

Sailplane & Gliding



Gold Standards

A first for Jez... and a second one for Andy

Guy Westgate sets off for Mount Etna

Adrian Emck flies 750km – in a K-6

Oct – Nov 2003
£3.75 Vol. 54 No. 5





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British Gliding Association

October ~ November 2003
Volume 54 No 5

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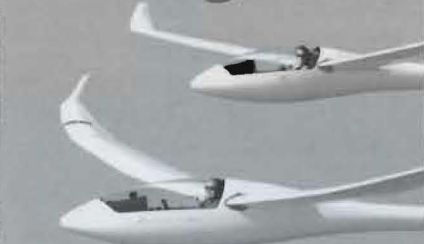
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Double successes for Britain at the worlds this summer: Andy Davis won his second Standard Class Gold while, at Juniors level, Jez Hood, top, took over from Jay Rebbeck as Standard Class Champion (the White Planes picture co.)

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Get down to your local

I'M SURE you will have read about the fantastic results that the British teams achieved in the world championship events earlier this summer. A great result for British gliding and one that confirms us as one of the top, if not the top gliding nation.

We have worked hard over the summer to ensure that the championships have had as much exposure as possible in the national press. We managed to get the results printed in *The Times* and *The Telegraph* after just about every one of the 33 competition days, had a number of small editorial mentions and saw feature articles printed about two of our defending champions, Gill Spreckley and Steve Jones. I would have liked to have managed more, but we must not underestimate the difficulty of placing gliding stories in the national press, especially when the competitions took place during the peak weeks of the summer sporting season.

What I was very pleased about, however, was the amount of local coverage that we managed to achieve. There was a slot on Carlton Central following Jez Hood's win in the Juniors, including an in-cockpit interview and pictures from the event at Nitra. BBC *Points West* transmitted a similar one featuring Andy Davis after his win at

Leszno. Andy gave a couple of local radio interviews and I was on BBC Radio Nottingham breaking the news of Jez's win.

We targeted stories at the local press covering each team member's home and club before the championships started and after they finished. Again, we had a very high success rate with some very nice features being published.

So, what is the lesson from all of this?

Quite simply, your local media offers a fantastic channel for you to get the gliding message across to your local community.

I notice from the August-September *S&G* that Wally Kahn makes a similar point in his letter (p9). I can only endorse everything he says. Wally said to contact your local paper whenever somebody "goes solo, gets Bronze or higher, makes instructor...". But don't be constrained by that – contact your paper with Inter-Club League results, details of your members' participation in regionals and nationals, let them know if somebody is going off to fly in Oz, South Africa or other equally exotic places, even if it is just for a holiday. Tell them about it before the event takes place and tell them about it again after it has taken place – with luck you will get two mentions.

If your club draws members from a wide area, target both your local newspaper and the participant's. That way your single story might get four mentions.

Supply photographs. This will make your story even more attractive to the press and the resulting story will be bigger and more eye-catching. Doing this is easier than ever thanks to the new generation of digital cameras.

If you need background information about gliding to help the press pad a news item out into a feature, I have a range of material available. Either contact me or download it from the new press section on the BGA website: www.gliding.co.uk/press/index.htm

Don't limit yourself to your local papers. If the story is good enough – a win at the nationals, for example – get on to your local radio station. If you've got video footage (it doesn't need to be of the highest quality) try to interest your local TV news. Although competitive gliding can be a bit complicated for the general public to grasp, a short clip makes sensational viewing.

It all takes a bit of effort, but it can be very effective (and can be quite fun too).

Keith Auchterlonie
BGA Communications Officer



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AT the prizegiving at the Open Class Nationals (report next issue), Peter Hearne, Vice-President of the BGA, presented the Association with a new trophy called the 1,000km trophy (designed by Steve Longland and made by Martin Wilde of West Malling). BGA Chairman David Roberts says: "The BGA would like to thank Peter most sincerely for commissioning and presenting this new trophy to the BGA." The object of the award is to encourage more attempts on the 1,000km distance in flights originating in the UK. In making the award Peter pointed out that it was 29 years since Chris Garton had completed an 800km O/R (Lasham-Durham) in a Kestrel 19 and suggested we set our sights up a notch. He also announced that the first names on the trophy, were Chris Pullen and Chris Rollings (seen right, with the trophy) for the first – and so far, only – 1,000km flight in the UK (in June 1995). Peter handed the trophy to Chris Rollings to retain until the BGA AGM in 2004



the White Planes picture co.

Results of this summer's competitions

CONGRATULATIONS to the glider pilots mentioned below for their achievements in this summer's competitions.

The winners of the **World Class World Championships**, held alongside the Junior Worlds, were: 1, Sebastian Kawa (Poland); 2, Matthieu Kril (France); 3, Richard Montigny (France). The British did not enter. Full results at <http://events.fai.org/>

The winners of the **10th World Glider Aerobatics Championship** in Hungary in August were: 1, Ferenc Toth (Hungary); 2, Jerzu Makula (Poland); 3, Georgiy Kaminskiy (Russia); 51, Andy Cunningham; 52, Chris Cain. (www.wgac2003.com).

Eastern Regionals: 1, Mike Jordy/Claire Emson; 2, John Wilton; 3, Angus Watson.

Northern Regionals: 1, Graham Morris; 2, Richie Toon; 3, Simon Barker. **Club Class Nationals:** 1, Richard Hood; 2, Jay Rebbeck;

3, Henry Rebbeck; **Open Class Nationals:** 1, Russell Cheetham; 2, Robin May; 3, Dave Allison. **Inter-Services Regionals:** (Sport Class) 1, Allan Tribe; 2, Cris Emson; 3, Daz Smith; (Open Class) 1, Pete Stratton; 2, Simon Adlard; 3, Claire Emson, John Tanner, Rose Johnson. **Dunstable Regionals:** (Red) 1, Rob Brimfield; 2, Bob King; 3, Bill Craig; (Blue) 1, Andrew May; 2, Malcolm Birch; 3, Mark Dalton. **15-Metre Nationals:** 1, Steve Jones; 2, Tim Scott; 3, Paul Brice. **Grandsden Regionals:** (Club) 1, Darren Arkwright; 2, Jerry Pack; 3, Nigel Gough; (Sport) 1, Simon Redman; 2, John Wilton; 3, Paul Rice. **Junior Championships:** 1, Jez Hood; 2, Ian Craigie; 3, Leigh/Anna Wells.

□ For the 28th Worlds and the 3rd Junior Worlds, see pp26-31. Remaining nationals reports, some regionals reports and results for BGA-rated UK comps next issue

CAA Safety Evenings

06/10/03	Headcorn	tel 01622 891539
07/10/03	Oxford	tel 01865 841234
08/10/03	Goodwood	tel 01243755066
09/10/03	Leicester	tel 0116 2592360
20/10/03	Carlisle	tel 01228 573490
21/10/03	Prestwick	tel 01292 476523
23/10/03	Kirknewton	tel 01506 885555
27/10/03	Wickenby	tel 01673 885886
01/12/03	Thrupton	tel 01264 773900
02/12/03	Bournemouth	tel 01202 578558
03/12/03	Plymouth	tel 01752 773335
04/12/03	Bidford	tel 01789 772606
10/12/03	Cranfield	tel 01234 752819
11/12/03	RAF Fairford	tel 01285 714048
21/01/04	Crowfield	tel 01473 644027
27/01/04	Shobdon	tel 01568 708369
28/01/04	West Wales	tel 01239 811100
29/01/04	Mona	tel 01248 714040
05/02/04	Panshangar	tel 01707 391791
11/02/04	Glenrothes	tel 01592 753792
08/03/04	Leeds	tel 0113 2387130
10/03/04	Popham	tel 01256 397733
11/03/04	Exeter	tel 07970 251386

The BGA is also planning safety evenings – see p6.

Team success

BRITISH teams have excelled at international level again this summer. Their tally includes two Golds, two Silvers and a Bronze medal as well as plenty of top ten placings. BGA Chairman David Roberts comments: "On behalf of the BGA, I congratulate the whole team on a wonderful performance. We are delighted with Andy Davis's well-deserved win in the Standard Class, achieved through total dedication to the aim, combined with superlative skills and experience. The silver and bronze medals achieved by Steve and Phil Jones in the 18-Metre Class, together with fourth places for Pete Harvey and Dave Watt in the Open and 15-Metre Classes, demonstrate the depth of world-class ability in UK gliding, which is recognised as being pre-eminent at world level. The strength in depth of top British Junior pilots, evidenced by gold and silver medals this year for Jez Hood and Luke Rebbeck, backs this up and augurs well for the future. Well done!"

The results of these contests have been included in the IGC Pilot Ranking system, leading to three new pilots occupying the top positions. Number one ranked pilot in the World is John Coutts from New Zealand, followed by Andy Davis; and in third position is Holger Karow from Germany. <http://rankings.fai.org/gliding/>

The 2003 Club Chairmen's Conference will be held at The Soaring Centre, Husbands Bosworth, on Saturday, November 1. A wide range of topics will be discussed, including the impact of EASA on clubs, and the future of the BGA coaching operation.

A recent accident has again raised a question mark over the value and advisability of having an audible warning system fitted to gliders with a retractable undercarriage. There are many well-documented cases of pilots being badly injured, sometimes fatally, and gliders damaged or written-off as the result of distraction caused by an alarm sounding late in a landing approach. Yet pilots who inadvertently land with the undercarriage retracted rarely suffer more than injured pride and occasionally a dent in the wallet incurred afterwards in the club bar. Anecdotal evidence suggests that since undercarriage warning systems were removed from the RAFGSA fleet, wheel-up landings have not increased significantly but injury/damage levels have reduced dramatically.

Remember that you must check NOTAMS before flying (www.ais.org.uk). On August 3 a Red Arrows display had to be modified because of an infringement, harming our image with thousands of spectators.

The BGA AGM and Conference will be held on March 6, 2004, at Eastwood Hall, nr Nottingham.

Lincolnshire GC invites friends and ex-members to a buffet dance on October 11 to celebrate 25 years at Strubby (www.lincolnshireglidingclub.co.uk or 07966 468502/01507 607922)

The BAE SYSTEMS Avionics University Gliding Bursary scheme wants to expand after a successful start last year, when 123 were given. It provides financial assistance to glider pilots with a strong academic background and an innovative mind, who can apply these qualities to the development of the sport and its aircraft/equipment. If you feel your university club should be participating, contact Afandi Darlington (afandi@optimal-aerodynamics.com) or www.gliding.co.uk/bgainfo/juniors/baebursary.htm

The Ted Lysakowski Memorial Trust aims to help UK-based pilots advance their cross-country and competition skills. This year it provided a week's cross-country course at Lasham, sent two pilots to a mountain flying course at Rieti, and two more flew with Nationals and British Team pilots *Hors Concours* at the Open Class Nationals. Applications for the 2004 programme should be made by the end of October 2003: get the form from your CFI, or from George_Metcalle@uk.ibm.com

The interface between the Health and Safety Executive and the Civil Aviation Authority is outlined in a memorandum of agreement available via: <http://www.gliding.co.uk/bgainfo/safety/forms.htm>

National Ladder news is at www.bgaladder.co.uk

Lottery: the winner of the BGA 1000 Club Lottery for July 2003 was A Mason (£41.50), with runners-up NF Holmes and C Waller (£20.75). August winner was MJ Wells (£41.00) with runners-up MP Wilson and L Hood (£20.50).

Old problems and a new initiative

THIS YEAR will undoubtedly produce some record figures for levels of gliding activity in the United Kingdom. Tragically, 2003 has also been marked by another significant rise in the number of accidents that have resulted in fatalities. This does not mean that our continued efforts to maintain and indeed raise safety awareness should be regarded as failing. It may be a rather negative analogy, but consider the impact of ceasing to fund road safety initiatives in the light of a mounting accident rate!

Against a background of increased activity, a corresponding increase in our accident rate may be expected but cannot be accepted as a natural consequence. Whilst reduction of the underlying fatal accident rate to zero may be an impossible dream, chipping away at the entirely preventable re-occurrence of accidents caused by inexperience, over-confidence or poor supervision is vital. Throughout our gliding movement, from student pilots to pundits, promotion of safety and safety culture must be encouraged.

Dissemination of information gained from analysis of individual accidents plays an important part in developing safety awareness. In the case of fatal accidents, particular care must be taken when considering the publication of information in order to avoid compromising the official reports from either the AAIB or the BGA Accident Investigator and the Coroner.

Such constraints and the length of time taken by the legal processes can make publication of timely advice in the form of a Safety Flash very difficult indeed.

Nevertheless, the Safety Flash is a valuable and effective tool for communicating the safety message and several notices will be published in the coming weeks addressing a range of issues, including winch launch techniques and undercarriage warning systems (see also news item on page 5).

On a positive note, recognising the success of the well-established CAA Safety Evening, the BGA Safety Committee is currently developing a similar presentation format aimed specifically at glider pilots. This initiative is intended to address a certain insularity encountered amongst soaring pilots, who are reluctant to attend the CAA presentation because of the understandable bias towards power pilots. While material is being developed at the moment, a series of trial presentations is being planned for the coming winter season.

If anyone feels inspired to get involved in the safety effort, please do not hesitate to get in touch with me via the BGA Office or the BGA website.

Kevin Moloney
Chairman, BGA Safety Committee

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Right to roam – update

THE British Gliding Association has been following the implementation of the CROW (Countryside and Rights of Way) Act since it received Royal Assent in November 2000. Two reports have already been published in *S&G* (June-July 2001 and February-March 2002) emphasising the need for gliding sites to be registered as “excepted land” in order to avoid being included as “access land” to which the public has a right of free access. Although right of access applies only to the categories of mountain, moor, heath, downland and registered common land, concern has been expressed by the gliding movement lest that right should be deemed to allow open access to gliding sites, where uncontrolled ramblers might present a significant hazard to gliding operations and additional risks to clubs.

When I last reported progress in *S&G*, eight areas of England had still to be mapped and subjected to a consultation process before the production of the final or “Conclusive Maps” could take place. The process in Wales is a separate one.

The Commencement Order, based on the conclusive maps, cannot be implemented until the completion of the consultation process and the production of conclusive maps for each of the eight areas. That was expected to take place in late 2004 or early 2005. However, the timing has now slipped back a little and the new deadlines are now based upon Regional Commencement Orders. The first of these will be for the South-East and Central Southern England in Summer 2004 and will be phased, in pairs, until commencement orders for the final areas (West and East Midlands) which are expected to be issued in late 2005. Paul Johnson, Senior Access Advisor at the Countryside Agency, has updated the present position, as shown in the table below.

In February-March 2002, we reported that gliding sites need to be registered as “excepted land” to avoid being shown as access land on the conclusive “Right to

Roam” maps. For the avoidance of doubt, one of the definitions of excepted land appears at Schedule 1, Part 1 of the Act as: “land used for the purpose of a golf course, racecourse or aerodrome”. For the further avoidance of doubt, the Safety Regulation Group of the CAA has defined “aerodrome” as: “A defined area on land or water (including any buildings, installations and equipment) intended for the arrival, departure and surface movement of aircraft”.

A procedure for registering excepted land has never been formalised and registration now appears as a less likely solution to the problem. The Department for Farming and Rural Affairs (DEFRA) has convened a multi-interest working group to consider what information can sensibly be gathered about such sites. A meeting with the relevant key bodies, at which the BGA hopes to be represented, is likely to be called to clarify the best approach.

Meanwhile, all clubs are advised to check the access maps for their sites. These are available as hard copies at some (not all) public libraries. By far the easiest method is to visit the Countryside Agency’s website www.countryside.gov.uk/access/mapping (For Wales, see the Countryside Council for Wales website at www.ccw.gov.uk). Either provide a grid reference or, easier still, the site’s postcode, and a map will appear on your screen. The precise location is adjustable in any direction by clicking on cardinal point markers until the image is centred on your site.

If your site appears coloured yellow or green on the draft or provisional map (signifying that the Countryside Agency regards it as open country or registered common land) then please inform the BGA immediately. We will then determine the true extent of the problem and will negotiate with the Countryside Agency at a national, co-ordinated level, as the governing body for gliding.

Roger Coote, BGA Development Officer

Original Plan	Projected timetable	Latest update, August 2003
First draft maps available for inspection, followed by 3-month consultation period	Autumn 2001	Draft maps now available for all eight areas
First Provisional Maps available for inspection.	June 2002	Provisional Maps available for SE, Lower NW and Central Southern areas
First Conclusive Maps available	June 2003	No Conclusive Maps issued, to date. First Conclusive Maps now unlikely before 2004
Conclusive Maps available for all eight areas of England	June 2004	Conclusive Maps not all available until the second half of 2005
Commencement Order	2004–2005	Phased Commencement Orders on a regional basis beginning Summer 2004 with completion in 2005 for England and Wales

See and avoid?

I READ the article *See and avoid* (August-September 2003, p28) with great interest, as poor lookout (or rather SEE out!) has been one of the major reasons for me to postpone sending P2s solo. This has often put me in an impossible situation, as the frustrated incipient solo pilot swings his/her head from side to side and up and down like some demented chicken with a broken neck, completely ineffectively, in a vain attempt to convince me of their exceptionally good lookout. This has on occasion prompted the question from me: “have you seen the other aircraft?” In most cases this initiates another bout of neck exercise (revealing that they haven’t!) – sometimes actually looking directly at the aircraft in question perhaps twice without SEEING it – all this while they are blissfully unaware that there is more than one “other aircraft” to worry about.

I have timed a P2 having more than 20 seconds between such frenzied lookout spasms. This is serious: I realised immediately what I had done. While I watched his poor lookout, I wasn’t looking either! Maybe we need three-seat, two-instructor gliders?

The effectiveness of a pilot’s lookout relies on good technique, as the BGA patter notes suggest: “scan the *full field of view*, pausing from time to time, looking above and below the horizon as well as on it”. So, move your head as far as your neck allows in all directions, pausing now and then to let your eyes scan an area, then another, and so on; attention should be concentrated in the direction of any turn, but not exclusively.

I assume that most mid-air collisions involving a glider (other than in competition gaggles) are collisions with another glider within “local soaring” of their home site. Surely this indicates an awareness problem? How many pilots involved in these collisions thought about how many other aircraft were likely to be airborne local from their club? Who they are? What competence levels are they at? Do these pilots check the opposite side of the circuit while downwind to avoid conflicting base legs? What about visitors, by road or by air?

One glaring reason for poor lookout is the amount of time spent reading all instruments every time they look at the panel. Perhaps it can be assumed that at the moment of collision at least one pilot’s attention is on the panel? Maybe we make the panel too entertaining with the technologies available? To illustrate how to improve instrument scan I often compare it to driving: “you don’t drive along staring at the speedo for minutes on end, do you?” Or perhaps I’ll give them a quick glance at my watch and ask them what the time is. If they don’t get it the first time, invariably they do the second. The obvious comparison is that the same is possible with instrument scan.

Glance at one instrument each time, then continue your lookout whilst figuring what it told you. If you didn’t get it with the first “snapshot”, invariably you will with the

➤ second. Practice makes perfect.

Two things you can be certain of, as long as there's more than one flying machine in the world, mid-air will continue to occur, and I shall continue to prevent any pilot with poor lookout flying solo as long as I have a rating.

Looking isn't enough, *seeing* is vital!
Bob Burden, WESTWELL, Kent

Are parachutes always useful?

WHILST at a gliding club recently, I noticed a tractor driver go past wearing a parachute. I can't think of many situations where a parachute would be much use to a tractor driver. However, I could think of one or two where inadvertent opening of a parachute might be quite serious/fatal. Maybe this is not recommended practice?

Martin Ellis, DONCASTER, South Yorks

The long arm of the law

I RECENTLY received a very polite letter from the Wiltshire police to tell me that a speed camera had photographed me while I was exceeding the 50mph limit on the A303 in Wiltshire. I was much relieved that it was just a warning with no intention to prosecute. However, as the limit on this well-travelled stretch or road (*en route* to The Park) is 60, not 50, I called to ask whether they were sure of their facts. An also polite lady took my call and went away to investigate, calling me back a few moments later to say that the photo showed that I had been towing a long white trailer, possibly a glider. She confirmed that speed cameras can detect whether the vehicle is towing, and that the towing speed limit is 50 on single carriageways. Whoops! Clever technology, eh?

Mike Thorne, via email

Bandits in Spain

IF YOU are in the habit of making the pilgrimage to the Mecca of thermals in the Spanish mountains, read on. There are Bandits in them there hills and they can seriously modify your holiday high spirits!

Pete, my gliding buddy, and I were hauling glider trailers through central Spain and stopped to fuel up. Nothing sinister in that, but things changed rapidly. We were only a few kilometres further along the motorway when Pete called to advise that his trailer tyre had shredded and he had managed to pull off safely. I continued up ahead and stopped at a deserted rest stop to wait for him. A man dressed like a roadman appeared out of nowhere gesticulating towards my rear tyre. Sure enough, it too was flat.

I got out and commenced unloading luggage to get to the spare. Meanwhile the roadman appeared determined to help. I didn't need his help so he hovered close by. My luggage was just at my feet. Another car appeared on the other side of the rest stop and a man got out talking in rapid gibberish, pointing back along the road.

Well, I was well aware that my buddy was back there on the road! That's all it took to distract my attention. The bandits grabbed my stuff, dived into their car and scarpered. Let me tell you, the air was blue.

There I was, hooked to a glider trailer with three wheels on my car, stranded. Even the combined use of a string of rarely used expletives and mighty stomping leaps did nothing to appease my anger.

My buddy appeared just a few minutes later and, guess what, he too had lost his stuff. The gang robbed him and followed up on me. Well, when you've lost all your money, passport, every licence imaginable and logbooks plus a laptop with your life contained on its little disks, you do learn something.

So take heed. When you stop for fuel or at rest stop, watch your vehicle closely. Check tyres for damage prior to setting off again. Don't ever leave your vehicle unlocked even when changing a tyre. Put your kit back in. Tuck your important bits away. These guys appear helpful (help themselves to an armful) and keen to point out that you should lay out your emergency triangle, so they can nip into your car while you are strolling along the hard shoulder. Lastly, we all know we should back up our computers!

You are vulnerable and if the trailer tyre gives way while you are driving, losing your valuables could be the least of your worries.

So you may ask, did we manage to adjust our attitude and enjoy our flying? Yes, indeed we did. Cracking thermals and big cross-countries did the trick.

A last thought. Pete and I both lost a great stash of male "condom" like things, for peeing in the glider of course. Lord knows what the bandits thought we were up to!

Roy Wilson, ABERDEEN, Scotland

Enemy action....

WATCH out for well-organised bandit gangs, who managed to pick off four of our number on the drive down to Fuentemilanos, where I flew my 750km (see p22 of this issue). Two Brits, one German, one Dutch: 6.67 per cent casualties out of 60 rigs in two weeks. Gangs of at least four, with a woman sometimes, in two cars at least, attack your trailer or car tyre using an AutoRoute petrol station.

After casing your car for valuables, a gang member uses a sharp bicycle spoke, and waits, as you drive off, for the inevitable flat, then approach you with a bogus promise of help. They may look respectable or sport a yellow Rentokil jacket, pretend your triangle is in the wrong place, or show you a 'bolt' that has fallen off your trailer. A rolled up newspaper hides a knife. The thieves then jump your unlocked car while other gang members distract you with conversation.

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

The deadline for the next issue is **October 14**



Who's been following your trailer? For a salutary tale, see *Bandits in Spain and Enemy Action*, on this page

Throwing your goods into the back of an open boot which cleverly hides their number plate on the raised lid as they drive off, leaving you with your flat tyre, and a two or three hour delay of form filling with disinterested police.

Keep your car locked at all times and travel in close convoy. Watch over friends when they pay for petrol. Ostentatious checking and alertness shows that you are on to them. If you do have a flat, ensure valuables are not exposed when you remove your spare tyre. (We can't find our valuables on the car journey so I bet thieves wouldn't either!) Gliders are clearly targeted, so drive a tatty car; keeping contact with ground radio large roof Icom aerial may put off thieves.

Adrian Emck, via email

The cost of instructing

WITH reference to Richard Fitch's letter (*An assistant instructor writes*, August-September 2003, p8), the main point is that Full Cats can brush up at their own club. If they are currently teaching to the standard set at the Ass cat course with the benefit of having instructed for some time to improve fluency they should have no problem with the flying. If they do need to train a lot then they need to do it to be an efficient Ass Cat. The ground school subjects can be mugged up at home or, better still, they could run a Bronze course at the club since the best way to learn is to prepare a lecture/s. Mutual aid by others in the club on wet days can also be enlightening and prove an eye-opener. The Full Cat test can be done in a day with a regional examiner and is to ensure that the standard of flying is up to scratch and the depth of knowledge is sufficient to teach Bronze pilots. Most of the cost is time in the evenings and flying fees on the test and any flying needed at base to get up to speed.

All we would ask is that the instructor is knowledgeable about the things they teach and can teach them to a reasonable standard. The BGA Full Cat prep courses were introduced to help aspirants who couldn't get any help at home.

Bob Pettifer, Chairman, BGA Instructors' Committee

Cowl flaps on Pawnees?

I FOUND Phil Phillips' article (August-September 2003, p60) on the shock cooling of Lycoming engines most interesting and it reflects our experience here at Southdown GC. I would enquire if the Lasham tugs are fitted with the faster response CHT systems as standard or whether they have reverted to the normal manufacturer's fit. I used to work for the UK CAA and at one time had a visit from my opposite number from the Australian CAA to discuss the use of Mo-gas, amongst many other subjects. In discussions I was told that there was an Australian modification to fit a cowl flap to the cowl exit on Pawnee aircraft to alleviate the shock cooling when throttling back following a full power climb. Over the years I have tried to find references to this mod but without success. I wonder if any visitors to the Australian clubs have ever seen it fitted?

Jim Tucker (Ex-CAA Design Surveyor), STORRINGTON, West Sussex

Wind-farms: friend or foe?

SHAME on Roger Coote for his article on windmills (*Tilting at wind-farms*, August-September 2003, p12), making the BGA appear like just another NIMBY on this subject. Of course we need to know if a wind farm is being planned right next door to a gliding site, but within 30km, come on: how many glider pilots do you know that are really concerned about structures 300ft tall that far away from base? As for the list of three concerns, he discounts the last one, leaving the physical obstruction question, already addressed above, and radar/radio interference or any other problem from them. Having flown all over Cornwall in my ASW 20 for the last ten years I can honestly say I have never experienced any wind turbine induced radio interference and as a qualified radio propagation expert I know what I am expecting to hear. Mind you, they do make very good landmarks and means of checking the ground wind direction

Gliding is a green sport or very nearly so if you discount the fossil fuel used to get us airborne. We could be totally green with electric winches powered by windmill-generated electricity or charging on-board batteries driving an electric motor "a la Silent". Don't make life any harder for those trying to solve global warming and pollution problems for you and your children.

I expect this letter will trigger the NIMBYS into producing their usual garbage and misinformation on the subject; hopefully, most glider pilots can do their own sums to expose them, though.

Bill Andrews, LAUNCESTON, Cornwall

Roger Coote, BGA Development Officer, replies: Regarding the proximity of wind turbines to gliding sites, NIMBY (not in my back yard) seems most appropriate. The issue, however, is lack of consultation

Wind-farm generated comment

I HAVE had the unique experience of serving on the BGA Executive Committee

and on the Council of the British Wind Energy Association. I cannot let Roger Coote's article in pass without comment.

It is not always appreciated how much soaring pilots' understanding of the sky has contributed to the development of wind energy. Glider pilots' experience of airflow in mountains, in particular their knowledge of standing wave patterns, has been of value in the location of wind farms, while the experience of the development of composite structures for sailplanes helped in the design of composite blades for wind turbines. The Danish International pilot, Steve Oye, works as a wind turbine designer. His experience has helped to develop a substantial Danish wind turbine manufacturing industry.

Roger Coote writes: "Wind Turbines threaten gliding in three ways. Firstly they get in the way". This characteristic they share with cathedrals, radio masts, relay masts, electricity pylons, and rotating tower restaurants, to name but a few. Personally, I much prefer to soar well above 300ft.

His second point is that wind turbines give rise to electronic interference, which has a strobe-like effect upon radar systems and can interfere with Navigational Equipment. Extensive tests have been carried out by the Radio Communications Agency and I have had some correspondence with them on these points. The strobe effect is limited to close quarters and is usually reported as a result of sunlight being deflected into a house at close quarters. Interference with radio transmissions can occur if wind turbine blades cut a directional radio beam lined up on a dish receiver some way from the transmitting aerial. There are a surprising number of these radio links up and down the country, guarded with determination by the radio authorities. A wind-farm developer has to show in his planning application that the RCA have been consulted and have raised no objection to the application.

Roger's final complaint is that wind turbines have a reputation for creating turbulence. I find this difficult to accept as a wind turbine extracts energy from the air: it does not add energy as a jet does at take-off. However, the energy is extracted from that column of air that passes through the rotor and so slows it up. The air beside the rotor is not affected in this way and so subsequent mixing takes place downwind of the turbine. It may be this that is described as turbulence. However, the distance over which mixing takes place are small. Turbines are placed about eight rotor diameters downwind of each other and this spacing is felt to be sufficient to re-establish the energy in the flow. Personally, I would not choose to land at a wind-farm for there is often very rough ground between the towers.

If Roger feels that gliding and soaring clubs do not receive the attention that he feels they should from those wishing to develop wind-farms, may I suggest that he approaches the British Wind Energy Association? He can ask them for a list of

their corporate members who are in Wind Farm Development. He could then approach these companies to draw their attention to the experience of gliding people in the local airflow and express their willingness to advise in siting their wind farms. In this way clubs would be able to influence the siting of new wind-farms to the advantages of all concerned.

Chris Riddell, HARROGATE, North Yorks

Roger Coote, BGA Development Officer, replies: The BGA has responded formally to the stakeholder feedback for the DTI Interim Guidelines and Lembit Opik has asked parliamentary questions of the Minister responsible. Nevertheless, the BGA and all GA has been ignored in the planning process and non-official safeguarding issues have been disregarded

Bronze confusion

THE Bronze test papers were issued about seven years ago, together with a list of all the possible questions, rightly named The Confuser. The confusion came from the comparatively small number of questions that had any bearing on the knowledge needed to fly safely in gliders, the number where the answers given were wrong and the number where the wording of question and answer was poor.

Over the years more of the questions have become inaccurate due to Air Law changes. For about the last five years we have been told that the papers are being revised, but no end date has been given.

For those pilots who ask for preparation for the exam, two sessions are required for each section. The first to understand the subject to keep them safe, the second to know how to pass the exam paper. I find there is very little overlap between the two.

Now, very few ask for any help in preparation. Talk and Chalk has been replaced by the website, where a couple of evenings can be enough to learn all the answers.

Provided the paper is sat within a couple of days, short-term memory will ensure a pass.

The problems then are revealed with the cross-country navigation flight, when lack of knowledge of map symbols, airspace restrictions, speed and distance, and even Rules of the Air, become apparent.

Just because the PPL papers bear no relation to the real world of VFR flying, why did we adopt a similar system and then remain with it for so long?

Bill Thorp, BRAYTON, Selby

Bob Pettifer, chairman of the BGA instructors' committee, replies: The Bronze confuser is not supposed to be an alternative to instructors training people - it is at best a check that the student either has been taught something or has managed to retain some information for further use. If you know of a way of ensuring that instructors do teach the ground subjects I would be grateful. Experience with Full Cat candidates shows that a lot of instructors are weak in the ground subject area. There are good instructors out there and it would be nice to think that all clubs do a good job with the ground school in the non-flying part of the year

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Uncertainty and change

David Roberts updates us on some of the most significant changes to UK gliding in the 70-plus years of the BGA's existence

As well as being BGA Chairman, David Roberts is a Vice President of the European Gliding Union (EGU), Board member and Treasurer of Europe Air Sports (EAS), and a Council member of the Royal Aero Club of the UK (RAeC). He is also Chairman of National Pilots Licensing Group Ltd for the NPPL.

I HAVE written in S&G about the European Aviation Safety Agency (EASA) six times in the last year or so, starting in August-September 2002 (p4), including a major article in February-March 2003 (p10). You may wish to revisit those before reading the latest news. Principal developments this summer centred on the establishment of EASA as a working Agency in the European Union (EU) and the publication of draft Implementing Rules (IRs) for Airworthiness (design, test, manufacture, certification) and Continuing Airworthiness (ie maintenance).

Establishing EASA

EASA was established under EU Regulation 1592/2002 in September 2002, but had no staff or premises. Work on drafting airworthiness rules has been carried out largely by specialist groups drawn from the European Commission (EC) Transport Directorate and Joint Aviation Authority (JAA) people, themselves often officials of national CAAs seconded to JAA. Their work has been organised around "Core Groups" for each regulatory topic, and proposed rule making has been submitted to the EC for consultation with 'industry', which includes general aviation representative bodies, and will then go forward in September for adoption in EU law.

Appointment of director

Meanwhile the EC, in conjunction with the EASA Management Board (MB) made up of a representative from each EU Member State, spent a long time trying to recruit the EASA Director – in our parlance, the Chief Executive. The first attempt failed to supply a candidate acceptable to both the EC and the MB. The relatively poor salary level for such an important senior post probably had something to do with it. In June, a second recruitment campaign resulted in the appointment of Patrick Goudou, whose background is in French military aviation. He took up his post on September 1. Under Regulation 1592, with no appointment, EASA could not act effectively in terms of issuing the required opinions of the Director on rulemaking to the EC. As no provision had been made for an interim or

locum Director, the whole legislative and consultation process has been compressed into a very short timescale. In effect, in several peoples' opinion, the EC has breached its own rules by pressing on with the planned adoption of the airworthiness and maintenance rules by the end of September 2003. This was caused also by the fact that the initial Regulation had terminated the previous 1991 legal framework from September 2003.

Distance from decision-makers

Be that as it may, we are faced with the 'real politic' of the situation, which at the time of writing (1 September) seems to be that the draft rules will be adopted in September if the Regulatory Committee of the EC approves them on 5 September through what is known as the 'comitology' process. This sounds all really dry and boring – which in many ways it is. But I have deliberately covered this aspect because it illustrates several things. Firstly, from the UK gliding and BGA standpoint, we are several steps distant from where the decisions are being taken that will fundamentally affect

'There is no guarantee that our views and opinions will be either heard or taken on board'

the future regulatory framework of our sport. Secondly, access to the decision makers in the EC is not automatic or easy, and further, even with access through the activities of the officially recognised representative body of all air sports, EAS, there is no guarantee that our views and opinions will be either heard or taken on board. As a result we have had to place great emphasis through EAS on the limited EC consultation process with written responses to the draft IRs.

Airworthiness

The draft IR (Implementation Rules) for airworthiness and environmental certification of aircraft (including gliders) and related products, parts and appliances is now known as "Part 21" of Regulation 1592. To a large extent it is a translation into EU law of Joint Aviation Requirement (JAR) 21. The scope includes issue of type certificates and changes thereto; issue of certificates of airworthiness and authorised release certificates; the issue of repair design approvals and various environmental-related requirements including noise. Aircraft with existing type certificates issued under the JAR codes gain automatic new EASA-type certificates. However, a point to be clarified is that in the UK, as a self-regulating body the BGA rather than the CAA has always issued the original airworthiness certificates for gliders. In this case the draft rules imply

that such gliders – the bulk of the UK fleet – will remain "under the responsibility of the Member State of Registry under applicable national regulations." Aircraft without such type certificates – and this applies to older gliders designed and produced before JAR 22 came in – will have their type certificate determined by EASA before 28 March 2007. There is insufficient space here to elaborate on all the aspects of Part 21. But one implication is reasonably clear; the probable need for the BGA to become an approved design organisation in order to continue certain activities by way of modifications to design, and in relation to repair schemes.

The second implication relates to instruments that come under the definition of 'appliances' or 'components'. Our instruments are not generally designed, manufactured or type certified under existing JAR codes – as far as I know – and therefore there is a whole area of debate with EASA if the EC does not accept EAS representations that instruments other than those specified in the type certificate as the minimum necessary for safe flight (altimeter, ASI) should be excluded from the scope of regulation.

Continuing Airworthiness

The draft IR for continuing airworthiness (ie, maintenance) of aircraft, products, parts and appliances and on the approval of organisations management or conducting maintenance is known now as "Part M" of Regulation 1592. This contains significant implications for UK gliding, and whilst implementation is delayed for up to five years, there are many sections we would want to make far less onerous for air sports. The EAS submission requests separate, simpler rules for aircraft up to 2,000kgs and delegated to national level so that best practices already existing in various countries can be adopted. We have also requested that the sections referring to maintenance organisations, and the qualification of people involved in maintenance, should recognise the unique aspects that volunteer individuals play in the maintenance of glider fleets, and the practices and procedures necessary in commercial aviation are unworkable economically in light aviation. Although the draft rules cross-refer to Part 66 (qualifications of maintenance personnel) this section has still been drafted for light aircraft (and gliders).

EAS's response to consultation

Only five weeks was provided by the EC for comment in writing to draft Parts 21 and M, as well as reviewing the other draft documents that on the face of it are not relevant to air sports aircraft – although Part 66 may be very relevant if it covers the qualifications for maintenance personnel.

➤ The resulting EAS response was put together over five days by myself, Rudi Schuegraf, a Vice President of EAS, and John Tempest of the UK PFA, at Egelsbach in July. Space prevents a synopsis of the response and therefore I have placed it on the BGA website with a prominent flag.

So far (September 1) the EC's 'Comment Response Document' summarising all comments received and the EC's reactions to the comments has not been published, so we cannot tell whether the final version of Parts 21 and M that go before the EC Regulatory Committee will reflect our comments during consultation.

EAS also provided comments on the draft Acceptable Means of Compliance (AMC) and Guidance Material (GM) documents for Parts 21 and M. These support the draft IRs the EC published in July and are intended to provide the function that their titles suggest.

JAR 22

JAR 22 is the glider and self-launching motorglider (SLMG) airworthiness code, which has been developed over many years and mainly with input from glider designers and other technical experts from the gliding world. It has served us well. The EC now proposes conversion of JAR22 into Certification Specification # 22 (CS22), with little change except one important aspect for SLMGs. Some of the EC Core Groups propose the specifications for engines and propellers in SLMGs should be transferred to separate CSs for engines and propellers. Not at first sight a big issue. However, the danger is that the technical specifications would in future be influenced by the technical thinking around large aircraft engines and props, and would become divorced from the simpler needs of SLMGs, with all the compliance standards and costs associated with large aircraft. CS22 should be kept as an all-embracing code. The proposal to separate engines and propellers will, I expect, be resisted strongly by the EGU.

Implications for UK gliding

Part 21 implies that the UK glider fleet will in future be on the CAA register. However, at this stage and prior to discussion with the CAA, it is uncertain as to how 'grandfather rights' will apply and whether or not the BGA register and its role of issuing original certificates of airworthiness will continue. The ability of the BGA to approve modifications is also an issue to address.

For maintenance, key issues surround the organisational status that the BGA can achieve under the EASA rules. Certainly there are provisions for the appropriate status as an airworthiness management organisation and as a maintenance organisation with approved status for individuals (inspectors). Financially, it is too early to judge what the impacts of a EU level of regulation will be. The EC has stated that its intention is not just a common set of rules and standards, but also to create an environment of economy. That remains to be seen, and as a cynic

one would guess that an extra level of bureaucracy for some air sports is likely to lead only in one direction, but for gliding the prospect is of having two extra layers above the BGA's role – the CAA and EASA.

Timescales

By October the first set of rules will be in place unless there is an about-turn in the EC in September. Latest indications are that new gliders (including imported secondhand ones) from September 28, 2003, will need to be registered with the CAA. We are in discussions with the CAA on this and will provide information as soon as the situation is clarified. Implementation of maintenance rules is not likely to be immediate.

Relationship with the CAA

The BGA's current formal relationship with the UK Civil Aviation Authority is limited to matters for which the BGA has delegation in respect of certain aspects of self-launching motor gliders and tugs, as well as the normal liaison and consultation on matters such as airspace, radios etc. In future, if EU draft rules are adopted, the scope of the relationship will widen considerably to embrace non-powered gliders, and associated pilot licence and operational issues. It is still too early to say how all this will turn out, but the BGA Executive will be considering its strategy and policy stance as a prelude to entering

'For gliding, the prospect is having two extra layers of bureaucracy above the BGA – the CAA and EASA'

into what will be the necessary discussions and negotiations with the CAA.

Our prime objective, I am fairly sure, will be to continue to run things in a similar way to that which we do now, but probably under a formal delegation from EASA through the CAA. The cost of this change will be uppermost in our minds, alongside the objective of maintaining, and where possible enhancing, safety levels in gliding.

Meetings at the Ministry

Since last autumn, wearing my Royal Aero Club hat and representing not just UK gliding but also other air sports affected by EASA, I have attended regular monthly meetings at the UK Department for Transport. This is the Ministry responsible for aviation safety, which set up an informal consultation forum on EASA issues with UK aviation industry, including air sports represented by the RAeC. This forum has been extremely useful in informing us of developments on a timely basis and as an avenue nationally for expressing our concerns. The meeting chairman is the UK senior civil servant representing the UK on the EASA MB and is its Vice Chairman.

On the horizon

Although airworthiness implementation will spread across several years, the next set of

draft IRs to hit us for consultation will be Pilot Licensing and then Operations. It is expected that these will be published for consultation in late 2003. Clearly there will be a further round of hectic activity, consultation, drafting responses, and generally trying to secure the right outcome. As stated previously, I suspect the key issue on licensing will be medical fitness requirements and whether or not the EC will accept the self-declaration basis with GP endorsement. If rational and objective risk analysis is accepted by the EC and EASA then I am reasonably confident we shall win the argument. However, I have yet to see much evidence on the airworthiness front of objective risk analysis and regulatory impact assessments having much of a part in the decision making process of the EC. Meanwhile we are working in the EGU to develop proposals for a European Glider Pilots licence for recommending to EASA, through EAS, for adoption. That is unless we can persuade EASA and the EC to exempt pilots of aircraft less than, say, 2,000kgs from EU legislation on licensing.

Importance of EAS and EGU

I cannot stress enough the importance of having, and playing an active role in, pan-European representative bodies. Without these bodies we would have little or no access to or influence on the European forum of regulatory developments. The EGU looks after gliding-specific issues whilst EAS spans all air sports and takes input from EGU into its deliberations, which then translate into policy and representation at the EU level. At EGU we are in the process of restructuring the organisation to better meet the needs of European glider pilots, whilst EAS faces the need to transition from a purely volunteer-based organisation into a properly funded, professional, representative organisation. At present EAS has an annual income of 33,000 euros, with which it can only cover mainly volunteer officers' travel and other expenses and meetings. It needs a small full-time staff – maybe only two or three – and an office in Brussels. The EAS Board will discuss this in late September and for which I hope proposals will emerge for debate and action by the National Aero Club members in April 2004 at Cambridge.

Finally

These developments with EASA represent significant uncertainty and imposed change. The BGA is vigorously representing the interests of all UK glider pilots by being proactive at the European level. The outcomes are not yet known and may take months if not years to become clear, but we shall fight for retaining as much as we can of the freedoms that we have always enjoyed from unnecessary bureaucracy.

Further information: this article covers but the bare bones of what is going on. For the draft IRs (Part 21 & Part M), go to www.euroopa.eu.int/comex/transport/air/safety/easa_implementation_en.htm For the EAS response to Parts 21 and M see www.gliding.co.uk – the BGA will issue further information to clubs and post it there



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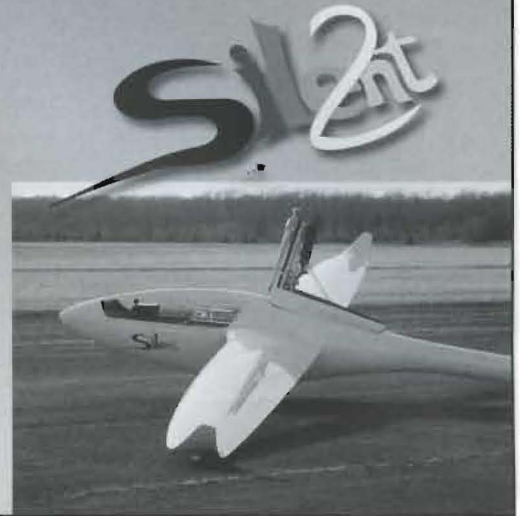
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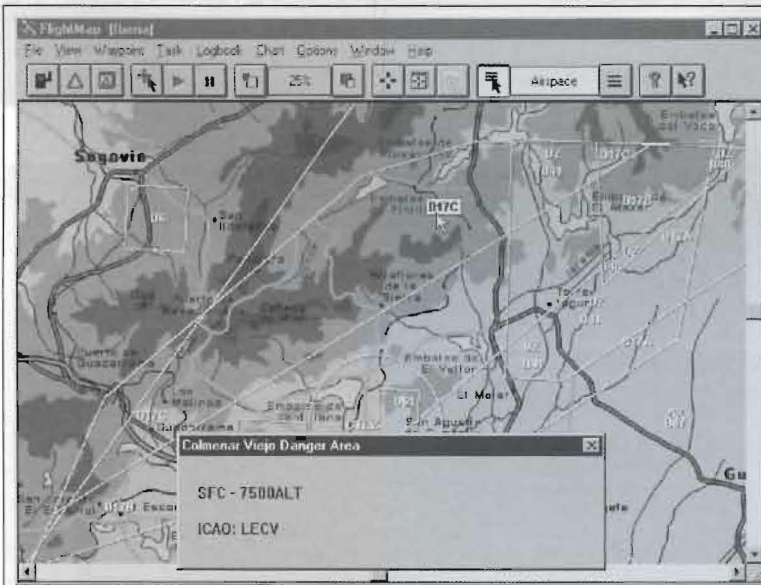
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TAIL FEATHERS

by Platypus



Smirnoff on the rocks

WHEN I told my British gliding friends that I was going to take part in a trans-USA glider race, the cognoscenti said: "Of course! Just like the Smirnoff Derby in the 1970s." The real sophisticates amongst them even correctly pronounced Derby "Durrby" rather than "Dahby".

In fact, the only similarities between Return to Kitty Hawk (RTKH) and the old Smirnoff races were that a) sailplanes were used in both cases, and b) the USA is still enormous. There the resemblance ends.

In the '70s, vodka producers were eager to promote a newly fashionable way of

World Champion, George Lee. In short, the Smirnoff was an elite show. By contrast, we RTKH entrants, while not exactly a rabble, were a self-selected bunch of some 40-odd adventurers adventurers – ranging from winners of three World Championships to novices with few cross-country hours and no competition experience – who had the aircraft, time and money for 1,000 gallons of fuel.

In the Smirnoff the pilots not only had free gliders and every travelling comfort lavished on them, but like prize fighters had a purse of \$3,500 presented to them for their pains. George Moffat, Open Class World Champ in 1970 and 1974, twice a Smirnoff contestant and my co-pilot for RTKH, says this equalled four months' pay for a school-teacher, which is what he was at the time.

The Smirnoff course was not determined by the availability of tow planes at each destination airport (as it was with RTKH) since six pilots could be launched by a tow-plane accompanying them at every stage. Smirnoff organisers were paid professionals. RTKH's devoted band of volunteers will have been lucky not to end up broke.

Finally, Smirnoff was usually held in May. RTKH was June 17 to July 4. Whether this is important I am not sure, but a headline I saw in a mid-western newspaper, "Wettest June since 1878," suggests that RTKH was hugely unlucky to hit the worst weather in 125 years.

Day one: Crystal, California (near Los Angeles) to Jean, Nevada (near Las Vegas) – 271kms

The first day was expected to be undemanding, so I was P1. Since George knew the route, we had agreed he would take us through the longer stages. He did that, but usually at the wheel of the Motor Home from Hell (of which more in the next S&G – Ed.)

This stage was straightforward for anybody with a 60:1 sailplane. From the start at under 13,000ft (Nevada hands are used to (the ground elevation being between 3,000ft and 6,000 ft in much of the West) we had to make a monstrous glide across featureless desert under a blue sky in dead air. Some of the smaller gliders suffered mightily – one fellow proudly told me afterwards of his out-landing in a Schweizer 1-26 on this day,

though I think his crew were the real heroes if that was how he intended to cross the USA – and it was a comfort to see them way below, creeping along at max L/D. Over the mountains on the horizon cumulus finally blossomed and, for those that reached it, the rest was a romp. This promised to be fun.

Then the news came in. Gene Carapetyan had been killed in his ASW 27 very close to Crystalair in an area he knew well, just minutes after thanking the tug-pilot as he released from tow. "Why does this sort of thing always happen to the good guys?" lamented George. Like George, Gene was a skilled yachtsman who had turned to soaring. Currently the cause is a mystery



"Two hours late for dinner"

getting drunk. For older people, vodka's advantage over gin or whisky was that it left no odour on the breath, so that after a hard day at the office you could still pretend you had not been drinking as you lurched through the door two hours late for dinner. With kids, vodka was popular because they could mix it with anything since it had no strong flavour of its own. Kids liked getting drunk but disliked the taste of alcohol.

That was me talking with my former marketing man's hat on, as you can see. However, as to why vodka became less popular later on, and the Derbies ceased, I have no clue. (And no space either! Ed.)

The first big difference between the Smirnoff and RTKH is that the former invited six pilots of World Champ status. Foreign visitors included Ingo Renner, Helmut Reichmann and our own triple Open Class



"Motor Home from Hell"

– there was no obvious medical reason, and it appears not to have been a routine stall-and-spin crash. The next day at Jean was cancelled, partly out of respect for Gene but also to give the organisers a chance to deal with the practicalities of the aftermath, to communicate with the families and enquire into the accident as best they could from 170 miles away. The fact that this lost day was a soarable day, and the next was not, seems trivial in the tragic context, but it was the start of what became a grim cycle of derigs and long-distance trailing.

It is tough enough running a contest when sitting comfortably in your own gliding site with your reliable phones, faxes, computers, printers to hand, and your familiar band of experienced helpers, from weather-forecasters to tug-pilots and rope-runners. Imagine how much tougher it is when the entire team is



George straps himself into FNX or "Phoenix" – named after its cockpit caught fire (the result of the sun's rays focussed by the canopy) – and rebuilt by Rex Mayes (Platypus)



Weak blue thermals, not going at all high, and cruel terrain – these make for subdued emotions and a longing for an airport, or even a patch of alfalfa (photo: Mike Fox)

hauling itself across hundreds of miles – and when you, the organisers, are also competing pilots in what is supposed to be the event of a lifetime. On top of that you pile a terrible accident and poor weather. How Jim Payne and John Murray – and their wives Jackie and Linda – stayed cheerful to the end I don't know. Perhaps they are just consummate actors. But they communicated that cheerfulness to all around.

Talking of cheerfulness under fire, special mention must be made of the scorer Tom Tyson. Normally scorers get a chance to sleep during the day after a night at the computer. He, however, had to drive all day trailing his home behind a small car, find the next site and set up his hardware and communications before the competitors came in with their (frequently incompatible) loggers.

We trailed to Estrella; in fact every one of the five official cross-country flights was followed by a one or more cancelled stages, entailing typically a 400-mile drive.

Day two: Estrella (Phoenix, Arizona) via Ruby Star (near Tucson) to Las Cruces, New Mexico – 541kms

Years before men flew into space Hollywood's top special-effects artist, Chesley Bonestell, imagined moonscapes in which mountains were like church steeples miles high. In 1969 the reality turned out to be less spectacular: the peaks were in fact rather flat-chested. Somebody had estimated the angles of the shadows wrongly. I believe that the inspiration for Bonestell's pictures came from quite near to the Dream Factory: Arizona has mountains that look specially made for "Destination Moon".

This was the best flight of the race: the longest and the most varied in scenery and challenge. George was at the helm, thank heavens. (I had the three easy days.) It was a soaring sandwich with some juicy American meat in the middle, but with the outer layers very British and gristly.

During the beefy American phase I got overconfident. Cosy in the back seat with no navigation to do in the 200-mile visibility,

I began calculating arrival times at Las Cruces. "Taking the square root of the 6.7kt climb rate, times a factor of about 31 for the ASH 25, we'll be enjoying our dry Martinis around 5.45pm!" My sums soon fell apart. Far too early in the day, as we made our way through the peaks, the lift rapidly faded to one knot. Weak blue thermals, not going at all high, and cruel terrain – these make for subdued emotions and a longing for an airport, or even a patch of alfalfa. Somehow we got within range of Deming Airport and there George scraped up the necessary altitude for a slow and majestic arrival at Las Cruces. We don't believe in racing finishes into airports we've never seen before.

Day three: from Texas Soaring Association, by-passing Dallas Forth Worth, to Eaker – 215kms

My turn at the stick again. This stage was straightforward and quite like home. We were now over green fields and under modest but well-organised clouds. We knew that after landing we had a long drive to northwards via St Louis, Missouri, into Illinois. This, unlike the other long drives that blighted this trip, was at least planned. There were no airports with glider-launching facilities in the area.

Day four: Silver Creek Gliderport to Indianapolis – 306kms

Call no day a disaster if the glider ends up intact. However, we did not start till 3.30pm, long after all others had departed. This was directly due to the Motor Home from Hell having died outside St Louis the evening before; helpful Silver Creek members rescued George and FNX and took them to the airfield. The motor home was fixed at 2pm after \$375-worth of attention: crew chief Mike Fox then drove it as fast as we dared. Worse news still when we arrived: Silver Creek field was so narrow there had been no room for George to rig FNX until it was quite empty of gliders. So when Mike and I arrived, it still had to be rigged and taped and all those 12 fiddly

hotellier connections attached and safety-pinned. Not to be done in a hurry!

Even a 3.30 start should have been early enough in normal weather, but again the conditions soon became feeble and utterly blue – again, this was not US soaring as I had been brought up to expect. George scratched for three desperate hours with sufficient tenacity to be awarded British citizenship. However, this did not prevent us landing at a farm strip 30 miles short, with an exciting moment as we chased Chris Woods' motor home down the field in a cloud of dust. Chris had suddenly realised our intentions and stepped on the gas.

We enjoyed Chris's beer: he owed us. I talked with the farmer's wife about the time to plant winter wheat and vegetables. The sun set behind three distant anvils. Then the fields filled with dancing fireflies.

I almost forgave the bloody motor home for our being there.

Day five: from Caesar Creek Gliderport to Gallia-Meigs, Ohio – 170kms

This day was again the now familiar weak-weather struggle, except with more trees than I am used to. People kept getting down to 1,000ft or less above the ground, even in 25-metre ships, while pushing into a south-easterly headwind. I felt quite at home.

This turned out to be the last official race day. The terrain from Gallia-Meigs to the next port of call, New Castle, Virginia, was absolutely covered in trees and was not an official contest stage. We trailed, yet again. However, one young pilot soared to New Castle in a solo motorglider, displaying confidence (far more than I would do) in the readiness of engines to fire up on demand. The next day at New Castle it just poured, without cease.

mdbird@dircon.co.uk

(To be continued)

The Platypus Papers: fifty years of powerless pilotage (hardback, 160 pages, 100 Peter Fuller cartoons) costs £19.95 + £3.50 p&p. tel 0208 748 6344 or buy securely on line at www.glidering.co.uk



DG-808s



DG has revamped its 800 for both competitions (loads of water) and clubs (an easy 'first flaps' glider)

UNTIL now, the pure glider version of the DG-800 series, the -800s, has been overshadowed by the self-launcher versions. Ten years ago, this 15/18-metre flapped glider was presented as a combination of the DG-800 motorglider's wings with the slightly modified, slim fuselage of the DG-600, whose wing moulds were lost after a fire in the (then still Glaser-Dirks) factory.

Although successful in competitions from the start (Ronald Termaat of the Netherlands came fifth in the 15-Metre Worlds with the prototype shortly after its maiden flight) it was not advertised much because the factory was busy building lots of DG-800 A and B motorgliders. In fact, only 56 DG-800s hulls have been built over the last 10 years. Nevertheless, it has profited from the many modifications DG developed for the DG-800 and -800B to improve safety and performance.



Left: the NOAH system; rigger hook behind the headrest

Now two new, improved versions are going into production at Bruchsal: the DG-808s Classic and Competition. The latter's maiden flight was in March this year and immediately afterwards Ralf Fischer and Claus Triebel won the Berlin International competition at Lüsse with the prototype.

The main difference between the new Competition and older versions is its higher waterballast capacity. With a relatively big wing area the DG-800s has always been excellent in weak conditions, but pilots missed the possibility to fly it with very high wing-loadings on good days. A new ballast system, which takes up to 237 litres in six tanks, four in the wings and two in the fuselage, now permits a max take-off weight of 600kg for the 18-metre version, providing a possible wing-loading range of 29.4 to 50kg/m². Flown with 15-metre tips (which were not available when I tried it) the max take-off weight is limited to 570kg due to the minimum speed requirements for certification. This means a possible wing-loading range from 32.4 up to 53.4kg/m².

The four-part, double trapezoid wing has 7.25m-long inner sections, with each wing containing two ballast tanks; the inner ones have 60 litres capacity, the outer ones 37 litres, filled through valves underneath. The two fuselage tanks have 30 litres' capacity and 13 litres.

The tanks' positions and capacities form two separate systems, each of which can be dumped separately to keep the c of g in the correct place, so there are only two dump levers. The only disadvantage is if that if you aren't going to launch with either the one, the other, or both systems filled, you have to check the handbook table to find the correct amounts of ballast and to measure it carefully

before filling. The cheaper Classic version has wing bags with either 125 or 175 litres total capacity and a fin tank.

Although it comes as 15-metre hull with 18-metre tips, the DG-808s can also be ordered with one-piece 18-metre wings. This may save about 3kg of weight and a bit of money, but you will need a longer, more expensive trailer.

The Competition's fuselage now has a neat solution for bugwipers; instead of being installed in the airflow around the fuselage they are parked in small recesses and so are aerodynamically clean. There are also optional solar panels in the fuselage behind the canopy to recharge the batteries.

An internal structural modification has strengthened the cockpit and, unlike the DG-800B where this meant a narrower seatpan, the engineers managed to strengthen the -800s cockpit without losing space.

Getting out of the seat in an emergency, which is already easy, has been helped by the "NOAH" emergency exit system, which



The cockpit, with the low side walls typical of DG gliders



Electronic bugwiper system concealed behind the seat



Housing for bugwipers, and optional solar panels fitted



Waterballast is filled through holes behind the wheel

inflates the seat cushion, lifting the pilot above the cockpit wall. The standard seat upholstery can also be delivered with Dynafoam filling.

The backrest with integrated headrest is adjustable to three positions on the ground and also in flight by using an inflatable air cushion. Like me, Ralf seemed not to like this because it gives a slightly "unstable" feeling when you move in the seat. Otherwise the seat is very comfortable, even for tall pilots.

On the left cockpit wall the flap (black) and airbrake (blue) levers are mounted on a common pushrod in easy reach. The flaps can be set to the positions L, +13°, +10°, +5°, 0°, -5°, and -9°, and a sawtooth locking plate allows the lever to snap into the next positive position when pulled backwards. When the airbrake lever is pulled back and the flap lever is in a negative position, the flaps are taken with it towards positive settings, ensuring that there can no "negative flap/full airbrakes" configuration with high stall speeds should the pilot forget to set the flaps correctly for the landing.

The airbrake lever, which also operates the hydraulic wheelbrake, is equipped with the new "Piggott hook" to prevent the brakes opening if they are not locked correctly before launching. DG has added another, oppositely oriented, sawtooth hook at the fully open end of the lever to serve as a parking brake. The undercarriage lever has also been changed to make easier to grip with a clear locking position. On the right cockpit wall are only the fresh air ventilation knob, which opens the nozzle in the canopy front, and the two waterballast valve levers.

With me aboard, no water in the tanks and the tail battery installed, the Competition prototype weighed about 375kg (wing-loading 31.75kg/m²), with a relatively tail-heavy C of G position. For take-off, no matter whether winch or aerotow, the flaps are set to +10°, and there is no need to switch them to improve aileron efficiency during the initial ground run (in very strong and gusty crosswinds on aerotow going from -5° to +10° might be sensible). This makes the DG ideal to introduce average club pilots to their first flapped glider.

I tried an earlier DG-800s on the winch some years ago and both launch methods are easy, with good and clear control

DG-808s "Competition"

Span (m)	15	18
Wing area (m ²)	10.68	11.81
Length (m)	6.58	6.58
Wing aspect ratio	21.07	27.43
Empty weight (kg)	272	276
Max AUW (kg)	570	600
Min wing loading (kg/m ²)	33.0	30.1
Max wing loading (kg/m ²)	53.4	50.8
Best glide at 525kg	45 @ 64kt	50 @ 59kt
Max Waterballast (kg)	239	239
Min sink @ 340kg	0.55m/s @ 79km/h	0.47m/s @ 75km/h

figures from the manufacturer www.dg-flugzeugbau.de

reactions and an excellent view from the cockpit. When I tested the stall behaviour in the flap settings 0°/+10°/13° and L, the first buffeting, combined with a soft control feeling, occurred at 38/36/35/34kt IAS, with the nose continuously rising and increasing buffeting until the minimum speed was reached at 36/34/33/32kt. Pulling the stick back further resulted in a staggering stall and eventual wing drop. Opposite rudder and easing the stick forward stopped this immediately. With the flaps set to L and the airbrakes open, the DG-808s showed the same behaviour with increasing shaking beginning at 39kt until a minimum speed of 36kt was reached.

The roll rates for the 45° bank change were 3.8 seconds at 57kt for the 0° flap setting and 4.3 seconds at 51kt with the flaps at +10°. Combined with an excellent control harmony – best at 51kt with +10° flap setting and at 49kt with 0°, this 18-metre glider appears really handy and the control forces are significantly lower than in the earlier DG-800 versions.

At high speeds the -808s is very stable with increasing control forces; the aileron forces, in particular, become quite high when approaching the V_{NE} of 146kt.

Thermalling is fun and as easy at about 43kt, with +13° flaps and 30° bank in smooth thermals or 48-50kt, and +10°/45° bank in stronger, turbulent lift. With its low wing-loading, the unballasted DG-808s manages to outclimb most other gliders and Ralf Fischer believes that it does not appear to be

disadvantaged compared to competitors with smaller wing surfaces when ballasted to the max take-off weight of 600kg. This bigger wing-loading range, with the main advantage at the "lower end", might sometimes make the difference between getting home and landing out.

The flap position/speed connection is quite good and trimmed to 46kt at +13°, the DG accelerates to 51kt at +10°, 54kt at +5°, 62kt at 0°, 70kt at -5° and 81kt at -9°, and the speed goes back to 40kt with the flaps set to L. There's a fine aid to find the best flap setting for the speed flown at different wing-loadings; a "flaps to set" ring around the ASI like a MacCready speed-to-fly ring. After the ring is turned so that the wing-loading is at the ASI's "0" mark, the optimal flap setting can be read above the ASI pointer tip. A device such as this makes using optimal flaps easy – and not only for beginners.

To test the big, two-bladed Schempp-Hirth airbrakes, I trimmed to 49kt at L, and the speed increased to 57kt when they were fully open, which is fine as there's no trim change needed for the approach. Side-slipping is also easy and controllable.

Lowering the wheel gives a clear (and visible) feeling of locking when the lever is swung towards the cockpit wall. The basic approach speed is about 50kt, and the very effective brakes allow extremely steep approaches. The landing is fully held off in the two-point attitude, and the flaps and low wing-loading result in a lower touchdown speed than in most modern Standard Class competition gliders. The undercarriage is well sprung and damped, and the wheelbrake effective. There is no significant tendency to "nod on to the nose" and scratch the glider's belly, either. The aileron efficiency is still excellent in the L flap position, so in normal weather there is no need to change the flap setting after touchdown.

While the "old" DG-800s has not been built in great numbers, it has competed well in many competitions. With the changes now introduced for -808S, it will probably become a well-loved, successful racing glider. And, as it's so easy to fly, it is also very attractive for clubs who want to offer a competitive flapped 15/18-metre glider.

Text and photos: Jochen Ewald

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A COMFORTABLE 750km

Lasham's Adrian Emck did 500km in a K-6E in the UK in 1996 and attempted 750km in Spain a year later. In 2003 he gave it another go



Who needs glasses?



IT SEEMED a bit daunting. It was six years since my wife, Trish, and I had visited Fuentemilanos with a K-6E and even then only 520km had been flown, well short of the 750 I had planned. I had been told at Fuentemilanos that a pilot can make three mistakes on a 300km, two on a 500, one on a 750, and no mistakes on a 1,000km.

"And a 750 in a K-6?" I asked.

"Surely, that *is* a mistake!" was the reply.

Good preparation was essential (see *Comfort is the key*, overleaf). If a UK 500km was possible at 59km/h in 8hrs 34mins, surely with Spain producing one-third better conditions, the 250km extra added up to a 750? Unfortunately, I had sold our K-6E to a Mr Itoh in Japan before a second season's attempt, and taken delivery of an LS8.

Despite competition mania fulfilled and exhausted with the LS8, a UK 750 was attempted nine times in it. Graham Garnet had shouted down the supper table at my last Overseas Nationals in the LS8 at Ocana: "You would do better in a K-6!" Well, he had a point. So a K-6E it was to be.

John Halford of Dorset GC sold me an immaculate K-6E with only 560hrs, re-covered in Germany in 1999, all white – an essential requirement for merciless Spanish sunshine. Iain Evans completed a new trailer in early April 2003. By now, pressure for technical and test completion

was mounting. Radio failed only days before departure. Three days were spent attempting to solve the fault, which was traced to the usual terrible glider wiring. My thanks to Tony and Margaret Chalon and Tim Newport-Peace. But the Dittel could change channels all by itself. ("This is the BBC World Service...") Amazing. Eventually, I cottoned on that the trim lever on the front of the stick pressed directly on the channel push buttons in what was otherwise a well laid out instrument panel. The excellent XK10 vario was just as good as I remembered from my previous K-6E, CES, in which I flew my Diamond distance in July 1996 (*It doesn't have to be glass*, April-May 1997, p81)

Flight preparation in Spain

July 6, 2003, the first day after our arrival at Fuente, was possibly a 1,000km day. But it had to be a day of rest for me after three days of hard travelling. Experience has shown that you should not rush to fly, however tempted.

Day two, July 7: I had forgotten that my light wooden craft would be tossed about in monster lift and sink, and was airsick on the way to El Barco castle and abandoned the flight, halfway to Gormaz. Completing only 377km in five hours, my prospects of a 750 now seemed remote.

The third day, July 8, still feeling under ➤

Opposite and below: Adrian Emck in his K-6e, 36, near Lasham, photographed by the **White Planes** picture co.

Above left: 36 at Fuente, seen against the hills where Adrian flew 750km. Above: Adrian's wife Trish getting ready to launch in Spain (photos: Adrian Emck)



the **White Planes** picture co.



map: Steve Longland

the weather, I missed a good morning, with a late 1.30pm launch to start at Otero de Herreros, which nestles at the foot of the mountains. Two of the three castle turning points, El Barco and Gormaz, were again familiarised. El Barco was reached, and I thermalled only three times in 122km. (502km at 87.3km/h, a second Spanish K-6r 500km). My improved prospects helped my confidence to grow accordingly.

The fourth day, July 9, was clearly blue and I rapidly fell down after 50 minutes – when the vultures gave up. The wing skid was missing so a new aerodynamic skid had to be whittled from an old wood pallet. (The tug pilot found the original on the runway two days later where it had wilted off in the heat). I took the opportunity to fit extra-wide Mylar over the massive 30mm gap between aileron and wing underside, and this reduced vibration between 80-90kt, and improved low-speed handling.

Afandi Darlington will be approached for K-6 winglets for next season, for in June I spotted a K-7 with winglets, towing out from Upavon. I was sorely tempted to throw away hard-won height to come down for look at this new weapon, but it saw me, turned on its cloaking device, and disappeared.

The flight

The fifth day – July 10 – looked promising. Alan Purnel, who has accumulated six months' flying at Fuentemilanos, made the practical planning possible. When I took off, the original "three-castle" route that he helped me plan five years before, was still stuck to the map.

The vulture kept perfect station on my lower wing as I climbed near the Otero de Herreros start. Confirmation from this consummate professional that I was perfectly centred was a good omen.

My planned route had two major problems, on the first and last legs, assuming that no elementary errors were made on the second and third legs. The route to Berlanga is a fast run down the mountains once you have overcome the daunting (for wood) San Tome gap, but the mountains kicking off early thermals give way to the plain – and no thermals. You glide out into perfectly still air and land, or you learn from experience and take a holding pattern to see when indications of blue thermal first appear on track. There is a real chance of landout on this first leg and you have to keep your nerve when you look back up the mountains you have just left.

The next two legs, El Barco and Gormaz, in the best lift of the day are a Clive James endurance rollercoaster. I wished I had five-way straps as the waist belt rides up when shoulder straps are tightened, failing to prevent my head bouncing off the canopy. El Barco is often in "doggy air", say local pundits, so the height advantage had to be kept – just in case.

Between thermals, it was pleasing to glance down and see on the Garmin GPS that Gormaz, at 130 clicks away, had an



The Sierra de Guadarrama range, along which Adrian flew for his unofficial 750km (Adrian Emck)

indicated arrival time of 57 minutes.

Lift increased noticeably higher in the thermal. The K-6 would tend to arrive lower than the best operating height of between, say, 9,000ft and 6,000ft above airfield height. My glide angle of 34 to 1 often left me at 4,500ft or lower with a 2kt climb advantage lost, so good tactical flying was needed to reach thermals at 6,000ft or higher.

The landing-out risk increases on the final leg from Gormaz to home, as conditions weaken. The two large strings-of-sausage-like cloud convergence, about 30km long, pointed more or less on track, but were really wide apart. The sun, now rapidly retreating towards the horizon, caused the up-sun sausage shadow to destroy the thermal source

'You see more of the country from a K-6 because you are always pointing at the ground'

of my down-sun sausage. I was now far too low. Climbing from below 3,000 ft QFE in weak 1-2kt was vital to reach intact, stronger lift nearer cloudbase, but it seemed agonisingly slow after being spoilt with hours of 6kt average lift. Patience (and the climbing ability of the K-6) is a virtue.

Ultra-conservative by now and keeping near cloudbase, I found that my chosen sausage was now spitting light rain. The clouds to my far left over the Sierra Guadarrama looked absolutely black, but katabatic wind down the mountain boosted my track. I soon arrived 35km from home at 9,000ft above airfield height, allowing me the luxury of going around my start point at Otero de Herreros to add an unscheduled extra 12km. I was tempted to go on to Avila and clock up 800km, but burnt up height instead at 100kt. Well, enough is enough. Time in the air 9hrs 16mins. The final distance flown was 772km in 8hrs 44mins.

Debriefing

The stamina needed for another nine hours of flying the next day was not tested. Trish had also had a long flight, so we were reduced to monosyllables sitting on the Sierra Guadarrama, where a medicinal jug of sangria was ordered to aid recovery.

Unexpectedly, my right pectoral muscle was sore for the next three days from pushing the stick to maintain speed between thermals.

An answer would be to alter the trim dynamics to reduce high-speed pressure.

Though tired, but in perfect comfort after the nine-hour flight: the seat shell I made (as described opposite) did the job and more. Those who dismiss the argument that seat comfort improves flight safety may be otherwise convinced by the implications of this flight in a notoriously uncomfortable glider. You only have to look at the lengths taken by my friend "Mr Two-Metre Man" Holger Wetzel to see the importance he places on comfort. At 6ft 7in he flew a FAI 1,000km triangle in his LS4 last year. Pilots phone him from all around Germany for advice on adapting their glider to suit their needs.

In spite of my efforts to reduce cockpit noise, it was still almost intolerable. Silencing the air vent with a muffle the previous day had reduced volume. But the earplugs just could not be reached in the glider pocket. An apple was quickly gnawed into a plug and inserted. It worked perfectly, but got firmly stuck and had to be extracted afterwards by Trish with army tweezers. Apple earplugs are not recommended when camping. Ants enter an ear cavity attracted by apple juice, so washing out with water is recommended immediately post flight. Even without an apple to attract, a fighting earwig entered my brother's ear while camped in Canada and he was evacuated for medical treatment. But that is another story...

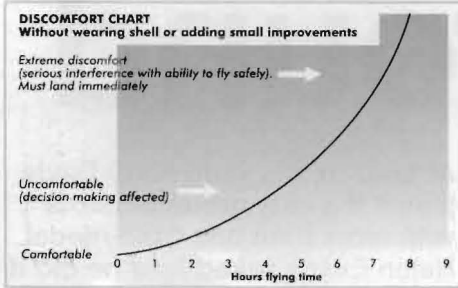
Postscript

Conditions for the period, according to Antonio our CFI, were as good as he could remember. Bruno from Switzerland completed a 500km in K-6cr, and a DG-800 completed five consecutive 1,000kms. Veterans began to adopt a vacant 1,000km stare. Conditions from then until we left were only fair. We were very lucky to have the Big Week at the beginning, so we could relax afterwards, with Trish having well-earned priority to fly.

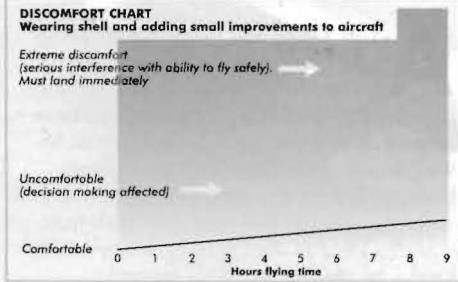
The unofficial 750 flight is not valid – the BGA 750km Diploma has to be flown in the UK – but a special diploma from Fuente was much appreciated. I will not take up Peter Hearne's kind suggestion to fly the whole task again in an SG-38 primary, but what of a proper UK 750? At 59km/h this would require 13.3hrs flying time, including tow. The problem, as always, is the very slow (30km/h or less) first and last hours when thermals weaken. A Spanish FAI 1,000km at 88km/h would take 11.36hrs (11.75hrs, including tow). To attempt it, that screeching ventilator must be silenced for good.

We rigged on arrival, and de-rigged on the last day. Trish and I did not land out. Who needs a motor? Who needs a glass ship? Anyway, you see much more of the Spanish countryside from a wooden glider because you are always pointing at the ground.

Special thanks to: Alan Purnel, Roy Cross and a hungry Mike Gee, who delayed his supper to look at the trace; to Tim Newport-Peace; to Mike Fripp and to Darren Potton. A very special thanks to Trish, whose planning and enthusiasm made it happen



Left: A "discomfort chart" based on Adrian's own experience of flying the K-6 without wearing the seat shell he designed or adding small improvements as outlined in the text below



Left: A "discomfort chart" based on Adrian's own experience of flying the K-6 while wearing his seat shell and having made small improvements to assist pilot comfort



36 is a number last seen on Adrian's LS8, which he bought after selling K-6E CES

Diagrams enhanced by Steve Longland

Comfort is the key

Adrian's flight was possible only because he made pilot comfort central to his planning. He outlines the factors that helped him spend nine hours in the air

□ **Seat comfort** was the most important single consideration. It cannot be overstated. A 750 would take nine hours of sitting in the same position. Imagine not leaving your office or car seat for nine hours. How would you feel at the end of it? My earlier K-6 was dire; the LS8 sitting position was only made comfortable with my shell that fitted between parachute and spine (see: *Sitting Comfortably?* December 2002-January 2003, p28). This shell had transferred very successfully to a Discus for the Lasham Regionals last year. But would it be as comfortable in a old-fashioned, sit-up-and-beg, K-6? Six-hour UK flights quickly proved that the shell transfer to the K-6 exceeded all expectations of comfort. I said in S&G last year that the seat shell should be for one glider, one parachute, one pilot only. In the light of overwhelming empirical evidence this view has now changed. With a different parachute, I hopped in and out of three different gliders with the same shell with equal success. This opens up the realistic option of a dedicated shell taken from glider to glider. But does it have to be dedicated to the shape of the individual's back? Trish flew the K-6 at Fuente wearing my shell with remarkable comfort. Her longest flight wearing the shell was four hours; the only problem was her arm not clearing the wider shell width when pulling the air brake lever. Whilst the dedicated shell must be the best solution, this evidence should excite manufacturers with the possibility of producing a series of

standard sizes that can be flight tested by pilots before purchase.

□ **Feet and legs:** Another vital improvement carried forward from the LS8 was rudder pedal design. Some designs such as the LS8 have a straight bar, but your knee must bend to clear the instrument panel and this cranks the foot sole to ensure most pressure is placed on the outside foot of the rudder peddle bar, resulting in painful asymmetric pressure on the inside knee. This discomfort can be so easily and cheaply overcome with a wooden paddle which cranks the sole 5-7° so foot pressure is spread over several square centimetres instead on just one painful square centimetre on the outside of the foot. (Kim Tipple found the cranked paddles I fitted in the LS8 very comfortable at the Standard Class Nationals). Knee problems for many pilots are further exacerbated as they press hard on both pedals at once in times of stress. (At 400ft with the wheel down while attempting to thermal away from a field near Didcot, add teeth grinding to the equation). The K-6e bars are straight, but have a better pedal action, which exercises the whole leg and has an oval bar to spread the load slightly. To improve this better design further, simple wood paddles with a 5° crank were designed and easily fitted.

□ **Sound:** High-speed trials near Lasham at 80-90kts (the inter-thermal speed I would need in Spain) proved that the noise level would be unacceptably tiring for nine hours. An answer was to route a 4mm x 4mm channel in the canopy frame and insert draft excluder that could compress into the channel during expansion. This eliminated the ghastly whistle close to the ear. The remaining source of noise, looking like a battered ashtray, was the air vent, into which

I put a piece of sheepskin, but the demented howl proved more difficult to neutralise. Earplugs were still necessary.

□ **Sun:** Spanish sun is merciless. Sunglasses with a wraparound for peripheral vision were vital, as well as a hat, to prevent my face muscles squinting to reduce light and causing a headache.

□ **Sight:** The comfort that sunglasses afforded conflicted directly with Winpilot operation. The Winpilot information on the IPAQ screen proved to be nearly unreadable unless dark glasses were removed. The LCD liquid crystal display has been with us since the 1960s but is only 10-15 per cent efficient in converting energy into light. However new OLED screens (organic light-emitting diode) convert energy to light much more efficiently, and open up much brighter clearer graphic display design. I predict with certainty the introduction of an OLED screen, which brightens automatically when leaving cloud cover for sunshine. But don't hold your breath, only \$230m OLED world sales this year, with \$3billion predicted by 2009 (p5 *Economist Technical Quarterly*, June 21, 2003).

□ **Peeing:** The need for water and the risk of dehydration have already been well covered by S&G. Likewise, Pee Planning Prevents Piss-Poor Performance. I remember reaching Didcot one cold spring day and discovering my boxer short were on back to front... I believe that in the last three hours of a nine-hour flight, minor irritations would increase to the point that you are tempted to land at all costs. Leaving safety implications aside, effort to reduce cumulative discomfort – however minor or trivial – will have a disproportionate impact on the flight outcome. Remember, you may have to fly the whole nine hours again the next day!

Doubles all round



All the winners. Above left: the British contingent. Above right, the Standard Class team – “Baldrick” (Pete Mason), the champion Andy Davis and his wife Pami; Mike Young; and (front) “Wooki” (Lukasz), team GB’s Polish helper

At Leszno this year, Andy Davis joined the elite group of pilots with more than one Gold medal. Helen Evans asked how he did it

ANDY Davis was living every racing pilot’s dream. It was the last day of the World Championships, and just past the second turning point he had beaten as well as psyched out his rivals. Now he was dragging the Standard Class gaggle back to Leszno, knowing that he had already won. He was the first over the finish line – and, a decade after earning his first Gold medal, made certain of his second.

Yet it was a victory that might never have been. Hard as it is to believe when you see him today, just four years ago he was so dispirited that he wondered whether to abandon competitive gliding. The story of how he fought back and won Gold again – after top ten placings in every Worlds, bar one, since 1989 – contains a vital lesson for any pilot who wants to achieve their goals, however ambitious or humble those might be. It doesn’t matter how good you are or how hot your ship is – if you lose your motivation you’ll go nowhere. But get that right, and you can beat the world’s best.

“Initially, when you’re chasing after a goal such as winning the Worlds, you can be really hard-nosed about it,” says Andy, whose international career began in 1981 at the age of 19, included a Silver in 1989 and involves flying 12 consecutive Worlds. “But having achieved the goal, it’s very difficult to retain the motivation to make the necessary sacrifices – not just your personal ones, but everyone else’s. Things like not having family holidays – or missing watching your son growing up.”

After he won at Borlange, Sweden, in 1993, personal circumstances undermined his defence of the title in 1995. In 1997, beating the French among their own mountains at St Auban was never an option; and in 1999 at Bayreuth in Germany he had a poor result, coming 11th. “Having done badly at Bayreuth,” he says, “I wondered whether I had the motivation and confidence to win after all – whether it was worth it.”

But before the 2001 Worlds at Mafikeng he began to pick up. Mat, his son by his first marriage, was showing an interest in gliding and Pami, his second wife, was a great help. “I needed to feel that we were doing something that we as a family wanted to achieve,” says Andy. “Pami’s enthusiasm and support, more than anything else, persuaded me that I could do it. And once the motivation came back, my flying just got better and better.” He began to realise that his two-seater cross-country coaching was damaging his competition flying – making



the White Planes picture co.



In their contest-winning gliders, Jez Hood (top, LS8) and Andy Davis (Discus 2a) celebrate with a flypast. For Jez's story, see p30

(the White Planes picture co.)

him fly too conservatively – so he forced himself to spend more time in his single-seater (Discus 2 “80”) and take more operational risks: lower saves, faster inter-thermal speeds...

His chances of a medal at Mafikeng were spoilt by bad luck, but team flying resulted in a Silver medal for partner Mike Young while two day wins confirmed Andy's belief that he was still a potential winner. He maintained his morale and kept on flying the Discus 2. His first cross-country of 2003 in the UK was on February 4 and, including team training with Brian Spreckley at Ontur, he flew 110 hours this year before he went out to Leszno, Poland, for the 28th Worlds.

It is typical of Andy that he emphasises how far the triumph at Leszno was a team effort: himself, crew Pami and team-mate Mike Young. “Some team pairings just seem right,” says Andy, “and Mike and I work very well together. What we each see in the sky and what we want to do is often slightly different but complementary, so where one has a weakness the other has a strength.” Mike, for example, sees new development in the sky long before Andy does; his own style of flying is, he thinks, generally pushier than Mike's. “Team flying was absolutely fundamental to the results at Leszno,” says Andy. Their definition of team success is to get at least one member on the podium. In 2001, it was Mike's Silver and this year it was Andy's Gold. And there is always something to learn. Mike had the mickey taken out of him for keeping off alcohol at

Mafikeng, but when he told Andy that he believed it had made a real difference, they agreed to stay teetotal before and during the Leszno Worlds. “I think that had a significant effect,” says Andy. “It was a long, hot contest and you could look around and see that the other pilots were tired – and we weren't as tired as they were. It's a level of professionalism we have to strive to achieve to get the results.” Remember, they were up against top pilots in their 20s who fly 1,000hrs a year and have the backing of the best-resourced gliding nations.

Most clubs have a pilot who is respected by everyone else as the best. At Nympsfield, it's Andy, whether he's competing in the Worlds or completing the first Standard

‘A very well-organised contest with lots of kilometres – out on the grid early and finishing late’

Class 750km in the UK. Not someone who gives himself airs, he devotes a huge amount of time and effort to encouraging aspiring cross-country pilots at the club and to fulfilling his role as one of the BGA Team Coaches. One thing that has always been impressive is his meticulous attention to detail – how he looks at the sky, the way he flies or the fettling of his glider. When I ask, for example, how many hours he flew at Leszno, he replies that he's been telling everyone 65 hours... but that perhaps he'd better check it. He goes to his car, retrieves

his logbook and adds up the figures. He's not far off: “actually,” he tells me, “it's 68”. In all he's done around 4,300hrs and his flight on the last day of the Worlds was his 1,544th (does he have a complete record of his gliding? Of course). He soloed at 16 – he's 47 now – and did his Silver in a Swallow.

His overall impression of the 12 contest days at Leszno? “A very well-organised competition,” he says, “with long days and lots of kilometres: out on the grid early and finishing late.” By halfway through, Andy and the two French pilots, defending champion Laurent Aboulin and his team-mate Olivier Darroze – the current World Class World Champion – were out of sight of the rest of the field. (Mike's position had suffered when he landed out on one flight after not getting a half-knot climb that enabled Andy to limp home in the dying embers of the day).

On the penultimate day of the contest, one Assigned Area Task could have posed a real problem; “I flew in the wrong areas,” Andy says, straightforwardly. Conditions were forecast to be best in those areas, but they weren't, and despite flying aggressively – he went down to 1,000ft three times and each time climbed away at 6kts – it wasn't enough to give him a good result. “But it was very kind of the French,” he adds with a smile, “to fly in the wrong areas as well. So although I didn't do terribly well, they didn't either.” In general, Andy won the comp by flying consistently rather than by notching up day wins, but he did win Day 9. He went into the last day with a 141pt lead.

WORLD CHAMPIONSHIPS



Left: Pete Harvey, 4th in the Open Class, which included the 30m-span Eta. Right: Dave Watt, 4th in the 15-metres

Defending champion Steve Jones and his brother Phil each flew a Ventus 2cx, to Silver and Bronze respectively, in the 18-Metre Class

“The last day was wonderful,” says Andy. “Broadly speaking, it was a very good forecast with the possibility of spreadout and showers deteriorating the northern TP. The 431km task was relatively short for the forecast conditions so the potential start window was massive. Mike and I were trying to work out our tactics against the French. We had all been playing the late-start game all contest – starting so late that we had to do more than 120km/h to finish – and Mike and I decided not to play that game on the last day. We worked out our start time and we agreed in code that I would tell Mike when to start and he would be the hare for me to follow a few minutes later. But we added the proviso that if he came across the French he would announce it in code and fly the task with them. I flew 50km away – halfway to the first TP – and hung around out there to be well out of everyone’s way.

“Whether by luck or great skill Mike did come across the French, stuck with them and fed back to me that they had made an early start. At first we didn’t believe that they were serious but after they’d gone 50km we concluded that they were. I started 22 minutes after them and fortunately I was with Makoto Ichikawa (LS8, Japan) and Tomas Suchanek (LS8b, Czech), who were both dramatically trying to improve their places. They were really going for it and flying very aggressively, and I just needed to follow along after them.

“It became apparent from Mike’s reports that we were catching the French, and then Mike lost them because they were taking such risks he wasn’t prepared to follow them. As I approached the second TP I heard Steve Crabb say, in this wonderfully happy Irish voice: “Andy, I’m with the French and we’re having a terrible time.” I then had a

very good run and caught up with their gaggle, which had found a good climb. I knew what height the French were so I just accelerated down to their level, flew a big circle around them and peeled off into the climb above them.

“As a psychological blow it appeared to have a devastating effect on Olivier Darroze, who eventually came 36th on that day. It had been one of the best climbs of the day so far and he just straightened up, left it and ended up in even more trouble later after the second TP, as Steve Crabb was even more pleased to announce.

“So, really, the work was done. I could take my foot off the accelerator and cruise home in company with the other French pilot, Laurent Aboulin. I’d caught everybody, led the gaggle home somewhat slowly and was first to cross the line. I was really chuffed all the way back. It was an even more wonderful feeling to climb up to final glide. We went ridiculously high – 1,000ft over glide at a 6kt MacCready setting. The previous day I’d had an incredibly marginal final glide in the blue – the machine said I wouldn’t make it but I did. On the last day I wasn’t going to have any of that stress!”

So, after ending the Leszno Worlds on such a high point – literally and figuratively – surely Andy will be defending his title in 2005? Well, as a matter of fact, no-one knows. “We haven’t decided yet,” he admits. “That will be a decision for the three of us (Andy, Pami and his 13-year-old son, Mat). We have made absolutely no decision. I’m taking a year’s break from serious competitive flying – and then we’ll see”. And with that he goes off to fly Zaggies with Mat – a pilot at peace with himself and his world.

Next issue: Pami Davis gives the crew’s view
Tony Segal reports on the OSTIV Congress

STANDARD CLASS

1	Andrew Davis	GB	Discus 2a	10421
2	Olivier Darroze	France	Discus 2a	10057
3	Laurent Aboulin	France	Discus 2a	10014
7	Ben Flewett	NZ	Discus 2	9687
12	Paul Crabb	Ireland	LS8	9549
15	Stephen Crabb	Ireland	LS8	9462
19	Mike Young	GB	LS8X	9275

18-METRE CLASS

1	Wolfgang Janowitsch	Austria	Ventus 2cx	10594
2	Stephen Jones	GB	Ventus 2cxt	10135
3	Philip Jones	GB	Ventus 2cxt	9978

15-METRE CLASS

1	John Coultts	NZ	ASW 27b	10347
2	Andreas Allenspach	Switzerland	ASW 27	10199
3	Gyorgy Gulyas	Hungary	Ventus 2A	10044
4	David Watt	GB	Ventus 2a	9940
25	Hannu Nurmiranta	Finland	Ventus 2a	8804
37	Christopher Starkey	GB	ASW 27B	7713

OPEN CLASS

1	Holger Karow	Germany	Nimbus 4M	11323
2	Janusz Centka	Poland	ETA	10891
3	Gerard Lherm	France	Nimbus 4T	10775
4	Peter Harvey	GB	Nimbus 4T	10653

YOU CAN’T accuse Steve Jones of not putting his money where his mouth is. Together with his father, Ralph, he runs the Schempp-Hirth agency in the UK – and it was the latest version of the Schempp-made Ventus that he and his brother flew to medal positions at Leszno this year.

His glider, fin number 250, may have been a newcomer, but Steve himself is no stranger to international competitions. This was his fourth Worlds. Nor is the 18-Metre Class unfamiliar: he won it in Spain two years ago. Then his team-mate was Dave Watt, with whom he has done a lot of team flying. He hasn’t done so much with his brother – just an Open Class Nationals when Phil won and Steve was second – so how did he find flying with Phil?

“It was nice having Phil around,” says Steve. “We tend to fly slightly differently and the balance of the two of us seemed to work very well. Communication is the main thing; understanding what somebody means when they are really not very clear is important. And getting on well outside the confines of the competition is very, very important. Phil and I obviously do – despite what some people say about brothers!”

“We started together every day and aimed to finish together, but we have two basic principles: nobody waits for anybody and we never offer opinions. We just read figures off the instruments so nobody can be accused of giving duff information. From what I see and hear, the hardest thing to achieve in team flying is not to fall out. Our system works well.

“The most memorable day of the contest for me was the day when I only just got back: the final glide was interesting. When you’re at 80ft, a village is a serious issue! I didn’t think realistically there was anything dangerous: the village, a road lined with houses, is 1.5 miles out and I crossed it at twice the height of the buildings. Having glided for the past 7.5 miles in absolutely still air it was a reasonable bet we weren’t going to get masses of sink.

Then I flew along the upwind side of a line of trees along the road and got a fraction of reduced sink to turn a 50-plus glide angle into 60-plus. That enabled me to clear the last field of maize and get the wheel down”.

That day lost Phil several places overall. The Austrian Wolfgang Janowitsch, on a showery



Brothers in arms

day, had also pulled out a lead over the pair.

"It became increasingly clear towards the end of the competition," says Steve, "that nothing we could do was going to move me up from second. We felt the most productive thing we could do was to concentrate on getting Phil up from fifth or sixth and leave Wolfgang to make a mistake. But he didn't! The fact that we were working hard with a goal did mean that he was under pressure as well. It's important to set goals within the competition even if you can't win.

"The difference between first, second and third is often just a little bit of good fortune. On that day when I got back and Phil landed I bumped into a quarter-knot thermal 30km from home at 7pm and sat in it for 20 minutes. The Polish guy I was with decided it wasn't enough, left it – and landed out.

"From a team point of view it's obviously a good result. From a personal point of view I'm actually very happy with it, too. Because of the slight element of fortune it's very rare for someone to win a Worlds then come back the next time and win it again. We weren't that far off the pace. I'm particularly happy that we managed to get Phil up into the medals as well. That gives him potential for a place in the next 18-metre Europeans if I didn't fly in that class: world medallists take precedence over nationals winners."

Since the Worlds Steve, flying alone, won the 15-metre nationals at Booker, keeping his options open for the next Europeans. "It proves I can fly cross-country without my mates!" he jokes, "and that wasn't luck!"

Steve, a member of Bannerdown, Lasham, Shalbourne and GCs, soloed in 1984 and has 3,500hrs

I TOOK delivery of my 18-metre Ventus 2cx, writes Phil Jones, about three weeks before departing for Poland. Like its predecessor, 210 was immediately a delight to fly. The modified outer section of the wing plus the new winglets seemed to work particularly well in the climb, even at the increased max all-up weight of 565kg.

Steve and I flew four very constructive practice days and as a result seemed to be right on the pace from day one. We always started as a pair and aimed to fly together as much as was practicable, but even when we split up, which invariably happened for at least short periods during most of the tasks, we still seemed to work together very well. The general exchange of information on the British frequency between all the team members, often from one class to another, concerning weather conditions in different areas was outstanding, and particularly useful when decision making on assigned area tasks.

One of my concerns prior to the contest was my lack of experience of AATs, having never previously flown one in a competition. Happily, we performed particularly well on AATs and I dropped only 125 points on the four that were set.

The weather was mostly good but rarely classic, and this is reflected in the speeds we achieved: generally between 110-125km/h. Quite often, conditions varied considerably during a flight, and some good old-fashioned gear changing was required, similar to a day in the UK, albeit with generally higher cloudbases (around 6,000ft).

The high point of the event for me came on the second day. Everyone else had already started and Steve and I were literally one exploratory turn away from a relight, and potential disaster, when luckily we found 1.5kt. We then set off into a very unpromising sky on a 2.5hr AAT at 15.30hrs! At that point, even reaching the areas and completing the task looked incredibly unlikely. To eventually scuffle around and take the top two places on the day was miraculous and in those circumstances certainly my finest, most satisfying flight ever.

There were low points, of course, the worst for me was on day seven, prior to which I was in second place. We started last

on one of the longest tasks of the contest and the weather deteriorated, nothing like the forecast. I knew I was struggling but flew poorly, allowing myself to get distracted by a faulty bugwiper during a critical part of the flight and ending up landing out a few kilometres short. More than half the competitors made it home and I dropped to eighth place. Luckily there were enough days left to repair most of the damage done and drag myself back up to third by the end.

Everything was right about this contest: the glider was perfect, preparation was ideal, good food and accommodation, great organisation, my crew, Rory, was excellent and entertaining! All the Brits led by our manager Harry Middleton and his wife, Marjorie, were incredibly supportive and effective throughout, creating just the right atmosphere.

If you add to that the funding that we gratefully received from the British gliding movement plus the extra sponsorship kindly donated by the various companies over the winter then I think we were all set to do well. This was hopefully reflected in the results.

The only regret is that we allowed the new 18-Metre World Champion, Wolfgang Janowitsch, to establish a lead early on and never really exerted any pressure on him thereafter. It is also regrettable that he flew so consistently at such a high level without even a single off day. Never mind – maybe next time!

Phil Jones started flying in 1982, has 2050hrs, and is a member of the Cambridge GC. His only previous international contest was the 1997 Worlds at St Auban, where he came 13th in the Open Class



David Roberts

18-Metre podium, from left: Steve, Wolfgang and Phil



David Roberts

Steve (centre) and Phil (right) at Leszno

Gold medal for Jez



the White Planes picture co.

The British did their sponsors and supporters proud in Slovakia with Gold for Jez Hood and Silver for Luke Rebbeck. S&G asked Jez what he believes helped the team

I THINK there were a couple of key factors that enabled the team and myself to do well. The first was going out to the site, Nitra, in April this year for the Pribina Cup. It was absolutely fantastic. We flew every day, with cloudbases of over 10,000ft, and speeds of up to 133km/h round 400km tasks. Not at all bad for Easter in Europe! It enabled us to get priceless experience in the contest area, which comprises flatlands to the south, and hills to the north. Flying north, the ridge systems quickly rise up to 4,500ft, until they turn into the Low Tatras about 100km north-east of Nitra. We were tasked into the Tatras on the better days, and with snow-covered ridgelines up to 7,000ft, it was certainly a new experience for me, and one that was quite daunting. But it's a conditioning effect that becomes increasingly easy to deal with, and before long I found myself itching to go back, and play in the hills a little lower – and faster – simply because it was so much fun!

When we arrived for the practice week in July, the hills that had looked scary at Easter seemed a lot smaller, and less of an issue. We already had our bearings, and were able to get on with the job, rather than worrying about understanding the local conditions.

The second factor was the team flying. I had done a lot of flying with both Leigh Wells and Luke Rebbeck, and we developed our skills very well, getting to a position where we all had both complete confidence in each other's skills as pilots, and 100 per cent trust in every bit of information passed between us. This is an invaluable asset when arriving to fly a Worlds, if you are going to team-fly, and gives you a headstart on less prepared teams. The French reinforced this when we spoke to them at the end of the contest. They had not flown together as a team before they met up at the site in the practice week, and flew the first few, difficult days on their own. Never having practised at the site, they did not know the area either, and did very badly during these first few days because of this. They weren't too happy.

What were your tactics?

I don't think I really had a specific approach in mind, in terms of tactics. One thing that has always been at the forefront of my mind in the big competitions I have flown is to not treat them differently. You see a lot of good pilots at major competitions blowing out just because they were not mentally prepared. It was really a question of focusing on each day as it came along, and just getting on with it.

Is there one particular flight that stands out?

The most memorable day was when we sat on a ridgeline for more than three hours waiting for a TP to be freed up from the rain. It was a 300km racing task, with the first TP up in the hills, Klak, a piece of rock sticking up some 4,500ft at the end of a ridgeline. We started early, and got to within 15km of the TP before being hit by rain and a descending cloudbase (down to 500ft below the TP). The only thing to do was to wait. And wait we did, gradually getting more and more certain the day was wiped out. At about 4:45pm, we decided to go home (only 50km away). As we headed back, Luke convinced us not to give up yet, and on our way back to that ridge we'd been sitting on, we found wave had set up, and climbed at 2kt to 8,500ft. This took us into the TP, out of it, and 150km on task, to finally hit the spuds at 7.45pm. If we had gone home, it would have cost us 500 points, and the competition. The lesson learned is to never give up on a task, no matter how desperate – and bored – you may get, because anything can happen.

Did you learn anything new?

I learned a lot about flying in hills, both from trial and error, and from Leigh, who made us push on in the big hills. What also sticks is that I feel I flew 10 very steady days for the whole competition. Obviously there were great days, where everything goes right, and you seem to have an 8kt thermal going round the task with you, but even the poor days were steady. I don't think I ever got below 1,000ft, apart from landing out, and very rarely dipped below 2-2,500ft. It all comes down to consistency, calculated risk-taking, and always trying to have a plan B: "well, if this doesn't work, I'll do that" not "well, that didn't work, I'll land there".

It did become stressful, leading from day 2. I know it sounds a little silly, but it does become hard, because you're there to be shot at, and you can only lose places. At the end of the competition, the Germans were flying very well; on the last three days they were taking about 50 points a day off us.

Any gripes or anything worthy of praise?

Praise has to go to Andy Perkins for his actions that could have potentially saved a pilot's life. Having seen a glider apparently spin into the hillsides in the mountains, Andy abandoned his own task, and stayed in the area until a rescue helicopter had been dispatched. Thankfully, the pilot was fine, but it cost Andy a lot of points.

How do you feel about the result?

Obviously, I'm absolutely stoked about it. I've focused everything on this competition for the better part of six months, and to come back with the goods is a great feeling. We

Thanks to the team's sponsors

THE TEAM owe a huge debt of gratitude to their sponsors for their fantastic support, in kind and in cash, which took the burden off them in terms of preparation, and enabled them to concentrate on the serious business of winning. As a result of the considerable work put in by John Macknay, MD of Quo Vadis, new and exciting sponsors of gliding came to the fore: Dickies Workwear, Teng Tools, and Tork (SCA Hygiene Products). Thanks are due to **Dickies Workwear**, who supplied all the team's clothing, of excellent quality and very much in keeping with the juniors' style ethos; **Teng Tools**, who supplied very comprehensive tool kits that were well used; and **Tork**, who in return for the team wearing their beanie hats, gave each member generous personal sponsorship. Tork also flew two guests to Nitra for the last weekend of the championship, who had a great time, including a flight in a Blanik with the contest director. John Macknay says: "Reb Rebbeck and Martyn Wells did a truly superb job along with the guys. Dickies were delighted that the pilots always turned out looking smart and co-ordinated: pictures will be used in their next catalogue. **DFDS Seaways**, another Quo Vadis client, rescheduled return ferry crossings to bring home Jez and Richard Hood after their car broke down!"

The **Scottish Gliding Association** personally sponsored John Tanner, for which he was very grateful, and Andy Perkins was loaned a car by **Dixon Motors**. The team would like to thank **Crabb Computing** for the usual excellent support and help; **AFE/RD Aviation** for their assistance; **Dickie Feakes** for his help with loggers; and **Shirenewton** for the numbers and glider repair kits. Thanks, too, to the **BGA** for the support from the team funds. Special mention must be made of **AspectCapital**, and their major cash sponsorship of the whole team, which enabled everyone to travel to Nitra without heavy reliance on credit cards and to compete without financial worries. We all look forward to hosting corporate days for Aspect, and being able to thank the directors personally for their generosity. This support from all the sponsors was one of the major factors in the team's success.

Marilyn Hood, team sponsorship co-ordinator



The final results of the Third FAI World Junior Gliding Championship (July 5-19, 2003) were: Standard Class, 1, Jez Hood (seen opposite), GBR (LS8); 2, Luke Rebbeck (above), GBR (LS8); 3, Achim Besser, GER (Discus 2); 5 Leigh Wells, GBR (LS8). Club Class, 1, Michael Streit, GER (ASW 19); 2, Peter Toft, DEN (Std Cirrus); 3, Stephan Zimmel, GER (ASW 19). 4 John Tanner, GBR (ASW 19); 6 Matt Cook, GBR (ASW 19); 12 Andy Perkins, GBR (ASW 19). Full results of these and the World Class at <http://events.fai.org/>

were up against a lot of good pilots, and to beat them was great, but what was even nicer was the compliments from a lot of them at the end. I can't think of a better form of recognition than from your fellow competitors. It did seem like everything came together, and I think most of that is getting focused and ready for it mentally: that's where the battle's won and lost – in your own head.

What I'll also take away from this is the great support we had as a team. Both from the BGA, and from the sponsorship that was secured by a lot of hard work from Marilyn Hood, and John Macknay (see left). Also at the competition, two invaluable assets in the form of Reb Rebbeck our long-suffering team captain, who did a sterling job as ever, and Martyn Wells, who did a fantastic job as the team coach, telling us what we needed to hear, and generally having a much-needed calming influence. Most of all, I want to thank my team-mates, Luke and Leigh.

What are your ambitions in soaring now?

Now that my career as a junior is over, I guess I've got to focus on my next goals. I'd like to fly in the mountains more and I'd obviously like to break into the senior team. In 2005, there will be six new pilots racing against the rest of the world's top junior pilots. Let's hope they can make it three British Junior World Champions in a row.

Jez, who was 24 when he won, soloed in 1994 and belongs to Cambridge and Four Counties GCs. This was his third Worlds

How the Junior Worlds unfolded

Slovakia, writes Lemmy Tanner, has good scenery and generally good soaring weather with cloudbases over 9,000ft. It is quite separate now from the Czech Republic, lying between that state and Hungary. The capital is Bratislava, a few miles east of Vienna. It is easily reached by air from the UK with affordable fares. An hour's drive to the north-east is the regional capital of Nitra. The local area is attractive, with many fruit trees lining the country roads. Tesco and the local restaurants provide good value for money, which is in Slovakian Koruna at about 60 to the pound.

The six British Team members and crews arrived at Nitra airfield over the weekend of June 28-9 in a sweltering 35°C. Reb Rebbeck, Team Captain, and Martyn Wells, Coach, had already set up the base station and the Union Flag was fluttering from the aerial mast. Early arrivals managed to fly locally on the Sunday but the practice week proper began on Monday with the LSBs flown by Luke Rebbeck, Jez Hood and Leigh Wells in the Standard Class on a 250km. The Club Class pilots in ASW 19s, Andy Perkins, Matt Cook and John Tanner, flew a slightly shorter task, but all completed safely. The remaining practice days were used for a mixture of training, fettling and settling into the routine.

The opening ceremony of the 3rd World Junior Championships and Fourth World Class championships (in which Britain had no entrants) took place in the picturesque and historic centre of Nitra on July 5. Afterwards, the British enjoyed a team dinner – a very convivial event that laid the foundations for success.

The first contest briefing was at 10.00hrs on July 6, directed by the multi-tasking Vladimír Foltin, who covered all aspects of the contest without notes, in good English, very professionally.

Day 1 dawned with a substantial temperature change: down from highs of 35°C to a modest 20°C and grey overcast. The prospects were not good, but tasks were set. The Club Class started at about 14.00hrs followed by the Standard Class, on tasks of 201km and 230km. Late starters were in some difficulty and Leigh Wells sadly landed 10km short and finished 16th. Andy Perkins won the Club Class with Matt Cook and John Tanner only a few points behind. In the Standard Class, Jez Hood and Luke Rebbeck were 3rd and 4th. The task area was fairly limited because of numerous control areas. Penalties for infringing airspace were severe. On this day the French Club Class team made a major error. All were deemed to have landed out 10km away. This effectively removed their chance of high placings; the airspace became generally known as French Corner!

Day 2. Same grid order for the classes, which irritated Standard Class pilots (who would always be at the rear). That said, launching was very quick, with turbine-powered Smeilacs towing gliders to 1,640ft (500m) in 1.5 minutes. Tasks were AATs. There was wave influence again; half the field landed out. The UK teams all got back with satisfactory results.

Day 3. Strong winds and more marked wave did not deter the organisation: AATs were again set with a three-hour time. Most pilots got into wave to start close to maximum altitude of 9,000ft but gradually thermal influence took precedence. There were a lot of calculations for the crew, working overtime to see whether pilots needed to go deeper into the last area to make better time, but with the vagaries of the weather some plans went astray. All of our pilots came back over time but had achieved good speeds. Jez, Leigh and Luke took first three places in Standard and John, Andy and Matt were 5th, 7th and 8th in the Club Class.

Day 4. The tasks were races: 234km for Standard, 204km for Club. Weather was forecast fine with increasing risk of thundery showers towards the end of the day but, in fact, late starters got the best of it. Our pilots consolidated their overall positions.

Day 5. Thick high cloud slowed thermal development and the first TP for the Standard Class was under persistent rain. Many pilots landed out early but Brits and Germans persevered and eventually got into wave – and enough height to get around the turn and back into sunshine. This after several hours of flying on

a 304km task. No-one got back. The Austrians won, closely followed by the Swiss and the British. The Club Class, on a 260km task, fared slightly better, and got round three TPs before Andy, who was slightly ahead, fell into dead air and had to land out on a high-scoring day. John and Matt placed 7th and 8th.

Day 6. The weather had taken a turn for the better with lighter winds and better thermals. AATs were again set with distances from 240-570km (Club) and 340-630km (Standard) and 4hrs 30mins minimum time. Once flying was in progress there was a flurry of activity to set up a new base station on high ground near the airport, to enable our ground team to monitor progress and give information on speeds achieved and distances to fly into the next areas. Eventually all of the team got back in fine style to hear that Saturday would be a rest day. The Brits occupied the first three places in the Standard Class, and 4th to 6th in the Club Class as we went into a rest day.

Day 7. The wind had returned and the cold front that went through on the rest day left an unsettled airmass. Temperatures were well down and tasks were appropriately shorter; thermals were very difficult for late starters. Widespread showers left huge areas of dead air behind them. This resulted in lots of landouts including our trio in the Club Class, who were just a few kilometres short. Gloom settled over the British camp.

Day 8. The expected thermals did not persist. Everyone landed out. The Club Class fared better than the Standard, which failed to register a contest day. Andy achieved a splendid second place. John and Matt were further down but not out of contention.

Day 9. A much better day, with less wind and early cu, which stayed until late evening. A 4hrs 30mins AAT with four areas was set and successfully completed by nearly all pilots. Andy was second again with Matt third for the day. John slipped a bit but held on to third place overall. Jez, Luke and Leigh did well and retained three of the top five places. Some of our sponsors arrived to see proceedings and were not disappointed.

Day 10. One of the better racing days. The Standard Class was set a multi-TP race of 530km and the Club class had 515km. The easterly TP was at 6,500ft, which did not leave much room with cloudbases lower than expected and airspace at 9,500ft. We set up a more remote base station so that we could contact pilots all round the task. This proved fortunate. Andy Perkins was witness to a glider apparently spinning into the ground. There was no movement from the aircraft and we were able to relay the report to the contest director very quickly. Local emergency procedures were put into operation with Andy relaying position information from overhead the scene. As it turned out the glider had landed very flat with some damage, but the pilot was unhurt. Andy's selfless action was applauded at the next day's briefing and the Danish team especially were full of praise for the good sportsmanship shown. All of our pilots got back, but Andy obviously was not among the faster finishers.

Day 11. The last day. Once again a four-area task (more than 300km in three hours). The weather was not inspiring and there was a lot of dithering at the start. To the north there were usable cu but the south was blue. The Club team thought that they had had a good run at 95km/h, but were disappointed to find that the delightful lady pilot, Stephanie Claessens from Holland, had achieved over 100km/h for the first time. This, following her first 500km flight on the previous day, was the icing on the cake.

Barring penalties and protests it was all over. The Brits had 1st, 2nd and 5th in the Standard Class, and 4th, 6th and 12th in the Club Class. The evening party was lively and the pool in regular use. Not many people stayed dry! The closing ceremony on July 19 involved speeches from the president of the Slovakian Aero Club, Jan Mikus and President of the International Jury. It had been a very successful event, due in no small part to the efforts of director Vladimír Foltin. Of course, the weather this day turned out to be the best we'd seen during the last three weeks.

A vintage year

Ian Dunkley reports on two rallies, quite different in character but both great fun, which show why vintage gliding is thriving: the Camphill Rally (below) and the VGC International (opposite)



This K-4 is a reminder of the days when wings were wooden and trailers were not lift-top, but toplless



The launchpoint at the Camphill Rally in Derbyshire this spring (all photos: Ian Dunkley)

GOOD weather was again a feature at the seventh Camphill Rally, with only one day lost due to pouring rain. This contrasted with the preceding week, when the BGA ran a cross-country course, in weather best suited to orienteering, and the following week at Hus Bos when I understand there was only one task day. The gods are still on the side of vintage flying: they know a fun thing when they see it.

At the last count 38 gliders took part, including one ASW 27, to provide a challenge to gliders constructed from more environmentally-friendly materials.

Accompanying these were 52 pilots, just to show who was really in charge, although on a couple of occasions this was open to doubt.

Unfortunately, flying hours and cross-country miles – kilometres, if you prefer – were down on last year, so no favourable comparisons can be made. On second thoughts we did more than the Midland Regionals (they probably forgot to sacrifice the chickens). Launches, a subject dear to the heart of club treasurers, were only slightly down at 323, so everybody got plenty of winch and landing practice, the latter not always at Camphill.

An important part of any gliding event should be parties, informal or otherwise, and judging by record bar takings we succeeded here, too. The horseshoe-throwing competition was fiercely fought, a word I do not use lightly, and will be a regular feature of future rallies. Some may say I have it in for competitions: not true, everyone needs an outlet for aggression; I just feel that chucking lumps of steel is more economic, particularly if someone is standing in the way of your winning.

Prizes are of course a major attraction at Camphill. This year we introduced a new one, the "They could not possibly have done it if they were sober" tankard. Intended to be a serious award to promote safety, it turned into farce. The recipient, for a somewhat aerobatic approach, was also awarded a check flight. He promptly returned the tankard, saying: "You couldn't possibly do that if you were sober." The assembled pilots agreed. Came the check flight and my chance for revenge, I pulled the bung at an awkward height, down went the nose below the normal flying position, up came a drinks bottle to float gracefully around the cockpit, until

caught by the victim with his left hand while deciding what to do next. He couldn't possibly have done that if he was sober, could he?

Wine (bought at bargain prices only after a careful search of supermarket shelves over a great area for hidden treasures) went with boring regularity to John Young, for various flying successes, which also led to him being named "Man of the Rally". I must admit I could not understand how he could fly so long and so far in an L-Spatz, until I flew it myself. Its apparent total lack of directional stability guarantees you will spend so long watching the string that you are bound to be a long way from home before you master it.

Finally, the major daily prize that everyone covets, the Camphill Horn, went one day to Chris Hughes, for – while airborne – removing Wales from an air chart to provide a sun hat. Mind you, I think he is Welsh, but I may be wrong.

Finally for those who like statistics (sad souls you may be, but we seek to please), 182 hours, 323 launches, 38 gliders, if you include club classics, and 52 pilots. If you want registrations and names you will need to read *Vintage GC News*. *S&G* prints long tables only for competitions, which is fair enough considering how much they cost. However, I should point out that there are dangers in printing names: some years back one publication did this, and missed someone off; his wife noticed. Whether she was suspicious or just very keen on accuracy I don't know, but is it worth the risk?



The 323 launches meant that the 52 pilots got plenty of landing practice – though not always at Camphill...

I HAVE been to Finland a number of times and have many Finnish friends, but it never ceases to amaze me how a quiet, reserved, or even morose bunch of people can be transformed by the merest whiff of alcohol, the ringing of a mobile phone, or the sight of a friend. If you don't believe "morose" or "reserved", try smiling and saying "hei" to every stranger you pass in the street; you soon will. However, get to know them (preferably over a pint, it speeds things up) and you will find out why I was so keen to return to this fascinating country for the parties, and the flying, at this year's VGC International vintage rallies.

It was unfortunate that the British showed an unusual reluctance for strange foreign parts: Chris Raines's Kite 2a was the sole UK aircraft entrant. Eight other adventurous and committed pilots, taking advantage of cheap flights, joined them. VGC President Chris Wills arrived on crutches, and Sue and Tony Maufe completed an epic cycle ride from the UK – apart for the wet bits – showing what Britons used to be made of.

The British shortfall was made up by 118 pilots representing 14 countries, and 40 aircraft from as far afield as the USA, Italy, Hungary, Austria, Switzerland, and France, plus large contingents from Holland, Germany and Scandinavia.

Two separate rallies are always involved: a rendezvous, which this year was at Oripää, and a main rally, at Jämi, the designated gliding site for the ill-fated 1940 Olympics. Thirteen gliders took part at Oripää and enjoyed good flying over four days, with two cross-countries: a K-7 to Jämi, giving the Dutch pilots a chance to put their towels down before the Germans arrived, and a first field landing, with his towel, by Chris Raines in his Kite 2a. The local club, who have an all-glass flying fleet, thoughtfully hung a Pik 4 in their hangar roof to provide a nesting site for swallows, who show their gratitude by leaving small presents on the wings below. I hope that on my next visit the Pik is doing its own flying.

The move to Jämi took place on a day with impressive cumulus build-ups, which provided some violent local storms and lightning strikes just to generate a sense of anticipation and to demonstrate the value of tie-downs. There is nothing like being in the middle of a storm, erecting tents in a forest of tall trees, with simultaneous lightning and thunder, to make you wonder if those who stayed in Britain had perhaps got it right.

The opening ceremony was conducted with unusual, and welcome, brevity. I will not continue with a day-by-day report, so important to egotistical comps pilots. Instead I will tell you about the highlights: social, touristic and flying. About five years ago two aeromodellers, a grandfather and his son, started building a DFS Habicht to the original 1936 design. Soon they were joined by Christoph Zahn, the teenage grandson, who after learning to fly now demonstrates this fully-aerobatic beauty. His display, which included inverted spins, was a feature



Above: the VGC rally featured 21-year-old Christoph Zahn flying the Habicht his father and grandfather built
Right: parked up. Below: waiting to launch in Finland

each evening and showed how fast a young pilot can progress. Gliding could do with more like him.

"What is Finland like?" Starting off under the sea, emerging only to be covered by ice, it is as expected, flattish, but from the air the full beauty is revealed: winding rivers, scenic streams, ponds, lakes, the odd damp patch, large forests and small attractive farms encouraged by the long hours of daylight and EU subsidies.

One of the main objectives of the Vintage Glider Club is to promote vintage flying worldwide, which was one reason why Jämi was chosen for this year's international. Known as the "cradle of Finnish gliding", the site was selected in the 1930s as ideal for the then new sport. Thanks in part to the rally, plans are now being made for Jämi to host an annual vintage event that will include gliders, powered aircraft, model aircraft, cars, and so on.

After one very hot day the rally transferred to snow with a temperature of -2°C for the Olympic Pilots Curling Championship. Quite why the Finns want to freeze their appendages off in the summer after a long winter of snow and ice, I don't know, but the ski tunnel provides a 1250-metre cross-country course. Three teams competed, Nordic, Rest of Europe, and Rest of World, which I captained. My only complaint, apart from frost-bitten toes, was that the 20,000-euro cheque my winning team received was unsigned. The results of the other, less enjoyable Olympic events, in ring throwing, A4 paper gliders, spot landing, and cross-country skiing, are not important.

Enough of this, what about the gliding? Cloudbases to 1,600m (5,250ft), impressive cumulus build-ups, fantastic lift and areas of equally strong (if less welcome) sink, the odd lightning strike to light up the cloud shadows, and just enough rain to keep crews on their toes. Small tasks were set each day and many rally aircraft flew these, chasing local glass gliders out of thermals that they should not have needed to join the first place. This went on until the weather changed to a meteorological condition that the Finns and others, called "British", and restricted flying to extended circuits for a few days, boosting local tourism.

The best party in gliding must be the International Evening. This year was no exception, aided by even more alcohol than usual, and a variety of food intended to



increase the sale of indigestion remedies in the local sponsoring town. Like all good parties, it is hard now to remember it all: how my native tongue became increasingly incoherent, while my German became more fluent; emerging from the party for fresh air 15 minutes after midnight, to be beaten up by a hang-glider; trying to teach a German, at 03.30hrs, to play "Finlandia" with a birch leaf; and introducing sceptical foreigners to Marmite...

Next year's International Rally will take place at Gliwice, home of Poland's growing vintage movement, which includes many young pilots. With the rendezvous at Grunau and the wave-pioneering Hertzberg, gliding really is returning to its roots. Just to complicate things, international politics have changed the names to Jelenia Gora and Karppach; what was Germany is now Poland; and what were small shops are now socking great Tescos. That's life.

This year at the rally's closing ceremony well-deserved thanks were given to the hard-working Finnish vintage enthusiasts, who overcame their reluctance to meet strangers and organised a great rally that, I am told, has already led to new restoration work. I would particularly like to thank Taisto, Risto, KP, Matti, Esa, and Jysti, whose name I may have written wrongly (is that surprising?), to whom I presented Camphill Horns for not exaggerating the story about the ladies' sauna, the real reason for my return (see *To Jämi Javi on a Honda*, February-March 2000, p34). Chris Wills, whose vision led to this and 30 preceding VGC Internationals, then rang the cowbell, the rally was over and the VGC flag handed over to Poland.





Coasting out over the English Channel at Lydd

Heading for Etna

Guy Westgate's epic journeys are legendary. This summer, he took not only a toothbrush, but a friend as well. The first article in Guy's series sees them crossing the Channel and passing through France. The destination: Mount Etna

THIS WAS to be my fourth European tour with my DG-400 motorglider and I was very fortunate to have encouraged, or press-ganged, a travel companion with a second DG-400: Paul Barker, a friend and experienced glider pilot from Southdown GC. As Paul and I both work for British Airways it was a small miracle that we had been awarded similar leave times; just over four weeks for an adventure. The goal: a 5,000km out-and-return to Mount Etna in Sicily.

I had some experience of packing for these expeditions and had most of the "Ps" prepared: passport, papers, protective covers, plasters and paracetamol, and this year, for the first time, the luxury of a pillow to go with the sleeping bag and toothbrush.

The initial pack is always the most frustrating and the small pile of useful items next to the glider grew without hope of its fitting into the small space behind my head. We had been preparing a list of possible landing sites in Italy as the gliding clubs fizzle out south of Rome, but a computer crash lost all of our data just before Paul persuaded me that Monday June 9th was the day to start. We would have to make up an alternative plan down route. The day was great for the beach but not special for



gliding in the south; the forecast, though, was worse. We hit the first weather window, taking off in a very untidy formation at 15.00hrs into a crystal-clear but dead sky. The ground run was disturbingly long and with the extra 20 litres of fuel I was carrying in my wings I must have been close to maximum take-off weight. Paul was off the ground several seconds before my elevator sprang into life and by 500ft (150m) we had tightened up the formation as we said goodbye to Storrington and climbed west to the London TMA's base.

Our first technical problem of many was my headset, which made communication possible only when throttled back to idle. After a short glide we compromised our ideals (to minimise engine usage and make the most of soaring) and used the engine to climb again to the higher airway base. The next 100km along the coast looked dead with cool sea air.

During the glide past Lydd we agreed that Paul would radio London Information for an airborne flight plan, calling "Golf-Delta India Romeo Kilo Formation". The controller seemed singularly unimpressed, as if he talked to gliders every day and dismissively told us that we would be on the ground in France before the flight plan cleared. For safety, we climbed

within easy reach of land and at 6,500ft (1,980m) started the glide across the water towards Le Touquet. The crossing was completely uneventful, the air almost still. Technical problem number two was my glide computer; I underestimated the height required and consequently had to coast in early abeam Boulogne to start the engine one last time. Neither of us had packed very well and, with a very stiff back, I was extremely glad to be across the Channel on the ground. We dutifully showed our passports, re-packed to improve comfort and raced back into the air to see if we could salvage anything from the day to make some distance without the engine.

There were a few wisps of cumulus left but not enough lift to fly cross-country. We climbed a little and as a glide towards Amiens was looking short, we turned for Abbeville. Not great progress but happy to be in France.

We started searching for the airfield as a DG-500 passed on tow and, while we circled the town in the last buoyant air of the day, were treated to an excellent aerobatic display to celebrate the end of a competition at the field. An hour after the display, the 300 or so spectators had dwindled to three competition scorers, who eventually took pity on us. We all packed into one tiny car and sped off to a beautiful little restaurant on the banks of the Somme for beer, mussels and chips.

We were promised an engineer the next morning to open the fuel pumps, but nobody arrived. Paul eventually found a petrol station but was blackmailed into buying a heavy-duty



Better weather at last: playing along the Alpine ridges near Mont Blanc

plastic jerry can, as the attendant did not like the look of our collapsible water containers.

There was light rain before lunch and I discovered that my raincoat must have been left behind. Eventually the sky looked bright enough to give us some chance of soaring. We briefed a formation take-off but Abbeville soon claimed its first victim. Paul's wheel got stuck in a rut and he lost his French maps in the flap of getting out of the glider to push it clear.

The conditions did not match expectations and we ballooned along in the strong westerly, Paul taking a route north of the Somme over the huge First World War cemeteries. I tried to analyse the problems with my new GPS, fitted just before our departure. Not only did I not understand all the fields of data, but it refused to talk to the vario and barograph.

With a rescue engine start apiece and cloud-base dipping below 2,000ft (610m), we stopped at the nearest gliding club of St Quentin.

From the café-bar we watched waves of high cirrus and later rain and determined that conditions were not going to improve, so switched from coke to beer and commiserated our poor progress. After calls to Tony and Sylvain, our back-up team at home, we traced a wiring fault in my GPS loom and a broken a wire in the barograph connection.

Towards evening we watched the tireless aggression of territorial fights between a gang of Painted Lady butterflies in between the rain and started to worry about the weeks ahead.

There was a Meteo France office on the field, but despite having at least three staff, they

were fairly clueless about gliders and offered little help next morning, confirming by radar that the large shelf of cloud and rain we had woken up to was clearing north-east. We launched as soon as we could and conditions initially looked good as the cumulus rose with the warmth of the morning sun.

It was our first day of team flying, something we had never really tried before. We have both been used to formation flying and soaring in very close proximity, particularly ridge flying at Parham. Although these skills were necessary, it was communicating climb rate, altitude and intentions that we found took some practice.

We used the UK gliding frequencies until we heard other legitimate users and then switched, so had the luxury of a private frequency for the duration. We also used a pair of walkie talkies, so when we were talking with ATC on the glider radio, we could continue to talk together about our intentions.

The soaring was fairly straightforward until south of Soissons, where there was a distinct lack of clouds. The cumulus edge stretched south-west, deep into Paris airspace, so we topped up with height to 4,000ft (1,220m) and glid out south into the blue. We sank in lazy air and, at the point of giving up, found our first weak lift. The airmass had changed in character and we found only tight rough climbs, reaching 3,500ft (915m). After some very low scrapes, we were both thankful to have help looking for lift, with no cumulus markers. To make life more challenging there were some distinct mid-level inversions that

frustrated each thermal bubble. By Troyes every climb felt like it was the last of the day. As we talked about landing sites the thermals improved towards the rising ground of the Plateau De Langres with a few cumulus again marking climbs up to 6,000ft (1,830m). It was a short-lived reprieve and, as my glide to Dijon started slipping away, I took 1,000ft with the engine to clear the last ridge. Paul had better luck finding his final glide over a deep wooded valley and we joined the circuit at Dijon Darois. For the first time we were met with enthusiasm. We were soon offered keys to the clubhouse and directions to a restaurant. It had been a grind of a day but we were finally closer to schedule. We needed to make 200km a day to have a hope of reaching Etna.

Paul decided his radio speaker – against the rear cockpit bulkhead – was being muffled by his luggage. We both had a comprehensive mini toolkit but even with a soldering iron, screwdrivers and spanners the fiddly job of relocating it took hours.

The airfield is famous for its satellite factories and we spent the morning nosing around the new Apex factory, the current builders of the carbon winged CAP10c and the aerobatic CAP 222 and 232. As we prepared the gliders a flurry of Dyn Aero microlights were being test flown. These tiny glass fibre aeroplanes were off the ground in less than 200m (650ft) and seemed a quantum leap ahead of the classic weight-shift microlight I expected.

The clubhouse walls were full of maps of airspace and we were carefully briefed on what



Dodging cu-nims south-west of Dijon

Y military zones we could cross. We watched the morning scraps of cloud accelerate away into towering cu and as we launched, thunderheads appeared on the northern horizon. We followed good cu along the Côte D'Or ridge to the south-west of Dijon and called the military controller, who gave us a formation clearance. The frequency was quiet and five minutes into the zone he asked us for our destination, which I foolishly reported as: "No destination, the Alps". Our clearance was rescinded: "Stay clear of controlled airspace". I asked why and was told it was because we had no transponder and no destination. Immediately, I corrected our destination to Chambéry and we were again granted clearance.

The cumulus line was taking us away from the Alps towards more airspace and for the second time in two days we struck out into the blue. We glid for 35 miles (65km) in stable air. Thunderstorms continued to build in the distance. It was still early in the afternoon and although we had a glide to airfields in the valley, we hoped the first low ridges above Bourg En Bresse might break the inversion. We picked good fields south of Louhans to start the engines and decided on a long engine run to clear the Saône plain. Despite the wind blowing along the crests of the first north-west facing ridges, they provided enough of a boost to thermals for us to plan ahead but we struggled to stay in good lift with continuous light turbulence in the climbs. Just as I was feeling more confident, with two better thermals and some south-westerly facing ridges ahead, I sank well below the deep canyon of the Ain river. As I was looking for a field to start the engine, Paul – who had followed the rising valley south of Oyonnax – was also forced into a short engine run as the ground rose to meet him.

We met again on the first of the big ridges, Grand Colobier. At over 4,500ft (1,370m) it towered above us, but classic mountain theory

finally worked: on the into sun-into wind ridge, we climbed.

I had read a description that a "tourist" thinks about going home the moment they arrive. With big lumps of mountain looming temptingly from the haze ahead, we could think only of progress and finally felt like travellers, not tourists.

High-level cloud was piling in from the east, but despite the lack of sunlight and reducing visibility we could see a route ahead and bounced our way in ridge lift towards Lac du Bourget. It was the end of the day and we had cracked the Alps. We left the bigger mountains of the Chartreuse Massif to the south and used the last of the thermodynamic lift until we were on glide for Chambéry.

We were told we should land within 10 minutes and wasted no time with the

'It became clear why we had had so many visitors. The entire lakeside had enjoyed a grandstand view of my unusual manoeuvres on arrival'

hope of a hangar overnight. We were the last gliders to land at Challes-les-Eaux, but in that time the hangar had been filled so we picketed down for the night. We indulged in the club dinner with the other visiting pilots and took the last room in the club dormitory.

I found paperwork for my wing camera that night and spent a while fiddling with micro switches to reset the white balance and exposure controls. The extensive morning briefing was half an hour late, which was fortunate as we caught the start. Various temperatures and levels were mentioned in French and both Paul and I caught 2,600m (8,530ft) and 3,400m (11,150ft) and a temperature of 35°C. The dreaded word for storm – "orage" – kept cropping up, too. A few visiting pilots told us conditions were

not good enough for them to fly. The windsock was hardly indicating a gale on to the home ridge and the first two gliders off the winch fell back so we did the French thing and had a light lunch before take-off.

The air was slowly climbing the short ridges behind the site, but the smoothness and calm above the airfield belied the menace of rapacious sink and rotor in the transitions further down the valley. Progress was a curious mix of anguish and joy as soon more gliders were sent up the wire on to the same ridges, every glider fighting to climb. Every foot of climb was a battle. The first thermals eased the congestion a little but escaping the inversion was not easy. I cheated and followed three locals around on to the higher ridge behind Chambéry. Paul chose a different route and spent over an hour below the tree-line, every foot hard won and all too easily lost. We met up above the sunny cliffs of Mt de la Croix but our relief at finally beating the inversion was short lived. We stumbled north-east, from sunny col to windward spur, but nothing was letting us climb – just slowing our slide towards Lake Annecy. By the end of the Charbon ridge we had sunk down into the trees and more hot, lazy air.

Without a better idea, we crossed the lake looking for suitable fields to start the engine and joined dozens of paragliders on the first south-west facing ridge above Annecy's shoreline. The paragliders were marking the lift well but flying the multicoloured slalom course was stressful. As soon as we gained 500ft (150m) we jumped back to the higher ridge behind the lake and climbed a little easier with the ridge to ourselves. Even so, we could not climb above La Tournette at 7,000ft (2,130m) and pushed further east on to the long Aravis chain, arriving again well below the top. Once more the grind began.

Arrival height showed itself to be critical. I was 50ft (15m) lower than Paul over a little hanging valley with no lift immediately beyond. The height meant he could cross the next spur whilst I had to take the sinking route round so our height difference became 300ft (90m), then on the next spur 600ft (180m). When finally he arrived on a working ridge line, I was too low and had to return through all the sink, losing half an hour of time.

With a maximum altitude of 8,000ft (2,440m) Paul escaped past Mt Percee into the Arve valley and reported that the western limestone cliffs above the valley were producing lift. I followed somewhat later and lower but a combination of turbulence from some lifting wing tape from my wing camera, dehydration and, finally, light rain meant my drive to make distance had gone for the day. I spent an hour struggling to stay level, getting seriously trounced in some kind of rotor, and with nowhere else to go clear of the building storms, we descended to the small airfield directly below us at Sallanches. I misjudged the circuit due maybe to fatigue and dehydration but somehow ended up on the runway. The airfield

was derelict and deserted. We first pushed the gliders towards a fence to tie down then moved them against the hangar to reduce visibility from the road as we hosted more than the normal number of interested bystanders. We had made just 67km in five hours of flying but, worse, we were only 2km nearer Etna.

We walked past a busy lake recreation complex on our way to a restaurant and it became clear why we had so many visitors. The entire lakeside had enjoyed a grandstand view of my unusual manoeuvring on arrival. We had a few beers; Paul admitted that he too had plenty of "that wasn't particularly wise, was it?" moments and we agreed that we still knew nothing about mountains. We were both nervous about the safety of the gliders overnight after two warnings from helpful strangers so had our first night under the wing. There was no power at the field; the only light was from the odd glow-worm on the apron.

A local microlight pilot arrived early and spent 30 minutes rigging his weight-shift wing as we crawled out of our sleeping bags. Just after Paul returned with food the police turned up: our landing was a big problem. The airport was closed awaiting demolition and a house-building programme – we were not allowed to land. We wondered exactly what they could do. They could not stop us from taking off, and a fine seemed unlikely. After an exchange with the microlight pilot they left.

We watched ragged cumulus growing over the sunshine on the west side of the valley and once the clouds had climbed above the Reposir ridgeline we launched towards the sunshine. It was the right start point as a bright yellow paraglider was climbing well on the ridge as we arrived. We scoured the ridge but the thermals were tiny and our 55kt (102km/h) circling speed could not get close to the paraglider's ability to soar in the narrowest of lift. We decided that we had not climbed high enough to break the first inversion and crossed back over the airfield to the southern-facing corner of the Aiguilles de Varan and the Fiz ridge above St Gervais.

Again we scoured the mountain slopes but I found the 200ft (60m) I had above Paul to be critical to my advantage. After 20 minutes I made three good S-turns and after that climbed 50ft (15m) with each pass against the mountain. Paul could not climb. Within 10 minutes I could explore along the vertical ridgeline to the north-east and once I had cleared the gently sloping undercliff, the lift against the mile of vertical rock accelerated to 8kt (4m/s). The transformation was incredible. The paragliders we had joined low on the Fiz ridge were all in the same predicament as Paul. The lucky pilots were all above me still but it didn't take long to race up past Mt Buet and Ruan, where three colourful wings were hovering above the giant bulging almond of rock almost overhanging the main ridge. Just before the glacier on the north corner I flashed past a



climber, lying on his back relaxing in the afternoon sunshine. His bright red jacket contrasted perfectly with the scene of sand-and-black-coloured rock striations, white snow, cream-coloured clouds and a deep blue sky – the view south filled with the rich texture of the Mt Blanc Massif.

Paul got fed up with my radio calls about the best conditions and decided he had been past the same restaurant at patio level so many times that he should pay a cover charge. He finally escaped his inversion prison with the engine to join me and the paragliders. I had re-fitted the wing-mounted video and we zoomed along next to the rock wall enjoying our freedom for the camera. The conditions were just so good, the scenery so grossly oversized, that I started to



Left, from top: Video stills taken by Guy using the camera shown, on a mount made McLean Aviation Above: the first leg of the trip (map: Steve Longland)

feel guilty – surely something this good couldn't be legal? Seeing a second glider specked against the enormous rock wall provided a visceral reality check, somehow legitimising our activities.

We made cloud base at just over 10,000ft (3,048m) and pushed south over Chamonix before following the main valley north-east up to the Forclaz pass and Martigny.

The darkest streets running against Mt Blanc were spitting with rain so we took the last high climb at 11,000ft (3,350m), said goodbye to France for a while and entered into the hugely impressive Rhône valley, which splits the Alps for 70 miles.

We had been warned about thunderstorms again but at least we were in good company – we met half a dozen gliders enjoying the



Soaring along the almond-shaped outcrop on the ridges north of Mont Blanc

weekend conditions past Verbier and Sion. The clouds away from the main valley were looking increasingly boisterous, the valleys leading south towards the Matterhorn and Monte Rosa were full of storms, and within minutes we were being washed out of the sky. We escaped the rain temporarily to the north and played round the foot of the huge Aletsch glacier until Paul found a good climb and shot the lower part of the glacier like a toboggan. The monster peaks of Eiger, Mönch and Jungfrau were all deep in storms and my dream to soar the Bernese Oberland would have to wait as attention focused back to the main Rhône valley – rain was pinning us in. We talked to Sion Air Traffic to establish the closed status of Munster near the head of the valley and with the storm cells to the east now snapping at our heels we glid back to the ex-military airfield at Raron. The storms from the north-west did not wait for us to land and we endured torrential showers over the next few hours as the Alps vented their pent-up heat energy.

We met the chief of the runway, Marcel, who could not do enough for us. He seemed quite happy that we had diverted due to thunderstorms and so did not have the required flight plan or immigration clearance for landing in Switzerland. He showed us the Swiss automatic weather stations; the AMIE terminal in the clubhouse where we learnt the forecast was for more thunderstorms. He then organised a hotel room and even donated the two airfield umbrellas, leaving himself with a patio-sized parasol as he followed us around offering assistance.

Raron town appeared closed. We struggled to find a place to eat but enjoyed a proper bed after the concrete of Sallanches. The village boasts a fairytale church and castle, built on a rocky outcrop in the valley floor with a surprise chapel cave, carved out of the granite beneath. We explored the church complex and wandered back over the swollen Rhône to the airfield for breakfast

prepared by Marcel. A visiting motorglider pilot advised us to start high to bounce the lowest inversions, and said it was common for glider pilots from Sion to take tows above 6,500ft (1,980m). As we prepared to go Marcel chose his moment to inform us of a Sunday morning take-off ban but – after negotiating a noise abatement route – we used the very wide runway to again practise our formation departure. We climbed directly to the western facing slopes, to the south of Raron, and after little trial and error quickly found the pattern for the day. I moved the wing camera to look over the tailplane and once we had found the snowy peaks we spent a while playing around in the most incredible scenery: snow, green glacier ice and ebony-black rock – all two miles up.

All too soon we could see the ominous view of anvil heads on the east horizon and due south, but south-east seemed clear. We left the Rhône valley just short of the Furka pass towards the Lepontine Alps. Cloudbase dropped 1,000ft but there were good lines of lift that drew us past Ambri and Lodrino then on towards Lakes Maggiore and Como. We contemplated jumping back north-east to join the Rhine valley and stay in the big mountains but the cumulus did not look particularly inviting. The view south was not good either – the Po valley over the lakes looked much hazier, masking storms evident by the odd anvil head.

We were not spared hard work, and after clearing the extreme northern corner of Lake Como we ran through light rain, which made climbing a struggle. The wind direction had changed again, and although we were doing all the right things, it took us far too long to break the inversion and climb. We decided to try to make the best distance we could along the lower Oróbine range on the southern edge of the Alps. There were a few good low-level escape routes from the inevitable rain, with landing options in the Anna valley, but the route east looked clear.

I could start taunting Paul with threats that I would eat his pizza when I landed first. We had made Italy.

It was time to change gear and take the odd weak climb to save arriving too low on the next ridge and yet again my impatience did not serve me well. Paul eventually marked some stronger lift and above Pizzo della Presolana, an 8,000ft (2,440m) high ridge of sun-baked limestone teeth, we had a glide to Verona, which seemed a very appropriate target. As we descended, the cloudbase dropped with us; we contoured the last ridgeline south of Lake Idro before crossing the 10-mile wide Lake Garda south of Monte Baldo. The view north was typical of the last few days, as a bank of storms gave us the perfect excuse for having ignored Swiss flight planning and, on calling the commercial field for airspace clearance, we declared a diversion due to weather.

Boscomantico has a large gliding club and as we landed we were hitched up to the club Fiat and towed to the apron. The tower controller dropped a bombshell by telling us we would not be able to fly tomorrow. The airfield was closed to all non-based aircraft on Mondays. He called the international field at Villafranca for us, but they had no apron space amongst the jets. We looked down the map for the next nearest field, and set off for Legnago. The controller warned us it was hard to find and after a single climb to 4,500ft (1,370m) we had sufficient height to make the last 35km.

A microlight was doing micro-circuits and despite calling our intentions, continued his antics. His colleagues eventually warned him of our arrival and we rolled up to the clubhouse, to the astonishment of the club members. We spent a while perfecting the James Bond secret engine routine as more pilots emerged from the clubhouse. Franco eventually agreed to take us to his favourite pizza restaurant and even returned to deliver us back to the airfield. We were in Italy eating pizza after a week on the road. It doesn't get much better than that!



Paul indicates the distance from Verona to Mt Etna



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For an information pack to make an application please contact Barry Rolfe BGA Secretary at Kimberley House, Vaughan Way, Leicester LE1 4SE. Tel: 0116 253 1051 or by email barry@gliding.co.uk Applications to be returned by 5pm 15th October 2003.

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Place	Pilot	Glider type	Reg	Points
1	Leigh Wells	LS8 (15m)	LS	3241
2	Dave Allison	LS8 (15m)	LS8	3206
3	Kim Tipple	LS8 (15m)	36	3203
4	Mike Jordy	LS8 (15m)	676	3189
5	Henry Febbeck	LS8 (15m)	232	3168
6	Howard Jones	Discus 2	D2	3094
7	Martyn Wells	LS8 (15m)	321	3093
8	George Metcalfe	ASW 28	104	3085
9	Russell Cheetham	ASW 28	E1	3083
10	Keith Nicholson	LS8 (15m)	SK1	3062
11	Tim Scott	ASW 28	Z1	3006
12	David Draper	LS8 (15m)	301	2971
13	Richard Johnson	ASW 28	J1	2968
14	David Booth	LS8 (15m)	790	2950
15	Stephen Eil	LS8 (15m)	E11	2942
16	Ed Johnston	ASW 28	W7	2933
17	Paul Fritche	LS8 (15m)	L4	2911
18	Paul Shelton	LS8 (15m)	D1	2898
19	Brian Marsh	LS8 (15m)	D7	2896
20	Ryan Priest	Discus	Y2	2868
21	Jerry Langrick	LS8 (15m)	781	2838
22	Simon Redman	LS8 (15m)	56	2817
23	Mark Davis	Discus	969	2797
24	Robert Wellford	LS8 (15m)	W8	2738
25	Graham Smith	LS8 (15m)	42	2729
26	Peter Sheard	Discus 2	310	2724
27	Richard Browne	LS8 (15m)	L58	2700
28	Edward Downham	ASW 28	V8	2698
29	Al Clarke	LS8 (15m)	R4	2695
30	Graham Drury	LS8 (15m)	841	2693
31	Wayne Aspland	LS8 (15m)	325	2670
32	Oliver Ward	Discus 2	183	2662
33	Dan Pitman	ASW 24	328	2659
34	Brian Birilison	Discus	565	2638
35	Phil Jeffery	LS8 (15m)	64	2635
36	Iain Evans	LS8 (15m)	EZ	2627
37	Bob Thirkell	ASW 28	B3	2620
38	Gary Stingemore	LS8 (15m)	X1	2617
39	Allan Garrity	LS7 (w)	7X	2610
40	Dave Byass	LS8 (15m)	161	2570
41	Peter Baker	LS8 (15m)	144	2557
42	Nick Wall	Discus	230	2513
43	Leigh Hood	LS8 (15m)	352	2506
44	Jon Arnold	Discus (w)	JA	2449
45	Jay Febbeck	LS8 (15m)	628	2427
46	John Glossop	Discus	291	2390
47	Julian Hitchcock	Discus	SG1	2285
48	Al McNamara	LS8 (15m)	R3	2277
49	Angus Watson	LS7 (w)	F1	2045
50	Mike Mee	ASW 28	MM	1939

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Leigh wins at HB

Gary Stingemore reports on this year's Standard Class Nationals at Husbands Bosworth, which was won by Leigh Wells



Opposite and above: Leigh Wells, National Standard Class Champion for 2003 (the White Planes picture co.)

HUSBANDS Bosworth is one of the few venues these days that can guarantee a full competition entry list – due to the excellent facilities and organisation. Director Derek Westwood and Ron Bridges, the task-setter, allow for a relaxed yet competitive atmosphere. This experienced team do their utmost to get the maximum out of each day, and normally succeed. Scoring is quick and accurate, which in these modern times is expected by eager pilots and crew alike. Let battle commence.

Day 1, Saturday, July 26 – two-hour assigned area task (AAT). A gloomy morning gave little hope of a task, however, the skies started to clear. A northerly sector based on Saltby and back down to Market Deeping. The major decision came around the Newark/Grantham area: when to turn back? The smart boys turned early and had a relatively straightforward trip home. The more intrepid northerly explorers had a tough time making their way back into the approaching poor weather. Scrabbling in weak lift to scrape home, rain on the way home hampering the glides. Top tip – don't land out one field short on the first day, you feel such a Newark (*anag*). Jay Rebbeck won the day, convincingly; next day he gave an insight on how he planned the AAT, proving it's more than just luck.

Day 2, Sunday, July 27 – NLE-WOR-OXF-KES (312km). A day of good climbs, big decisions and cloud flying. The first leg was the key. Those who had a good run into Northleach via cloud flying or other means did well. Phil Jeffery and Keith Nicholson sat on a ridge near Cheltenham looking for inspiration, then the penny dropped. Not even the most optimistic junkie on acid would have expected to do well on this strategy. Once round NLE it was fairly straightforward with good climbs and high cloudbases. Jay again won the day; he took a big cloud climb to get round the first turn.

Day 3, Monday, July 28 – UPW-CAS (183km). A front approaching from the west was expected to cut off the day early; however, due to the size of the task it wasn't a real factor. Therefore the task was underset with finishers coming home by 14.00hrs (hindsight's a wonderful thing). High speeds were recorded even with a 20kt wind. The start times varied as well, myself and Richard Browne starting over an hour later than the front-runners with little difference in overall speeds. Again cloud climbs were in order for some, up to 9,000ft, but this time there were enough good climbs not to make it a necessity. Richard 'the gas-man' Johnson, at his home club, won the day at 121km/h, with Jay being very consistent in second place. Allegedly, the Dunstable contingent wanted a BIG-GAY-MAN (Biggleswade-Gaydon-Manton), but were talked out of it after counselling.

Wednesday, July 30 was scrubbed. However, the late clearance came and a number launched into good conditions. Martyn Wells came on the radio and informed the masses that a promotional photoshoot was taking place and some competition finishes were required. The boyz obliged with their horns out, six inches was normal but 'Tiger' Ward with his seven inches overcooking it slightly by taking a wedge-worth of divot with his winch hook during a 130kt, wheel-less, touch-and-go!

Day 4, Saturday, August 2 – BSE-OLN-UPW (329km). The early morning cu soon dissipated and the day inevitably went blue. Most pilots started within a 25-minute band, which inevitably brought the dreaded gaggles. Around the Bury St Edmunds area there were welcome cu giving good climbs up to 4,000ft. The pack bunched up on the third and fourth legs, which both helped and hindered progress. The big leveller

happened at Corby, 20km out: a lot of pilots getting low and scrabbling for the one climb to get them home. Leigh Wells managed to find a solitary climb; this got him five minutes ahead of the pack, earning him first for the day and overall. Unfortunately, Jay had a marginal glide that was too close and clipped a tree and crashed, unhurt, on to a 4x4 driving track just short of the line, ending his competition. The LS8 is many good things, but an all-terrain vehicle it is not.

Day 5, Sunday, August 3 – BAN-COR-BED (198km). Bluer than a very blue thing. Luckily the temperatures picked up sufficiently to produce some good, albeit sporadic, lift up to 4,000ft. The lemmings gathered, jockeying for position... and they're off. Dave Draper – an early starter – did his own thing and won the day. Dave one of these ex-hang-gilding types, is, like his barking mad predecessors, learning fast, which is more than can be said about his truly appalling go-karting skills from a previous scrubbed day. In our sport, more than most, the line between success and failure is a fine divide. Leigh Wells got down to 600ft with a field imminent but managed to get away to finish 24th, which was enough to keep first place overall.

At prizegiving (which was on time) Derek thanked his many helpers – with the loudest applause for Hugh Brookes, the met man. The success of many a competition has been made or lost by the skill of the forecaster. Long may it continue that people like Hugh are available (BGA Executive please take note). Leigh was gracious in victory, thanking the organisation, Jules, his girlfriend and crew, and his father, Martyn. It's sad to think that the first available date for the next Hus Bos Nationals will not be until 2006, due to Junior pre-world and worlds. I, for one, look forward to then.



Beating the gaggle

David Masson describes how he developed his own style of flying to win his first national competition...

HELEN Evans, the editor of *S&G*, asked me to do a little write-up of the 18-Metre Nationals held at Tibenham this year. I'm not a natural writer, but am quite happy to share my feelings about what I did right and wrong and what I think has made the difference this time.

I've been flying since I was 14 and went solo on my 16th birthday (1982). I was considered a "promising young pilot", but didn't do a huge amount – got my Silver, ran out of money and had a four-year lay-off. Still went round looking at the sky and dreaming of flying. Getting back in a glider was the most natural thing in the world. My first contest was the Junior Nationals in 1991. What a fantastic introduction and learning experience for young pilots it is – I will forever regret being too old to have done more of them. After that, I did a couple of regionals, but it wasn't until the first 18-Metre Nationals at Tibenham a few years ago that I got into nationals properly. I've flown quite a few now – the Standards, the 15-Metre, the Opens (in 18-metre gliders), but it's always been the 18-metre where I've risked doing well. I've won a few days, but mainly strong-wind, low-scoring, spreadout days. I didn't do badly on the racing days, but was never the pilot that went round 10km/h quicker than everyone else. I hadn't done nearly as much flying or advanced as

quickly as I'd have liked because of the family/job/mortgage bit, but I mustn't complain – I've been growing a crew!

The point to make about my flying is that I do my own thing. I choose my own start time, choose my own path, tend to avoid/ignore others and detest gaggles. I've been a bit pig-headed about it and have been guilty of deliberately avoiding the gaggle even when it is making the right decisions. If there is a choice and the gaggle takes one path I'm quite likely to take the other. I think of the gaggle as a brainless machine with no ambition that moves relentlessly on Hoovering up slowcoaches. I can't stand getting caught up in its mentality or not being able to climb properly when I'm with it. I find it very frustrating when I do get tied up with it. I've often tried all the intelligent things to escape, only to find one mistake and it beats me. On the other hand I like the fact that others do gaggle – to see it ahead or behind – because it gives you a good clue as to how well you're progressing and the possibility of beating a whole lot of people in one go. I would like to get into pair flying, but haven't done any yet. While I think the gaggle is well beatable I don't think you can beat a good team.

I've been immensely pleased with my little brother's successes in the Juniors, Club Class and Worlds (Pete has won national titles as well as the Club Class Worlds in 2001) but it's made me a little jealous as well – I really want to achieve like he has. About three years ago I made the conscious decision to stick with the kind of way I flew, but work hard to do it better.

the White Planes picture co.

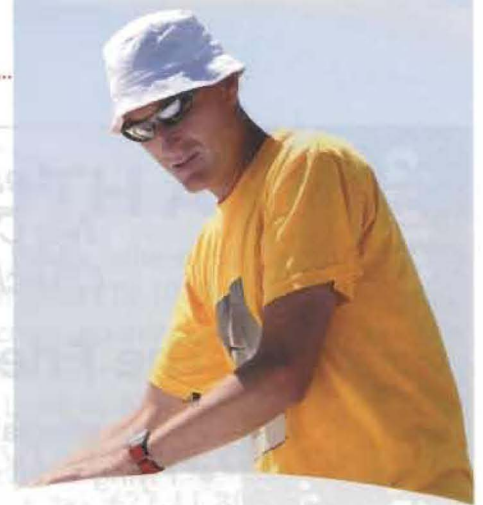
I thought I was doing most things right, but needed to get rid of some bad habits and find my own edge. I seem to have got there now, though it's been a gradual process and this is the first comp where it's all come together. The main factors have been:

- Working hard on getting my speed up on racing days and blue days. Now I fly most of the time with a racing mentality. I found plugging away at Lasham's "club 100km" great practice because you can compare one lap to another: it's easier to work out what you do right and wrong. Some days I go around it several times and others days I chuck in a quick lap before or after a big task. I've extended that now and have my own favourite 300s and 500s.

- Buying my LS6 "LS6" and discovering what an incredible machine she is. Not relying on non-competitive club machines and always being able to get in a glider which is set up right for me has been great.

- Getting to grips with gliding meteorology and applying it to my flying. I do my own met any day I fly and am getting better and better at forecasting the best areas to go and the likely conditions. When flying, being able to equate what you see and feel to what you've forecast (or not!) is an immense help. I do wonder if this isn't the best edge I've found over other pilots.

Last year I felt my time was coming. I had a really good start to the season, did my 750 at 100km/h in April and was racing around everywhere, at one with my machine. Unfortunately I got very ill over the summer and only just managed to get back to flying towards the end of the season. This year I've



Opposite: Dave's LS6 crossing the line at Tibenham.
 Left: Dave Masson. Above: Dave Chappell, who came second. Right: Al Clarke, who was third
 (the White Planes picture co.)

missed the really good days, but had the same feeling. Then came the competition...

Day 1: 302.5km (TIB-RAT-NAE-TIB). The forecast was for a good day with cumulus base over 4,000ft. I thought it was going to go blue, but good blue, with a small chance of high-base cu reappearing late in the day. We launched into a great sky with 1-2/8s cu base at 3,500ft-plus. Before the start I flew to the first TP and looked for signs of it going blue. It was, but with plenty of time to do the task I waited until it went completely blue and for a patch of cirrus to disappear from the first leg. I started after most people and quickly got into the swing of it. I caught up the gaggle on the second leg and it instantly irritated me by turning 5kt climbs into 4kts. I was with it for about three climbs and started trying to push out in front. I ended up finding a reasonable climb for the gaggle and then leaving it and pushing on down to 1,000ft downwind of Kettering. After a little search I found 6kts. I went round the turn and came back to find I'd made about 10km on the rest. Another good climb in almost the same place and I was feeling very happy. I did struggle to get a good climb to get on to final glide and thought the gaggle might come along and Hoover me up. But it didn't – it turned out they struggled as well. What a nice feeling to start near the back and finish near the front, 5km/h quicker than anyone else. I beat the gaggle!

Day 2: 184km (TIB-SWN-STD-NMT-TIB). Another blue day, but with a lower inversion and more heating needed it wasn't going to be so nice. There was the odd good climb before the start, but the gaggle instantly pounced on anyone climbing well and destroyed it. We were struggling to get up to start height and the gaggle was waiting, needing people on track. I got fed up with playing their silly games and thought it was time to go, so dumped half my water and left on my own at 2,500ft. Fifteen minutes later I was laughing, having had two 5kt climbs to 3,000ft and shared them with only two or three others. I did consider going back to restart, but thought: "No I've already had my luck – now just take advantage of it". I didn't see climbs like that again. After that it was 2-3kt climbs weakening around 2,000-2,500ft. The trick was to be really

strict and leave them as they weakened – mostly leaving 2kts at around 2,200ft. I could tell I was judging it about right because the odd gliders I met up with were being reeled in and then left behind. I was down to 1,000ft once, stopped, picked a field with a good trigger and explored. I was rewarded with a good 3kt climb and looked back to see the gaggle still miles behind. I ended up 3km/h quicker than 2nd and over 7km/h quicker than most. I beat the gaggle again!

Day 3: 180.9km (TIB-BSE-EAR-STD-TIB) Another blue day, with the air coming from the North Sea, but a chance of the thermals going to over 6,000ft if it got hot enough. I launched last and didn't have the time to go to the other end of the line, where people

'By Bourne I saw lots of gliders on the ground though conditions were quite good. I thought: I'm glad I wasn't here an hour ago'

looked as if they were getting quite high. At my end of the line I struggled to get to 3,500ft. I wanted to leave quickly and had the confidence that it would be going well further inland. That turned out to be right with a good 5kt climb and then a 6kt climb to over 5,000ft at Bury, although I took it higher until it dropped below 3kt. I planned the rest of the flight on going round Earith low-ish, taking weaker climbs if necessary to round Stradishall high-ish and get back to Bury to try for another really good climb to get home. It would have worked except that a patch of cirrus damped it all down and I couldn't find that climb at Bury. I saw a glider in the sun a few miles on and went for it. It was Jay Rebbeck (a good sign). We worked and shifted and eventually got a reasonable climb that nearly put us on glide. Nice and bubbly on the way in and a little top-up had me home a few minutes ahead of those that had joined us over our field (I had my water left and I don't think they did). Dave Chappell won the day and I came in 5th. I'd given myself a good chance of winning the day, had failed, but hadn't done any damage.

Day 4: 300.9km (TIB-GRL-LVN-EAR-GRF-TIB). I was suspicious about the weather. The forecast was for good cu, but I'd seen something odd on the forecast sounding – a very

moist layer developing around and above 3,000ft. There was wave around before the start and nice cumulus, base 4,500ft. Rather more to the south-west, but it looked as if there'd be nice lines of energy on it. I made one start, got a 5kt climb and headed south (well off track) to try to connect with the energy. But I didn't find any – I got to the streets and they weren't working. I thought: "This isn't convective cloud" and decided to restart – there was still plenty of time. That was a real bit of luck. I set off again, a lot more conservatively. When I got to the mass of cloud it got worse and worse – 8/8s, cloudbase dropping to 2,500ft and the odd bit of drizzle. It was a struggle to make any progress. I stayed high and milked anything I could find, following the darkest bits of cloud and brightest bits on the ground.

Eventually I got to Newmarket, where it was brighter. There was a lot of cloud on track, but I could see it getting brighter still to the south and even sunshine in the distance. So I kept to the south of track and planned the rest of the flight on getting to and staying in the better weather even if I ended up making a huge detour and being slow. By Bourne I saw lots of gliders on the ground though conditions were quite good. I thought: "I'm glad I wasn't here an hour ago". Looking towards Earith it was very overcast and I was also glad I didn't have to go "in there" yet. I turned Gransden and had a marvellous couple of legs in booming cumulus with 4kt climbs to 5,000ft.

I didn't race that hard because I thought most people were probably on the ground already and I didn't want to get back to Earith quickly. Coming back to Earith I worked my way upwind and round to the south and west looking for a way in. Eventually I found a climb to 4,500ft and set off gently. As I arrived it was just starting to brighten up. I saw one glider lower down heading into the murk and thought: "Why? You've done the hard bit. Why don't you just wait here a few minutes for the sun to come out?". I did that, but didn't head into the murk. It started bubbling and I worked my way back round to the south to make sure of staying in the good weather. The rest was easy. Only two of us got back that day – Al Clarke and I (he did very well because

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18-METRE NATIONALS

➤ he left a lot earlier and must have struggled more than me). Only 192 points for a five-hour struggle. But then, another 100 points gained over most people. Blimey, I can actually win this competition! Later we discovered that the Met Office had invented a little warm front and added it to their charts. The soundings had been correct.

Day 5: 266.8km (TIB-THE-WRM-SWA-RAT-TIB). A brilliant racing day, despite the strong southerly, but we were confined to East Anglia. I haven't got much to say really except what fun it was – high cloudbase and stonking climbs. I do remember making myself feel good about taking one 3kt climb (when 5kts-plus was the norm) as we were approaching a downwind TP. How sensible – you don't want to throw a comp away by pushing too hard (see Day 6). Al Clarke won at 129.7km/h. I was 5th at 125.9km/h. So no damage done. I can't believe it – I'm going into the last day of a nationals with a 230pt lead over second place (Dave Chappell) and a huge lead over everyone else. The sensible thing is to follow Dave or leave with others and just go around at a respectable speed. What am I going to do...?

Day 6: 328.1km (TIB-CAX-SUD-SWA-RAT-TIB). A cold front and some rain had gone through overnight: another good racing day, although with the risk further inland of spread-out. The air was nice and unstable, but the ground needed to dry off a bit before it got really good. I should have just followed my advice. But everyone was leaving too early. It was going to get better. I threw good intentions out of the window and started later than everyone else. I wanted to win this day as well and be a worthy champ. I had a really good run to the second TP and was starting to catch others up. There was some high cover to the right of track and it was spreading out a little all around. It didn't look like a problem, but the clouds were further apart now. I made the mistake of not taking a safety climb to get in touch with the clouds and then compounded it over the 70km downwind by continuing to not climb to cloudbase. Ten kilometres or so short of the downwind turn I took 3kt to 3,000ft, but left it expecting to get something better under all the wisps forming ahead. I didn't. I turned downwind at 2,000ft knowing I'd already made a big mistake and headed along a different line of wisps. I didn't get anything off that either. At 1,000ft I dumped my water and headed for the sunshine. I lost my composure for a few seconds and scared (and shouted at) myself. I was down to 400ft above a small field when at last the air felt a bit lively. Started a turn, but saw a small bird flitting the other way and went for it.

A fraction of a knot slowly built into 3-4kt and I was climbing away when I heard Dave Chappell calling five minutes. Oh well, that's it, I've blown it – I still 80km to go. All I could do was forget the past, affect the future and hope. I climbed to 4,000ft and started racing again. I raced harder than I'd done all week. I flew faster empty than I had done full. I took only 5kt-plus, followed the



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Place	Pilot	Glider type	Reg	Points
1	David Masson	LS6c (18m)	LS6	3843
2	Dave Chappell	Ventus 2c (18)	R11	3827
3	Alan Clarke	Ventus 2c (18)	24	3532
4	Gary Stingemore	LS8-18 (18m)	X1	3516
5	Keith Nicolson	LS8-18 (18m)	SK1	3495
6	Frank Davies	LS6c (17.5m)	25	3369
7	Andrew Hall	LS6c (17.5m)	241	3358
8	Jay Rebbeck	LS8-18 (18m)	628	3355
9	Martyn Pike	LS8-18 (18m)	R4	3326
10	Richard Browne	LS6c (17.5m)	126	3243
11	Stephen Ell	LS8-18 (18m)	E11	3185
12	Bill Inglis	Ventus c (17.5)	JSL	3123
13	Howard Jones	Ventus 2c(18)	584	3074
14	Graham Smith	LS8-18 (18m)	42	3039
15	Craig Lowrie	Dg800 (18m)	GCL	3013
16	Rob Nunn	LS8-18 (18m)	T2	3010
17	Ian Ashdown	LS6c (18m)	DD	2963
18	Kay Draper	LS8-18 (18m)	301	2801
19	Jon Arnold	LS8-18 (18m)	R3	2683
20	Jerry Langrick	LS8-18 (18m)	781	2610
21	Bob Grieve	LS8-18 (18m)	L58	2595
22	Iain Evans	LS8-18 (18m)	EZ	2516
23	Dennis Heslop	Ventus 2c(18)	2C	2260
24	Anthony Pozerskis	LAK17a (18m)	L17	2176
25	Tony Parker	Ventus 2c (18)	213	2081
26	Julian Hitchcock	LS8-18 (18m)	L4	1975

energy well and had to judge the upwind TP and final glide perfectly. I did have a very good run. But I knew I'd blown it.

I went over to Dave and congratulated him in case he'd won and said: "I'm clearly too stupid to be British champion". In the end, we agreed it was probably going to be very close so I kept that little bit of hope. Jay Rebbeck won the day at 105.4km/h, 15km/h faster than me in 13th place.

I just sneaked the overall win by 16 points (about two minutes), but didn't feel that worthy. In the end I had won only on points and Dave Chappell had proved the most consistent pilot. He really impressed me and I've learned a lot from him, even though we didn't fly together. I had a couple of bits of luck and no really bad luck. I learn a lot every time I fly, but this time it was that a lot of what I do on my own is along the right lines. I did make one huge mistake, got away with it and learned a major lesson.

I always enjoy Tibenham – it's a brilliant place to fly and the people are great. Thank you to everyone who helped run the comp and to Jack Harrison, who would have got me out of a field if I'd needed it. It was a really happy competition – I enjoyed it more than ever and I hope everyone else did. It was a shock to have to do a winner's speech, but I think I got away with it. I said one amusing thing and I'm going to repeat it. Two or three years ago Mum must have thought I was looking a bit green around the gills with my brother's successes. What she said was horrible and motherly – something like: "There, there, never mind: you've done different things with your life". My instant and slightly gruff reaction was to put my hands on my hips and reply: "No I haven't, I'm just doing them in a different order". We'll have to wait and see...

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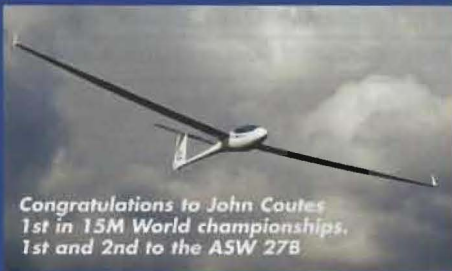
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Oh, no – not spins!



Bob Pettifer

Bob Pettifer, chairman of the BGA instructors' committee, talks about spins training and why you should ensure that your skills are up to scratch in this important area

OH, NO! – is a common reaction from instructors and trainees alike when spin training comes up. Recently soloed pupils often make a somewhat heartless game of winding up new trainees: "Have you done spins yet? No?! What a wonderful treat you have in store. It's absolutely horrendous. I thought I was going to die!"

Many modern training aircraft won't spin convincingly, if at all, and as a result the instructors tend to think spin-related training is a waste of time. Not so. Most single-seaters spin rather well and putting anyone untrained into them is merely throwing an unresolved problem into the future, and hoping that chance will solve it there.

The statistics still show a large element of stall and spin accidents. Power pilots only carry out spin and stall awareness training but unless they are aerobatic pilots they generally fly well outside the areas where a spin is likely to occur. So why does the gliding movement still insist on spin training and why doesn't it seem to reduce stall and spin accidents?

One way to find out whether a particular type of training works or not is not to do it at all, but the stakes here are far too high. Gliders frequently fly close to the stall, and safely, but there are actions that can up the

risk factor. For example:

- turning with low airspeed at low altitude
- trying to thermal away from ridiculously low heights
- flying slowly in weak conditions on a hill with other traffic (the problem here comes when manoeuvring to avoid a collision)
- trying to get back low into a field and then doing flat turns so that the wing misses the hedge.

'The laws of physics carry on doing their thing, regardless of whether you think about them'

Other, not so obvious areas are:

- at the top of a winch launch with the stick hard back and the speed low (less than the minimum for a 2g loading on the airframe)
- pulling up too steeply on a winch launch low down
- thermalling tightly with too low an airspeed.

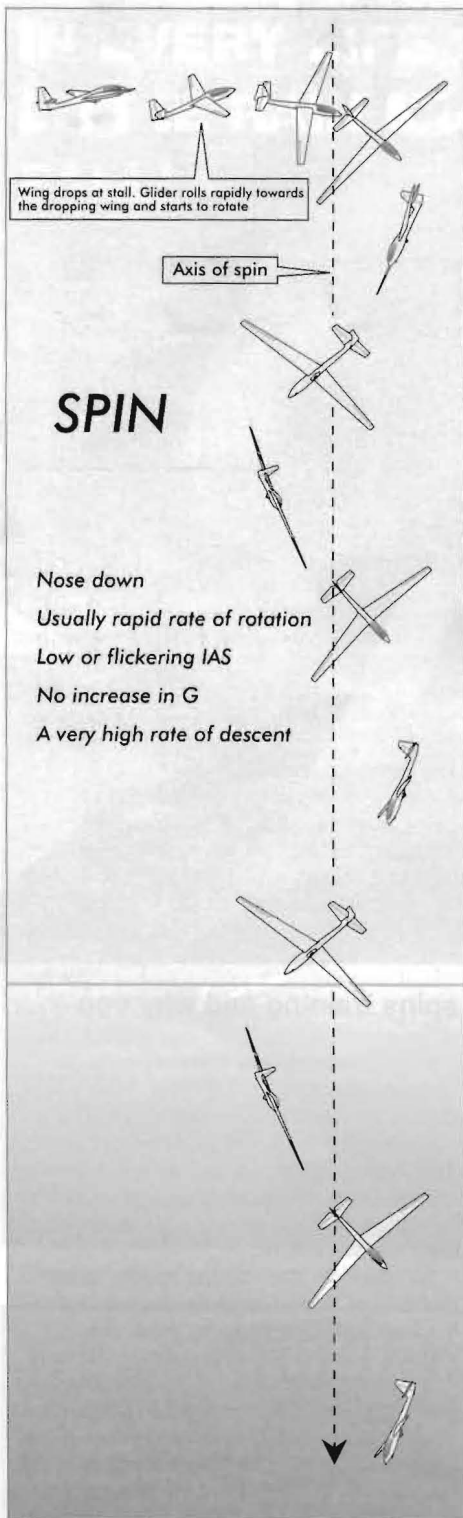
And so on. The complete list would be quite long. How, then, can we train pilots not to spin or stall inadvertently?

Strictly speaking, you cannot train anyone in inadvertent spins, but it is possible to train them to react correctly to the cues that say:

"you are about to stall" or "you have just stalled" or "now you are spinning"! The current syllabus contains instruction scenarios covering all the conditions listed above. Trainees can at least be shown what to expect in such situations if instructors do the exercises with them.

So why does the training appear to be ineffective? Well, I suppose the greatest hindrance to success is the pilot. The attitude of some *ab initio* pilots is: "I really do not want to do this," so the amount they learn is minimal. When the "unpleasant" training is finished they think: "Thank God that's over! Now I can forget about it". Well, no, you can't. The laws of physics carry on doing their thing, regardless of whether you think about them or not.

A further problem is that human beings are serial processing machines (they can handle only one thing at a time. The brain also actively filters out information it does not perceive as important to the task in hand. Any of you who watched a recent TV series on human senses would have had this graphically demonstrated in the programme relating to sight. A group of people were shown a video and asked to note the number of times a certain activity happened. While these actions were taking place, someone in a gorilla suit appeared in the



Diagrams: Steve Langland

Summary of stall symptoms

Not all of these may be present or obvious:

- the nose attitude higher than normal
- the speed slow or reducing
- changes in airflow noise
- flickering of the ASI
- buffet
- changed effectiveness of any of the 3 controls
- unusual control positions for the phase of flight (for example, lots of out-turn aileron, or stick in the aft position)
- higher rate of descent

To recover from a stall:

- ease forward on the stick
- regain flying speed
- return to the required gliding attitude

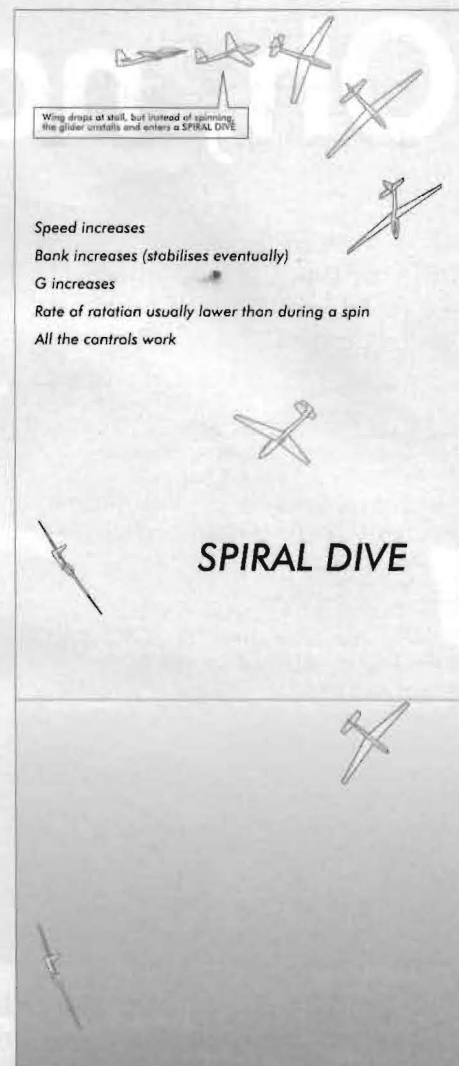
If the glider stalls with yaw, a spin may result (see diagram, left).

Spin recovery action:

- full opposite rudder
- centralise the ailerons
- move the stick progressively forward until the rotation stops
- centralise the rudder when the rotation stops
- recover from the ensuing dive

Spiral dive recovery:

- roll the wings level using co-ordinated ailerons and rudder
- smoothly recover from the dive



and continually push to the edges of the envelope, it's only the timing of your accident that's unknown.

There are three aspects to spin and stall training. First, teaching the pilot to carry out the correct action if a stall or spin occurs. Second, and equally important, noticing the pre-stall and pre-spin symptoms. The third aspect isn't usually classed as spin training but it could be the most important, and that is teaching good flying practices.

This helps to minimise workload and in doing so ensures that the brain doesn't have to start shuffling its priorities when it's already in overload, because that's when it is likely to forget something important or get the order wrong.

How can you, the pilot, avoid an inadvertent spin or stall or minimise its effect?

You must overcome any aversion to training, find an instructor who is sensitive to your needs, and get him/her to help you understand what the aircraft feels like approaching the stall. The symptoms and sensations then become familiar and your automatic reaction will be to move the stick forward.

Get an instructor to show you the difference between a spin and a spiral dive and between a stall and the sensation of reduced g. Learn the correct recovery action. Try to understand why a stall or spin occurs in a particular situation. Then fly with an instructor and simulate the situation at a safe height. For example, do an over-ruddered, under-banked turn high up, rather

than down in the circuit or, worse, on approach. If you are already confident, do the same exercises in the solo aircraft you fly, so you get know instinctively when the aircraft is going to depart from normal flight.

Learn to fly defensively, that is fly in such a way that you always have a safe option open to you, to keep your workload as low as possible. Don't let a single objective grow to blot out all the other messages your brain is receiving. Try to time-share all actions when the pressure is low, rehearse the scenarios in your mind and visualise the sensations so you are not caught unawares.

If your club is not providing adequate spin training take a trip to a club you know has the right aircraft. This is most important if you have a single-seater that does spin readily – most do! When you have the required training take your own aircraft high and try it. You don't have to do multiple-turn spins and frighten yourself witless: it's the inadvertent entry that it's important to understand.

Remember, if the aircraft is not behaving normally and the controls are in extreme positions, then you may be stalled and about to spin; move the stick forward and centralise the rest of the controls. If you can't get the right training go to your CFI and get him/her to help.

middle of the screen and waved his arms about. Only one of the watching group noticed this! Of course, everyone saw the gorilla, but their brains decided that it was irrelevant to the task in hand and failed to "flag up" that anything unusual was occurring.

Then there is over-confidence and "press-on-itis" – both of which tend to go with an attitude of "it can't happen to me". This kind of thinking can – without the pilot's realising – increase the workload to breaking point. If you are not as good as you believe you are

Oxford goes WiFi

Less time on admin and more time for beer: Ian Shepherd explains how he has realised every club official's dream...

BACK in 1995, an enterprising member of Oxford GC, who was recovering from surgery and bored to tears, took the courageous step of computerising the club's flight logging system, and developed a database that allowed the log sheets to be transferred to a PC.

This saved the long-suffering treasurer hours of manual, error-prone bookkeeping but still required flight records to be transcribed from paper log sheets to the database once a week. At the time the original system was developed it was considered unrealistic to put a PC on the launchpoint bus.

Yours truly, being the laziest treasurer in club history, decided that typing in log sheets on a Tuesday night (our maintenance evening) was using up too much valuable beer time and that it was high time we did have a PC on the launchpoint bus so that flight records could be directly entered by the log keeper then, somehow, automatically transferred to the main database system.

I decided very early on that the system would have to be very easy to use and would have to resemble the paper log sheet system as closely as possible in order to be accepted by the members. Also, human intervention would be required at the point where the uploaded log was imported into the main database to eliminate residual errors and to cope with "funnies" such as new members, not recognised by the system, requests for the cost of a flight to be shared, and so on.

Producing the software to present the log keeper with what looks like a standard



The combination of laptop and TFT screen works well

log sheet was fairly straightforward as was the extension to the existing database to allow logs to be uploaded from a remote PC rather than typed in manually. The most difficult problems to overcome, without spending a fortune, were a display that would be readable in bright sunlight and a foolproof way of ensuring each day's flight log would be safely uploaded and not lost.

Early experiments with a rather ancient, donated, laptop PC caused great hilarity on the launchpoint bus, as I had to use a large cardboard box as a sunshield and have a curtain draped over my head to be able to read the screen. Using a standard CRT monitor would have solved this problem but would have taken up too much space and would have required an expensive 240V inverter to run from the 12V electrics on the bus. The original means of transferring logs between the laptop and the main system was via floppy disks, which worked okay but was clearly not going to be sufficiently OGC-proof to be a long-term solution: floppies are not dirt, oil, beer or idiot-proof.

In accordance with time-honoured gliding club tradition I moaned about the situation in the bar, whereupon one of the members (thanks, Mick!) mentioned that he had just bought a flat-screen TFT monitor for his home PC that seemed impressively bright, could be run on 12V and took up very little space. The next day he brought his monitor to the airfield and we tried it in full sunlight. The readability of the screen was surprisingly good given that purpose-designed sunlight-readable TFT screens used for bank cash machines can cost thousands!

Obviously, it was time to spend some of the club's money and I managed to persuade the committee to let me buy a monitor to allow the project to continue.

What a difference! The combination of laptop and TFT monitor was an instant success. With the monitor safely mounted in a wooden frame at a convenient height for the log keeper and a rather dinky mini-keyboard sitting on his little desk so the laptop itself could be hidden safely away, things were looking good.

Another recent technological innovation solved the data transfer problem at a stroke. I borrowed some Wireless LAN (WiFi) gear from work and set things up so that every time the bus was returned to the hangar at the end of a day's flying, the log would be automatically uploaded to a third PC in the clubroom, where it would be displayed. By the time the borrowed WiFi gear had to go back, it was relatively easy to persuade the committee to spend a bit more money on a permanent replacement. I must admit a quiet pride in this part of the system; by the



The wireless log installed and in use at the launchpoint

time the aircraft have been put to bed, the log is sitting on the screen in the clubroom ready for anyone's perusal, and all without any human intervention whatsoever!

For the next month I babysat the system, fixing bugs and making improvements suggested by increasingly enthusiastic members. The doom-and-gloom predictions of a few sceptics seemed to be wrong.

The original intention was to run the new system in parallel with the paper log for a season "just in case". However, this wasn't to be. After a few more improvements that allowed people to check, at a glance, for example, how long an aircraft had been airborne and how long their flights had been, the paper log fell into disuse and I suddenly realised we had been using only the new system for six weeks.

Then came the moment of truth: the family holiday in Wales. Two weekends and two Friday nights' worth of flying without me being around to look after the system. Would it still work or would it collapse in a blue-screened heap? Visions of exploding PCs and irate pitchfork-wielding members floated across my dreams.

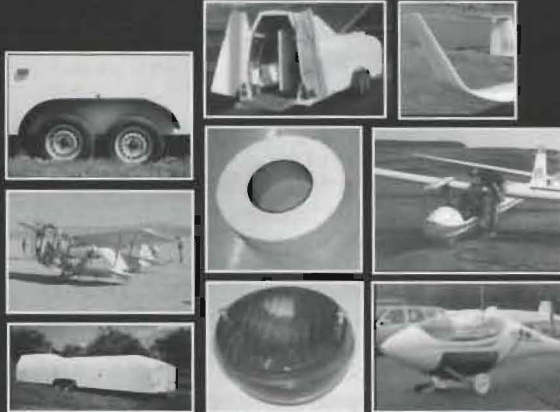
I needn't have worried; when we returned from Wales the following week I found that the system had run pretty much faultlessly and that there were six flying logs sitting safely on the briefing room PC's hard disk. That Tuesday night it was a joy to import the six logs in about five minutes rather than spending more than an hour typing them in!

At the time of writing (I am on a club expedition, sitting on a tiny gliding site in central Germany in 35° heat waiting for some clouds to form) the system is still, hopefully, working and needs only some tidying up of wiring. Just in time for our flying fortnight with the associated 16 daily logs. This year I can relax, secure in the knowledge that I don't have five or six hours' typing ahead of me!

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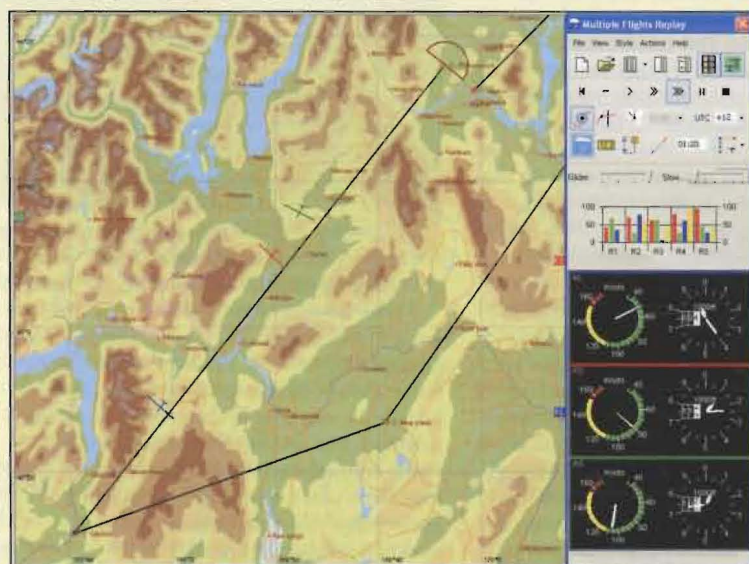
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LASHAM REGIONALS



Bernie Morris reports on the highs and lows of the Lasham regionals

Saturday: Weatherjack was right with a forecast of a poor day, despite the 18-Metre Nationals' rushing round at 100km/h or more from Tibenham. At Lasham, we had a short task with only one competitor finishing – and I was sitting in the back of it so saw how it was done. Patience and perseverance sitting in 0.2kts at 700ft being blown downwind at 20kts until better weather came within reach was needed to get past the first TP. Knowing that TPs have a 20km observation sector as well as the 500m circle enabled us to 'turn' Goring 15km away in good weather and get home. The Faulkes Flying Foundation DG-500 driven by Pete Masson completed the B task *hors concours* but Gareth Stephen Bird was the provisional winner. He did 94.9km on a non-electric vario due to instrument problems. The real winner turned out to be Alan Barnes, whose GNSS point gave him 35km more than his landout position. Tim Parker's ASW 22 started its own crop circle in maize so high that the 10 retrieve crew members needed help to find it before carrying it out piece by piece. A-maize-ingly (*sic*) there was no damage to the pilot or glider, and the farmer, who said the crop was for cattle, was happy it would still be usable. Tim's tip is to "drop in" as slowly as possible in zero flap to avoid flap damage.

Sunday: The longest task of the week: 210km for the A Class. Derren Francis won but passed the winner's "how I dun it" to Graham McAndrew, who was much faster *hors concours* in the Duo, Graham only made four turns on the 76km into-wind last leg. One of those was because he was getting worried that he hadn't turned for so long. Kim Tipple completed the B Class's 145km task in 1hr 53mins in a Libelle, with a flying wind of 21kt. That was 102.8km/h handicapped and 25 minutes faster than the fastest Discus!

Monday: The rain was lashing down at briefing but Afandi Darlington's met brief identified one of those famous "small soaring widows between two troughs" for 120km. Only 24 of the 61 finished. Derek Piggott got back to within 12km of home in his 12-metre ME7. Now he is 80 years old perhaps he really should think about some longer wings. Sylvia Bateman landed in a cut grass field at Compton, where the cattle farmers demanded £250 for damage and inconvenience despite the obvious lack of either. She wisely handed over the details of her insurance company and Jamaica address rather than her credit card. Beware the dairy farms to the north-west of Compton VOR, folks!

Tuesday: The briefed fallback task was longer than the A task for both classes! Rebriefing at 11.00hrs fell back to the longer task. The rain started during the grid launch, obliterating Lasham, so the start was cancelled and all gliders recalled to be briefed for a shorter task than the original A task – are you keeping up with this? We did the 140km in 1hrs 50mins and came second, although 21 minutes faster than Ed Smallbone who beat



us on handicap by three points. I still prefer our big wings to his little ones. None of the B Class got back. **Wednesday:** Chris Luton in the B Class was the only one to get back. None of the As got back today. Bill Murray flying 110 was sacked by his crew for not taking the competition seriously enough. I haven't heard of any action for unfair dismissal yet. Perhaps we need a pilots' union?

Thursday: The Red Arrows flew over the grid smoking to get the day started, thanks to Colin Rule doing the Airspace Liaison. It proved to be a "curate's egg" day with rapid cycling, some fantastic climbs and streets but variable spreadout causing large dead areas. The Bs had a great day with their shorter task keeping them in the better weather and Ian Craigie scorched home at 107.5km/h but couldn't tell us how he "done it" as he had to attend a job interview for a game warden in South Africa. The four top places in the A Class went to those who had been unable to get an earlier start then hit the best weather. Chris Lyttleton won the day after having to spend most of the morning in London at a business meeting! Friday and Saturday were scrubbed.

Sunday: A fantastically better day than forecast, which produced a proper racing day – bad for the big-span, big-handicap gliders like ours. Our pathetic 100km/h was handicapped back to 93.6km/h and 21st. Ralph Jones did over 110km/h but his logger missed the start zone by just over 100m. Nicole Riggot learned that the route function on the Garmin GPS was designed to smooth the turns for powered aircraft flying airways reporting points and therefore it switches legs before arrival at TPs – not useful for getting into TP zones in gliders! Nicole acquired his crew mid week from a sacked pilot and is perhaps lucky that this was the last day and he couldn't be sacked. Derek Piggott proved that 12-metre wings are OK after all to come 4th at a handicapped 94.4km/h. Ian Craigie did 119.8km/h handicapped to win the day, and the B Class by two points! Like most winners he found it a very good straightforward day. Ed Smallbone won the day and stole the A class from Derren Francis, who had been leading from day two, despite Ed's taking time out on the way round to photograph the splendidly complex crop circles which had appeared near Avebury. Our team entry of three, in our big wings, came third overall causing the Director to hastily find an extra bottle of wine. It proves that big wings have some chance in handicapped comps – but not a lot. All in all, seven competition days in both classes for 61 competitors, despite the weather. Well done, Lasham. In particular, well done to both Gordon McDonald as director and new CFI of Lasham and to Mike Miller-Smith, who set great tasks and flew most of them despite the tricky weather and his need for special lifting gear to get from his wheelchair into the glider. Inspirational!

A Class: 1, Ed Smallbone; 2, Derren Francis; 3, J Warren /N Stephenson/B Morris; B Class: 1, Ian Craigie; 2, Allan Barnes; 3, Gary Coppin/Mark Davenport

Don't try this one at home – or, indeed, anywhere else. Tim Parker kindly sent these shots of his a-maize-ingly damage-free landout at the Lasham Regionals. Bad pun courtesy of Bernie Morris. The ten-person retrieve (below) was interesting, too



Crop circles were all the rage at Lasham's regionals this year. Ed Smallbone won his class despite taking time out on the last day to shoot the one below. He also sent us the picture (bottom) of the Red Arrows overflying the competition grid – by arrangement



Pilots' illusions

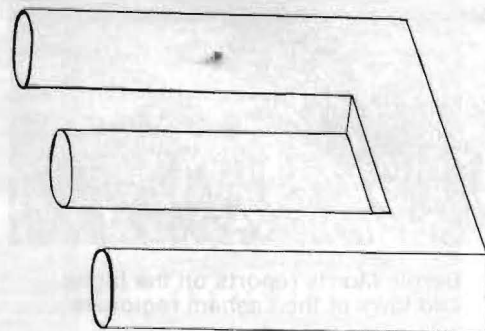
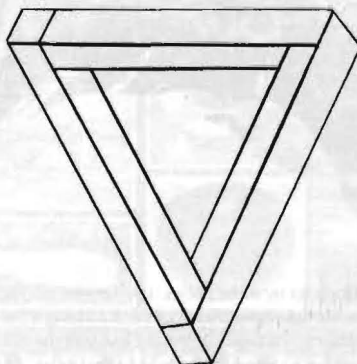
In the final part of his series on human factors affecting glider pilots, Ian Atherton examines the illusions we all suffer from

VESTIBULAR illusions occur when our sense of balance is upset and the apparatus (semi-circular canals) in our inner ear gives us false information. These illusions are often due to unexpected accelerations or changes of direction in roll, pitch and yaw. The two main illusions are:

- The aircraft may slowly roll from wings level whilst we are supposedly flying straight. The pilot then notices the horizon, or more usually the attitude indicator when cloud flying, and rolls level too quickly. This gives a false sensation of bank in the opposite direction. This is known as "the leans" – a common problem when instrument flying. If flying only on a turn-and-slip in cloud with no direct pitch information a similar but more dangerous situation may occur and rapidly become out of control if the ASI is not closely monitored. This has been a significant factor in several accidents where pilots flying on instruments have lost control of the aircraft because of spatial disorientation. In gliders this can easily result in the speed "running away" and V_{NE} being exceeded, leading to control flutter and failure of the airframe. This is one reason why it is vital to be taught cloud/instrument flying by a qualified instructor and to have correct and reliable instruments fitted.

- If rapid accelerations occur, particularly in roll (for example, when recovering from an unusual attitude or aerobatic manoeuvre) these can be very disorienting and we may try to put the wings level but, due to the illusion, over-compensate and end up rolling in the opposite direction.

Somatogravic illusions, on the other hand, are illusions involving a false perception of attitude relative to the gravitational vertical. If the aircraft accelerates forward rapidly, the pilot's body will experience positive g as his body weight is displaced back into the seat. There have been instances where pilots have interpreted this as the nose of the aircraft pitching up more violently than is actually the case, particularly when combined with some real pitch-up motion. In such cases the pilot has overcompensated for this perceived "extra" pitch up by pushing the stick too far forward and ended up pitching the aircraft down, increasing the inertia of their body further back into the seat and reinforcing the illusion. Near the ground, this could result in the aircraft impacting the ground or a pilot-induced oscillation (PIO) being set up. In the very rapid accelerations experienced by



Optical illusions such as those shown above are not the only ones that lie in wait to trap the unwary glider pilot

naval fighter pilots launching on steam catapults this can be so pronounced that several pilots and aircraft have been lost due to the pilot causing a violent pitch down and crashing into the sea. To prevent this, the US Navy now carries out launches from its aircraft carriers with its fast jets pilots completely hands-off. One wonders if a rapidly snatched winch launch could promote a similar, if less extreme, reaction in an unprepared g-sensitive glider pilot.

Both vestibular and somatogravic illusions result in spatial disorientation.

A third type of illusion to which we are all subject is the *visual illusion*. Look at the two examples above. The brain finds it difficult to accept these shapes because we have mental models that tell us that they are "impossible structures" in real life.

Try covering first the left-hand, and then the right-hand side of the "tubes" picture and notice how your brain changes its interpretation of what it sees.

In aviation, visual illusions are often based on previous experience or expectation. We see what we want to see rather than what is actually there. This may lure a pilot into a potentially dangerous situation. An example of this is an actual accident that occurred when a cross-country pilot decided to land on a football pitch only to realise too late that he was on finals for a school field that was only a fraction the size of a full-sized football pitch. He hit the goalpost at the far end severely damaging one wing of his glider, although luckily he was unhurt.

Illusions on approach and landing

These are common and have a variety of causes. These illusions are of particular interest to the glider pilot as he may have to land in an unfamiliar field during a cross-country task; furthermore, in a glider the pilot will only get one attempt. Several cues are used to help with depth perception on landing; these include texture, perspective, relative

movement and the relative size and clarity of objects in view.

- **Texture.** A great deal of depth perception relies on texture. Landing a floatplane on a glassy calm lake is very difficult for just this reason. A similar situation occurs when landing on a snow-covered field, especially where the snow is still new and no tracks have been made. This can cause a pilot to misjudge the round out and flare either too early or too late. I have been instructing in a glider and seen exactly this scenario unfold following a land-ahead cable break with a highly able but low-experience pilot. Since texture relies primarily on colour vision, this could be a contributory factor in some accidents, such as those that occur when hangar-flying the glider in fading light at dusk. Below certain light levels the colour receptors (cones) in the eye will cease to function and our brain must rely on the night vision receptors (rods). When colour discrimination is lost the central part of the retina (the fovea) becomes blind, making depth perception difficult. If this happens, slightly better vision is achieved by looking slightly off-centre (by approximately 10°).

- **Perspective.** When landing on a flat strip with exactly parallel runway edges, a useful and accurate perspective is seen which will aid our approach and landing. However, false perspectives can occur in several ways and may make landings more difficult, especially when landing in a field or at an unfamiliar site. I am aware of a particular gliding site that has an unusual false perspective on runway 34 when landing over the clubhouse. The strip actually narrows towards the far end of the landing area and this may give pilots the impression that they have achieved the perfect angle of approach when, in fact, they are actually too high because the narrowing field in front makes them believe they are lower than they really are. Coupled with obstacles on the approach (the clubhouse), this can cause an

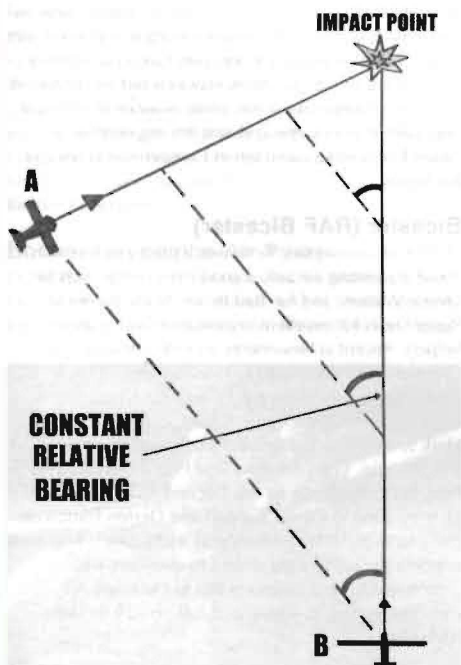
unanticipated overshoot of their reference point. A check flight with an experienced instructor is always useful at a new site, even if not insisted upon by the locals.

■ **Sloping ground.** This again can cause a false impression on the approach. When landing on an upslope the pilot will be given the impression of being higher than he really is, and this will tend to make for an undershoot situation developing. The glider is also likely to touch down short of the chosen reference point. The reverse occurs when landing on a downslope: the pilot is fooled into thinking he is lower than in reality and the glider lands long, possibly overshooting the entire landing area or running into an obstruction at the far end of the run. This is one reason why it is recommended to always land uphill when making a field landing into a sloping field.

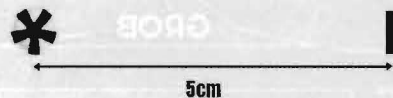
Difficulties with scanning

It is worth remembering that because of the design of the eye, visual acuity is best at the fovea (the centre of our vision) and that acuity reduces rapidly towards the periphery of the field of view. However, away from the fovea, peripheral vision occurs that is only used for detecting movement relative to ourselves. Thus, humans are very good at picking out movement relative to ourselves (for example, when traffic is crossing our flight path) using our peripheral vision.

Traffic crossing our track and moving in our field of vision is unlikely to hit us. However, traffic on a collision track with us will be on a constant relative bearing and remains stationary in our field of vision and, therefore, difficult to see. If at the same height, this traffic will almost certainly



Aircraft on a constant relative bearing and at your height are hard to see and present a real collision risk



Use a diagram like the one above to identify your own blind spots, as described at the bottom of this column

impact with us. What is more, an approaching aircraft will remain apparently the same size (very small) until only moments before impact. In the case of a fast jet this effect may be so pronounced you may not see the collision risk until it is too late, particularly if you are not scanning effectively. These effects are illustrated in the two diagrams below.

A great deal of work is being done to improve the conspicuity of light aircraft and gliders. The RAF have recently painted their training aircraft (including Tucanos and Hawks) black, as their research suggests this helps to silhouette them against the sky. (The very latest research, by Dr Tony Head, into the subject is outlined in *See and avoid?* August-September 2003, p28).

In any event, it is recommended that pilots use a non-regular scan (that is, not smooth) of the full field of view, scanning above and below, as well as on the horizon, pausing from time to time to let the eyes rest and refocus. This allows the brain to best perceive what is in the field of vision and will help to avoid "empty field myopia". Due to their training (and proximity to the ground) most fast jet pilots will pull up to avoid a collision when flying at "high energy". Thus, if you find your glider getting very close to a rapidly-approaching fast jet, your best course of action may be to dive with airbrakes out (as well as turning right if head-on) to gain the best separation possible, especially if there is very little time to manoeuvre.

Blind spots

The eye has a blind spot where the optic nerve exits the retina. Each person will have a blind spot in each eye. However, each person's blind spots are located in the corresponding opposite part of the retina so that in a person with binocular vision (two good eyes) this means that no part of their field of vision should be subject to the hazards of having a blind spot.

You can see proof of your blind spots by drawing two small marks on a piece of paper about 5cm apart and holding at arm's length (see diagram, above). Close one eye and look at one mark. Move the paper towards you and stop when you notice the other mark disappear. You have found the blind spot for that eye.

Of course, when you are flying, other artificial blind spots or areas can present a significant hazard when scanning for traffic. Anything that obscures vision, such as a compass mounted on top of a panel or a

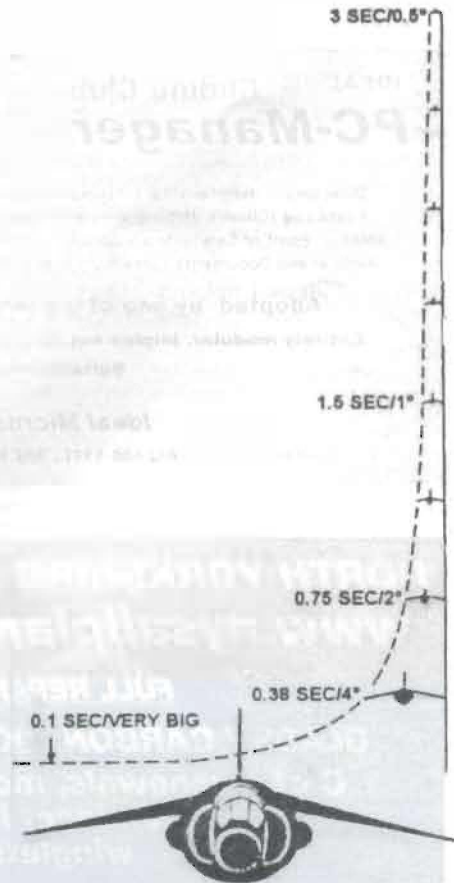
pilot wearing a wide-brimmed hat, presents its own blind spot. Pilots must make every effort to reduce such hazards if flight safety is to be maintained. Moving your head or manoeuvring the glider will help to reduce blind spots. Remember that just because you haven't seen an aircraft, it doesn't mean it is not there.

Human performance limitations, rather like meteorology or aerodynamics, is a vast and constantly expanding subject. This series of articles is by no means intended to be comprehensive, but I hope that you have found the information interesting and useful, that it has helped you to understand the importance of knowing the limits of the human element in the cockpit and that it has inspired you to learn more.

Acknowledgments and further reading

- The Naked Pilot* David Beatty (Airlite, 1995)
- Human Factors Flight Safety* Jeremy Pratt (AFE)
- Human Factors For Pilots* Green Muir, James, Gradwell & Green (Ashgate, 1991)
- Human Performance and Limitations in Aviation* Campbell & Bagshaw (Blackwell Science, 1999)
- Guidance Notes On The Medical Fitness Required For Glider Pilots.* Dr Peter Saundby. (Amended/re-issued September 16, 2002; see www.glidering.co.uk)

Special thanks go to the following people for their assistance in the preparation of this series of articles: Dr Tony Head, Cranfield University; Dr Tony Segal; Dr Peter Saundby, BGA Medical Advisor; Bob Pettifer, Chairman, BGA Instructors Committee



This diagram illustrates a closing speed of 800kts...

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Club news

Aquila (Hinton-in-the-Hedges)

IT has been an eventful few months with some excellent soaring conditions. We came a close second in the Midland region Inter Club League with some good flying conditions and a good all round performance from the whole team; we will be back next year to win. Thanks to John Giddins for organising our ICL team this season. We must thank our CFI Tim Wheeler, who is stepping down in September after doing an excellent job over the last few years. Colin Watt will be our new CFI and we wish him every success. The influx of new *ab initios* this year continues at Aquila as we welcome new members John Mooney, Marcus Blake and Michelle Carlin, who have join on our successful Learn to Fly package (www.aquilagliding.com). Congratulations to James Wingfield-Stratford on going solo and I have my five hour duration and Silver Badge.

Barry Woodman

Bath, Wilts & North Dorset (The Park)

THE last week in June was the most successful of our three flying weeks, resulting in many badge claims and more modest achievements, thanks to the hard work of all involved. At one time all 37 gliders were in the air at once. On the 24th Hugo Jenks took one of our Astirs for his two-hour Cross-Country Endorsement, while his brother, Mike, took our second Astir on a quick 300km, bringing it back in time for Jason Sanderson to do his two hours. At least eight 300s were flown. Four pilots gained Silver duration – Doug Mills, John Symonds, Andy Percival and Mark Radice. Adrian Ruddle flew his K-6 to Lasham for Silver distance, completing Silver with height later that week. On the 28th Geoff Humphreys flew 500km in his LS6. Mark Hawkins did his 300km in his K-6e. Norman Slater has Silver. Alastair MacGregor and Mike Thorne came 2nd and 9th respectively at Bidford, and Mike came 6th in Competition Enterprise.

Joy Lynch

Bicester (RAF Bicester)

OUR 40th anniversary fly-in was a great success with about 50 visiting aircraft, a good mini-comp, won by Owain Walters, and fun had by all. Many thanks to Roger Davis for excellent organisation and to all his helpers. Recent achievements include 500km (Dave Chappell, Oly Peters and Owain Walters); 300km (Emily Bryce, pity about the TP sector, on her second cross-country); 50km (Anne, Claire, Little Dave, Mark S, and keep trying Bruce); solo and five hours (Mo Man Yu). Colin McInnes and Pete Brown are Full Cats, Ian Gallagher is an Ass Cat and Mike Newbound a BI. Well done to Dave Chappell and Derren Francis on 2nd places in 18-Metre Nationals and Lasham Regionals respectively. Lastly a big thanks to everyone who contributed to Dick Stratton's trip to Oshkosh. All welcome to drop in – give us a call on 129.975Mhz.

Nick Aram

Please send news to editor@sailplaneandgliding.co.uk or Helen Evans, 7 Ollney Road, Minchinhampton, Stroud GL6 9BX to arrive by **October 14** for the next issue (December 9 for the following one)

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Tracy Joseph after her first solo, pictured with instructor Brian Lomas at **Bowland Forest**

Bidford (Bidford)

WE ran another successful Turbo Comp In June, well attended by 27 competitors. Our 40th anniversary open day and evening was also hugely popular with a large number of visitors, some of whom were brave enough to have a trial lesson in the Fox! The new BGA glider sim Cyberglide was also well used, everyone thought it was a really neat bit of kit; thanks guys for letting us borrow it. The evening's entertainment for old and existing members was also well received, and a big mention to Simon Waterfall, who worked tirelessly throughout the day and before to put on the event. Richard 'Charlie' Chapman, as well as becoming a dad, has finally managed to do his 500km to gain all three Diamonds, in an epic eight-hour flight. Dave Parry has his Silver height, Andy Cox his 50km and Paul Bloore has re-qualified as a Basic Instructor, well done all.

James Ward

Black Mountains (Talgarth)

DESPITE a less-than-perfect July, hours and launches at Talgarth are still well ahead of last year and plan so our Treasurer's is smiling (or is that because he is spending a lot of time in the air in our CFI's Standard Cirrus?) Those of you who remember the famous Talgarth oak encumbered with a scruffy collection of leaking caravans must come and see us and our magnificent hexagonal seat that Tim Barton has built around the tree. It really is splendid and features a shelf capable of supporting large numbers of pint-sized glass containers! Tim has really done us proud. The annual Task Week is just around the corner and is fully subscribed. Previous years have been great fun with plenty of fun and serious flying, including 300km triangles, wave flying and even the odd spot-landing contest.

Robbie Robertson

Booker (Wycombe Air Park)

CONGRATULATIONS to Dave Watt on finishing 4th in the 15-metre class in the Worlds, and to former member John Coutts on winning the class. Sadly, G is leaving us



Ron Armitage, right, congratulates Ken Ellis on soloing at **Channel GC**

as CFI, but may return in a different role next year. We are currently seeking a CFI/manager or a CFI and a part-time manager. G will work for us until mid-October and we will have an amateur CFI for a short period whilst we install his successor. Recent first solos include Peter Hill, Andrew Horne, Steve Brown, Ross Mandeville and Adrian Ward. We now have three K-13s, three K-21s and the Duo available and a refurbished K-18, which should be fully operational next year. The airfield and peritrack surfaces have been greatly improved; more work is planned. The airspace improvements for the competitions are the best ever; the situation is much improved in recent years. Many thanks to our Chairman, Bruce Cooper, for this and much other work.

Roger Neal

Borders (Milfield)

CONGRATULATIONS to Mark Fieldman on completing his first solo after only 25 aerotows. Well done. The task week in July unfortunately fell foul of the British weather; although we flew most days, conditions did not allow for any long distance flights. However, the barbecue on the Friday evening gave plenty of good cheer. Thanks to Derick Robson for organising the week. Bookings are a still a little low on certain wave weeks in October, if you require any information why not click on to our website via the BGA's *find a club* page, and sample some of our northern hospitality. Finally welcome to "The Magnificent Seven" (K-7) and its crew, now permanently based on site, with a slot in the new private owners' hangar.

Mike Charlton

Bowland Forest (Chipping)

THE past couple of months have had almost no non-flying days, but our 'Dawn till Dusk' day was rained off. Congratulations to Pete (Gliding Bum) Desmond on being appointed DCFI; to Croft Brown, Jeff Davies and Trevor Tuthill on becoming Basic Instructors; to Alan Roberts and Ian Ashton on achieving Full Category status; to Nigel Dickenson for a successful 50km from Dishforth, and to Tracy Joseph on her first solo. Several of us endured a blistering week at Shenington with the top temperature at 98° and very little flying.

Eileen Littler

Bristol & Gloucestershire (Nympsfield)

A DEBATE has been launched about the club's future, including radical ideas about the clubhouse buildings. The possibility of new hangars for club machines is being investigated. The club website is being given a new look and we have bought a logger and GPS for the club LS4, and a flight computer is on order. Corporate flying evenings organised by John French have been very successful. Congratulations to winners of Sid Smith's Task Week: George Szabo-Toth (A class), Paul Gelsthorpe (B Class) and Lemmy Tanner/Pete Walker (C Class). Also day winner Dave Wilkinson. Simon Robinson finally did five hours (and a 150km triangle) to complete Silver. Some successful mentoring has been going on. Within five days of a cross-country flight in the DG Simon Foster flew all three Silver legs on one flight. Pity he didn't realise that an O/R Silver distance has to be declared in writing... We were sorry to hear of the death of former member Lance Peters.

Bernard Smyth

Burn (Burn)

WE are still operating at Burn but the offer from our landlord for continuity after February next year is very poor and at the moment does not guarantee us enough time to get another site up and running before having to leave. We are negotiating to improve the time we have. Flying goes well. At the younger end Adam Walker achieved five hours in his K-6 and at the maturer end Tony Machin took his Twin Astir to Gamston for his Silver. Membership is strong and the flying we are achieving is good: we are keen to keep this up.

John Stirk



Dan Pitman of **Bicester** took this photo, of building thunderstorms above the launchpoint, while at **Rieti** with the Ted Lysakowski Memorial Trust. Course members each flew more than 30hrs over spectacular Italian scenery. For how to apply for the 2004 awards – deadline is the end of October – please see p5

Cairngorm (Feshiebridge)

WE'VE all been soaring the Feshie summer wave with Nick Norman getting a climb to 21,500ft in a borrowed LS7. Our tug is back from Aboyne having undergone its three-year C of A; our thanks go to Ian Carruthers, Andy Carter, Nick Norman, and John Whyte for their hard work, and Alan Middleton for his hospitality in this respect. May I extend my own compliments to Roy Dalling, Steve Thompson and all the gang at Aboyne for affording me a good day's flying? By the time you read this "Octoberfest" will be in full swing and we look forward to seeing our old friends again and making some new ones. Check out www.gliding.org for details of last-minute bookings and general information.

Chris Fiorentini

Cambridge (Gransden Lodge)

WELL done to everyone who has been involved in installing and fitting out the new office building. Work is still ongoing on the new briefing room. Finding ourselves with a lot of ASW 19s and Pegasuses (pegasi?) on site, including one in the club fleet, we initiated a "Bottle of Bolly Challenge" for those gliders. Bollinger have agreed to donate the prizes, based on ladder scores. This has become quite a needle match – it is rumoured that Steve Longland only upgraded his K-6 to



Daniel Johns pictured after his first solo at **Devon & Somerset GC**

Club news

Y a 19 so he could join the fray. BBC Look East visited Grandsen Lodge on our recent press day and broadcast a very enthusiastic piece on their bulletins throughout Monday 21 July. Cambridge GC members have been part of the British team's superb results this summer. Congratulations to Luke Rebbeck (2nd place, Junior Worlds Standard Class in Slovakia) and Phil Jones (3rd place, Worlds 18-Metre Class in Poland).

Gavin Deane

Channel (Waldershare Park)

SUMMER weather and our first solo – congratulations to Ken Ellis, who barely had time in between his other activities on site. His dedication is a great example. At the other end of the logbook weigh-in, Ron Armitage has now done 36,000 launches, only a small proportion of which were with Ken. He's promised to buy the beer after the next 36,000. Thanks, Ron. Those hot sunny days were memorable for causing both winch and driver to over-heat simultaneously, but funds have been plundered to bring forward the re-engine project on the former, whilst we stand the latter in the next force 5 off the sea. The other winch is doing well, except that it needs a winch to get a driver up into it. It has been a pleasure to welcome 14 new members since April. Our weekend training is still limited by the shortage of instructors, so we continue to extend our invitation to any who wish to add another base to their logbooks. Needless to say, the best soaring has been on the least attended days. A welcome addition to the Falkes on site is the Ogar, beautifully brought up to fine fettle by Jerzy Pajdak.

Nic Bearcraft

Chilterns (RAF Halton)

CONGRATULATIONS to two more new winch drivers (aka solo pilots) – Richard Irving and Peter Ruddock – and two new Bronze pilots, Nigel Smith and Kev Maher. Neil Beattie has gained his NPPL-SLMG. The club had a good soaring/*ab initio* week in June, with plenty of cross-country kilometres and badge claims. We had a good turn-out at the Inter-Services with the LS6, the UCL K-21 and two private gliders, an ASW 20 and an ASW 27b, flown by club pilots (our Discus was flown by a Fenland GC member). Sad news to report is the loss of Cannon Payne, a true gentleman, and our sympathies and condolences go to his family.

Andy Hyslop

Cleavelands (Dishforth)

THE younger element are certainly leading the achievements board. Congrats to Ben Dorrington, Michael Desmond and Emma Salisbury on Bronze. CFI Mark Desmond had a very enjoyable time flying the Northern Regionals. As this is written, the country is baking on the hottest day in history, but our thoughts must turn to the winter – for details of the Cleaveland's (in)famous wave camp, see www.dishforthairfield.treeserve.co.uk We look forward, as always, to welcoming friends old and new over the Christmas period.

Polly Whitehead

Cotswold (Aston Down)

MANY club members have made successful badge flights. Chandra Fernando, Gerald Birt and Alex Jones flew 50km to Edgehill while Richard Ashley has his Bronze. The Olivers (father and son) and Bill Jonker have gone solo. The club attended the recent PFA rally at nearby Kemble, where there was a lot of interest in the BGA simulator, particularly from younger visitors anxious to have a go. A big thank you to all the club members who helped. Holiday courses go from strength to strength thanks to Bo Nilsson, our course instructor, and to Pat Gilmore, our office manager. Olly Ward and Brian Birlison competed in the Standard Nationals and Mike Randle flew in the Inter-services. I was allowed to be P2 in the Duo Discus at the Bidford regionals.

Frank Birlison



Mike Orme, left, of DSGC, who soloed in July, with instructors Stuart Proctor (middle) and Mike Fairclough

Cranwell (RAF Cranwell)

GOOD weekend weather including the record start to August resulted in many hours being flown and many gallons of water being imbibed. Other liquids were consumed post flying. With the hard core of competition flyers away the remainder have enjoyed a reduced flying list and the chance to top up the tan while covering the ground duties. Congratulations to Ian Brett on re-soloing after a six years out of gliding and to Alex Corano on first solo. Mark Aplin endured five hrs in the K-13 and a number of first 50km flights were also flown. Visiting aircraft included Charlie Brown's Duxford-based Spitfire, which rested overnight in our hangar after a local evening event and providing an impressive display on arrival at North Field.

Paul Skiera

Dartmoor Gliding Society (Brentor)

OPEN Day this year was... interesting. One two-seater was put out of action on the evening before. At the start of the day itself the second two-seater was caught in a very sudden severe squall and forced to land out. This caused a two-hour delay before the next trial lesson. Fortunately the thunder and lightning of the same squall kept queues short and our superb caterers (in-house, of course) looked after the remaining optimists. John Bolt has reached the age when instructor responsibilities are restricted. He was a founder member of the club 20 years ago, was one of the first to solo, the first to make a five-hour flight from the site and our first home-grown instructor. He became a BGA inspector, has held most of the offices and is now in his sixth year as chairman. John has always done and continues to do a great deal of the practical work, but he will be very difficult to replace as an *ab initio* instructor. Congratulations to: Mark Cooper (solo), Steve Matthews (resolo after 25 years), Dene Hitchens (Bronze), Mark Gatehouse (Bronze, Cross-Country Endorsement, two Silver legs), Gavin Short (completion of Silver with 50kmin Spain), and almost to Ged Nevisky (4hrs 46mins at 2,500ft shows he can almost soar).

Phil Brett

Deeside (Aboyne)

JOHN Young and Mike Law have resoloed. James Vorley stayed up for a two hour soaring flight. Ron Ogston, Tom Crawford, Tom Holloway, James Vorley have all achieved their Bronze and Cross-Country Endorsement. Roger Taite and Tom Holloway have five hours; Tom also achieved his Silver distance, giving him his well-earned Silver Badge. He will be a serious contender in the Vllth UK Mountain Soaring Championship. Away scorers included Lyn Ferguson-Dalling who went solo on the winch at Easterton and Bruce Duncan who gained his Silver distance at Bicester. We are gearing up for the Vllth UK Mountain Soaring Championship and entries have increased so there are only a few slots left. Contact Roy Dalling on 013398 85339 if you want to take one of them! Wave Season bookings are also going well.

Contact Mary-Rose Smith on 01569 730687 or Roy Dalling on 013398 85339 to book your place. We look forward to seeing old friends and making new ones.

Sue Heard

Derby & Lancs (Camphill)

GOOD soaring weather consistently continues to avoid us, plenty of difficult thermals and 2000 to 2500ft cloudbase, but few good days. The increase in base height of Daventry will make the area to our south-west much more accessible when the good day arrives, and we look forward to using the wave boxes and airway crossings when the wave returns. Congratulations to Pete Mylett and Chris Knapp for solo, and to Nick McCloud on re-solo and Bronze leg. Richard Dance and Alex Maitland have completed their Assistant Instructor ratings. Robin Corlett, Alex Green, and John Turnbull completed Bronze on the second of our members' Bronze courses. Bob Makin has bought an SHK, the first at Camphill; his friends are learning to disappear when he wants to rig. The Vintage Week was a great success again. The annual expedition to Milfield will be at the end of September. As announced in the last S&G, an obituary for Richard Baker appears in this issue (p61).

Dave Salmon

Devon & Somerset (North Hill)

THE start of the season has seen a number of new privately-owned gliders at the club, including a Discus, Cirrus and a second ASH 25 – this time with an engine. The K-21 addition to our club fleet is expected. Congratulations are in order for Mike Orme and Laura Taylor on going solo and also for Daniel Johns (son of ex-CFI and regional examiner Ron) consequently you can imagine the ear-ole bashing the young lad has had to endure! Meanwhile, his calmer (karma?) instructor, Chris Wool, is busy preparing for a Full Cat course. CFI Malcolm Chant is looking to retire after having served the club enthusiastically for the last three years.

Phil Morrison

Essex & Suffolk (Wormingford)

TRYING to soar in the kind of temperatures that we have been experiencing recently is definitely sapping my energy (and enthusiasm). Still, many of our number have been doing some pretty good distance flights, including Kim Smith and Bob Godden, who both achieved Silver duration (this completes Bob's Silver Badge). Eric Lowe got his Silver distance and Eddie Leach and Paul Johnson both achieved Gold distance. One of the more interesting flights (and unusual for this part of the world) was an O/R by Dennis Heshlop to Syerston, which included a 10,000ft wave climb. We also have a good crop of first solos: Tony Bramley, Alex O' Keefe, Martin Lawson, Andrew Cartwright and Bill O' Malley – congratulations to them. Finally, sadly, we have to report the death of our founding member and president Eric Richards (see obituary, p61).

Steve Jones



Bob Cassels took this photo of Vee Harrington a few minutes after she landed at Essex from her first solo

Essex (North Weald/Ridgewell)

CONGRATULATIONS to John Whitwell on his Basic Instructor Rating, Phil Talbot and Vee Harrington on soloing, Paul Fournaise on getting Silver height and duration in one flight, Phil Beddows completing Silver with a cross-country to Tibenham and John Hampson also gaining Silver Badge with height and distance. John also landed at Tibenham. This, with Peter Manley doing a 100km in well under an hour without stopping to circle in thermals, shows that Ridgewell has been a hive of activity in the recent spell of good weather. A good many of the flights have been off winch launches and we must pay tribute to all the winch drivers – as well as the tug pilots – for their hard work, especially on the very hot days. Our youngest member, Sam Fisher, crewed for Chris Nicholas at Competition Enterprise, managing to fly in four different glider types there.

Peter Perry

Fenland (RAF Marham)

APOLOGIES to Donny Johnson for not mentioning that he won the Ladder Trophy last year: well done. Sad news that Dave Wren has been grounded by a stroke. We send him our best wishes for a speedy recovery. Congratulations to CFI Del Ley, awarded RAFGSA Member of the Year at the RAFGSA AGM. Adrian Bramwell has Silver height and if Bavers wants his, he'll take a barograph with him next time. Ex-Fenlander Dave Chappell came second at the 18-Metre Nationals; Peter Stafford-Allen was 3rd in the Eastern Regionals; the hero, though, was our very own Timmy, completing 281.9km in his K-6e. The highlight of the last two months must be my Gold distance/Diamond goal: well done to me! Welcome back to Chrissy Thomas and Bic Smith, and AJ's back in the cockpit again.

Graham French

Four Counties (Syerston)

PHIL Griffiths, Dave Tomlinson, and Jos Dent have gone solo and Derek Rowell has re-soloed after 32 years! John Wilton has done well in competition this year, coming 4th at the Midland Regionals and a very respectable 2nd at the Tibenham Regionals. Rob Richards has completed 50km to Kirton Lindsey and Charlie Ingram-Luck has almost flown five hours (well, he would have done it if it hadn't been for aerotow time!) Adrian Hatton is enjoying his new LS6 and is exploring its field landing characteristics.

Sue Armstrong

Fulmar (Easterton)

WE have had a mixed bag of weather over the past few months, but it hasn't been quite bad enough to put off the new members. Congratulations though to those who managed to make the best of it: Ian Murray Silver height, Chris Gill Gold height and Brain Burnell two hour flight (Closer to three hours actually!) We also have a few new tuggies to keep us airborne. Finally on a more sombre note we had two accidents this month, and I would like to wish, on behalf of the club, a speedy recovery to those pilots involved.

Mark Brown

Highland (Easterton)

THE main news is Robert Tait, our CFI, has now got his tug rating. If you would like to see the smile on his face visit our website and go to club news longest day, where there are also pictures taken at the evening barbecue on that day. An old trailer was also barbecued with interesting results – read about it yourself! Peter Goodfellow was at Silver height in wave when asked if he'd got his barograph on. His reply was: "I fly for fun," or words to that effect. Pete Smith – forever chasing his Silver distance – got to 5,000ft over the airfield for a downwind dash only to remember he'd not switched his barograph on. However, we do have a claim this month as Colin Conti gets his first Bronze leg.

Roy Scothern



New soloist James Turner in the glider at Mendip, with Paul Croote (centre) and Peter Turner (Keith Simmons)

Imperial College (Lasham)

EXCITING times for icGC. Nasreen Al-Hakim, Edward Coles-Gale and Marcus Rafla all achieved first solos in time for our summer expedition to the Czech Republic, where not only did members solo aerotow for the first time, they were also able to experience first cross-country flights. We received a friendly welcome from Aeroklub Vlasim, who allowed us to open the hangar doors at 0430hrs in time to fly at sunrise. Congratulations to those who achieved Silver duration and height. Overall, it was a great time to promote Imperial in Europe with both 496 and 296 hardly touching the ground. A big thanks to Dave Williams for towing over two days, instructing and for putting up with a bunch of adolescents on cheap beer. Back in England Alan Bamford and Jamie Denton completed Silver, with Alan settling into his summer job as Lasham's staff tug pilot. Hemraj joined the regionals in 96. With all this activity the future of the club is looking bright and we eagerly look forward to new recruits at the freshers' fair come October.

Luke Cooper-Berry

Kent (Challock)

A RUN of good weather has produced a number of smiling faces at Challock. Steve Care, Stuart Maxwell, Andy Young and Will Penson have gone solo, Will gaining a Bronze leg on his second flight. Mirren Turnbull is sporting two Bronze legs as well as gaining the Cross-country Endorsement two hour flight. Les Mills and Phil Crabb have flown Silver legs while completed Silvers have been achieved by Lee Francis, Richard Schofield and Dave Shearer. Congratulations to all. Our Open weekend was an enormous success. We flew some 200 people over the two days and are pleased to welcome several new members as a result.

Caroline Whitbread

Kestrel (RAF Odiham)

CONGRATULATIONS to Shane Naish on going solo, to George Blundell-Pound junior, a cadet member, on soloing in a Vigilant and to Bernd Vermeulen on getting his Full Cat. We have hung new hangar door curtains on to our Bessenou tent hangar. This leaves only one panel that has not been renewed courtesy of Rubb Ltd and we thank them for their support over the years. Our club fleet went to the Inter-services with the K-21 crewed by two doctors providing a combined IQ comfortably in excess of the glider's handicap. Thanks to Kevin Buchanan for his continued work on keeping our winch and MT serviceable. Thanks to Neil Armstrong for organising our three short service courses this year.

Simon Boyden

Kondor GC (AGA Brüggén)

ON June 12, we hosted an interesting event at Brüggén: the Toyota Formula 1 Team's chief aerodynamicist, René Hillhorst, was photographed by Neil Lawson of the *white planes* picture co for Toyota's One Aim magazine, flying with Pete Masson in FVA Aachen's

brand-new DG-1000S, towed by me using the FVA's 130hp Grob 109b motorglider. Thanks to Alex Boeker for his help. On June 21, the longest day, Benedikt Dohmen soloed on the K-7, Sandra Gillmeister first soloing the Falke motorglider and Alex Boeker flew the K-8 to Nörvenich for his 50km. The 1,000th flight in Kondor's history (and this season) was made on July 6.

Jochen Ewald

Lakes (Walney Island)

WE have benefited from the site's unique geography recently with an interesting mix of conditions – wave, ridge and sea breeze fronts all being utilised. Jan Eldem continues to make rapid progress, climbing to Silver height on his 6th solo, unfortunately without the benefit of a barograph. This situation was rectified the following week when Jan, and barograph, climbed to Gold height on the best day of the year so far. Phil Storer used the wave to claim his five hours whilst others used the conditions to inundate the club Ladder steward. On a more down-to-earth note the airfield owners are reviewing airfield security and have decided we must be locked in at weekends! Visitors by road will need to ring the club mobile on 0860 135447 to gain access to the airfield. The recent AGM resulted in Peter Seddon stepping down as secretary and we thank him for his efforts, yours truly has stepped into his shoes.

Neil Braithwaite

Lasham Gliding Society (Lasham)

CONGRATULATIONS to Wally Kahn and Pat Garnett, who have been appointed honorary life members of Lasham Gliding Society. This is in recognition of their sterling work over a number of decades on behalf of the club. Adrian Emck flew 750 km in his K-6 on July 10 at Fuentemilanos, Spain. I feel certain his success was due to the comfort provided by the new "Emck seat-back shell" (see p22 of this issue). Alan Meredith has been appointed Chief Pilot of the British Antarctic Survey. During his six months absence from Lasham, Phil Phillips will be acting Tugmaster. Trial Flights have been replaced by Trial Membership, with one month membership to include a free aerotow. This is good value, and should help recruit new permanent members. Demolition of buildings on the South side of the airfield has been completed and the area re-seeded with grass. Improvements to the area adjacent to the South end of the short runway will double the available landing area in this location. Lasham thanks the following launch point controllers and their many helpers who run the launchpoint on weekdays: Mondays – Tony and Margaret Challans; Thursday – Bob Johnson; all other days – Charlie Kovack and Bob Bickers.

Tony Segal

Lincolnshire (Strubby)

AS part of a new youth-oriented recruitment campaign the club is offering free membership to young potential pilots aged between 15 and 18, who can impress the committee with their commitment and enthusiasm. We have road signs erected at all strategic road junctions now to direct people to our club. This was made possible by a grant of 50 per cent of the cost from East Lindsey District Council. Our new website is up and running, thanks to an ex-member, Jonathan Woodforth. Pats on the back go to Derek Woodforth, who has completed his Silver with 5hrs and also has a Basic Instructor rating; Bob Field and Phil Niner have gone solo. Bob has returned to gliding after a break of 33 years and has become our PR officer. Hard luck man of the year is Richard Coleman: one week after missing five hours by 10 minutes he missed Silver distance by 5km. We can, however, congratulate him on a Silver height and a very hard won Flying Tiger Badge. (The Lincolnshire Flying Tiger Badge is available to anyone who winch launches from Strubby and lands at least 25km from the site. Bring your ship here and fly home. The award is at the discretion of the CFI so ASH 25s

Club news



Ex-CFI Chris Harris, right, sent his grandson Adam Bird solo in August at **Midland GC**

Midland (The Long Mynd)

THERE was an unusual twist on the "father sends son/daughter solo" theme when ex-CFI Chris Harris sent his grandson Adam Bird solo on August 3. The mini Harris then converted to the K-23 and got a Bronze leg the very next day. Rose Johnson has made the longest flight from the Mynd, 640km whilst on a 750 attempt. On the same day (June 13) John Roberts got back to the Mynd after a 520km flight, three years after taking up gliding. Not to be outdone Alan Barnes came second in the Lasham regionals, 14 MONTHS after taking up gliding. (He was leading until the last day). Nick Swales has managed 300km. The Faulkes Foundation DG-505 is here and in action. We have welcomed visitors from Highlands GC and Northumbria GC. There have been too many solos, Bronze legs and durations to name so many congrats to OG, DG, JM, RB, GH, AD, JV, MD, WN and TP (not a pun).

Roland Bailey

Needwood Forest (Cross Hayes)

I MUST say a big well done to Peter Kent. The Mynd were as surprised to see him arrive (after they had packed up for the day) as we all were to see him leave. It was a valiant effort on a day that got going somewhat later than he did and deservedly won our winchmaster his Silver. Congratulations also to Nigel Hooper for going solo. Jim Follon and Joerg Epple have Bronze. Antony Bradford is grinning even more now that he has flown our lovely K-6. I managed to complete my five hours, and then again a few weeks later with a barograph to prove it! I also did my first field landing – in the grounds of a stately home that was preparing for an open air concert (the Proms no less). I did my circuit and landing to the rehearsing theme tune of Star Wars played on the PA system. If you'd like to have this much fun, and gatecrash somewhere for free, then please come to www.gogliding.com and volunteer to be part of my retrieve crew.

Paul Machacek

Norfolk (Tibenham)

COMPETITORS in the 18 Metre Nationals and Eastern Regionals held at NGC this summer were able to fly on six of the nine allocated days in conditions ranging from very difficult to outstanding. In the 18 Metre class David Masson took the honours with Dave Chappell a close second. Mike Jordy and Claire Emson won the Regionals in a Duo Discus relegating John Wilton, the winner for the last three years, to second. Among the NGC members competing, Ray Hart improved his position steadily through the week to finish sixth, while vice chairman Norman Clowes, who competes just once a year at the Regionals, finished a creditable ninth. Our thanks as ever go to the hard-working team that made the event possible and to the visiting pilots, who made it so enjoyable. Heartiest congratulations go to Matt Cook, who competed for Great Britain in the World Junior Championships held in Nitra, Slovakia, in the Club Class. He finished sixth in these, his first at this level, and we hope he will participate in many more. At the domestic level, our training courses have been consistently over subscribed throughout the year and the newly instituted four flight day courses are starting to sell well. In line with our policy of encouraging more young people, we were pleased to welcome a group from Thetford Grammar School, who enjoyed the experience. Progress has been made with our plans for new hangarage, and we await a decision from the Trustees of the Foundation for Sport and the Arts about grant aid. We are also in the process of choosing an architect to produce a sketch design for a new clubhouse. The plan will be presented to representatives of the 445th Bomb Group Veterans' Association in the USA, who have expressed an interest in the project and may help us financially in this the 60th anniversary year of their operations at Tibenham.

Alan Harber



Mixing it with the bouncy castles at the **Llanarmon Show** were members of **North Wales GC**

North Wales (Llantisilio)

UP here in the wilds of the mountains at the Top Left Hand Corner, we have the same problems as everyone else. Members, or rather the lack of new ones. So this is about something new we tried recently. Not long ago we received a call from the organisers of the Llanarmon Show. Would we be willing to bring a glider down to the show and show it off to the public (at no charge to ourselves!)? Now chairmen's and treasurer's eyes light up when the word free is mentioned and so, having conned the CFI and Treasurer out of their pride and joy, an ASW 19, for a day, I spent a relaxing, but hot day, chatting to the public about the joys of gliding. Visitors came from much further afield than I would have believed for so small an event, and the age range who showed a surprisingly high interest in what we had to say was quite an education. Was it worth it? Time will really tell, but we certainly gained some new friends. Always worth it when the next planning application goes in before the council, and keeping good relations with your local community is always a good thing to do. If nothing else it proves that we who fly gliders are not aliens! I took 50 brochures and nearly ran out. Each one went as a result of talking to someone and encouraging them to come and try our sport. In two weeks time we will be at our local parish fete as well. It might sound a bit like political glad handing, but if that's what it takes to help spread our sport then I, for one, am all for it. Try giving your local parish council a call to see if they would like something white, shiny and with a friendly face attached to help boost the appeal of their show. You might get a pleasant surprise.

David Trotter

Northumbria (Currock Hill)

ONE of our cadets, Emily Gooch, soloed on July 6. Jason Hayman, having soloed at Sutton Bank, did it again at Currock on July 20. Craig Storey managed a Silver distance by flying to Richmond Old Racecourse in the Astir. Eddie Stephenson has now become an Assistant Instructor. An expedition went to the Long Mynd at the end of July but the weather was not too kind. The CFI, Colin Sword, has resigned from the post and from the club, with effect from July 31. We thank him for all effort he put into the job. Alan Scott has been appointed his successor.

Leonard Dent

Oxford (RAF Weston-on-the-Green)

SO what's OGC been up to? Well, Andy B was up to 8,500ft in unusual wave conditions, Dave Bray was up to Sackville Farm for his 50km to complete his Silver, (and would like to thank all those there who gave him a free aerotow back), Rob Jackson managed to keep schtum for five hours to complete his Silver (more difficult than you'd imagine), Claudia Bungen got her

and Nimbus 4s are disqualified). Plans are well afoot for our 25th anniversary bash (see p5).

Dick Skerry

London (Dunstable)

ON July 12, seven pilots went around a 500km set task. Yet another well done goes to 17-year-old second-year cadet Andy Mills, who has gained his basic instructor rating. Our expedition to Saal in Germany proved popular again with many good flights during the week, however two brighter pilots did not complete a task of 350km but only managed 64km, landing their gliders in a field next to a lake which happened to be a naturist park with naked families everywhere. The temperature was so hot at midday that off came the clothes and they plunged into the lake. The GPS co-ordinates are now eagerly sought. A large new syndicate has formed around a Slingsby Swallow, which was being given away (a 1200-mile round trip to collect it). John Marshall came home with heavy bruising and cuts following a remarkable escape in the French Alps: he was rescued by helicopter after dangling from his parachute straps for an hour from a rock face after a mid-air collision. Congratulations to 18-year-old Andy May, a third-year cadet, who went round a 500km, and to cadet Stuart Carmichael, who gained Gold and Diamond distances in June. We welcome eight new cadets. Well done to Peter Harvey, who gained 4th place in the Open Class Worlds at Leszno. Our condolences go to the family of Mike Garrod, who died after a long illness. He had been a glider pilot for more than 50 years and will always be remembered for his call sign: Green Flash-Green Beetle (see *obituary*, p61).

Geoff Moore

Mendip (Halesland)

FIRST an apology to Patrick Hogarth for not mentioning his completed Silver in the last issue and a slapped wrist to S&G for calling him Paul! Patrick is making the most of a deal which gives him brother Phil's Kestrel to fly. This is spurring on our other two Kestrel pilots, Bob Merritt and Paul Croote, who are getting tantalisingly close to achieving the first 750km from Halesland. Paul is already well past the 600km mark. We tried a dawn to dusk again this year and had the first glider airborne at 05.16hrs and Matt James making the last landing at 21.23hrs. In between, Patrick Haxell flew a validated Silver distance to Rivar Hill and another member reached Silver height carrying a switched-off barograph and yes, it was the same member who, on a Silver attempt last year flew for two hours only to backtrack and land less than 50km from the site! Success was a family effort when young James Turner was sent on his first solo by brother-in-law Paul Croote with his dad Peter Turner flying the tug. This was a double first: all previous first solos have been winch launched. James flew a Bronze leg on his second solo. Meanwhile Matt James has also notched up a Bronze leg.

Keith Simmons



Despite the weather, **Northumbria GC** members came up smiling on their expedition to the Long Mynd

BI rating and Peter Boulton showed real determination and has gone solo. And as it's the summer, a motley crew went on an exchange school trip to a German gliding club, somewhere in Germany, where they were winned, dined, flown and flew and generally very well looked after. It was worth the trip for the beautiful views alone. On the contest side, OGC's over-achievers excelled once again to get into the Inter-club League final.

Steve McCurdy

Peterborough & Spalding (Crowland)

FOLLOWING a dreadful spring when we had flooding problems, our main runway has now had major drainage work done. Until the new grass grows the channels are visible from the air and may look strange, however, these pose no problems when landing so please call in, visitors are always welcome. We are now experiencing an incredible summer, the second week of August produced local temperatures of 35-37°C. Our Open Day in June was a great success for the 3rd year running, 69 launches kept us all on our toes and we hope that some new members will result. We were thankful for the help of volunteers from the Stamford Schools CCF who helped with car park marshalling and visitor assistance, they in turn enjoyed the flights which were given as a 'thank you'. These cadets showed great enthusiasm and discipline and we are making efforts to strengthen the association with this Unit. We congratulate Jim Crowhurst on achieving 5th place in the Eastern Regionals and for achieving his 500km. Well done to Martin Ewer on becoming a 'Full Cat'. Instructor and Bill Baker, Richard Thornley and Roger Duke on completing their Bronze. We have two new solo pilots, Matt Duke and Phillip Wray, both in their teens and active, helpful members of the club. Bob and Sylvia Sharman have just returned from the Vintage Rally in Finland. Our new Assistant Instructor, Paul Davey, was buying the beer again, he recently had his first landout in 12 years of gliding.

Joan Pybus

Portsmouth Naval (Lee-On-Solent)

WE have had a disappointing season so far with few soaring flights of note from Lee although the weather during the first of our continuous summer courses was good enough to allow all eight course members to achieve first solos. What little soaring weather there has been was exploited by Graham Cronin, who completed his five hours. Andy Hepburn was not so lucky, landing a few minutes short of his five hours yet again. Andy Bland moved inland to Bicester and flew to Gransden Lodge for his Silver distance. At Lee it often seemed that the only gliders able to do much at all have had the advantage of an engine on the front. Tony World has been busy with his new SLMG instructor rating qualifying new pilots in the RF-5B. We have been joined at

Lee by a microlight flying club who, without a clubhouse of their own, join us in the bar after flying – an arrangement that has done wonders to harmonise relations between the clubs. Looking forward, we eagerly await the delivery of our new K-21 which should arrive any day. By the time you read this, Tony World will be our new CFI, taking over from Alan Clark. We wish Tony well in his new role and thank Alan for all his efforts over the last three years.

Steve Morgan

Scottish (Portmoak)

LIKE most other clubs, we've seen a lot of activity over the past couple of months. Our summer courses were fully subscribed as have been our half-day courses – thanks to course instructor Neil Irving and full-time instructor Andy Sanderson for their sterling efforts and enthusiasm. Welcome back to Trevor Murphy and Bill Alexander, welcome to new members John Bugge, Pauline Gallacher, David Finlay, and Neil Brown. Numerous achievements to mention; Stewart Hennessey, Mike Lithgow and Charlie Guthrie for first solos – Charlie also achieved his Bronze Badge; Evan Pole got his Silver duration; David Nesbitt climbed to Silver height; Ruairidh Nicol gained Silver height and duration; Ian Meacham's Silver duration leg completed his full Silver Badge; Andy Sanderson spotted a gap in his half-day course schedule to "grab a Diamond" – this Diamond height has given him all three diamonds; Kenny Cowie, Douglas Tait and Fred Joynes all achieved NPPL (SLMG) ratings. We attended the Centenary of Flight airshow at East Fortune, near Edinburgh, in July. We brought along our "Walking On Air" K-21 for our static display and this proved to be ever-popular for the hundreds of visitors to our stand. The weather was glorious, as were the flying displays, and we have already seen some of our visitors turn up at Portmoak to sample gliding. A prize draw was held on the day and over £250 was raised for "Walking On Air". The prize, a Trial Flight, was won by Andrew Tait. Thanks to everyone who helped out, both on the Friday evening before and at the airshow itself.

Ian Easson

Shalbourne Soaring Society (Rivar Hill)

INTER-CLUB came to Rivar Hill on the longest day weekend, organised by Clive Harder. We were denied great flying, but the barbecue made up for this. Many thanks to Val Pike for organising the food and drink. Many achievements were bagged on June 28, a very successful day. Martin Hoskins and Geoff Nicholls were the instructor team teaching P2s whilst just about everyone else was up, off and away. Successes included four pilots flying their first 50km, several Silver heights, and three 300km-plus tasks declared and completed. The Club Ladder looked in fine shape. Congratulations to new solo pilots Dave Llewelyn and Alex Mackay. In late July we hosted a BGA Soaring Course, followed by Task Week. Several long-standing club members have tidied up the airfield, and the clubhouse has been given a fresh look by volunteers armed with pots of paint and brushes. Their efforts are much appreciated.

Liz Seaman

Shenington (Shenington)

CONGRATULATIONS to Ollie Gallant on his recent solo and Bronze legs, to Glen Scott and Annette Shaw for Bronze, to Andy Moore and Graham Bambrook on Silver durations and Eric Lown for Silver distance. John Rogers is an Assistant Rated instructor. Summer has been busy, with plenty of planned social events, birthday parties and ad hoc barbecues. We are planning a Quiz night and Bonfire night celebrations in the autumn – check our website at www.gliding-club.co.uk for details. Mid-week courses remain busy and will be operating into the autumn. Call the office if you want to come mid-week, for a course or a visit: all welcome.

Tess Whiting



More than £250 was raised for "Walking on Air" when **Scottish Gliding Centre** went to East Fortune in July

Shropshire Soaring Group (Sleep)

COLIN Ratcliffe has taken over from Peter Gill as CFI since Peter's job has become more demanding. There has been some exciting flying with excellent cloud streets and either the convergence zone from the sea breeze has been more marked or we are getting better at spotting it. Alistair Gillson flew until 7pm with just the convergence zone cumulus in an otherwise blue sky. Young Matt came back with him in the Twin Astir almost exploding with enthusiasm after burning off the excess height with aerobatics. Most of our regulars have spent time in Spain, France, Yorkshire and Scotland on expeditions. We are hoping to do even more mid-week flying to compensate for the poor start in the year. Although we have had several wave days we have rarely exceeded 8,000ft so far and look forward to greater heights again in the autumn.

Keith Field

South London Gliding Centre (Kenley)

DESPITE the failure of our bid for lottery funds, the generosity of members has allowed us to make two major purchases: a pristine Grob Twin Acro and a 'new' Tost winch. Plans are also afoot to acquire a new glass single-seater. Membership figures remain good and this summer has seen the club take part in inter-club competitions for the first time, not without success. We have been working with several young people's organisations to try to encourage interest in our sport. We have also been providing gliding opportunities as part of a local authority holiday activity scheme. There is a high demand for trial lessons and courses, though we still have the capacity to take on more members who want to take up the sport seriously. We have maintained a high level of flying through the summer despite being unable, so far, to resolve a legal problem which has prevented us, for the past six months, from using the whole of Kenley Airfield. We are still optimistic that, with the goodwill of the Ministry of Defence, that will be resolved before too long.

Peter Bolton

South Wales (Usk)

DESPITE task week being a wash-out there have been many cross-country flights recently. Congratulations to Martin Pingle for completing his Silver Badge and to Richard Slater for flying a 300km task and remembering to declare it and many congratulations to Andrew James for flying a first 500km in conditions when many pilots refused to set off cross-country. Richard Robins has flown solo for the first time and Allan Donnelly has qualified as a tug pilot.

Maureen Weaver

Southdown (Parham)

CRAIG Lowrie flew 760km from Parham this August – the first ever 750 flown from the site. Andrew Jarvis plans to build a Europa Standard X3 with a 100hp

Club news

Rotax engine, then take it to the USA for endless days of mountain soaring as a prelude to an invigorating, and hopefully long, retirement. Our longest day celebrations were blessed with fine weather, and the public turned up in strength to devour more than a hundred of Frances Backwell's hot breakfasts, before winch launching. Stuart Ross and his duty team squeezed in 40-odd aerotows as well. Martin Smith has his Assistant Instructor Rating, Ian Bateman and Tony Hoskins are Basic Instructors. Katey Simmons and Geoff Weston flew Silver distances, between heatwaves, and Charles Grey soloed. Meanwhile, somewhere up in the Alps, Eddie Hahnefeld soared to Gold height, Nigel and Anna Maxey are returning to their native New Zealand this autumn. It is hard to imagine Southdown without them: they have been helpful in so many areas. We will keep in touch and hope to see them here again.

Peter Holloway

Staffordshire (Seighford)

WE have seen a favourable change to the airspace overhead Seighford Airfield – an increase in the base of the Daventry CTA to FL55. Paul Cooper heads the club ladder with a best flight of 237km (Std Cirrus), with Derek Heaton second and Rob Lockett third after a 300km (Std Cirrus). Thanks to all involved in the many flying weeks, and to John Bates for co-ordinating the Cadet Flying Week. Congratulations to Vicky Webb and Adam Sandham for being awarded a Cadetship for 2003; to Rob Robinson and Dan Welch for Silver; and to Steve Brindley and Dave Sandells (Bronze Badges). Alan Jolly has Silver height, Dave Gill is a tug pilot, and Paul Crump has an Assistant Instructor Rating. Peter Gill has taken over as club Safety Officer – many thanks to Mark Burton for his hard work over the last two years. Thanks to Louise O'Grady and Glyn Yates, the members had a very enjoyable Hangar Dance on August. Thanks to all those who have helped to keep the field in top condition. We are looking forward to the annual club outing to Borders GC in early October.

Paul (Barney) Crump

Stratford on Avon (Snitterfield)

CONGRATULATIONS to Chris Gall, Laura Marks and Barry Jones on first solos; to Barry Kerby on his 500km, and to Mark Parsons for his successful 300km and Diamond goal. The club badge and task week in July was disappointing weatherwise but helped boost the club cross-country total to over 15,000km for the year. Well done John Dickinson on Silver distance to Bicester and Graham Macmillan on Silver duration after many near misses. A number of pilots have flown the club triangle 100km with notably few outlandings apart from Gordon Graham, who seems to know a good field or two near his village for his beloved Pirat. Membership appears very healthy with new members signing on.

Harry Williams

Surrey and Hants (Lasham)

THE fleet is up to full strength with the return of Discus SH3, pristine after its re-gel. Five S&H gliders took part in the Lasham Regionals (Al Nunn, Pete Hamblin, John Simmonds, Alan Eckton and Andy Jesset, with Al recording the highest result in 8th place) and two in the Club Class Nationals (Al Nunn and David Wardrop). We are also looking forward to several of our Junior members taking gliders to the Junior Nationals; one of them, Sian Lane, completed her Silver in some style with a five-hours that included an O/R to Oxford "just to pass the time". Several members have also taken part in Lasham's solo-to-Bronze and Bronze-to-Silver courses, and we are

pleased to welcome a continuing stream of new members graduating from first solos on the K-13s.

Graham Prophet

The Soaring Centre (Hus Bos)

CONGRATULATIONS to Phil Tiller (Diamond distance), Alan Hiley and Tony Lintott (Cross-Country Endorsements), Danny Mason and David Hughes (solo), Richard Banks (Silver height and five hours), Sarah Curtis (five hours and Silver distance), David Hodgson (Silver distance), and Ian Craigie (first 500km). Peter Rhoades has his Assistant Instructor rating. Congratulations to Paul Crabb, 3rd at the British Overseas Nationals in Ocana, Spain, and to Russell Cheetham, Mike Jordy and Dave Booth (1st, 2nd and 3rd respectively in the Midland Regionals at Hus Bos). Mike Jordy won the Eastern Regionals, flying with Claire Emson in the club Duo Discus. On June 21-22, the club hosted a meeting of over 20 hot-air balloon enthusiasts: a fabulous sight to see all the balloons taking off at 6.30am on a clear blue morning. The club will be holding its annual bonfire, fireworks and home-made hot-air balloon competition on Saturday, November 8. Sadly we report the death of former club member, Peter Beardmore, who passed away on July 5.

Siobhan Crabb

Trent Valley (Kirton in Lindsey)

WITH continued good weather our fourth wooden and third glass competitions were a great success at the end of July. We had 15 gliders, from K-13 and K-6 to DG-400 and Discus flying over 2,300kms over two days in testing conditions; however, there were formation landings at Winthorpe followed by cups of tea. Thanks to Winthorpe for their hospitality. Congratulations to Ray Parkin, glass winner, and John Williams with his able P2s Norman Bowes and Pat Sellars, the wood winners. Plans are already in hand for TVGC's fifth wooden cup; if you have a wooden glider, why not come and join us? Simon Grant completed the Ted Lysakowski cross-country soaring course. Congratulations to Richard Till (solo), Kevin Miller (Silver height), Pat Sellars (five hours), Paul Knock (Silver and first field landing). Club refurbishment continues with double glazing and central heating.

Janet Nicholson

Ulster (Bellarena)

THE sudden death of Ron Lapsley, our esteemed club Director/Honorary Treasurer, has cast a long shadow over the club's activities. As a mark of respect, the club was closed the weekend following his death. I will remember Ron for many enjoyable mutual flights together, including one occasion in our Capstan when the execution of a loop was not exactly textbook, leaving us suspended going over the top for what seemed like an eternity! Ron will be sadly missed by us all (see obituary, page 61). The flying championships in Poland saw the Irish Team doing well with Jimmy Weston achieving a personal best of a 456km triangle at over 117km/h. Interest in our gliding courses continues to be very much a case of demand exceeding supply and long may this continue! Finally, congratulations to Moore Campbell on going solo.

Seamus Doran

Vale of White Horse (Sandhill Farm)

WE are having a very good summer. There has been considerable interest in some of the events where we have been actively promoting gliding, and we have been running a number of mini-courses to get people started in the sport. As a result we have seen significant growth in our own membership, which is heartening after the last few years, when we suffered a gradual decline in common with the rest of the gliding movement. The club's thanks go in particular to Mike Leach, who has worked seemingly tirelessly at these activities. Other mentions are congratulations to Graeme Scott for

gaining a well-deserved Silver Badge, and thanks to Cliff Beveridge for wonderful barbecues.

Graham Turner

Welland (Lyveden)

OUR open weekend was a success with capacity matching demand and we have now a number of new members. The Faulkes Flying Foundation has lent us a DG-505, which is proving popular to introduce the less experienced to cross-country flying – and retrieves (the DG from a carefully-chosen field landing and two of our pundits from an adjacent pub). I keep declaring 500s and landing back early, collecting undeclared 300s and looking forward to being able to make sensible declarations. Mike Taylor flew Silver distance and 100km on his first flight out of range of the club. Several members are entered on National Ladders. Dominic Chisholm has Bronze. Plans are being hatched to visit various hill sites in the next couple of months.

Strzeb

Wolds GC (Pocklington)

FOLLOWING the Cayley Glider article in the last S&G our CFI Alan McWhirter has been inundated with requests for cameo TV appearances: he clearly enjoys dressing up and is now taking bookings for Christmas pantomimes. Congratulations to Mike Fox and Charlie Tagg for winning Competition Enterprise at Sutton Bank, and again to Charlie for going solo on his 16th birthday. Wolds GC has won the Yorkshire Inter-Club League and will be sending a posse of competitors to Bicester for the finals. Unfortunately the club has experienced a couple of gliding accidents, too – best wishes go to John Norman, Mo Haddon and Les Wright for a swift return to gliding, and to Dave (fell off the back of a lorry) Tagg who, not to be outdone, has recently broken his ankle.

Ged McCann

York Gliding Centre (Rufforth)

ANDREW Batty flew solo on his 16th birthday; he has been champing at the bit to fly on his own. Our trial flight slots have been fully booked four weeks ahead all summer. We have had some excellent cross-country flights, including a nice one to Teesside and back on a convergence line. Rod Wellbourne has made it to Bronze! The new K-13 from Holland is proving an excellent addition to the two-seater fleet. One salutary tale of a cross-country flight will remain anonymous, but our experienced pilot landed out. With de-rigging almost complete, the farmer arrived to ask why he chose "this" field. On being told it was the best choice in the circumstances, the farmer informed him that he had a nice airstrip three fields away! After a sceptical reply, the farmer looked at the glider pilot's chart to find out that the strip was marked, but that the chart was dated 1993!

Mike Cohler

Yorkshire (Sutton Bank)

JULY has brought competitions, courses, and most importantly of all, the new DG-1000! The Northerns were a success with five flying days, a plethora of pilots from across the country, and the traditional wild party. It was, however, not without incident with a crash near Patley Bridge. Our thanks to the competitors who landed to help the Pocklington pilots, not withstanding losing valuable competition points, and congratulations to the winner Graham Morris. Special mention should perhaps be made of Sam St Pierre, the only competitor to complete the task on the fourth day, and to Jack Harrison, who kindly took over the Met. Competition Enterprise was well attended; congratulations to winner Mike Fox. Well done to Rory O'Connor (Gold distance/Diamond goal), Annie Smith and Jason Hayman (solo), David Bradley (Gold height), Nick Bamforth (Silver distance), Martyn Johnson (Silver duration and height), and finally Paul Carter and Chris Day (five hours).

Alex May

Please send news to editor@sailplaneandgliding.co.uk or Helen Evans, 7 Ollney Road, Minchinhampton, Stroud GL6 9BX to arrive by **October 14** for the next issue (December 9 for the following one)



Left: Richard Baker

Above: Eric Richards

Right: Lynne and Ron Lapsley in a Capstan

Richard Baker – Derby & Lancs

ON Wednesday, June 11, Richard Baker (1950-2003) died at Camphill in a launch failure accident. Richard, pictured above on completing his Silver distance to Pocklington, had been a keen and enthusiastic member of the club for five years and took part in many of the club's expeditions and social activities. Throughout his life he was an active sportsman, being also a keen runner, badminton player and mountaineer. Although a latecomer to gliding it had become a passion; he completed Silver the week before his death and was looking forward to more cross-country flying. Aside from his flying activities, he was the editor of *Camphill News* and helped out in numerous club projects. Our sympathies go to girlfriend Charlotte, parents Ken and Joyce, daughters Anne and Caroline, sister Kathryn and the many friends he made though his various sporting activities. He will be sadly missed.

Chris Worrall

Michael Garrod – London

MIKE Garrod (1927-2003), one of the London GC's keenest members for nearly 50 years, died on July 12, 2003. A meteorologist by profession, at one time he gave the weather forecast on BBC Radio 4 and included a mention if gliding prospects looked good – but was stopped from doing this by powers-that-be. For one job he was posted to Kenya, where he had some magnificent flying over the Rift Valley. He claimed to be the only pilot to have crossed the Equator at 8,500ft in a Grunau Baby! In 1954 he brought the prototype Kirby Kite to Dunstable and in it he completed Silver. Always interested in competitions, he brought the first Olympia 463 to the club and won League 11 of the Nationals in the mid-60s. His affections were transferred to a Dart 17, which he flew for many years using the radio call-sign: Green Flash-Green Beetle. It gave way to an ASW 15, then a Jantar 19, and finally a Slingsby Vega. Mike was always near the top of the Club Ladder. Not a great socialiser, he was nevertheless good company with a great sense of humour when he did unwind. His expertise was put to good use when he "did the weather" for many national and regional competitions. Skilled with his hands, he once tried making a homebuilt powered glider, the Eaglet, which looked quite good but was a design disaster. Derek Piggott test flew it but was visibly shaken, saying it was the worst aircraft he had ever tried. Mike flew it only once then abandoned it. Mike's last years were plagued with cancer and he offered us all a magnificent example of patience and fortitude. We will keep fond memories of him, and our sympathy goes out to his two brothers and family.

Ted Hull

Ron Lapsley – Ulster

IT is with great sadness that we report the death of our dear friend Ron (1932-2003), who died suddenly –

within 36 hours of his having turned down the offer of a launch into weak lift so as not to spoil his average flight time. Ron led a very full and varied life. Having trained as a PE teacher, Ron (seen top right in the Capstan with his wife, Lynne), rose to the height of his profession, becoming headmaster of Limavady High School for 23 years until retirement. Ron came to one of our open days in 1985 and embraced the sport wholeheartedly. In 1987, as Chairman, I asked him to become club secretary, which he did without hesitation, typical of the man. A year later, he told me he would prefer to be treasurer – not a job many volunteer for. With his financial flair and undoubted skill, Ron revolutionised our accounts, made AGMs fun and produced some very useful grant money for the field purchase. It was his steady hand on the stick all those years as both treasurer and director that has made this club so strong and financially secure. This will be remembered as Ron's legacy to us, for which we are all deeply indebted. We will miss his ever-smiling face, the shrewd wisdom and advice of a man who gave so much of his time to the sport he loved. Our thoughts are with Lynne and his sons, David and Irwin.

Harry Boyle

Lyn Martindale – Lakes

LYN (1953-2003) died following an accident during a cross-country on June 29. It is difficult to describe her personality and achievements in the limited space available as she accomplished so much. Whatever sport she was pursuing, she strove to excel in it; whether scuba diving, squash, sailing or flying. In gliding she discovered a sport she truly loved. It is a measure of her enthusiasm, commitment and ability that she had earned two Diamonds, flown in 10 countries and accumulated nearly 1,000hrs since she began in 1996. She was especially fond of Australia: one of her proudest achievements was finishing 17th in the Australian Nationals in 2000. The next adventure was always being planned and she had designs on an international feminine distance record on her next visit to Oz. Besides being an accomplished soaring pilot she was one of our most enthusiastic and committed members; she was one of our most industrious basic instructors and served on the committee as our social secretary. Her sunny personality and enthusiasm will be deeply missed by her many friends at home and abroad. Our thoughts are with Lyn's family and friends but most especially her husband John, children Sarah and Dave and her parents.

Neil Braithwaite

Dick Redhead – Lakes

IT IS with great sadness that we report that Dick passed away on Saturday, July 5, at the age of 80 after a short illness. Dick had been a member of the Lakes GC for 29 years and for the last few years had been treasurer. He

has been a tremendous asset to the club and was an honorary life member. Dick was a true gentleman who would help anyone at any time, sorting out the club's finances, helping with courses, Cs of A and many other jobs. He will be sadly missed. I think the highlight of Dick's gliding career would be completing his Silver badge with distance and duration when he was more than 70 and becoming an AEI instructor. This alone was a tremendous feat. Our thoughts are with Nora his wife and family.

Peter Lewis

Eric Richards – Cambridge University, Anglia, Essex & Suffolk

ERIC Richards (1916-2003), well-known glider pilot, schoolmaster, and cricketer, has died aged 86. Joining the Army at the start of WW2, he was seconded to the RAF, where he managed to fly operational sorties in night fighters as radar operator/navigator, highly unofficially. Although recommended for pilot training, he was not accepted because of his poor eyesight without spectacles. A major when the war ended, he opted for school teaching. Always a fine cricketer, he had to turn down an invitation to play for Suffolk 1st XI, as Essex 2nd XI wished to retain him. When a group of enthusiasts with a Slingsby Cadet and began operating from Boxted airfield, Eric joined them, and became a skilled glider pilot. The group progressed from a Cadet to a Tutor then a K-7. He did instructor training under Ted Warner at Cambridge and qualified as a power pilot with the East Anglian Flying Club at Ipswich. When Boxted ceased to be active, Eric was instrumental in finding another gliding site, and was the driving force in forming the Essex & Suffolk GC. The E&SGC flew for many years from Whatfield, in Suffolk, with Eric as CFI and Chairman. For a while, he acted as CFI for the RAF GSA at RAF Wattisham; later covering the gliding club at Ridgewell when it started. He was lucky to survive a bad crash – not his fault – in a Tiger Moth while aerotowing a K-7 back to RAF Wattisham from Whatfield, which left him with a permanently stiff leg. This stopped him playing cricket, but did not quench his enthusiasm for flying. He completed his Diamond, our first member to do so, during a visit to Australia. For his services to gliding, he was awarded the BGA Diploma. When the site at Whatfield was sold, the E&SGC moved to Warmingford, outside Colchester, where it flourishes today. Eric remained President until he died. His second wife, Beryl, three sons by his first marriage, and two stepsons, survive him. He will be fondly remembered by many: ex-pupils, ex-colleagues, those who played cricket with him, and his many flying and gliding friends.

John Thurlow

Harry Birch – Cleveleys GC. My apologies that Harry Birch's surname was wrongly said to be Davies in the last issue, on p59. – Helen Evans, Editor, Sailplane & Gliding

Accident/incident summaries

by Dave Wright

AIRCRAFT Ref Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
052 SZD59 Acro	—	None	—Apr-03	Incident Rpt	—	None	600
After rigging and positive control checks the pilot flew an aerobatic practice sequence. Half way through the right aileron disconnected during a stall turn. Reducing speed, he checked the handling and went on to make a safe landing. The starboard aileron connector locking button was not in place. In future a mirror will be used to inspect this.							
053 SZD Puchacz3630	Minor		24-May-03 1145	Aboyne	50	None None	2000 4
During a training flight P1 demonstrated a sideslip to the student. At this point the canopy swung open, bending the cross tube where it attaches to the canopy. He reduced speed and held the canopy closed while the student flew the glider back to the airfield. Either it had not been properly locked before take-off or was knocked during the flight.							
054 K-23	2995	Substantial	11-May-03	Long Myrd	44	None	148
The winch launch commenced normally and the pilot was just rotating into a full climb when there was a loud bang and loss of speed. He released the cable and lowered the nose to regain speed, making sure the cable was released. On regaining speed he "instinctively" opened the airbrakes which resulted in a heavy landing causing substantial damage.							
055 Astir CS	3990	Minor	25-May-03 1328	Aston Down	59	None	94
The pilot attempted to reach the normal landing area after flying through rain on a local soaring flight. A better option would have been to land at another nearby airfield. He carried straight on into the field, became too low and just managed to clear the boundary hedge, landed in crop, crossed the perimeter track and stopped, with the wheel up.							
056 LS4	5034	Minor	26-May-03 1400	Postcombe	23	None	70
After a challenging cross-country flight the pilot had to make a field landing and chose a suitable area of fields. Maybe not thinking clearly due to the effects of dehydration, they tried to thermal away but the glider became too low to reach the preferred field. The pilot attempted to land in another but clipped a hedge and landed heavily.							
057 MDM Fox	4566	Minor	01-Jun-03 1445	Saltby	52 21	None None	547 0
The pilot returned to land after an aerobatic demonstration flight. While landing on a narrow mown strip (which he had landed on several times just a week before) the wingtip touched long grass alongside the strip and this span the glider around, damaging the right wing and elevator. The silage grass had grown rapidly since his last visit.							
058 ASW 19B	—	Minor	—Jun-03	Incident Rpt	—	None	—
The glider was being towed behind a Landrover using a wing dolly, tail dolly and towbar. While crossing uneven ground the tail wheel of the glider came out of the locating cup on the towbar. Later, when the driver braked, the inertia of the glider slewed it around on the dolly causing the tail to be damaged on the vehicle.							
059 ASW 19	2360	Write off	11-Jun-03 1619	Camphill	52	Fatal	65
This FATAL accident occurred during the early stages of a winch launch. The glider appeared to have rotated rapidly into the climb before spinning while on the wire and impacting the ground in a steep nose-down attitude. The accident is under BGA investigation.							
060 BG-135	1921	Minor	06-Jun-03 1830	Grasmere Cumbria	50	None	71
While making a soaring flight in the Lake District the pilot had to make a field landing. He found he could not stop in the distance available after touchdown and had to initiate a groundloop to avoid a drystone wall. The canopy was broken, tail skid bent and an aileron damaged.							
061 Astir	EC-DTT	Minor	29-Jun-03 1829	Abenoja Spain	49	None	344
While attempting a 300km flight from a Spanish site the pilot got low and had to land out. In good time he selected a field and started his circuit. It was not until he was committed to an approach when he noticed that it was not flat but had a ridge in the centre and a cross slope. The up-slope wing was damaged as it scraped the rough surface.							
062 K-13	1753	Minor	24-Jun-03 1211	Bowland Forest	39 75	None None	539 0
The student rounded out a little high and touched down tailskid first, followed by the main wheel. At this point the right wing dropped, despite P1 taking control, and a ground loop followed as the right elevator horn actuator caught on the ground.							
063 ASW 19	4804	Minor	17-Jun-03 1030	Lasham	60	None	—
The pilot was making only his sixth flight in a glider with a retractable undercarriage. After getting a little low when joining the circuit he mistakenly operated the gear rather than the airbrakes down the approach and made a long landing, bouncing to a halt well down the field.							
064 Std Cirrus	4297	Minor	13-Jun-03 1306	Basingstoke (near)	—	None	55
On a cross-country flight the pilot had to make a field landing. After initially being too high for his selected circuit he flew a 360° turn then resumed. After flying through sink and after an abbreviated circuit he landed rather fast and dropped a wing, which caused a ground loop.							
065 Astir	—	None	—May-03	Incident Rpt	39	Noen	40
On a winch launch the cable broke and the pilot pushed the stick forward to recover. As he did this, the joystick rubber grip came off in his hand, causing control difficulty before regaining control and landing safely. The push fit grip may have loosened as it became hot in the sun.							
066 Duo Discus	4252	Minor	06-Apr-03 1105	Jaca, Spain	39	None	1600
At 70ft on the aerotow from a Spanish airfield the tug started descending, obviously in trouble. The glider pilot released and with little choice, except to limit the impact he flew around trees, before catching a wingtip on the upsloping ground, which rotated the glider into the ground. The cause was fuel contamination on the first flight of day.							
067 K-13	—	Minor	—Apr-03	Incident Rpt	55	None	1232
After both pilots climbed out of the glider P1 walked to the wing tip while the student shut the canopy. As the canopy closed it trapped a metal buckle between the fuselage and the canopy frame. This caused the frame to flex and put a two-foot crack in the canopy.							

➤ to p64

BRITISH GLIDING ASSOCIATION COURSES 2004

The BGA Coaching Operation will be moving to Husbands Bosworth Airfield for the 2004 season, and the majority of BGA courses will be run at Husbands Bosworth.

A list of the courses running, with dates and prices will appear in the December/January issue of S&G.

Coaching Department,
British Gliding Association, Kimberley House,
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HOW TO BUY IT: see *Tailfeathers*, page 18

Accident/incident summaries (continued from p63)

AIRCRAFT Ref Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
068 Nimbus 3T	4344	Substantial	20-Jun-03 1830	Sutton Bank	56	None	3000
<p>After a 7.5 hour flight the pilot returned to find the airfield blocked by landed gliders. After waiting 10 minutes without anyone moving he had to land on a less than ideal run to avoid cables. During the approach and roundout he hit turbulence and curlover, of which he was aware but still dropped a wing which cartwheeled the glider.</p>							
069 Skylark 4	1117	Minor	14-Jun-03 1420	Near Thame	50	None	289
<p>On a competition flight the pilot got low so chose a good field but then thermalled away from it before hitting sink. He then had to make a hurried choice and had to land in a deeply cropped field, which damaged the fuselage.</p>							
070 Duo Discus	4113	Minor	15-Jun-03	Aboyne	56	None None	499 38
<p>After a soaring flight P1 did a practice competition finish, then lowered the wheel during the pull-up before flying a normal circuit and approach. During the landing run the undercarriage collapsed, probably caused by the wheel not having been selected or locked fully down. Some wear in the detent and lever was also later found.</p>							
071 Astir	—	Minor	—Jun-03	Incident Rpt	—	None	—
<p>The club member got into his car, which was parked in a line of cars behind the control bus, and drove it away. Unfortunately he misjudged how close he was to the wing of a parked Astir and ran over the outer six feet of its wing tip.</p>							
072 ASW 20	2647	Write-off	21-May-03 1344	Sisteron France	48	Serious	1500
<p>This accident is subject to a French DGAC Investigation. The glider appeared to take off normally but then adopted a very steep attitude behind the tug. The cable back released and the glider turned and crashed seriously injuring the pilot. A potentially disconnected elevator is being investigated.</p>							
073 Pirat	1968	Substantial	30-May-03 1410	Newark & Notts	74	None	108
<p>The pilot got too low on a local soaring flight and found he could not reach his airfield. Making a late selection he mistakenly selected a semi-ripened rape crop field, although there was a good field nearby. Landing downwind, the glider's wing caught in the crop and swung the glider around, breaking the fuselage.</p>							
074 Dart 15R	1310	Minor	07-Jun-03 1300	Currock Hill	56	None	75
<p>The pilot returned after a good soaring flight and set up his circuit. He turned finals at about 350ft and at 55kt but then allowed the speed to fall to 45kt, which was insufficient, and the glider stalled in from about 3ft in the flare. The heavy landing bent the undercarriage mechanism.</p>							
075 Discus B	4270	Write off	29-Jun-03 1425	Near Masham	50	Fatal	—
<p>This FATAL accident occurred during a cross-country flight and is under investigation by the BGA.</p>							
076 Sport Vega	2694	Substantial	05-Jun-03 1115	Lasham	67	Serious	60
<p>The pilot abandoned the winch launch at between 30 and 100ft and the glider was seen to pitch down erratically before pitching down just before landing. The heavy impact bounced the glider into the air and this was repeated several times. The pilot reported loosing hold of the airbrake lever during each impact. The brakes were not seen to be opened.</p>							
077 Twin Astir II	4990	Substantial	29-Jun-03 1415	Glen Finch	33 35	None Minor	593 0
<p>During this trial lesson flight P1 attempted to soar the far side of a local ridge but sank below the top and was unable to glide to a landable area. He had to land uphill but downwind in an area of rocky heather moorland. The arrival substantially damaged the fuselage and the student received a bruised arm.</p>							
078 Twin Astir	3191	Minor	21-Jun-03 1500	Near Rufforth	55	None None	1250 —
<p>This was a "mutual flight" with P1 in the front seat and another solo pilot in the rear. After encountering sink P1 chose a field but then flew to a possible source of lift, which did not work. He made a hurried circuit to land and forgot to lower the wheel. Hearing the warning, he asked P2 to lower it but was misunderstood and they landed wheel up.</p>							
079 DG-300	3416	Write off	21-Jun-03 1519	Clapton on the Hill	67	Minor	694
<p>After getting low during a competition cross-country flight the pilot had to land in an area of small fields and he chose a small paddock. During the final turn he allowed the speed to fall to 40kt and had to straighten and lower the nose to recover. This meant a very low turn during which the wing hit a fence post, spinning the glider in.</p>							

Classifieds

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RD has moved

We are delighted to announce that our move to new premises at Oxford Airport is now complete. We are only half a mile from the old RD building, next to the hub of operations at the airport, with a new, brighter, bigger and better stocked pilot shop, as well as all the workshop facilities we had before. Our new airport location makes us easier to find by road and with Oxford's GA friendly set-up, an easy option by air. We look forward to seeing you at our new premises soon.



Please note that with this move, some of the old rdaviation.com or rdaviation.co.uk email addresses may no longer work. If your email message bounces, or doesn't get a reply, please update your address book from the contact details below.

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Irvin-GQ SHADOW Parachute

Made from heavy-duty fabric, the Irvin-GQ Shadow packed size is 52x32x7cm thick, and weighs just 6.8Kgs. The canopy is a nil porosity 4.8m Aeroconical and is

steerable. It has a nominal 1.8 seconds deployment time and a 17 to 18 feet per second rate of descent. Extras include an inflatable lumbar pad for extra comfort when worn in situ and velcro for fixing back pads. The Irvin-GQ Shadow comes with its own carrying bag and is supplied packed ready for use.

GQ/SH £925.00

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GQ/SIL £925.00



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Overall results after Day 12

BRITISH 15M NATIONALS 2003 15M

#	CN	Pilot	Country	Glider	Total points
1	5554	110 Stephen Jones	Great Britain	Discus 2	10421
2	5337	Z8 Tim Scott	France	Discus 2	10057
3	5150	427 Paul Birk	France	Discus 2	10014
4	4873	LS Light Swiles	Czech Republic	LS 8b	9842
5	4896	521 Mervyn Wallis	Japan	LS 8	9769
6	4898	T8 Jim O'Neil	Germany	Discus 2	9757
7	4865	4663 Leszno 26/07/2003 - 10/08/2003	New Zealand	Discus 2	9687
8	4859	352 Ray Payne	Austria	LS 8	9656
9	4650	140 Overall results after Day 12	USA	ASW-28	9649

28th WORLD GLIDING CHAMPIONSHIPS, 18M CLASS

#	CN	Pilot	Country	Glider	Total points
1	WO	Janowitsch Wolfgang	Austria	Ventus 2cx	10594
2	250	Jones Stephen	Great Britain	Ventus 2cx	10135
3	210	Jones Phillip	Great Britain	Ventus 2cx	9978
4	EP	Henry Francois-Louis	France	Ventus 2c	9873
5	SRB	Brigliadori Riccardo	Italy	Lak17	9818
6	GR	Rossische brief	Switzerland	LS 8	9818
7	XT	Tevard Jones	USA	ASW-28	9471

GLIDING CHAMPIONSHIPS, OPEN CLASS

#	CN	Pilot	Country	Glider	Total points
1	1X	Karow Holger	Germany	Nimbus 4M	11323
2	HW	Centka Janusz	Poland	ETA	10891
3	EC	Lherrn Gerard	France	Nimbus 4T	10775
4	NI	Harvey Peter	Great Britain	Nimbus 4T	10653
5	YY	Tabery Ronald S.	USA	Nimbus 4T	10365
6	PI	Kozar Jozef	Slovak Republic	Nimbus 4DM	9976
7	A	Andersen Jan W.	Denmark	Nimbus 4T	9966
8	X33	Ghiorzo Stefano	Italy	ETA	9899
9	H	Hirth Africa	South Africa	ASW-28	9704
10	AS	Ascar	South Africa	ASW-28	9507
11	NI	Nimbus 4D	Finland	Nimbus 4D	9486
12	SW	Switzerland	Switzerland	ASH 25	9456
13	S	Sweden	Sweden	Nimbus 3M	9083
14	H	Hungary	Hungary	Nimbus 4T	8933
15	C	Czech Republic	Czech Republic	Nimbus 4T	8933

Some people wonder which glider they should buy next...

Any other questions?