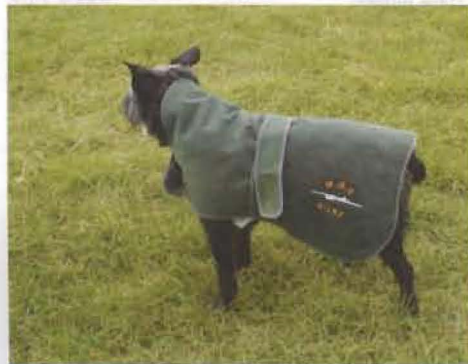
George Goodenough

Cairngorm (Feshiebridge)

IT IS with great sadness that I report the death of our dear friend and member Steve Back, who was killed in an accident in France. We extend our sincerest condolences to his family. We ran another very successful Inter-Club League, flying on all three days with our opponents affording us good competition (perhaps a little too good!). Our thanks go to the competition director Bob Forrest, and task-setter, scorer and met man, Bill Longstaff. Everyone enjoyed flying, sometimes in difficult conditions, and on this theme, worthy of note was a flight by Bob Forrest, completing the task on the Sunday, flying his K-6e, and beating an LS8-18! Jim Riach flew to 15,000ft on the Monday, pity he wasn't in the comp! Louisa Riach laid on a wonderful spread with the catering, and bar manager John Whyte was kept equally busy. Good fun was had by all, with Highland GC winning overall. Well done! CFI Andy Carter ran another ab initio flying course week for our bursary students bringing one up to almost solo standard. By the time you read this Octoberfest will be almost on top of us, so please do



Here's an illustrated tour of what some clubs have been getting up to this summer (clockwise from top left): **Black Mountains** marked its 25th anniversary with a re-run of its first flight, by Derek Eckley (left) and John Bally Mendip's Keith Simmons took this arty shot at **Cotswold**. "Shame the mirror's cracked," said his mates. Some people! **Wyvern's** Pete Yeo did Bronze, Cross-Country Endorsement and Silver in just five weeks to get his comp licence Steven Elder and David Smith, both aged 17, are the new cadets at **Northumbria** after motorgliding with the ATC Andrew Lowe soloed at **Shropshire** – the first authorised by Alistair Gillson. Andy then disappeared for 40 minutes... Travis Scott is another of this year's crop of new soloists – he achieved it at **Shenington GC** on his 16th birthday Full marks to **Welland** for smartening up gliding's image with fresh branding: but does Flicky the dog really need it? **Scottish GC's** impressive 70th anniversary celebrations pulled in lots of press coverage, and included the official opening of its new hangar by Geoff Berry, Mike Barnacle, John Purvis, Martin O'Neill and chairman John Williams



Club news

get in touch with me to enquire about the availability of last-minute places, by calling 01540 673231 or emailing chris@capercaillie.flyer.co.uk
Chris Fiorentini

Chilterns (RAF Halton)

CONGRATULATIONS to Martyn Pike on winning the Open Class at the Inter Services Regional Gliding Competition at RAF Cosford in early August, and also for a very creditable fourth place in the International Military Championships in Rieti in July. Thanks are also due to Martyn for his long stint as RAFGSA Centre CFI, and we wish him well for the future. Neil ("Stickman") Beattie completed a leisurely paced Gold distance/Diamond goal in May, while there have been a number of other notable flights including the first visit of a Halton pilot (Luke) to that popular turning point, the Isle of Wight – this has whetted others' appetite for similar tasks.

Andy Hyslop

Clevalands (Dishforth)

WE are having a fairly quiet summer, with not too many classic soaring days. Club pilots flying competitions at Sutton Bank and Cosford have "enjoyed" similarly variable conditions. Our thanks to Paul Mason (Baldrick) for sourcing a new AVGAS fuel bowser to replace the one that was stolen and crashed. New on site is a Jodel 140, bought by Derek Smith and Mark Tolson. It has already been seen towing while our two Chipmunks were away at the Inter Services Regionals at RAF Cosford.

Polly Whitehead

Cornish (Perranporth)

THE K-7 grounding has caused our club SEVERE difficulties (our two trainers are K-7/13s) during our busiest and most lucrative period in summer. It seems that whatever we do to survive as a small club, there is always something out there to thwart us. The last three years have pounded us with poor weather and limited flights/income. We are desperate to continue as the only civilian club in Cornwall. When we were just looking to turn the corner, the K-7 grounding has scuppered our major income from air experience flights and *ab initios*. We have resurrected an M-200 to try to continue air experience and course flying, but it is not a true replacement. The BGA's swap/loan list at £200 per week is out of the question. Where is the help from the BGA, to whom we pay the same rates as larger, more lucrative clubs? Small clubs need help from the BGA, especially during times of crisis, as now. Despite all this



Caroline Trust recipient Katherine Healey at Dartmoor

doom and gloom, we remain optimistic! We genuinely want this club to survive. On a lighter note, perhaps Lasham can teach their instructors navigation, as one of their half cats has recently claimed distance and height gain points on our ladder for a 230km triangle flight from Lasham! Thanks, Tracey! You need to START from Perranporth! But well done, anyway!

Dean Penny

Cotswold (Aston Down)

FRENZIED activity by a dedicated band of helpers ensured that the clubhouse and airfield were in fine fettle to host both Competition Enterprise and the Standard Class Nationals this summer. A big thank you to all those who helped with organisation, management and catering, and of course, to the competitors who made both competitions such a great success.

Congratulations to Wendy Daniell on an excellent first solo and to Nigel Greenwood on his first 300km in his K-6e. Paul Lazenby succeeded in reaching almost 10,000ft in wave over Aston Down. A great achievement, since wave is not a normal feature over the site and he only wanted his Silver height! In addition Paul is now the club secretary following Lawrence Clegg's retirement. Thanks, Lawrence, for all your hard work over the last three years.

Frank Birlison

Dartmoor Gliding Society (Brentor)

AFTER the excitement of May, the weather in June and July has been less uplifting, but nonetheless some notable achievements have been possible. After being piped by less than a wingspan from his Gold distance

in May, Roger Matthews has finally achieved his full Gold with a Gold distance and Diamond goal flight in Spain; after a break in the training caused by bad weather Martin Cropper has finally obtained his BI rating (thanks go to all at Shenington for their help) and after a nine-year run-up Clive Hadley has finally obtained his Bronze. Under the direction of Colin Sanders a working party has been setting to with a will to get our club K-7/13 and other Schleicher airframes inspected and back into the air, and by the time you read this we will have held our open day with both club two-seaters flying. Katherine Healey, 17-year-old recipient of a Caroline Trust Flying Bursary, is making good progress towards solo.

Martin Cropper

Deeside (Aboyne)

LIKE most clubs, we have had some poor weather in June and July, but have made the most of the good days. Congratulations for a first solo to Peter Donaldson, and to Stephen Salter for his first solo at Aboyne, conversion to the Junior, and Bronze leg. Similarly John Hansford (not to be outdone by son Tom's achievements last month) and Steph Kape both recorded Bronze legs. Alex Smith has completed his Bronze. Mike Law's many friends will be pleased to hear he has reinstated his instructor's rating. Also, a belated well done to Afandi Darlington and Gordon MacDonald for their Aboyne to Lasham UK goal distance record. It emphasises the point that Aboyne is not just about height badges; some really significant cross-countries are done here all year round. There are not many sites in the UK where you can do a Diamond goal in mid-December. Book now!

Mary-Rose Smith

Derby & Lincs (Camphill)

THE promise of May did not extend far into June and July for long-distance flights; however, we have made up with a batch of solos. Congratulations to Andrew Short, Tony Senior, John Emms, and Lee Taylor. One or two others are not far behind. Tony's solo is rather special to us, as two years ago his heart stopped as he was walking the wing tip. Fortunately, one of our doctor members was about to launch, and there was also an intensive therapy nurse waiting for a trial lesson. They kept Tony alive until the paramedics got him to hospital. He was eventually given the medical OK, came back to gliding, and has now soloed. The latest addition to our private fleet is an ASW 27. The combined Vintage Rally, 70 years anniversary and 50 years Worlds anniversary was a great success, written up elsewhere in detail

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(p47). We also have gone ecclesiastical, the Bishop of Manchester enjoying two flights in the DG-500 before it went off to the Husbands Bosworth Regionals, where Mike Armstrong came 14 out of 28 in the Sport Class. Construction of the new t-hangar for Tony Leigh's Ximango has started.

Dave Salmon

Dorset (Eyes Field)

WE had only four taskable days out of nine on our July Task Week, and organiser/task-setter Rob Linee decided to carry it over to our August task weekend. At the moment Gerry Cox is leading, with Tim Linee (yes, he is Rob's brother, but I can – almost – guarantee it's no 'fix') running a close second, with Pete Allingham third. (Watch this space for further news). Doug Every did his Silver distance during task week, (as part of a longer, uncompleted task) landing out at Coombe Bissett, after turning Salisbury. And Bob Wooton has now completed his Bronze. Peter Boyce has gone solo at the ripe young age of 70, and managed 27 minutes on his second K-8 flight. Well done, Peter. Carol Marshall and hopefully Gerry Cox are going away to do their Assistant Instructors course, and we wish them good luck. Nick Barnes has rejoined as a full flying member, and his girlfriend Emily has also joined. Welcome to the fold. Nick has donated his old 'Love Bug' Transit van to the club, and we are using it as a winch cable tow-out vehicle and general workhorse. Thanks, Nick! According to Jon Marshall, our laptop wizard, we are looking likely to have a record-breaking year for launches and hours flown.

Colin Weyman

Essex & Suffolk (Wormingford)

WE have three new solos, Gary Collins, Marc Arney and Keith Coomber, and two Silver heights, Tony Bramley and Norman Feakins. Well done to all of them. Our more able pilots are still flying far and wide in this continuing (well most of the time) good weather. Frantic preparations amongst the younger element, who are setting up for the juniors at Lasham. Like last year I hope to report their sterling efforts next edition. Watch this space. Finally, apologies to Graham Drinkell whom I reported last edition as gaining Silver height and distance, when it was in fact the complete Silver Badge that he earned.

Steve Jones

Essex (Ridgewell/North Weald)

CONGRATULATIONS to Paul Fournaise on gaining his Silver with a flight to Tibenham in his ASW 15, and to Peter Berridge in completing a 100km (not declared) in his newly acquired Standard Cirrus. Well done to you both. Many congratulations to club member Shruti Thaker on going solo during one of our recent courses. Shruti actually came over from the continent, where she is currently studying, for the course, and is our first lady to go solo for some time. All the above achievements were at our Ridgewell site, in the course (no pun intended!) of which we gained two new members. We have been fortunate in having very good weather for our flying weeks and members have enjoyed a number of good soaring flights. Makes a change from "aerial tobogganing" or extended circuits. In this respect our experiment this summer of moving Wednesday flying from North Weald to Ridgewell has seen positive results with more members successfully completing their first attempts at cross-country flying. We have flown an increased number of trial lessons of late, and with applications for courses also up, we must thank all those members whose hard work contribute to make these enterprises a success. With all this talk of good flying let us not forget those working on the ground to improve our Ridgewell site. Recently our chairman, Brian Murphy, with David Jones and Geoff Martin, worked extremely hard in very high temperatures with diggers and dumper trucks, filling in some of the

undulations in the runway at Ridgewell and putting in drainage channels elsewhere. A big thank you, chaps.

Peter Perry

Fenland (RAF Marham)

A BIG *thanks* to all the people who helped out at the two recent open days at Marham. The first, flying new members on instructional flights, was orchestrated by Paul McLean, so an extra big thanks to him. The second day was a static display of most of our fleet and involved lots of people getting in and out of our gliders (big tip here: watch the kids when they go for the undercarriage lever!) More potential new members! Cheers to Pete, Del, Mitch, Paul, Mike and Graham. Our gallant comp pilots have just returned from the Inter Services at Cosford. Congratulations to Pete Stafford-Allen, who won the final day and was placed second overall. Del Ley managed a third place on the first day but was just squeezed out of the top ten at the end. Paul McLean's best finish was a fourth – he was seventh overall – and I finished better than last year!

Graham French

Four Counties (Barkston Heath)

CONGRATULATIONS to Peter Davey on the completion of his Silver with a 50km flight to Strubby. We continue to operate from Barkston Heath and we are slowly improving our facilities with more Portakabins, although unfortunately the GSA are still pressing ahead with plans to move us to RAF Wittering. We are planning expeditions to Aboyne and Portmoak in the autumn.

Sue Armstrong

Fulmar (Easterton)

WE have had a mixed bag of weather so far this summer but needless to say when the weather has been duff in England my "Weather Mum" has informed me that Easterton has been bathed in glorious sunshine! Unfortunately, most of our members have missed this nice weather due to work commitments. On a brighter note our club fleet is about to be expanded with the addition of a Discus. So if we can co-ordinate some nice weather, members and our shiny new glider to be in the same place at the same time then there may be something worth reporting in the next issue!

Mark Brown

Highland (Easterton)

IN May I reported that we had won the first leg of the Inter-Club League at Aboyne and that the next leg would be held at Feshie. We knew we would have difficulty putting a team together because of holidays and other comps. However I am delighted to report that we also won the second leg and therefore this year's comp. Well done to Geddes Chalmers and his team for all their hard work. Myself, Phil Penrose, Colin Conti and Guy Davidson have just had a very enjoyable week at the inter-services competition. The weather was not too good to us for flying but it did lead to some interesting retrieves! For the National Gliding Week we had a Try Gliding Day. This proved to be very successful with a steady stream of people taking flights. Well done to Martin Knight for organising such a successful event. No badge claims to report but I must take this opportunity to thank Tim Griffiths for bringing the Tiger Moth over from Shempston and treating a few of us at the club to a trip in it. A very memorable event.

Roy Scothern

Imperial College (Lasham)

AS summer term drew to a close a group of exam-weary students were finally free to return to the airfield. Many students concentrated on regaining currency and congratulations go to Claire Malpas, who completed her first solo flight. The club returned to Vlasim in the Czech Republic for its summer tour and took the opportunity to take advantage of the off-the-scale lift and cheap beer discovered last year! Although the



Dorset's Pete Boyce (with instructor Dave Piercy) went solo at 70 and soared for 27 mins on his second flight

group on the first two weeks suffered from winds and rain (again!), the second two weeks went well with Rashwan Jalal going solo, and students going cross-country and gaining Bronze legs. Many thanks to Bob Bickers, Hemraj Nithianandarajah, Duncan Ashley and all the Vlasim people for their help; I hope I can go next year! Shortly after they returned Michael Mortimore gained his Silver Badge – having flown his first solo only in April! Jamie Denton entered the Inter-Club League (novice category) as part of the Lasham team and came 2nd at Challock and 1st twice at Parham, he is now looking forward to the final at Gransden Lodge and competing in the Juniors. We also hope to have Chris Smart flying our two-seater around the juniors to give some non-Silver pilots cross-country experience. The beginning of August is also the time for the club to hand over control to a new committee, Luke Cooper-Berry has finished a great time as Captain – leaving the club in a very strong position. I am fortunate to be taking over control at a time when the club has a great membership, with many committed members. The club is looking forward to welcoming new faces at freshers' fair in October. This will be the 75th year of icGC, and we hope to make it a memorable one! Whatever your connection to icGC, if you're interested in what is planned please visit www.union.ic.ac.uk/cc/gliding or email icgc-committee@ic.ac.uk, so we can let you know of upcoming events.

Edward Coles-Gale

Kent (Challock)

ALTHOUGH not quite as booming as last season, we have nevertheless seen plenty of good days and achievements. The open weekend was once again a well-supported event, thanks to the efforts of Terry Webster and his team. The weather turned somewhat against us on the Sunday afternoon but by then we had flown a large number of people. Once again we raised a sum of money for the Kent Air Ambulance, which, as in previous years, was based at Challock for the weekend. We were very pleased to offer practical help to the local village of Charing in its quest to raise funds for the renovation of its medieval Archbishop's Palace. It was one of the eight finalists in the BBC's Restoration programme, but sadly, did not win. However, we always welcome visiting pilots (no reciprocal membership fee), and the Palace is one of many places of interest in our part of Kent on a non-flying day.

Caroline Whitbread

Kestrel (RAF Odiham)

WE say goodbye to Mark and Debbie Morley, who are emigrating to somewhere with a more reliable soaring and cross-country climate, New Zealand. We look forward to sickening jpegs of him at 20,000ft in his

ASW 27 and emails about yet another 750km. Mark served on the committee as aircraft member, DCFI and CFI in his time and volunteered countless hours in maintenance and refurbishment of our fleet. Bern Vermeulen has kindly volunteered to put his new Full Rating to use and take on the DCFI role alongside his existing role of aircraft member. Thanks to Brian Garston, who is spearheading our attack on Health and Safety issues and organising lots of working parties. Kestrel was represented at the Inter Services Regional Gliding Competition in a K-2I, which enabled several club members to gain a taste of competition. By the end they were able to cast an expert weather eye up and talk knowledgeably about launching the grid "after the front has gone through, the base has lifted, or the rain has cleared".

Simon Boyden

Lasham Gliding Society (Lasham)

CONGRATULATIONS to Gordon MacDonald, our CFI, and Afandi Darlington for gaining the UK Open Straight Line Goal Record for their flight from Aboyne to Lasham in a Nimbus 3DT. Older Lasham pilots will remember Nick Goodhart's flight in a Skylark 3 in 1959 from Lasham to Portmoak, received at the time with excitement and incredulity. 500km flights have been achieved by Chris Gibson, Paul Hugill, Pete Harmer (completing his three Diamonds) and Richard Moyses. 300kms have been flown by Chris Redrup, Mark Botwinski, Shaun Lapworth, Mike Sedgwick, Hemraj Nithianandarajah and Roger Barber. The Lasham Youth Flying Scheme on Saturday evenings is popular under Group Leader Alex Hartland, ending with a barbecue organised by Ben Archer. Other instructors are Dave Bowtell, Pete Masson and Hemraj Nithianandarajah. Expeditions are planned to Aboyne, Jaca, and the Argentine – the latter if enough interest is shown. Our Robin tug G-BSFF has been flown back from France, having been overhauled and refurbished. Our new Falke G-CCHX is being flown intensively. A new refuelling pump has been installed for the Falke. New tracks have been laid for the heavy doors of our main hangar. Planned improvements at Lasham are for a full-length patio in front of the clubhouse, and rewiring and replumbing of the static caravan site.

Tony Segal

Lincolnshire (Strubby)

THE club is slowly recovering from the tragic loss of Mike Fairbairn and Chris Ryder in a gliding accident. We have finally resumed full operations after the accident. Congratulations to Brian Bromily on going solo and Derek Woodforth on his assistant instructor rating. An expedition to Shenington was rather reduced in numbers this year but stock the bar up, we will be back in force next year. We are planning the usual assault on Pocklington for the two-seater comp, with several celebrations planned for that week as well.

Dick Skerry

Mendip (Halesland)

ONCE again the Thursday crowd ran an expedition to distant Aston Down. The first day's arrivals nearly all missed the 10.30 briefing due to a closed motorway, compounded by the usual atrocious map reading and misunderstood directions. One hapless individual also managed to turn the wrong way onto the peritrack and almost circumnavigated the airfield before finding his path blocked. However a good time was had by all in excellent soaring weather. The weekend crowd picked Hus Bos for their expedition and once again young Bradley Parker shone with his first solo aerotow and his first solo in "glass". Our cross-country group got involved in the Inter-Club League and learned lots from the four meets, which, uncharacteristically, all took place in flyable weather. Attending both Hus Bos and the Inter-Club was our "rising star" Andy Whiteman, who completed his Silver during the two events. He

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joined us in June 2003 and soloed on our fixed price to solo scheme after just 36 flights. After progressing into a Skylark 4 he has now bought a Jantar. His difficulties with the new machine are best highlighted by the fact that on his first flight it took him over four hours to get it back on the ground. The only other highlight recently was our airfield treasurer (yes that's me) arriving (and flying!) in his carpet slippers. A "senior moment": fortunately they weren't the ones with the curly toes and bells on, which I keep for best!

Keith Simmons

Midland (The Long Mynd)

IN ONE sense a real Spitfire summer. Young men and women went off with a boyish (!) toss of the head to paste imaginary Jerries in the competition scene or to tick off another 300, 400 or 500km. The benevolent and Churchillian figure of Keith Mansell oversaw it all, waving his cigar, whilst CFI Neal Clements did more than just look like 'Stuffy' Dowding. Rarely have so many done so much on the right days. Keith's many roles for the club, the BGA and the Royal Aero Club have been widely celebrated this summer and there is long-overdue recognition of the work of Christine Mansell who was subscription secretary and newsletter editor for many years. There are many new members and they include a first recruit from the Faulkes Flying Foundation. Tony Danbury has got his Full Rating and the bunkrooms are looking really good (no connection). The usual crowd in Duo Discus 494 competed in Euroglide with Julian Fack providing the inspiration and the restaurant car. They started well but then the weather took a hand. Similarly Johnny Roberts was holding third place in the Midland Regionals but then... well, ask Johnny! The celebrations of the club's own 70th birthday are being rounded off with an anniversary dinner on Saturday, October 2. Ex-members are very welcome but the 120 places are likely to have gone by publication date.

Roland Bailey

Newark & Notts (Winthorpe)

BETTER weather has allowed Amy Sentence, who completed the Bronze exam in May, to gain Silver height. The same towering feat has also been achieved by George Fleetwood and John Harrison. Jon Knight has soloed and has his Bronze flight. Dennis Dawson has resoloed after a break from gliding. Andy Rattray has his Bronze flight and Adrian Taylor has his one-hour flight. I continue to idly draw 50km circles around Winthorpe on the map.

Noel Kerr

Norfolk (Tibenhams)

AS I write we are looking forward to concurrently hosting the Open Class Nationals and Eastern Regionals. With more than 70 gliders on the grid, Woody and his illustrious team will be working hard yet again, having already run the 18-Metre Nationals (won by Jez Hood). We have won the East Anglian leg of the Inter-Club League with notable performances from Tom Smith (Novice, but not for much longer), Tim Davis (our Intermediate secret weapon) and Martin Aldridge (Flying Treasurer). There is even a danger of us fielding a team for the final thanks to the organisational skills of our team captain, Andy Smith! John Grimes, Nancy Smith and Kevin Rankin have gone solo and Mike Ison and Gerald Nunn have their NPPLs thanks to an intensive course with our resident instructor, Bob Grieve. Unfortunately, due to pressure of work (his real job) our CFI, Dave Munro, has had to resign. We thank him for all his hard work and dedication and welcome Andy Vidion as our new CFI.

Ray Hart

Northumbria (Currock Hill)

CLUB chairman Don Welsh and instructors John Allan and Eddie Stephenson flew a total of 1,500km in



Cyril Coombes, seen at his club's launchpoint with other members, celebrates going solo at Rattlesden

50 hours' flying at Stratford-on-Avon GC's task week. Don took the opportunity to complete Part 1 of his cross-country diploma, while John managed to put into practice some of the field landing techniques he teaches back at Currock Hill. All three returned with high praise for the host club's friendliness and facilities. Meanwhile basic instructor Ian Plant, crewed by George Mullan, put in a good performance in the Northern Regionals at Sutton Bank. Despite some appalling weather, which has reduced our number of launches throughout the summer, Stuart Campbell and cadet Josh Dunn have gone solo. We welcome two new cadet members – 17-year-olds Steven Elder and David Smith already have considerable experience of flying motorgliders with the Air Cadets. They fill the vacancies in our cadet scheme now that Craig Storey and Emily Gooch have turned 18. Craig has been appointed the club's stores officer, while Emily is leaving (on September 13) to do a year's voluntary work in Mauritania.

Richard Harris

Nottingham Uni (Barkston Heath)

WE have been doing a good job at keeping airborne since the dreaded exams finished and so there have been achievements aplenty. Nottingham University went "ON-TOUR!": we had a fantastic time in Spain – thanks Brian. Congratulations to Fraser Harland on his Silver and on his first field landing. Now he knows what it feels like to be in an astir in the rain... (join the club!). Well done also to Rachel on her 300, completing Gold. Simon completed his Cross-Country Endorsement and seems to have developed a penchant for being sick in the air... Then came the inter-unis and Rob got to introduce himself to a farmer for the first time. Congratulations to Neil Walmsley for finally taking to the skies without an instructor (and getting us some points in the meantime!) and to Vicki Grainger on her Bronze exam. We have also been heavily involved in the Inter-Club League – thanks to Huw for his brilliant organisation of the team. Unfortunately, the weather has lent itself more to propping up the bar than flying! As I write, we are all looking forward to the Juniors with a staggering six entrants from Notts Uni (past and present!). Good luck to everyone. Other achievements include Pete Ballard's 300 – shame he failed to turn his logger on... Cross-Country Endorsement for Chris Emerson and first solos for Scott Macleman and John Vadden. Congratulations to all.

Rachel Hine

Oxford (Weston on the Green)

ACHIEVEMENTS are a bit thin on the ground this issue; however, well-deserved congratulations must go to Ian Rodway, who soloed last month. A lot of hard work, stomachs of iron and a slightly unhinged streak saw Simon Walker and Stewart Ottersbum gain their Advanced Aerobatic Instructors ratings. An unofficial

"winch launch height" competition seems to have developed since the fitting of the C of G hook on our T-21, Daisy. The current record is held by Carole Shepherd, who frantically tapped the last 50ft of a dizzying 2,350ft. Henceforth, further claims will not be accepted unless they are backed up by a valid barograph trace or lead line reading. Please note, if using lead lines all heights will be recorded in fathoms!

Simon Walker

Portsmouth Naval (Lee on Solent)

LEE on Solent has received some coverage in the news recently but, as is often the case, the news is not good. Our landlord, the Defence Land Agency, has placed the airfield on the market. We have registered an interest and are intently watching developments as they unfold. Despite what the future may hold, several club members have been away in competitions, with Alan Clarke and Tony World participating in the Inter Services at Cosford, achieving 8th and 12th place respectively. Mark Holden attended the Junior pre-worlds at Husbands Bosworth, finishing in a very creditable 6th place. Back at Lee our first summer course was very successful, producing a crop of first solos and a number of new club members. Gerry Holden and Ben Bennet have qualified as Motor Glider Instructors and have been kept very busy flying scouts with the Faulkes Flying Foundation. On the social side, we are all looking forward to our Summer Barn dance at HMS Collingwood.

Steve Morgan

Rattlesden (Rattlesden)

CONGRATULATIONS are due to Cyril Coombes for going solo. Keith Ryder, Karen Wright and Cathy Page have all passed their Bronze papers. Dawn Goldsmith has completed her Bronze and Geoff Armes his Silver. Andy Howells has achieved Diamond goal and Gren Croll Diamond distance. An Inter-Club competition was held at Rattlesden on the weekend of July 24-26. It was a successful weekend with tasks being flown on Saturday and Monday, with Sunday being scrubbed due to bad weather. It was with great sadness that we heard of Norman Prior's death on June 25. He was an active member of both Rattlesden and Essex GCs.

Cathy Page

Scottish Gliding Centre (Portmoak)

WE have mixed messages this issue. The good news: we celebrated our 70th Anniversary and Hangar Opening on the weekend of July 10-11 (see picture, p55). There was a good turnout from current and ex-members. The bad news: we were all shocked and saddened to hear of the death of Steve Back whilst gliding in France. He made an impression on all who met him and was never happier than when he was flying. We will miss him and our thoughts and sympathies go out to his family and friends. We haven't had great flying weather over the last couple of months but are hopeful that this will improve and encourage the farmers to harvest their crops so that we can release more 50km badge hunters. Recent successes include: Robin Birch, John Guy and Peter Clayton all completed their 50km to claim their Silver Badges; Scott Kennedy got his Cross-Country Endorsement; Peter Giacopazzi and Ken Donaldson went Solo and last but not least, Sant Cervantes' daughter, Helena, completed her solo whilst on a course with John Riley at the end of July.

Ian Easson

Shalbourne Soaring Society (Rivar Hill)

OUR open day during National Gliding Week was a great success. Ayala Liran worked hard to promote the event, and her efforts paid off. Visitors began arriving from 0930hrs onwards and during the day we flew dozens of trial lessons, which all helped to boost the Treasurer's (club's!) coffers. And for once the rain skirted

obligingly around the airfield instead of camping over it. Not only were there airborne activities, including Bob Boyd's aerobatics display, but a barbecue under the command of Derek Young, a bouncy castle for the younger visitors and interactive displays. Many thanks to all involved, and also to Portsmouth Naval at Lee on Solent, who lent us their K-21 for the day. Course weeks took place in July and a successful time was enjoyed by all. Congratulations to Simon Holland and Dave Bruty for going solo. Gleaming new signs have been appearing around the airfield, courtesy of our own resident artist, Peter Mason. Another new addition is the recently acquired K-13, which will replace the club's K-7. Finally, after five years, Liz Sparrow stood down as CFI and has been replaced by Martin Hoskins.

Liz Seaman

Shenington (Shenington)

SHENINGTON has been undergoing the monsoon. Just in time we put the gliders away, and then the deluge. Hats are a necessity in the tropical sun that follows. We've been doing our best to help our neighbours at Upwood with a two-seater on loan for the weekends. Our July party found Fort Shenington flying the Texas Flag, and Gail Jackson's mustangs (Welsh Cobbs in disguise) giving rides to small cowboys. Robert and Jane Jervis turned up in ten-gallon hats. Scotty's spit roast of bovine backside was a very welcome diversion and included delegations from South Africa and Bowland Forest. We'd only just said goodbye to John Selman and Terry O'Connell from Kerry GC (four members!) and Peter and Ross Thomson, who drove down in a Lotus from Glasgow and Feshiebridge GC. Martin Hill, Peter Plowright, Ashley Gamon and Ross Thomson have all gone solo, and so did Travis Scott, on his 16th birthday.

Mary Meagher

Shropshire Soaring Group (Sleep)

OUR wanderers have returned from Spain and France; Colin with more than 30 hours and Ric with some pictures of the hairy conditions in the mountains near Jaca. Nic Peatfield and Alistair Gillson have started a Thursday evening get-together for trial flights. We have had several excellent days flying with everyone in the wave on the July 24 with heights to over 9,000ft. Alistair had to forgo flying his own ASW 20 to make sure that Matt and Andrew also experienced their first wave flights. Meanwhile Andrew Lowe has gone solo. This was the first solo that Alistair has authorised and it gave him over 40 minutes of anguish as Andrew disappeared from sight before returning to land. Frank Humphreys and Arthur Jones (still our president) retired from gliding recently to concentrate on model engineering. Frank celebrates his 80th birthday as I write and is junior to Arthur by around five years. Tony Adams is also giving up the delights, but rather more complicated circuit procedures at Sleep, for the occasional solo at Seighford. We shall miss Tony's great engineering skills and his dry humour: "I don't do running".

Keith Field

South London (Kenley)

A BUSY summer, notwithstanding the grounding of our two K-7s. With our limited airspace (2,000ft QFE) and squashed between Heathrow and Gatwick, we are not normally cross-country orientated so congratulations to those members whose efforts put us third in our local inter-club. Special congratulations go to Tim Barr-Smith, who achieved a 500km flying from Parham in May and the first ever Gold distance flight from Kenley in June (Kenley-Andover-Oxford North-Lasham-Kenley) in his Kestrel. Mark Jacobs now has his Cross-Country Endorsement. Our summer excursion is to Le Blanc.

Peter Bolton

South Wales (Usk)

UNFORTUNATELY, due to too much hot and sunny weather, our club task week was not very successful



Paul Graham went solo at the *Vale of White Horse Gliding Centre at Sandhill Farm near Swindon*

and tasks were set on just two of the days. However, good use was made of our barbecue and Enzo and Tony excelled themselves, once again, with culinary delights. Hopefully the weather will be more favourable during our winch week at the end of the month. Our evening flying sessions are plentiful – thanks to all those who come along to help out. Congratulations to Richard Robins on achieving his five hours (5hrs 2mins, to be precise), which was well deserved taking into account his 4hrs 47 mins of a few weeks earlier. Mark Thomas has completed his Bronze and is notching up lots of hours in his Dart. Well done to Ashad Rasul on his Bronze and also to John Gorrett on going solo.

Janice Phillips

Southdown (Parham)

THE English winter – ending in July to recommence in August – was once a standard Met condition according to Lord Byron! Nevertheless, Ralph Johnson achieved two consecutive 500km flights, before the cool and blustery winds arrived in the South East. Meanwhile, Ian Ashdown came third in the 18-Metre Nationals, Tim Wookey and Adrian Blades soloed and Paul Marriott qualified as a tug pilot. The Longest Day celebrations coincided with the thirtieth anniversary of our move from Firls Beacon to our present site at Parham. Dozens of visitors had air experience flights, and many more came to watch and wonder, before the rain arrived, just too late to spoil the event. We hosted the regional Inter-Club competition in August, and were favoured with three warm and sunny days. Our compliments to Lasham in taking first place, and to all those who helped to make it a thoroughly convivial and successful weekend. Congratulations to Brian Cooper, Colin Hoare, Robin Scott and Andy Wood, who have qualified as Basic Instructors, and to Colin in particular for organising the Inter-Club team. Finally, our thanks to our winch consultant, Anthony Poundsberry, who has arranged for a solar panel charging device to be fitted in the roof of the transport hangar. Flat batteries are now a thing of the past. I am reliably informed that this piece of technology enables the winch battery to be permanently on charge, even during the night, providing there is a full moon.

Peter J Holloway

Staffordshire (Seighford)

CONGRATULATIONS to: Derek Heaton for completing his Gold Badge with a 300km in his K-6 (BYL) – he has now completed all Silver and Gold legs in the same aircraft; Matthew Woodiwiss for his Bronze and Cross-country Endorsement, and Marguerite Juanico-Neilsen on soloing. Despite indifferent weather, we have become a near seven-day operation over the summer – thanks to the instructors for supervising operations, and to other members. The Cadet Scheme has proved

popular – thanks to John Bates and helpers. Air Experience Evenings are very popular, mainly due to efficient organisation by Mel Chapman and Bill Henderson – many thanks. The club has purchased a Rallye. Mid July saw good wave near Seighford. John McLaughlin (DG-400) and Paul Crump (LS4) managed climbs to nearly 12,000ft, whilst Pete Gill (Open Cirrus) and Nick Rolfe (K-6) nearly made 10,000ft. Thanks to Chris Jones and helpers (Chris Johnson, Pete Lowe, Pat Cleave, Dan Welch and David Glover-Oakes) for their help in publicity events prior to our open day and Hangar Dance. Many thanks to Louise O'Grady, Glyn Yates, and Pauline and Roy Goodwin for their hard work (also to Keith Ward and Geoff Ultram for rewiring the hangar!); 220 people attended the hangar dance and we raised an amazing £1,242 for Staffordshire County Air Ambulance Trust (the raffle made £621, matched by Barclays Bank's Pound-for-Pound Scheme). For more news, visit www.staffordshiregliding.co.uk

Paul (Barney) Crump

Stratford on Avon (Snitterfield)

THE club badge week from July 24 to August 1 proved to be a very mixed bag. However, 24 gliders achieved some 8,500km over 250hrs, with several 200km flights (longest 256km). Thanks for this very creditable result go to excellent encouragement and coaching from Phil and Diana King, Martyn Davies, Phil Pickett and Barry Kerby. Congratulations to David Searle, who completed a 200km task in his K-6cr on a very marginal day. Our thanks also to the winch drivers and launchpoint crews who made it all possible. We were pleased to see our friends from Curock Hill and thank them for their barbecue skills and humour. A cracking week in early August saw Mike Corfield's Silver distance, Ann Pearson's solo, and five 300kms (Andy Balkwill, Mike Coffee, Barry Kerby, Phil King and Phil Pickett) on one day.

Harry Williams

The Soaring Centre (Hus Bos)

CONGRATULATIONS to all of the following: Russell Cheetham, who flew the first UK 1000km in a single seater in June with a flight of 1020.1km from Hus Bos; Richard Banks on flying Silver distance and completing Silver; Michael Tanan, Linda Johnston and N Harrison, who have all gone solo; Kevin Fisher on completing his five hours and Silver height; and Jonathan Tipler, who did his Silver height. Russell Cheetham came 1st in the Open Class, and Stephen Crabb came 5th in the Standard Class, at the European Championships; Dave Booth came 2nd in the 18-Metre Nationals; Jerry Langrick won the Sport Class at the Midland Regionals; John Wilton won the Northern Regionals. The club held the joint Midland Regionals/Junior Pre-World Gliding Championships during July. This was well attended with 62 competitors, including 17 junior pilots from Italy, Sweden, Switzerland, Holland and Austria. Many thanks to the organising team for a very well run competition. The 4th Junior World Gliding Championships will be held at the club in 2005. The club now has a new K-21. We also have a new webcam to show current weather conditions at the airfield (this can be accessed from the club website). The entrance road to the club has been resurfaced at long last (my car breathes a sigh of relief!). The hangar floors are being resurfaced. Some club members are visiting ATC at Coventry airport to see how they operate and to get a better understanding of how Thomson flights might affect us. The club will soon have access to broadband with wireless internet for members.

Siobhan Crabb

Trent Valley (Kirtan in Lindsey)

BACK in May and early June we had some great soaring weekends, the most notable being May 21, which coincided with our club's borrowing an ex-ATC Grob Acro. In fact we all enjoyed it so much that we bought it and have now sold one of our K-13s. Borrowing the BGA's Duo Discus was a great success once again.

Michael John Fairburn – Lincolnshire

MIKE (1949-2004) and I started gliding together 20 years ago. He soon became more than just another pilot but a person I called a friend. It didn't take long to realise that he was also a devoted family man, who doted on Joyce and their sons. Mike and I shared a glider for six years and it was a measure of the man that whatever problem on the glider I mentioned the reply was invariably: "dunnit, me duck". Talking was always Mike's forte. I recall many times on expeditions when he would hold forth in the bar, keeping every body amused for hours. He would pause to light another cigarette and resume whatever tale he was telling. As I write this he will be sitting looking down at us with his two old mates, Henry Williams and Gerry Bloor, sharing a pint and of course chewing the fat. (You can be sure glider heaven will not be a quiet place.) As an instructor he had unending patience and a remarkable ability to put a nervous novice at ease. He always had the problem that he could not fly as much as he liked because of his shiftwork, but he would frequently give up his personal flying time to instruct others. I never knew him to say a bad word about anyone. He was never moody and in a group was the life and soul of the party. We will all miss his indefatigable optimism and love of life. Our condolences go to Joyce and sons John and Kevin.

Dick Skerry

Ron Driver – The Soaring Centre, Upward Bound

THE recent death of Ron Driver (1922-2004) has broken one more link with that heroic band of men, the Glider Pilot Regiment. Ron and I joined the then Coventry GC at Husbands Bosworth at the same time in 1968. As well as flying, we shared a common interest in cycle racing. As we became better acquainted, I learned about his previous aviation experience. Joining up together with a friend in September 1939 on the outbreak of World War Two, they volunteered for special duties during the period of the "Phoney War" due to boredom! After undergoing intensive commando training prior to flying training on Tiger Moths, they were among the guinea pigs on the first glider pilots' course. Glider training came later as aircraft came on line and Ron spent much of the time ferrying gliders around Britain to and from the various dispersal airfields, missing out on the D-Day invasion but finding himself on the Arnhem raid. His subsequent capture and forced march to Eastern Germany, during which his mate died, made an indelible mark on Ron. After the war, he became the treasurer of the Glider Pilot Regimental Association, where he helped to set up the Upward Bound Trust, operating from the former wartime glider operations base at Haddenham in Southern England.

Ron Davidson

Christine Ryder – Lincolnshire

CHRISTINE (1939-2004) was tragically taken from us in the flying accident with Mike Fairburn. She joined the club only a year ago and was learning to fly with her husband David. She had a bubbly personality and would get involved in anything if asked; if not asked, she would volunteer. A charming, enthusiastic lady, she was frequently the first to meet and greet visitors to the club. Our condolences are with David at this time.

Dick Skerry

Bob Williamson – Bristol & Glos

WE regret to report that Bob (1954-1994) died at the club on August 7. His fatal launch failure was a ghastly shock to us all. He was a very pleasant, polite secretary who quietly got on with running the club committee in a most efficient manner. Most members have no idea how much work he did, as there was never any fuss. His professional presentation at the last AGM was quite a revelation for a gliding club. Bob was keen to put much more back than he took out and had recently become a Basic Instructor. It looked as if he was to make a major contribution for many years to come but, much to our loss, that was not to be. Nympsfield and the gliding movement have lost a very good man. We extend our greatest sympathy to his wife Shirley, son Peter and all his family and friends.

Tim Macfadyen & Steve Parker

Congratulations to Dick Baston on going solo and Doug Knights for his Bronze and Cross-Country Endorsement. We took a DG-505 and DG-400 to the RAF Waddington airshow, where we again generated a lot of interest. Our CFI gave a lecture on gliding at the Sleaford Legionnaires Aviation Society; unfortunately our Dawn-to-Dusk flying day was rained off. Our fifth annual Wooden Cup and fourth annual Glass Cup took place at the start of August. A total of 3,762km was flown by 13 gliders, ranging from a K-8 to an ASW 22. Our thanks to Terry Joint, who again sponsored the competition, and to Comp Director Patrick Holland. Dave Proselek won the Glass Cup and Norman Bowes with John Williams won the Wooden Cup. We had more than 200 scouts fly with us during the 2004 Poacher Jamboree and a special thank you to all those club members who gave their time to make it so successful.

Janet Nicholson

Ulster (Bellarena)

OUR open day in June was poorly attended, not helped by the weather, which has been generally unkind over the summer months. This poor showing has inevitably raised questions within the club about whether open days in their present format need to be rethought. One for the committee to ponder! That said, we did secure a new club member from the day. Jay Nethercott had a memorable dawn flight on the longest day, which set the scene for some excellent soaring through to dusk as part of our national gliding week initiatives. Our new club gift gliding vouchers now in use look the business and should assist in our marketing strategy. Well done to Peter Holmes and Stephen Johnston, who have achieved their basic instructors rating, to Tom Snoddy and Brian Irwin on achieving their Full Ratings, to John Browne on going solo and to Ricky Logan on getting Gold.

Seamus Doran

Vale of White Horse (Sandhill Farm)

TWO of our members, Stuart Pepler and Gerry Brown, managed to get out and fly on that magnificent Friday, aiming for 500km and 750km respectively, and commiserations for the most galling tumpoint mix up must go to Stuart who eventually flew a 499.7km task. Otherwise we are having a bit of a mixed summer, with some very good days and flights and at other times hearing the words: "Ah, if only it was like last summer".

Congratulations go to Paul Graham who soloed recently, and some sort of record for a fairly recent solo pilot must have been set by John Heath in one of our K-13s, who flew for around five hours in a single day, from five separate launches.

Graham Turner

Welland (Lyveden)

AS I write this on the second day of our flying week, standing buckets show seven inches of rain have fallen in the last 12 hours. We have a Duo Discus and the motorglider from Husbands Bosworth to develop cross-country flying skills and hopefully everything will dry out to be able to use them. Our open weekend was a steady success with organisation and a radio audition from Jane Cooper. The emblems on polo shirts were so popular that even Jane's Scotty, Ricky, has one on his jacket. Speedy maintenance from Dick Short and Steve Algeo re-established the fleet including the loan of a Bocian from Bill Burgess and a T-21, which proved very popular, from Hus Bos standing in for our K-7s. One of our K-8s is grounded with suspicious glue but the SF-27 is back on line. Adam Aston has taken a break from flying 737s to resolo and work on his Bronze. Friday 'guest' flying has kept a dedicated group busy and we have gained some new members. I have taken the lead from Werner Leutfeld on National and Club Ladders by virtue of more claims, but there is still some season left.

Strzeb

Windrushers (Bicester)

AFTER our first six weeks of gliding operations we have more than 70 full members. Our open day was successful and a big hit with local and district councillors. We've added a third K-13 to our fleet and intend to expand further with increasing membership. The August expedition to Lüsse, east of Berlin, is under way and the Aboyne expedition for September is fully subscribed. Philipp Schartau and Marc Szymkowicz are competing at the Lasham Juniors. Many thanks to those generous souls in the gliding world who have helped us reach operational status, you know who you are.

Ron Smith

Wolds (Pocklington)

WE would like to thank all the people who helped us with the Club Class Nationals. Special thanks to "As seen on TV" Alan McWhirter, the competition director.

Despite the far-from-perfect weather the competition went well with only one visit by the Police. Charlie Tagg has completed his Silver before his 17th birthday and has promised to buy the beer on his 18th. Gareth Carruthers has quietly completed his Silver before his 70th birthday and has promised to buy the beer on his 71st. Well done to both of you! We are awestruck at the pace of the hangar extension.

Tony Kendall

Wyvern (Upavon)

THE fourth and last South West Area Inter-Club League heat took place at North Hill, Devon, in July and Wyvern entered a strong team to maintain their narrow lead. The Saturday brought difficult conditions in which all the team landed out (one in Devon, one in Somerset and one in Wiltshire, so all retrieve crews contributed) but nonetheless achieved two second places and a third, holding the league lead with an increased margin. On Sunday, however, the team was triumphant with Will Davis, Dennis Stangroom and Al Tribe securing first, first and second places in their respective classes. Four members competed for the AGA team in the Inter-Services. Al Tribe won the Sport Class and Pete Yeo, came 12th and won a nice pot for the highest-placed AGA newcomer. Back at Upavon, Merv Kelly flew his first 300km but failed to round a TP; Will Davis, having suffered the same fate last year on his Silver distance, did it right this time. Pete Yeo completed his Bronze Badge duration flights, theory test and flying test, his Cross-Country Endorsement and Silver Badge to get a competition licence to enter the Inter-Services. All in about five weeks and achieved with a week to spare.

Andy Gibson

York Gliding Centre (Rufforth)

CONGRATULATIONS to Simon Lambert, Terry Moran, Roy Ingamells and Pam Shuttleworth on finishing their Bronze. Despite a generally poor summer for soaring with relatively few weekend pockets of decent weather we have continued to keep the club buoyant and active thanks to efforts by many members. Summer barbecues have been a success, and, with other non-flying events helping to top up our cash flow, this has been a good season. With the possibility of decent autumn wave for a change we are hoping the soaring season will extend well towards the year's end.

Mike Cohler

BGA Badges

Optimisers

No	Pilot	Club (place of flight)	Date
750km 43	Paul Brice	Booker – 765.5km	22/5/04
44	Keith Walton	PNGC – 750.3km	22/5/04
45	Mike Clarke	Lasham – 752km	25/6/04
DIAMOND 673	Simon France	South Wales	22/5/04
674	Rolf Tietama	The Soaring Centre	22/5/04
675	Gavin Goudie	Cambridge	23/5/04
676	Andrew Warbrick	Cairngorm	22/5/04
677	Peter Harmer	Lasham	23/5/04
678	Grenville Croll	Rattlesden	23/5/04
679	Simon Minson	Devon & Somerset	23/5/04
680	Malcolm Chant	Devon & Somerset	23/5/04
681	Sue Armstrong	Four Counties	22/5/04
682	Dave Jeffries	South Wales	23/5/04
683	William Payton	Yorkshire	25/6/04
684	Francis Russell	London	23/5/04
685	John White	London	6/7/04
distance 1-986	Simon France	South Wales	22/5/04
1-987	Rolf Tietama	The Soaring Ctr	22/5/04
1-988	Gavin Goudie	Cambridge	23/5/04
1-989	Stephen Bradford	Norfolk	22/5/04
1-990	Paul Huggill	Lasham	23/5/04
1-991	Christopher Gibson	Lasham	22/5/04
1-992	Rory O'Connor	Yorkshire	22/5/04
1-993	Andrew Warbrick	Cairngorm	22/5/04
1-994	Peter Harmer	Lasham	23/5/04
1-995	Darren Smith	Heron	23/5/04
1-996	Grenville Croll	Rattlesden	23/5/04
1-997	Simon Minson	Devon & Somerset	23/5/04
1-998	Michael Jenks	Bath, Wilts & N Dorset	16/5/04
1-999	John Russell	Yorkshire	22/5/04
1-1000	Malcolm Chant	Devon & Somerset	23/5/04
1-1001	Sue Armstrong	Four Counties	22/5/04
1-1002	Dave Jeffries	South Wales	23/5/04
1-1003	William Payton	Yorkshire	25/6/04

No	Pilot	Club (place of flight)	Date
1-1004	Jon Hall	Midland (Ontur)	18/6/04
1-1005	Mark Burton	London	25/6/04
1-1006	Francis Russell	London	23/5/04
1-1007	Nicola Marchant	Lasham (New Tempe)	4/1/04
1-1008	John White	London	6/7/04
Diamond goal			
2-3013	John Russell	Yorkshire	13/4/04
2-3014	Mark Szymkocowz	Bicester	16/5/04
2-3015	Giles Nicklin	Ex-pat (Benalla)	22/5/04
2-3016	Roger Barber	Lasham	16/5/04
2-3017	Peter Startup	Devon & Somerset	16/5/04
2-3018	Martin Conboy	Lasham	23/5/04
2-3019	Stephen Bradford	Norfolk	22/5/04
2-3020	Alistair Cook	Bidford	22/5/04
2-3021	Stephen Cook	Cotswold	22/5/04
2-3022	Robert Corbin	Cotswold	23/5/04
2-3023	Martin Day	Norfolk	23/5/04
2-3024	Neal Beattie	Chilterns	23/5/04
2-3025	David Hopgood	Portsmouth Naval	23/5/04
2-3026	Anthony Gillett	Bristol & Glos	16/5/04
2-3027	Ed Wright	Bristol & Glos	23/5/04
2-3028	Larry Marks	Lasham	23/5/04
2-3029	Stuart Law	Upwd Bound (Dunstable)	24/5/04
2-3030	Paul Cooper	Staffordshire	22/5/04
2-3031	Chris Redrup	Lasham	22/5/04
2-3032	Edmund Foggin	VoWHGC	22/5/04
2-3033	Mark Gatehouse	Devon & Somerset	23/5/04
2-3034	Mark Hawkins	Bath, Wilts & N Dorset	23/5/04
2-3035	James Kellerman	Cambridge	23/5/04
2-3036	Martin Pingel	Black Mountains	23/5/04
2-3037	Peter Hibbard	Essex & Suffolk	23/5/04
2-3078	Terry McGee	London	23/5/04
2-3079	Andrew Gibson	Wyvern	23/5/04
2-3080	Jon Baldock	Bristol & Glos	22/5/04
2-3081	Edward Sedgwick	Lasham	22/5/04
2-3082	Tim O'Sullivan	Aquila	16/5/04
2-3083	Joe Pridal	Lasham	22/5/04
2-3084	Peter Uden	Buckminster	23/5/04
2-3085	Mark Prickett	Welland	22/5/04
2-3086	Walter Baumann	Midland	25/6/04
2-3087	Martin Gregorie	Martin Gregorie	25/6/04
2-3088	Simon Leeson	Devon & Somerset	23/5/04
2-3089	Rachel Hine	Nottingham Uni (Ontur)	24/5/04
2-3090	Paul Machacek	Buckminster (Ontur)	24/5/04
2-3091	Roger Matthews	Dartmoor (Fuente)	25/6/04
2-3092	Nigel Murning	Lasham	22/5/04
2-3093	Timothy Barnes	Cotswold	23/5/04
2-3094	Andrew Sampson	London	13/6/04
2-3095	Andrew Howells	Rattlesden	24/5/04
2-3096	Andy Durston	Portsmouth Naval	22/5/04

Diamond height			
3-1630	William Payton	Yorkshire	4/6/04
3-1631	Alan Redington	Cornish (Jaca)	13/5/04
GOLD BADGE			
2327	Mark Szymkocowz	Bicester	16/5/04
2328	Martin Conboy	Lasham	23/5/04
2329	Roger Lennard	London (Cerdanya)	13/4/04
2330	Alistair Cook	Bidford	22/5/04
2331	Martin Day	Norfolk	23/5/04
2332	Anthony Gillett	Bristol & Glos	16/5/04
2333	Robert Forrest	Cairngorm	22/5/04
2334	Derek Heaton	Staffordshire	23/5/04
2335	Terry McGee	London	23/5/04
2336	Edward Sedgwick	Lasham	22/5/04
2337	David Graham	Anglia	23/5/04
2338	Jack Bates	at Minden	26/4/04
2339	Joe Pridal	Lasham	22/5/04
2340	Rachel Hine	Nottingham Uni (Ontur)	24/5/04
2341	Roger Matthews	Dartmoor (Fuente)	25/6/04
Gold height			
	Mark Szymkocowz	Bicester	16/5/04

No	Pilot	Club (place of flight)	Date
	Kevin Neave	Bristol & Glos (Cerdanya)	13/4/04
	Roger Lennard	London (Cerdanya)	13/4/04
	Graeme Alexander	Bowland Forest (Feshie)	6/5/04
	Jack Bates	at Minden	26/4/04
	Peter Kettle	PSGC (Gorham)	16/10/03
Gold distance			
	Giles Nicklin	Ex-pat (Benalla)	22/5/04
	Roger Barber	Lasham	16/5/04
	Martin Conboy	Lasham	23/5/04
	Alistair Cook	Bidford	22/5/04
	Stephen Cook	Cotswold	22/5/04
	Robert Corbin	Cotswold	23/5/04
	Martin Day	Norfolk	23/5/04
	Neal Beattie	Chilterns	23/5/04
	David Hopgood	Portsmouth Naval	23/5/04
	Anthony Gillett	Bristol & Glos	16/5/04
	Ed Wright	Bristol & Glos	23/5/04
	David Blyth	Norfolk	22/5/04
	Larry Marks	Lasham	23/5/04
	Stuart Law	Upwd Bound (Dunstable)	24/5/04
	Paul Cooper	Staffordshire	22/5/04
	Chris Redrup	Lasham	22/5/04
	Edmund Foggin	VoWHGC	22/5/04
	Mark Gatehouse	Devon & Somerset	23/5/04
	Mark Hawkins	Bath, Wilts & N Dorset	23/5/04
	Robert Forrest	Cairngorm	22/5/04
	James Kellerman	Cambridge	23/5/04
	Derek Heaton	Staffordshire	23/5/04
	Keith McPhee	Bannerdown	23/5/04
	Martin Pingel	Black Mountains	23/5/04
	Peter Hibbard	Essex & Suffolk	23/5/04
	Terry McGee	London	23/5/04
	Andrew Gibson	Wyvern	23/5/04
	Jon Baldock	Bristol & Glos	22/5/04
	Edward Sedgwick	Lasham	22/5/04
	David Graham	Anglia	23/5/04
	Tim O'Sullivan	Aquila	16/5/04
	Joe Pridal	Lasham	22/5/04
	Peter Uden	Buckminster	23/5/04
	Mark Prickett	Welland	22/5/04
	Walter Baumann	Midland	25/6/04
	Martin Gregorie	Martin Gregorie	25/6/04
	Simon Leeson	Devon & Somerset	23/5/04
	Rachel Hine	Nottingham Uni (Ontur)	24/5/04
	Paul Machacek	Buckminster (Ontur)	24/5/04
	Roger Matthews	Dartmoor (Fuente)	25/6/04
	Nigel Murning	Lasham	22/5/04
	Timothy Barnes	Cotswold	23/5/04
	Andrew Sampson	London	13/6/04
	Andrew Howells	Rattlesden	24/5/04
	Andy Durston	Portsmouth Naval	22/5/04
SILVER BADGE			
11374	Paul Wright	Wyvern	16/5/04
11375	Evan Pole	Scottish	3/5/04
11376	Andrew Farr	Cairngorm	25/4/04
11377	Gerry Puttick	Kent	2/5/04
11378	Russell Fletcher	Lasham	18/5/04
11379	Peter Pearson	Nene Valley	16/5/04
11380	Andrew Gibson	Wyvern	15/5/04
11381	Sally Longstaff	Cotswold	15/5/04
11382	Mark Gatehouse	Dartmoor	15/5/04
11383	Trevor Bulcher	Derby & Lancs	24/5/04
11384	Emma Salisbury	Cleveland	31/5/04
11385	Mike Greenwood	Midland	22/5/04
11386	Ian Dawson	Four Counties	16/5/04
11387	Mike Morrison	Cairngorm	22/5/04
11388	Paul Duffy	Shenington	22/5/04
11389	Hugh Carruthers	Wolds	16/5/04
11390	Graham Drinkell	Essex & Suffolk	23/5/04
11391	Derek Whimsley	Kent	23/5/04
11392	Douglas Mills	Bath, Wilts & N Dorset	23/5/04
11393	David Bray	Oxford	23/5/04
11394	Paul Gray	Cotswold	16/5/04

No	Pilot	Club (place of flight)	Date
11395	John Tillson	Wolds	23/5/04
11396	Philip Alexander	Nene Valley	23/5/04
11397	Michael Truelove	Shalbourne	24/4/04
11398	John Guy	Scottish	19/5/04
11399	Gregory Nunan	Bristol & Glos	24/5/04
11400	Peter Clayton	Scottish	13/2/04
11401	Steve Derwin	Scottish	25/5/04
11402	Steve Clark	Devon & Somerset	18/5/04
11403	Geoff Palmer	Yorkshire	18/5/04
11404	Brian Laverick-Smith	Kent	24/5/04
11405	Michael Collins	Cambridge	23/5/04
11406	Stephen Wilson	Wyvern	24/4/04
11407	Peter Harris	Fenland	13/6/04
11408	Robin Birch	Scottish	4/6/04
11409	Michael Platt	Bristol & Glos	22/5/04
11410	Simon Urry	Norfolk	13/6/04
11411	Alan Conner	Lasham	13/6/04
11412	Graham Winch	Essex & Suffolk	31/5/04
11413	Sejul Shah	Lasham	16/5/04
11414	Stewart Watson	Lasham	13/6/04
11415	Siggi Ingason	Portsmouth Naval	13/6/04
11416	Ben Magnani	Norfolk	23/5/04
11417	Andrew Bland	Portsmouth Naval	17/6/04
11418	Simon Harris	Wrekin	22/5/04
11419	Richard Banks	The Soaring Centre	22/5/04
11420	Barry Key	Cotswold	22/5/04
11421	Charlie Tagg	Wolds	27/6/04
11422	Andrew Fletcher	Derby & Lancs	13/6/04
11423	William Davis	Wyvern	21/6/04
11424	Iain Russell	Scottish	9/6/04
11425	Thomas Bell	Bath, Wilts & N Dorset	22/5/04
11426	Michael Slade	Dorset	19/6/04
11427	Peter Yeo	Wyvern	23/7/04

BGA CROSS-COUNTRY DIPLOMA

Pt1	Paul Grey	Cotswold	24/4/04
Pt1	Peter Pearson	Welland	1/9/02
Pts 1&2	Andrew Gibson	Wyvern	15/5/04
Pts 1&2	James Ward	Bidford	23/5/04
Pt1	Mike Morrison	Cairngorm	22/5/04
Pt1	Jonathan Woodcock	The Soaring Centre	16/8/03
Pt1	Jeremy Anscomb	Lasham	16/5/04
Pt1	Charles Boddington	Stratford	16/5/04
Pt1	Gregory Nunan	Bristol & Glos	24/5/04
Pt1	Bruce Forbes	Shalbourne	2/6/04
Pts 1&2	David Bwyne	Lasham	22/5/04
Pts 1&2	Alex O'Keefe	Essex & Suffolk	31/5/04
Pts 1&2	David Williams	East Sussex	23/5/04
Pt1	Francis Broom	Wyvern	23/5/04
Pts 1&2	Dave Paffett	Lasham	25/5/04
Pt1	Nicholas Sarel	Dorset	2/6/04
Pt1	Michael Slade	Dorset	19/6/04
Pt2	Geoffrey Searle	Stratford	6/7/04

AEROBATIC BADGES

Std Known	Sejul Shah	Lasham	1/8/04
Spt Known	Richard Watson	London	6/6/04

The Sailplane and Glider – almost there!

MANY thanks to everyone who has helped us to get within reach of completing two sets of S&G's predecessor, *The Sailplane and Glider* (one to accompany the post of editor, and my own personal set). If you can help track down these few missing issues, please do get in touch with me on 01453 889580 or via editor@sailplaneandgliding.co.uk

Vol 1 (1930-31): issues 4, 25, 26, 34, 36, 41, 42.

Vol 2 (1931): issue 6.

Vol 5 (1934): issues 2, Feb; 3, Mar; 4, Apr; 7, Jul; 9, Sep.

Vol. 12 (1944): issues 1, Feb; 7, Aug; 11, Dec.

Thanks, again

Helen Evans, Editor, S&G

Accident/incident summaries by Dave Wright

AIRCRAFT Ref	Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
044	Nimbus 2CS ?? 2CS		Minor	02-May-04	Dishforth	42	None	80
The visiting pilot, who was inexperienced on this large-span, flapped glider, decided to land in a small but adequate area of the airfield rather than overtly a refuelling aircraft on the very long main runway. Flying at 50kt and using full flap airbrake, the glider rounded out but dropped a wing and ground-looped.								
045	LS8-18	4676	Minor	22-May-04 1800	8nm east of Bicester	62	None	252
The competition pilot had to make a field landing and selected a field from 900ft. After planning his circuit he aimed to fly over a small gap in the hedge to land 30 metres into the field. He appears to have encountered sink in the final stages of the approach and had no spare height to avoid the fence posts embedded in the hedge.								
046	Sport Vega	2714	Minor	31-May-04 1400	North Muskhram	52	None	175
The pilot chose to land in a field that, while adequate, had undulations down one side, causing him to land down the edge. Unfortunately this area sloped down towards a grass bank and, in keeping the wings parallel to the surface, the glider drifted to the right and a wing caught on the ground, causing a groundloop.								
047	K-8B	3919	None	09-May-04 1633	Weston on the Green	-	-	None
This airmiss occurred at Weston on the Green airfield when the K-8 glider was preparing to turn finals at about 400ft. An Enstrom helicopter was seen flying at about 300ft between the glider and the airfield. The glider pilot extended his circuit to avoid conflict. The resulting separation was only 300 to 400ft horizontal and 100ft vertical.								
048	PA18 Cub Tug	G-	None	May-04 1830	Incident Rpt	61	None	-
The previous day's tug pilot forgot to refuel the tug and also ran one of the two tanks almost empty. The next day another pilot saw a ball float at the top of one sight glass and thought the other was also at the top – ie, both tanks full. After two tows another pilot took over and ran out of fuel during his first take-off run.								
049	ASW 24	3762	Minor	03-May-04 1530	West Willing	63	Minor	510
With rain threatening, the pilot had chosen a field from 1,500ft but failed to correctly assess the wind direction and the effect of nearby trees and buildings on the landing area. As a result of approaching through the wind shadow the pilot had to increase speed and made a heavy landing, during which a wing touched, causing a groundloop.								
050	Discus	4242	Substantial	04-Jun-04 1710	Sutton Bank	52	None	182
After a normal approach, with half airbrake and about 55kt, the pilot started the flare but believes he was caught by a gust. This caused a heavy landing, after which the glider ground-looped. Initial inspection only revealed a cracked u/c door, split wing tape and that the airbrakes would not lock. Later inspection showed more substantial damage.								
051	ASW 27	??421	Minor	16-May-04 1615	Melton Mowbray	-	None	500
During a cross-country flight the pilot was caught out by deteriorating conditions in an area of poor fields. Apart from crop fields the only available field sloped downhill. Landing across trees and a road the pilot could not slow down and so induced a ground loop to avoid trees and a ditch at the bottom of the field.								
052	DG-400 motorglider	G-DGCD	Minor	23-May-04	Kirton Lindsey	69	None	3300
This motorglider suffered an engine failure at about 150ft on take-off. Without enough room to land ahead the pilot made a slight turn to left on to a downwind runway. The aircraft landed firmly and ran over a ridge hidden by the grass, which caused the undercarriage to collapse. A failed thermocouple caused the engine failure.								
053	Pegase	3368	Substantial	04-Jun-04 1500	Bidford	35	None	16
After his first flight on type a week previously, the pilot took a second launch in the Pegase. This resulted in a PIO and the aerotow cable back-released. He landed ahead safely. After a re-brief on the tendency to PIO on this type he made a second attempt. This time the PIO was severe and the glider was substantially damaged.								
054	ASW 19B & Falke	4550	Minor & Substantial	05-Jun-04 1649	Winthorpe	56	None	79
During the aerotow ground run the glider's left wing dropped, possibly caused by the propwash of the tug. The pilot released but could not correct the swing. The glider's wing just missed a fence but hit and seriously damaged a parked motorglider.								
055	K-13	---	Minor	Jun-04 1300	Incident Rpt	-	None	-
Two instructors were moving the gliders preparatory to flight after a rain shower had interrupted flying. The K-13 had been parked too close to a Standard Cirrus and they did not check the clearance. As a result the leading edge hit the trailing edge of the Cirrus and caused minor damage to the K-13's leading edge.								

cont. overleaf

056	ASW 28	4969	Substantial	27-May-04 1421	Spain, nr Ocana	48	None	1833
<p>This accident occurred during a competition flight in Spain when the conditions deteriorated. The pilot flew to an area of flat land but there were only small fields. He tried to soar at 400ft near a possible field but dropped a wing, lost height and made a hurried landing, changing approach direction and undershooting into an earth bank.</p>								
057	K-21	2922	Minor	13-Jun-04 1602	Hinton in the Hedges	48	None	74
<p>The pilot decided to change his landing runway to avoid other landed gliders on the other, intersecting runway. He flew past a stationary glider before making a low turn to re-align with the other runway. He failed to allow enough height and caught a wingtip in the long grass, which resulted in a severe ground loop.</p>								
058	ASW 19	5037	Minor	13-Jun-04 1700	Feshiebridge	40	Minor	27
<p>The pilot made a normal approach in the slightly blustery conditions. After reducing the airbrakes during the last part of the descent, the glider failed to round out fully and it bounced back into the air. The pilot recovered but this resulted in another bounce. After this one the glider landed heavily nose down, damaging the glider.</p>								
059	K-13	-	Substantial	22-May-04 1525	Parham	27	Minor	1
<p>After a check flight, the pilot was making his third solo flight. After a good circuit and approach, the glider was seen to lose speed and pitch down into the ground. The heavy nose impact caused substantial damage. Despite the unchallenging conditions of the day it was suspected that his inexperience may have contributed to the accident.</p>								
060	ASW 19B	2499	Substantial	19-Jun-04 1619	Llantisilio	59	None	110
<p>The pilot decided to land into wind diagonally across the mown strip. He reported that at about 50ft on the approach he had a sudden loss of airspeed. As a result the glider landed very heavily and spun around as a wing touched the ground. The rear fuselage snapped as it struck the ground moving backwards.</p>								
061	ASW 28-18	KGN	Minor	14-Jul-04 1548	Booker	-	None	707
<p>The pilot had just completed a competition flight and joined the circuit. He forgot to lower the undercarriage until just before touchdown. Changing hands on the control column resulted in a very heavy landing before the gear was fully locked down. The glider's lower fuselage was cracked by the impact.</p>								
062	Pegase 101	3560	Minor	22-May-04 1500	Snitterfield	50	None	83
<p>This was the pilot's third flight on this, his first retractable undercarriage aircraft. After soaring for an hour he returned and landed with the wheel still retracted. The undulating area of the field he landed on, while suitable for normal landings, caused minor damage to the fuselage.</p>								
063	K-6CA	-	Minor	May-04 1210	Incident Rpt	-	None	-
<p>After towing out a cable to the launchpoint and dropping it off, the retrieve van driver turned to drive around the wing of a parked glider. He misjudged the distance and drove over the outer 18 inches of the wing tip.</p>								
064	PIK 20	2092	Substantial	19-Jun-04 1430	Sandhill Farm	61	None	360
<p>Returning to the airfield ahead of an approaching cloudburst the pilot misjudged the conditions and went too far back before turning on to base leg. He applied landing flap when far back and low and tried to stretch the glide over the boundary hedge rather than landing in the undershoot crop field. He landed very heavily.</p>								
065	SZD Junior	3847	Minor	30-May-04 1620	Aboyne	33	None	9
<p>Returning to the airfield, the pilot was probably tired after a two-hour flight, and misjudged the effect of lift in the circuit. A high circuit was flown and then, distracted by the trimmer "popping out", the pilot flew a fast, full airbrake approach, after which the rate of descent was not reduced prior to landing. A bounce and heavy landing followed.</p>								
066	Duo Discus	-	Minor	19-Jun-04 1600	Husbands Bosworth	- 51	None None	- 650
<p>During the final part of the landing ground run the glider hit a pothole. This caused the wheel to compress the suspension and raise the wheel, allowing the undercarriage doors to impact the ground. This split one of the doors. This was the second similar event within one week.</p>								
067	T-21B	3324	Substantial	01-Jul-04 1935	Campbill	65 20	None None	350 100
<p>Despite advice to avoid low final turns, the visiting pilot continued to fly the local ridge down to about 30ft and, at the last minute, decided to land downwind on the airfield. Due to the lack of height the wingtip caught the ground and the glider ground-looped, causing substantial damage but fortunately no injuries.</p>								

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LASHAM Gliding Society Notice of Share Buy-Back

In the 1960's Lasham Gliding Society raised funds through the sale of 5 shilling shares. This form of fund raising is now considered to be redundant.

In order to simplify the share structure of the Society the following resolution was passed at this year's AGM:

By a resolution of the General Meeting of the Society on 12th April 2003, all certified shares in issue are cancelled and their par value is refundable from the society.

Lasham Gliding Society will buy-back all such shares at their face value.

Please note that the deadline for claims is 31st October 2005.

For a Share Redemption form please contact the Secretary, Lasham Gliding Society, Lasham Airfield, Lasham, Hampshire, GU34 5SS. Tel: 01256 384900

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Please remember that, if you are emailing text, your advert may not appear unless we have received payment by post or credit card by the deadline. The deadline for classifieds to be included in the December 2004-January 2005 issue of S&G is **November 5, 2004** after which any adverts received will be published in the following issue.

Text: 80p/word, minimum twenty words (£16).
Black and white photographs: £6 extra
Box number: £3 extra. All prices include VAT.

FOR SALE

The BGA is clearing out duplicate back issues of Gliding and Sailplane & Gliding, which run from the 1950s to the 1990s. Preference will be given to BGA clubs and individuals who are trying to build up collections of the magazine and any money raised will go towards preserving the BGA's own archive. Nearly all the issues will be sold in lots rather than individually. If you'd like a list of what's available, please email beverley@gliding.co.uk as soon as possible or call her on 0116 253 1051

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