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August – September 1999
Vol. 50 No. 4

ISSN 0036-7230

Even if you fly without an engine you will find something of interest in

Motorgliding International

This new aviation magazine published by the British Gliding Association and The Soaring Society of America, Inc, edited by Gillian Bryce-Smith, longtime editor of *S&G*, will give sailplane pilots something to read on the months they are deprived of *S&G*

The fifth issue has much to entertain.

On The Road To Damascus
Mike Bird, who is showing just a little interest in life with an engine, includes an update on a new super-ship in this article

Flight Recorders
Dickie Feakes assesses the Garrecht Volkslogger and the Cambridge GPS/NAV

New Power For Old Motorgliders
Jochen Ewald reports on a powerful engine developed for heavier, older aircraft

From To Alaska To Texas
The second part of the journey of more than 1400km Winfried Boos shared with Fritz Schneider, flying their ASH-26Es

Weather Wise
Wind shear, writes Tom Bradbury, can be a hazard during landing or take-off

Watching Brief
Two dramatic incidents - the first recounted by Bob Rodwell on a day which started out as a birthday treat, and the second by Fred Jacobs whose DG-400 broke up in flight

Learning Curve
Jack Alcock focuses on mid-air collisions

Motorgliders As Trainers
Derek Piggott continues his series with a breakdown of the stages of early flights

A New Use For Motorgliders
Coen Bezuidenhout and Erich Paetz take their Vivat on traffic duty in South Africa

A Pilot's Paradise
Pete Williams has discovered the perfect area for soaring

We welcome contributions and hope you will help us build a magazine which gives you a good, interesting read. Please send articles and photographs to Gillian Bryce-Smith at 281 Queen Edith's Way, Cambridge CB1 9NH, England (tel (0)1223 247725, fax (0) 1223 413793 e-mail <bryce.smith@virgin.net>. Please back up fax and e-mail with hard copy and, if possible, send a Mac disc or one in ASC11 format.

You may either take out a subscription, see details below, starting with July-August or from No. 1, the November-December issue.

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August ~ September 1999
Volume 50 No.4

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Please DO NOT fax articles,
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(October ~ November issue)	
Articles, Letters & Club News	15th August
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Markus Geisen behind the tug in his Libelle at Sisteron, France, photographed by his friend Ulrich Biener.

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Joint Aviation Services Limited, due to further expansion, is pleased to announce the following to all of our clients, current and future.

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British Gliding Association

THE 1000 CLUB MONTHLY LOTTERY

A great chance to win substantial cash prizes and at the same time enable the Phllip Wills Memorial Fund to make loans to clubs for site purchase and development.

1000 is the target number of members to participate in this monthly lottery which started in July 1992. When 1000 members subscribe £1.00 a month each then the monthly first cash prize will be £250.00.

HALF of the proceeds go to the Philip Wills Memorial Fund to help with its work in developing BGA clubs and the other HALF is distributed each month in the form of 6 CASH PRIZES. The more participants we have, the greater the prize money pool.

1st PRIZE – 50% of the prize money pool.
5 Runner Up Prizes of 10% each of the prize money pool.

Chances/numbers can only be bought from the BGA at £1.00 each. Those whose money has been received at the BGA by the end of each month will then participate in the draw on the first Wednesday of each following month. Tickets will not be issued in order to keep the administrative costs low but each member will purchase a "number" which will go into the draw. It is hoped that members will purchase 12 months' worth of tickets at a time. Winners will receive their prizes direct from the BGA and a list of their names will be published in S&G.

Please complete the form below and return it to the BGA with your payment. Please note that only BGA members and their families may participate and that the BGA is registered under the Lotteries And Amusements Act 1976 with Leicester City Council.

Barry Rolfe
Promoter

To: Barry Rolfe, British Gliding Association, Kimberley House, Vaughan Way, Leicester LE1 4SE

Please include me in the "1000 club" and I enclose £12.00 (payable to BGA) for twelve months of entries, or multiples thereof.

Name ..... Signed .....

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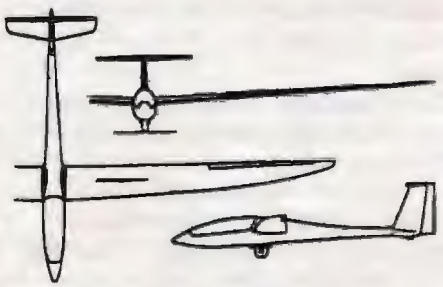

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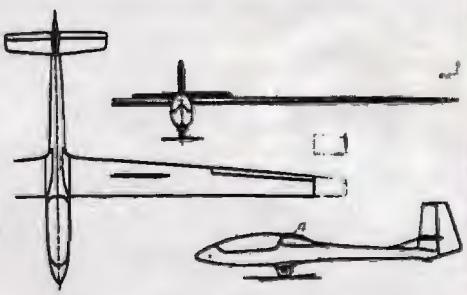

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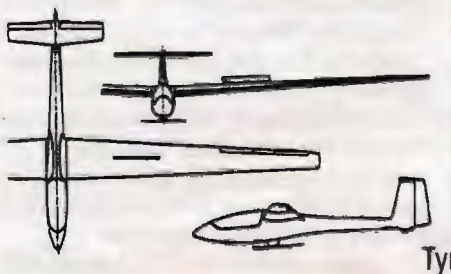

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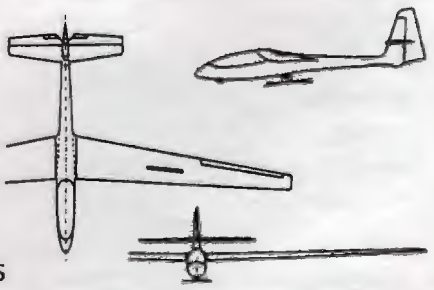

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BGA and General News

A Word from the Chairman

I am going to keep this short and very much to the point. We are having far too many accidents.

At the time of writing (early June), and on top of our abysmal record last year, we have suffered two mid-air collisions already (resulting in three deaths) and a number of other serious-injury accidents. It is by the merest good fortune that the number of dead is not six because in one of the collisions, although both aircraft were damaged, they managed to land safely. Experience does not seem to reduce the risk of a collision. In all the aircraft mentioned there was at least one very experienced and highly-qualified pilot.

So what is the answer? Well if the solution to this problem were simple we would have eliminated this sort of occurrence years ago.

It is not at all straightforward, and the new Chairman of the BGA Safety Committee, Pete Stratten (see below) and his team will be addressing the problem vigorously over the coming months. If you are an active glider-pilot I am sure you will become aware of new safety initiatives.

In the meantime I would just make this point: safety is largely a matter of culture, and currently we have got the culture wrong. We must change our whole approach to accident-prevention, and we must do it *now*. As glider pilots we need to be aware of the risks we take, and although most of us are 'amateurs' – in the matter of safety we must be completely professional. No half measures. It is the responsibility of each one of us to make our individual contribution to the immediate reduction in our appalling accident rate.

–Dick Dixon

BGA's New Safety Man

After six years work, Bill Scull has handed over the Chairmanship of the BGA's Safety Committee to Peter Stratten from Bicester.

Peter, who took over formally from Bill on the 12th of June, began flying with the RAFGSA at Cranwell Gliding Club in 1976. Since then he has accumulated over 2,500 hours in gliders and has some 1,300 hours powered flying. He has all three diamonds, a 750km flight, and aims to fly his Ventus CT in at least one competition a year!

Pete has been a member of the RAFGSA Safety & Operations committee for a number of years. Since 1984 he has been either a CFI (at Syerston for 1 year and at Bicester for 3), or a DCFI in every club he has been involved with.

These days Pete is employed at Bicester as a member of the tug-maintenance team. He is also a course instructor, and flies the tugs. In addition to his gliding skills, Pete is a CAA motorglider instructor and an examiner for the BGA. Pete can be contacted on (01280 709788) or via the BGA office.

Bill Scull, is by no means retiring from safety matters. He remains Chairman of GASCO (General Aviation Safety Council) and is involved with both OSTIV (Organisation Scientifique et Technique Internationale du Vol à Voile) and the EGU (European Gliding Union). He was recently awarded, by Prince Andrew the Royal Aero Club's Silver Medal for 1998 in recognition of his long service to the gliding movement.

The BGA would like to thank Bill for all his hard work, and wishes him the very best for the future.

Fatal Mid-air Accident

On Monday 31st May there was a mid-air collision over Derby & Lancs Gliding Club's site at Camphill; three people were killed.

Jack Alcock is conducting the official investigation on behalf of the BGA. His findings, (which at the time of writing in mid-June are expected to be finished within a couple of weeks), must first be sent to the Coroner and the inquests held before any firm conclusions can be reached.

Stephen Robertshaw, 40, a Full-cat Instructor was conducting a Basic Instructor check-flight with Caroline Roberts, 36, in a Grob Acro. On the circuit a collision occured between the Grob and an ASW20 flown by Brian Curran, 48. A tribute by the club Chairman, Malcolm Blackburn, can be found on p.30.

With last year's accident record, and the fact that the pilots in a mid-air collision over the Long Mynd recently escaped with their lives, Dick Dixon (see above), urges pilots to *pay particular attention* to safety and take personal responsibility for improving their *own* safety awareness.

National Ladders

The following tables list the National Ladder positions as at the end of May.

Open Ladder

	Pilot	*Club*	*Score*	*flts*
1	John Bridge	CAM	8544	4
2	Sarah Harland	CAM	6047	4
3	Ed Downham	LON	5114	4
4	Mike Bird	LON	4492	4

Weekend Ladder

	Pilot	*Club*	*Score*	*flts*
1	John Bridge	CAM	3792	4
2	Ed Downham	LON	3790	4
3	Adrian Hatton	FCO	3633	4
4	Richard Hood	FCO	3452	4

Junior Ladder

	Pilot	*Club*	*Score*	*flts*
1	Richard Hood	FCO	3452	4
2	Jeremy Hood	FCO	2920	4
3	Dan Pitman	OXU	1350	2
4	Carl Peters	FCO	453	1

–John Bridge

BGA Lottery

Winners of the May draw were:

A. Page (first prize)	**£91.50**
Runners up:	
T. Salter	£18.30
Mrs S. Hill	£18.30
Mrs P. Majury	£18.30
R. Hanna	£18.30
R. Tatlow	£18.30

Winners of the June draw were:

D. Holland (first prize)	**£91.50**
Runners up:	
J. Bradbury	£18.30
R. Barrett	£18.30
M. Cater	£18.30
A. Burne	£18.30
M. Wells	£18.30

The World Takes Interest in Our Lightning Strike

The last edition of *S&G* outlined the circumstances surrounding the near-complete destruction of a K21, as a result of a lightning strike. Both pilots successfully baled out.

The wreckage was removed to Farnborough for examination by the AAIB who will publish a report in their Bulletin format when the investigation is complete. There have been many requests to examine the wreckage from members of the gliding movement, organisations concerned with lightning protection, and designers of both large and small aeronautical structures. As a result of this response it is intended that the AAIB's Bulletin report will form the basis of a future article in *S&G*.

The accident has achieved global status, to the extent that June's International Conference on Lightning and Static Electricity (ICOLSE) in Toulouse, invited the AAIB to make a presentation. Interest centres on the fact that this is a relatively rare event for composite-structure aircraft, and that its location enabled the accident to be fully documented. This might well turn out to be one of the highest-energy lightning strikes known to have occurred in the UK.

Tests are being conducted on identical sections of the aileron control system at the high voltage laboratories at Culham, and at a similar establishment in the USA, in order to establish the energy level of this strike. If these tests are successful the findings should add to the fund of knowledge available to design and certification authorities around the world.

It is perhaps worth remembering that few, if any, modern composite sailplanes have built-in protection against lightning strikes. Also worth bearing in mind is that the unfortunate ASK 21 in question was not below the particular cloud but was struck by a bolt emanating from its side. You have been warned!

–Peter Claiden

The World at the Finish Line

The Fédération Aeronautique Internationale (FAI) – the world governing body of all air sports – has signed an exclusive contract with Trans World International (TWI) to distribute the Fédération's first-ever televised series of World Championships.

Six programmes will cover gliding, paragliding, hang gliding, ballooning, aerobatics and parachuting. The FAI itself is funding and supervising the coverage, which will be produced mainly by the Barcelona-based company Intervideo.

Bill Sinrich, Managing Director of TWI (Europe, Africa and the Middle East) said "We are delighted to be forging this partnership with the FAI just at a time when new television channels are looking for opportunities provided by exciting sports".

"The rapid development of micro-camera technology offers the perfect opportunity to transport viewers into a whole new 'sports experience'. We are genuinely excited by the possibilities, and confident about the interest, the series will create".

Michel Masquelier, the Sales Executive responsible for the series, believes that the coverage, with mini-cameras trained on competitors and equipment (as well as filming the inside of cockpits) showing the G-force effects on pilots' faces, will stimulate a new awareness of air-sports. "We will have the first three shows completed soon, and that's when broadcasters will have the opportunity to see just how powerful and new it all is. Our job then will be to carry that interest over to the World Air Games, in Spain."

Max Bishop, FAI Secretary General, said that the TWI contract represented a breakthrough for air sports. The FAI expects the World Air Games in Andalucia (June 2001) to achieve world-wide television coverage. Top level skydiving, aerobatics, ballooning and aeromodelling contests will take place alongside soaring championships (gliders, hang gliders, paragliders), and precision events for microlights, helicopters and light aircraft.

Ivo Mazzola, FAI's chief planner commented: "With over four thousand participants, this is going to be the biggest event ever in the history of airsports. We are going to make sure it will be 'on the air' too, for all to share the thrill of top-level competition flying."

BGA Development News

"Awards for All" – A cash opportunity for small clubs?

Recent results from the Lottery Sports Fund have been disappointing with several well-prepared capital projects turned down on the grounds of "did not demonstrate any un-met demand" or "failed to prove financial need" or "lacking in community benefit" or "did not offer sufficient Value for Money in terms of the potential for sporting gain".

Compared with the position we had 3-4 years ago, it is becoming increasingly difficult to obtain capital grants, in spite of far better prepared applications and equally deserving projects.

The new Millennium Festival Awards for All scheme offers small clubs the opportunity to pick up cash grants of £500-£5,000 without a business plan, without a sports development plan and without much security of tenure. All you need to do is complete a fairly simple application form for a worthwhile project for the benefit of your Club and costing less than £5,000.

The awards are made regionally and decisions are made promptly. If your club qualifies, why not have a go? There's nothing to lose! Ring 0845-600-20-40 for an application pack.

Field Landings – A perennial problem

The new soaring season has been accompanied by the usual problems and complaints about field landings. Cross-country pilots are reminded to abide by the BGA Code of Conduct (RP40 Laws & Rules) and also to observe the usual courtesies. We always offer to pay for any damage done (properly assessed), always respect our unwitting host's property and always write a letter of thanks afterwards. Adherence to those principles has generally built up a good relationship between glider pilots and the farming community.

Sometimes, however, things go wrong and landowners turn nasty. There have been more cases of gliders being impounded and cash sums being demanded for their release.

In such circumstances, warn the farmer that he is accepting responsibility for the aircraft, that he has a duty of care to ensure that it comes to no harm and immediately contact your insurers. A landowner can claim no legal right to impound a glider, whether or not damage has been done and a county court application for an injunction to move the aircraft will almost invariably be granted.

How Adequate is your Insurance Cover?

The new BGA Operations Manual provides guidelines as to the extent of insurance cover required by a gliding club and looks specifically at airfield operators' liability insurance. The recent May and Woodruffe case has once again emphasised the need, both for adequate cover and for that cover to be placed through reputable insurance brokers.

In response to demand from member clubs, the BGA has recently obtained specimen quotations for providing special liability insurance cover for the directors and officers of gliding clubs. Club officers had expressed concern that their clubs' limited liability protection did not afford them sufficient personal protection in the event of a major claim against the Club.

The sample scheme will be circulated to club secretaries with a strong recommendation to obtain cover for directors and officers, unless suitable provision has already been made. Speak to Barry Rolfe at the BGA Office if further advice is required.

Welland Development

Welland Gliding Club has been steadily improving its facilities at Lyveden Airfield, Brigstock, Northants. The latest addition being a new clubhouse.

On Sunday, 2nd May, the Club was blessed with a beautiful spring day for the official opening. Guest visitor Derek Piggott, MBE, performed the ceremony. Derek and other visitors were entertained to an excellent lunch, followed by the offer of a free flight in one of the club's gliders.

The clubhouse, which has a spacious briefing room and a well-appointed kitchen, has been built with the aid of a loan from the Philip Wills Memorial Trust. The photograph below shows Derek Piggott about to cut the red tape, accompanied by the club chairman, Mike Neal.

–Roger Coote

Mike Neal, Chairman of Welland GC, and Derek Piggott at the opening of the new clubhouse.

The Story of Gliding: No Engine to Stop

A RAeS Lecture, by Ann Welch

On Thursday, 16th September 1999, Ann Welch will be presenting a lecture to the Royal Aeronautical Society .

'Gliders which flew, as against dropping from church towers, have existed for a long time; the names of Cayley, Lilienthal and Pilcher being well-known. Following the Wright brothers' powered flights of 1903, gliding became unimportant until after WW1, when the Treaty of Versailles forbade Germany to build aeroplanes.'

'Gliders were built mainly by university engineering students and the first competition held in the Rhon Mountains in 1920. The best flight was 1.8km. Today, gliders are aerodynamically refined aircraft capable of flying 2,000km on the sunshine of a single day.'

Ann's talk will trace the development of gliders and how it was driven by the dedicated, competitive search for ever higher performance at higher speeds, She will also look at some of the technical advances, as well as unexpected problems which surfaced along this increasingly sophisticated – and expensive – path.

Ann gained her pilot's licence at the age of seventeen and followed up that qualification by flying gliders. She first flew with the Surrey Gliding Club (now Lasham) in 1938. She was an ATA ferry pilot during WW2, after which she returned to gliding, instructing for forty years. She was the manager of the British Gliding Team from 1948-1968, and the director of the World Gliding Championships in 1965. She was the founder of the FAI Hang Gliding Commission and the FAI Microlight Commission.

The author of many books on flying and a member of the RAeS since 1943, Ann is currently the Chairman of the Light Aviation Group.

The Lecture will start in the Society's Lecture Theatre at 6pm. No tickets are required and visitors are welcome. Contact: Conference Department, RAeS, 4 Hamilton Place, London W1V OBQ. Tel: 0171 499 3515 fax: 499 6230. Email: conference~raes.org.uk

BGA and General News

Safety Notice: Urgent

In carrying out any form of instrument flying training, clubs must ensure that nothing is done which will obscure vision from the front cockpit and, in tandem aircraft, the instructor must occupy the front seat.

To maintain separation under visual meterological conditions, we depend very much on the principle "see and be seen", and we must *never* compromise that.

–Pete Stratten
Chairman, BGA Safety Committee

Photographs for S&G

There has been a splendid repsonse to my editorial plea for photographs. Contributions for the front cover, and the Gallery, are always needed.

If you have a picture to submit it would be helpful if you could write on the back of it your name, address and a caption (ink tends to smudge on the shiny rear surface of a print, so it's best to write on a sticker). If you are sending images by email, the resolution needs to be 300dpi when the image is full-size (i.e. 6x4"). JPEG and TIFF files work well, and I can use a variety of compressed files. If you have any questions, please telephone.

Obituary - Denis Corrick

Denis Corrick died peacefully on Tuesday, 8th June, at a nursing home in Bristol, aged 81.

Denis was very active in the gliding movement after the war until the mid-1980s, and will be widely remembered. He flew first at Dunstable, before joining the original Bristol Gliding Club at Lulsgate. He became Chairman of the club after its move to Nympsfield. He was active as a competition pilot, tug pilot, instructor, designer, glider builder and in many other ways. His many friends will recall his humour and zest for life; his syndicate partners will remember his inability to share a glider without redesigning and rebuilding it...

Denis's career in aviation began at Fairey's in the late 1930s. During the war he was one of the team of young designers at de Havilland who, working seven days a week in the repair shops, sketched on-the-spot schemes to get damaged aircraft back into the air. He moved to the (then) Bristol Aeroplane Company after the war, playing a leading part in the development of the Bloodhound ground-to-air missile and later having a senior rôle in BAe's space programme.

Not long after his retirement, in 1983, he began suffering from progressive brain disease. He was cared for, with tremendous devotion, by his wife Valerie and her family.

–Martin Corrick

1999 Mansion House Flying Scholarship

The Air League Educational Trust

Kirstin Speary, a member of Southdown GC has been awarded the 1999 Mansion House Flying Scholarship which is for a full Private Pilot's Licence of 45 flying hours. Kirstin is a student at Collyers Sixth Form College, in Horsham, West Sussex, where she is completing her A-level studies. She has a Gold Duke of Edinburgh award, a Bronze gliding certificate and is a member of the ATC. She will fly her scholarship at Shoreham and she is hoping for a career in civil aviation.

Runner-up was Mr Andrew Krausz, an undergraduate at St Andrews University studying International Relations and Management. Andrew has been awarded the newly established Andrew Humphrey Flying Scholarship - through the generosity of Lady Humphrey - for 15 flying hours which he will fly at Tayside Aviation.

Total Solar Eclipse, August 1999

CAA Safety Advice

In early June the Civil Aviation Authority issued safety advice to pilots intending to fly in the area affected by the total eclipse occuring on 11th August.

A major increase in flying is expected in southwest England during the week of the eclipse with a large number of light aircraft arriving at civil and military airfields in the region before and after the event.

As a result, the CAA has issued an Aeronautical Information Circular (AIC) containing safety advice. It is being sent to flying clubs, individual pilots, circulated generally within the aviation community and posted on the Internet (http://www.caa.co.uk).

The circular points out that:

- The moon's shadow (or zone of totality) will be 56 miles in diameter.
- The only parts of the UK fully within the zone will be the Isles of Scilly, Cornwall, south Devon and Alderney. [A partial eclipse will be visible throughout the UK, with even the Shetland Islands experiencing 65% coverage of the sun's disc].
- Within this area the sky will darken to such an extent that between 10:30 and 12:00 (local time) on 11th August it will be deemed to be night for the Rules of the Air, requiring pilots to switch on their navigation and strobe lights and to comply with certain basic flight rules.
- There is insufficient air traffic control capacity to handle all the aircraft expected, so there will be restricted levels of service.

The circular adds:

Because of the potential for airspace congestion and the limited availability of ATC, pilots are very strongly recommended not to fly within the zone of totality during the eclipse.

More information on the airspace and flying regulations, as well as flight safety advice for pilots, is contained in AIC Yellow 338, which is available from Aeronautical Information Services on 0181-745 3450, or its website: http://www.ais.org.uk.

Effects on Soaring

As you know a total eclipse is due this August along a strip of land in the West Country, and a partial eclipse for a wide band on either side.

I was at the Tocumwal airfield in Australia during a partial eclipse about ten years ago. The sky went dark blue. I projected a sharp image onto a white card with a Russian monocular; one never looks directly at an eclipse. About 30-40% of the sun was covered. I did wonder then what the effect on soaring gliders would be, especially if they were attempting a cross-country flight. However it was morning and nobody was soaring at the time.

From the air the cross-country glider pilots should be able to see the total and partial shadows fairly clearly, but I am not sure whether an unprepared pilot on a cross-country (someone who hated newspapers and TV and had not heard of the eclipse) could fly so as to avoid them. The shadows will be travelling over the ground at several hundred miles an hour.

In Australia quite a short period of cooling, due for instance to a passing belt of cloud, can have a dire effect on thermals for hours later. An eclipse there would presumably wreck soaring for the entire day once it started. But I am not sure it would necessarily do so in England, where soaring conditions, although much inferior to Oz, bounce back quickly after showers and other periods of cooling.

No doubt we shall soon find out, as someone bold is bound to have a go.

–Platypus

Fight for Sight

Dozens of people could be left with permanent damage to their sight after the total solar eclipse on 11th August. "It takes only seconds for damage to occur", media doctor Hilary Jones says. "There is no pain, and the effects are not immediate. The general public should take the advice of *Fight for Sight* – the country's leading charity in the battle against blindness – and turn their backs to the sun".

The charity is aware that millions of people want to enjoy this once-in-a-lifetime experience but are confused about what is safe. Jonathan Dowler, a Consultant Ophthalmic Surgeon at Moorfields Eye Hospital, cautions that specific groups of people will be particularly at risk during the eclipse. "But the one group we want to protect above all is the children", he says.

"Through its campaign to warn the public about the dangers, Fight for Sight is hoping that people will be left with lasting memories - not lasting damage," says Dr Jones. A partial eclipse in Manchester in 1984 left 11 people with permanent partial loss of sight and last year, in the USA, an 11-year-old boy lost vision in his left eye after viewing an eclipse.

Currently, none of the solar eye-protectors, sold specifically to shield eyes from a solar eclipse, can guarantee the eye 100% protection because their thin cardboard frames make them susceptible to damage and they allow in light at the edges. They are also concerned that people who have paid for top-quality sunglasses will be mis-led into thinking that their high UV-protection would be sufficient.

Fight for Sight is encouraging people to use a pinhole projector to view the eclipse. One million free postcard-projectors are available through 200 cinemas and all branches of Vision Express.

Letters to the Editor

Letters to the Editor should be marked "for publication" and sent to:
Email (*preferred*): le@blot.co.uk fax: 01798 874831 **Post:** PO Box 2039, PULBOROUGH, West Sussex, RH20 2FN.

More on the Pee-subject

Dear Editor

Chicken Little's article in the last issue raised an important issue for many of us, bringing attention to the psychological difficulties of airborne in-flight urination as well as the physical ones.

A solution which is sometimes advocated is to restrict the amount you drink, a suggestion which is foolish and irresponsible, as anyone who has recognised dehydration while flying will know. (You may have experienced dehydration without recognising it, in which case it can be even more dangerous.) Some people (particularly women, for whom the problem is physically more difficult to solve) simply give up the attempt to fly cross country or to soar for any length of time. To allow yourself to be restricted in this way is understandable, but a real shame if any alternative can be found.

I have used one rather uncomfortable solution for many years, but am grateful to a friend (not named here, to spare her blushes) who introduced me to a far more acceptable solution to the problem. If anyone is interested in a description of how to make a simple female Pee-device, I would be pleased to send them some details.

Diana King
3 Hazel Grove, Hockley Heath, Solihull, West Midlands, B94 6QW Tel: 015464 782951. Email: diana@gerontius.demon.co.uk

High-tech Winching

Dear Editor

The average winch-driver finds it hard to judge the speed of a glider half a mile away, and unfamiliar gliders, and/or strong/little wind, makes it harder still. Nick Norman (S&G, June/July p.19) designed an instrument to help, and some observations receive general agreement. Firstly, experienced winch drivers can give excellent launches in all conditions with or without gadgets. I hear nothing but praise for Peter at the Mynd! Secondly, if you get the first 100' right the rest is easy.

The Skylaunch has two trim-tabs to optimise the early part of the launch; one tool helps all gliders. Supacat's indicator gives the pilot speed-control. It is complex, but is a guide to the start, middle and top of the launch. Pilots can ask for loads that suit their style and, again, one tool helps all. Nick's speed indicator controls the easy middle bit.

Developments are planned, but will additional gizmos be needed for every glider? The need to cancel transmission after 90s, to avoid conflict, alarms me. I will visit Feshiebridge and the Mynd to see for myself. Would anyone like to join me? An L-Spatz or a Pegasus could provide exacting tests. Would any other designer like to enter an item for assessment?

Gordon Peters
Wellington, Somerset.
Email: gordon@pcaccess.co.uk

Calendar: August ~ October

30th July - 8th August

27th Vintage GC Int. Rally: Aventoft, Germany. Tel: 0049 451 704876 (Frau Ingrid Zibell)

31st July - 8th August

Standard Class Nationals: The Soaring Centre, Husbands Bosworth Airfield, LUTTERWORTH, Leics LE17 6JJ. Tel: 01858 880521. Internet: http://www.soaringcentre.demon.co.uk/

Yorkshire Regionals: Yorkshire GC, Sutton Bank, THIRSK, N. Yorkshire YO7 2EY. Tel: 01845 59723. Email: Ygldingclub@compuserve.com Internet: http://www.webmarketing.co.uk/ygc

31st July – 8th August

Turbo/Self Launching Competition: Bidford Gliding Centre, Bidford Airfield, BIDFORD ON AVON, Warwickshire B50 4PD. Tel: 01789 772606. Internet: http://members.aol.com/Bidford/bidford.htm

31st July – 15th August

World Gliding Champs: Bayreuth, Germany. Internet: http://www.aerokurier.rotor.com/AkWM99/AeWM99e.htm

10th - 19th August

Inter-services Regionals: RAF Bicester Tel: 01869 252493 or 01869 875995

14th - 22nd August

Open Class Nationals: Lasham Gliding Soc., Lasham Airfield, ALTON, Hants GU34 5SS Tel: 01256 381322 Email: office@lasham.org.uk Internet: http://www.lasham.org.uk.

Lasham Regionals: Lasham (see above).

21st - 29th August

Junior Nationals: Bidford Gliding Centre, Bidford Airfield, Bidford on Avon, Warks B50 4PD. Tel: 01789 772606

Dunstable Regionals: London Gliding Club, Tring Road, DUNSTABLE, Bedfordshire LU6 2JP. Tel: 01582 663419. Internet: http://www.powernet.co.uk/gliding

21st - 29th August

Gransden Regionals: Cambridge GC Gransden Lodge Airfield, Lodge Farm, Longstowe Road, Little Gransden, SANDY, Beds SG19 3EB. Tel: 01767 677077. Internet: http://www.glide.co.uk

21st - 30th August

Enstone Regionals: Enstone Eagles GC, Control Tower, Enstone Airfield, CHIPPING NORTON, Oxfordshire OX7 4NP. Tel: 01608 67746. Internet: http://members.aol.com/enstonegc/

5th - 11th September

2nd UK Mountain Soaring Championships: Aboyne Deeside GC, Dinnet, ABOYNE, Aberdeenshire AB34 5LB. Tel: 01339 885339. Internet: http://www.richardcaw.freeserve.co.uk.

9th - 12th September

BAeA National Aerobatic Gliding Competition: Buckminster GC, Saltby Airfield, Sproxton Road, Skillington, GRANTHAM, Lincs NG33 5HL. Tel: 01476 860385. Internet: http://www.btinternet.com/buckminster.gc/

11th - 12th September

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Letters to the Editor

Anti-collision Markings

Dear Editor,

I am writing in response to Herbert Pirker's letter in the last issue (*S&G*, June/July 1999, p.8) regarding anti-collision marking. I agree with Herbert that it is the visibility of the glider, rather than its reflectivity, which is critical. I further agree therefore that white is far from the ideal colour.

My syndicate partner and I recently imported a Nimbus 2C from Belgium. On the nose of the glider are brightly coloured green and pink flashes. Although the flashes are only on the nose of the glider, the aircraft is easily spotted in flight. Indeed, even on the ground, visiting pilots and club members alike comment on the flashes. Not all the comments are favourable, but it is clear that the flashes catch people's attention.

After being in a position to observe the glider, both from the ground and from other aircraft, I am in no doubt whatsoever that similar flashes on all gliders would be a material step forward in avoiding mid-air collisions. I understand that these markings are a legal requirement in Belgium. Perhaps this would be a cost effective way for matters to proceed in the UK. I would be interested to hear the BGA's view on this matter.

David Urpeth
CFI, Dukeries Gliding Club.

Peter Stratten (Chairman, BGA Safety Committee) replies:*The BGA view is that anything that increases the visibilty of a glider has to be a good thing. That said, as David is aware, the glider manufacturers dictate the limited surface areas ofGRP gliders that can be painted anything other than white.*

The MoD is currently running a glider conspicuity trial with a highly reflective adhesive product applied to a motorglider. The Safety Committee will ensure that we get feedback from this trial and where possible, offer advice to all BGA members.

It is likely that colour and details does not play a great part in our peripheral vision – the only surefire way to see another aircraft is to move that aircraft into your central vision. Do that by scanning with your head and eyes, regularly stopping the movement to ***look, see and avoid.***

August Eclipse

Dear Editor.

I suppose, being a once-in-a-lifetime event, there is no-one around who saw it last time. Who can tell us, in gliding terms, what is actually going to happen on August 11th?

Parts of England will experience a total eclipse, where it is predicted that the sun will disappear totally for some seven minutes or so, along a known swathe running through Cornwall.

A partial eclipse might be seen, on the North side of the track of totality, throughout the UK. Can one of our boffins say whether this will have a significant effect on the soaring prospects for the day? Always supposing that we are not covered with a sheet of 8/8th cloud at the time!

Perhaps it's a case of a late briefing for the pilots competing in the Nationals at Lasham on that day?

Rod Witter
Chester, Cheshire.

Stimulus-bound

Dear Editor,

After reading Tail Feathers (*S&G*, April/May 1999, p.14) I believe the English are stimulus-bound, chasing each other around the same task instead of honing their decision-making skills at choosing different directions within the POST task environment.

Australia's Club Class Nationals run on this set of rules and have successfully reduced gaggles and leaching. Pilots are given a choice of three out of nine start points. Then you choose any of the thirty turning-points to visit diring the 3-5 hour task-time nominated. With fifty five gliders in the competition I might see only two or three others on my task all day, and not necessarily going my way.

If UK pilots need to follow others to keep up, be prepared to get your bottoms kicked at the Club Class Worlds at Gawler Australia 2001!

Phil Hearne
Beaufort G.C., MELBOURNE, Australia.

Accident Reporting

Dear Editor,

Firstly, may I congratulate you on your inclusion of the *Salutary Soaring* articles, and the BGA on the inclusion of the *Gliding Safety Bulletin* inserts.

However, I have noticed that in recent issues the *Accident Summaries* have become *Substantial-accident Summaries*. As a Full-cat. Instructor I find it disturbing that we are no longer receiving the full picture, and I find myself wondering what logic there could be for this. It is to save space? Has it been deemed that we can only learn lessons from serious or substantial accidents? Surely not!

I am sure you will agree that accident reports are of value to us all, and that lessons can be learned by making ourselves aware of the mistakes of others. Indeed, I have read many worthwhile accident and incident reports where there has been no damage and no injury (e.g. Salutary Soaring), but which would have been disastrous had it not been for a large amount of skill, or luck on the pilot's part. I also know that such reports have helped myself and others not to fall into the same traps.

Ian Atherton
St James, NORTHAMPTON.

The Editor replies:

Dave Wright, who compiles the Accident Summaries, agrees entirely with Ian's views. The motivation behind publishing the substantial-accident summaries only was just to 'catch up'; we were publishing details of accidents that had occured as much as a year before – although their lessons are just as valuable.

At the time of writing, the new BGA Safety Committee is due to meet in two weeks. Dave hopes that a full review of accident-reporting will be held. The idea is to broaden the level of accident reporting, rather than to restrict it. Although dependent on the outcome of the meeting, it is unlikely that the current inclusion of substantial-accident summaries alone will continue.Hopefully Dave will be writing a brief article on the subject of accident reporting for the next issue of S&G.

Lucky Escape No.2

Dear Editor,

With reference to the item Salutary Soaring Extra in the last edition (*S&G*, June/July, p.36), I believe that your anonymous correspondent may have had yet another lucky escape that day.

He says "We had barely reached 500' when we were flung into dense cloud. Stick forward, pull off...". That sequence would have set up the classic situation which could well have led to the winch cable parachute flying around the wing.

Perhaps what the pilot meant to say was "...pull off, stick forward" a sequence that normally gives adequate clearance from the cable when releasing under power.

Jack Alcock
JACKALCOCK@compuserve.com

Trailer Retrieving

Dear Editor,

I have found an organisation which *will* retrieve you *and* your trailer.

Angie Veitch
DRUMNADROCHIT, Inverness-shire.

See page 61 for more about Angie's discovery!

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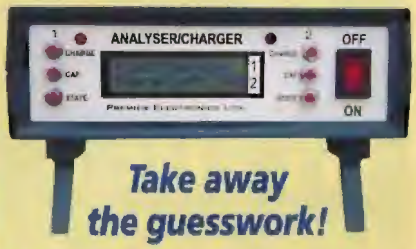

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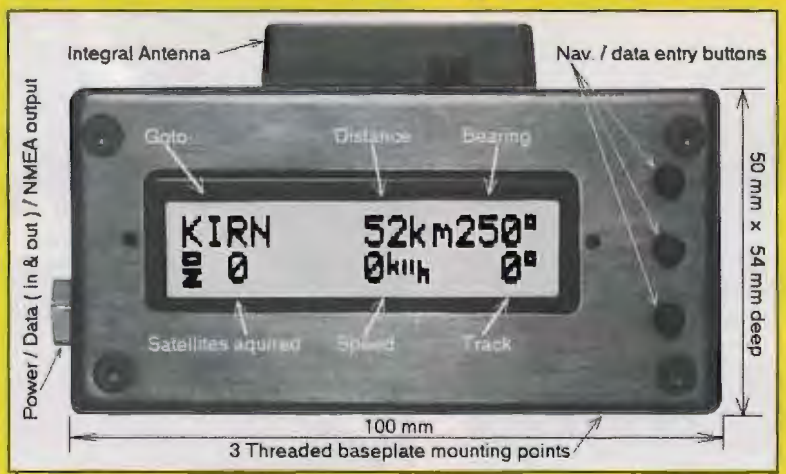

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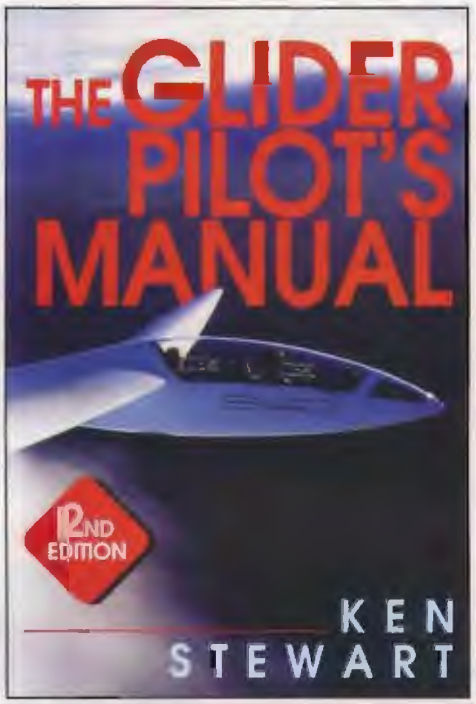
Book Review

by Les Blows



The Glider Pilot's Handbook (Second Edition) by Ken Stewart is aimed at readers who are learning to glide from scratch, although it contains lots of information which should be interesting and useful to most glider pilots.

It presents sections covering:

- Basic training: from the first visit to the airfield to the first solo-flight.
- Technical matters: brief discussion of glider design and design features which promote good handling and good performance.
- Basic soaring: including thermal-, ridge- and wave-soaring.
- Rules of the air.

Ten appendices contain useful supporting information (such as use of the radio and the working principles of pneumatic instruments). The book provides enough knowledge to support pilots from their earliest lessons until their early-solo local-soaring flights; it does not tackle navigation, meteorology or cross-country flying.

It is a very readable book, with clearly defined aims and written in an accessible style with quite a high 'information density': the reader needs to be a good and independent learner to get the best from what is written. Of course, the book is intended to support guided learning on the airfield and in the glider. In this rôle it provides useful homework for learning glider pilots: it clearly describes principles to be learned and understood, and it presents descriptions of air exercises which demonstrate these principles. The text is well supported by many illustrations and sketches, although some of these would be difficult for early pupils to interpret. There is no colour, which is a pity; some inspiring, full-colour photographs of gliding in action could portray the fun, exhilaration and versatility of the sport and show the reader where his developing gliding skills could lead him.

The order of presentation of information is somewhat illogical in the light of the current training ethos, and some terms (for example, 'incipient spin') are not currently regarded as helpful, but these are perhaps just minor discrepancies between the fixed, written word and the fickle wanderings of fashion. Any desired subject can be found quickly and easily: there is a comprehensive index and presented items are well-identified and well-separated.

There is, unfortunately, the odd omission, (for example, 'Eventualities' is missing from the pre-flight checks), and the odd statement would generate robust discussion between instructors at the bar. But the book does not claim to be the gliding bible; rather, one source of knowledge and support among others. As such its contribution is welcome and useful. It would be a valuable addition to any glider-pilot's library: a simple, accessible reference text for some, a learning text and a good read for others.

The book is published by Airlife, ISBN 1-84037-084-X, and is available from the BGA for £19.25 inc. p&p.

Les Blows is a Full-cat Instructor with 1,000 hours. He flies from Southdown Gliding Club.

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Tail Feathers

Platypus discovers Samuel Pepys's diary

This was found in my attic, among the papers of my great-great-grandfather, a famous Victorian artist. The only shadow cast on the authenticity of this document is the fact that Noah Platt's finest creation was an impeccable £100 Bank of England note.

In the manner of modern-day computer hackers, he only avoided dire punishment by agreeing to tell the Bank how he had done it and promising not to do it again. He then turned his skills to meeting the rising demand for triptychs of the Early Flemish School.

This was found in my attic,.

'Up betimes and hie me to Tyburn, not this time for the amusement of seeing traitors disembowelled or forgers hanged, but to take the stagecoach along Watling Street towards North Wales. Several hours later, after delays and expenses caused by highwaymen, turn-pikes and inn-keepers (all much of a muchness, if my opinion be sought) I arrived late and already sadly depleted of gold at a small town on the Downes, from which I set out on a brisk two-mile walk to the Sliding-club.

On my way I could not help noting the happy chance of a playful gust of wind lifting the skirt of a wench who was piling fruit onto a market-stall: on an impulse - but not planning to dally, since the sun was going down and I must needs witness the flying ere it set - I gave the exposed bottom a friendly pat as I strolled by. Contrary to my usual experience in those parts of London where I promenade when unaccompanied by my wife, I was not greeted with a smile or, better still, an invitation; instead my harmless action elicited from this innocent country girl a piercing, indignant shriek which brought scores of angry townspeople onto the street. "Who and what are you, sir?" demanded the largest, holding me off the ground by my collar, while the others stroked their cudgels against their palms in hopes of avenging their sister's honour. "I am from London, sir, and was proceeding to the Sliding-club, where if they shall have me I am to become a member" I stammered, expecting at any moment to be most cruelly whipt and beat, if not worse.

At which remarks of mine, these rough men all roared with laughter, and dropt me, slapping me on the back and wishing me the very best of luck. They even wiped the dog-durt from my tricorn hat which had been savagely trampled in the gutter, and most courteously handed it back to me, still with tears of merriment in their eyes. Quite bemused, I bowed, took my leave and set off at a sharp pace in case their mood changed unaccountably yet again.

Soon I arrived at that part of the Chiltern Hills known as the Bowle, so called because in pagan days it was used as a vast privy by our blue-painted ancestors. It seems that here more recently young people would in winter-time slide down the snowy slopes on sledges or lengths of timber strapt to their feet; some became, by mere chance, airborne when stretching out their cloakes against the breeze. In time, bolder spirits hazarded the air with broomsticks and bedsheets. Thus was born the art of air-sliding.

News of these marvels did not spread to London except in the form of vague rumours, which were dismiss'd with scorn by men of science. Every advancement of knowledge must stem from the Capital, or else from Oxford or especially Cambridge. Ergo these stories were mere provincial fairy-tales. As a Fellow of the newly-founded Royall Society, however, I felt bound to see for myself, even at some great risk.

They did, in very truth, fly, and I did watch them!

One bold youth hover'd before my eyes for all of 15 seconds, before plunging head-first onto the chalky soil, so that I fear'd he had dash'd out his brains. However the heavy wig that he had borrow'd from his father, a local squire of substance, preserv'd his skull intact.

Others were less fortunate, and the broomsticks and bedsheets were quickly transformed into splints, bandages and stretchers, to the carrying of which I lent a hand. Minist'ring thus to the wounded, I descended the scarp, surrounded all the while by whoops, now of joy, now of pain. At last I met the leader of our band of heroes, and told this giant, blest with great mustachios, I would fain be allowed to join the byrds. With a cheerfull glower he told me that I must be patient: they had a system call'd WorkeFayre, whereby one hour of toil vouchsafed one second of flight. He saw me on the point of protesting, and asked "In London, how many hours of work does it take for a man to pay for a few moments of bliss in the arms of some trollop, eh?" I knew precisely, but kept my peace. "Two days' digging of ditches here" he said "and you too may soar for 24 seconds, and be the envy of Ic rus himself, outlined immortally against the sky." His poetry had seiz'd my heart, and I was about to take up a pickaxe. "Or, on the other hand" he went on "you can donate to the Club a purse of silver and be airborne at first light on the morrow. That's WorkeFayre in a nutshell." Though regretting the postponement - for I did descry that the sun was setting behind the Beacon - I parted with the money full willingly.

...impeccable £100 Bank of England note.

But when I was asked to sign the members' book, some instinct warn'd me against writing my own name, and for no reason that I can explain wrote "Jeffries", possibly thinking that some imagined association with the fearsome assizes judge might protect me should trouble befall.

A small fellow with staring eyes and an unkempt wig went by at that moment."Joyne the Levellers: abolysshe WorkeFayre" was emblazon'd on the front of his shirt. This means of advertising one's opinions – or ale, or indeed any item – seem'd to me to be novel, especially when one's voice has

become as hoarse as a Towne Cryer's, but am assured it will not gain favour as a means of transmitting ideas, for reasons obvious to the meanest intelligence: since a man customarily wears the same shirt for six months at a time without removing it, the constant repetition of the same messages must become tedious to all those that he meets day in, day out. On the back of this disaffected member's shirt it read "From each according to his abilities; to each according to his needs", a sentiment I heartily endorse, my own needs being insatiable.

the same shirt for six months at a time.

Before I could interview this young man, a crowd of flyers, coarsely dress'd even by the low standards of peasant folk, began shuffling past me into a room, and I was borne along with the great press of bodies. A notice proclaim'd that this was the Annual General Meeting. I asked a cynicall-looking fellow what this meant. "It is democracy," he replied with a twinkle "another old Greek custom indulged in here." I was outraged: "Mob rule - for, sir, that is what your fancy word translates into in our plain Anglo-Saxon tongue - is a vulgar and disorderly mode of governance!" Ebenezer Platte, for that was his name, smiled and asked "Pray tell me, sir, how things are arranged in the Capitall, for I have never visited it." "In London" I replied complaisantly "the Sovereign puts on a show of being guided by the representatives of the Shires and the Boroughs, but in truth he and a tiny caball of three powerful men make all the real decisions of State. 'Tis the only way." "Well, sir" he said "you should be quite at home here!" and bestow'd on me a huge wink, reinforc'd by a heavy nudge with his elbow, in case I miss'd his meaning, the which I had not.

The wise but tired-looking gentleman who took the Chair address'd this little parlyament with the usuall excuses: as might be expected the weather had been terrible, the Exchequer was depleted, etc etc. I perceiv'd that he had not got the knack, master'd in our great Metropolis, of droning on till people went to sleep or sneak'd out to the ale-house. I was duly appall'd that everyone was still in attendance and wide awake when he had finished. The ban on carrying ale into the meeting is doubtless also responsible for this unseemly level of alertness. No-one seemed to be one whit surpris'd or affronted, therefore, when the Chairman and his Ministers were roundly abused, and at inordinate length, by two ancients, both of whom he could have felled with a single blow from a stout stick.

A young visiting Doctor of Philosophy from Heidelberg University express'd astonishment at the disrespect with which the Chairman was treated "Who are zeez olt geezers making all zeez lonk-vinded spitchess? Vy does nobotty else get a vord in edgevise?" Excellent questions which I was at a loss to answer, being a newcomer. Ebenezer Platte, noticing our consternation, sidled up to us and whispered that it had been like this as long as anybody could remember, and 'twas an honoured tradition in the English style, so of course nothing could be done. The old men were tolerated because their complaints were a) totally predictable, b) totally incomprehensible and c) totally ignored. If their routine were cut short it might only make room for some really serious interrogation from the floor. Thus was I suddenly lost in admiration for the sagacity of the Club's officers, whose seeming helplessness concealed the deep cunning of born rulers of men.'

The dog-eared manuscript gets hard to decipher at this point but the gist is as follows: The meeting is raided by the Sheriff and the constabulary, armed with pikes. All present are told that air-sliding is not only banned but never even to be mentioned again, either by word of mouth or on paper. The reasons: air-sliding is a) evidently a form of witchcraft (viz use of broomsticks for flight) and b) impossible, according to Isaac Newton's newly promulgated Universal Law of Gravitation, which requires that objects remain earthbound unless propelled by prodigious quantities of gunpowder. All the male flyers are to be detained for severe questioning: where are their spells written down, and where do they store the gunpowder? Foreseeing an imminent and unpleasant trial for witchcraft and treason (only the King is allowed to manufacture gunpowder), Pepys, Platte, Leveller and the Heidelberger scuttle out under the voluminous skirts of four unsuspecting women who hurry from the scene in the ensuing panic. Old Mustachios is far too big to follow Pepys's example and is arrested. The chairman and committee's fate is unknown, but can be imagined, as can that of the querulous old codgers.

When Pepys gets home as dawn is coming up, his wife detects a heady mixture of French perfume and mothballs, and he has his "eares boxed most sorely" especially since he dares not tell the truth about where he has been.

A hapless and quite uninvolved young fellow called Jeffries has a hard time convincing the authorities that he was not present at the meeting, since he cannot safely call upon his true alibi, namely the Rector's wife. He is only rescued from the rack by sworn affidavits from his neighbours that he could not possibly have written his name in the membership book because he is, though boasting divers other accomplishments, completely illiterate.

...he cannot safely call on his true alibi.

Postscript

Some months ago I griped at 1) the unintelligible manuals that came with modern final-glide-computers, and 2) the difficulty of buying a simple, plastic John Willy Calculator in the middle of the 1998 Open Class Nationals.

Some time later a little envelope arrived from Victoria, Australia, containing a John Willy Calculator for a 55-to-one supership. The accompanying letter was friendly but very brief, and signed, mysteriously, "Magpie".

I immediately tried to send thanks by e-mail to the Gliding Club of Victoria, Benalla, in hopes that they would pass it on, but failed to get through for whatever reason. (If technology isn't playing God, it's playing the Devil.) So here, produced with old-fashioned ink on paper and delivered by snail-mail, come my belated thanks to Magpie.

p.p.s. Whoever said complaining never got you anywhere?

A book of Platypus writings will appear towards the end of this year.
email: tailfeathers@compuserve.com.

For Clubs & Champions

by Jochen Ewald

Five years ago, Rolladen Schneider gave us the LS8, one of the most successful standard-class gliders. The LS8 18m has built upon this success.

Wolf Lemke's original LS8 design found its place in the winning ranks and, due to its gentle flying characteristics, it also became a much-loved club glider. As they had done with the LS6, the manufacturers then produced 18m winglets for LS8, making it the first standard-class competition glider with wing extensions.

The philosophy behind the decision to offer such a glider is easy to understand: many clubs now operate at least one modern standard-class glider, often the 'flagship' of the fleet. Today's generation of these gliders offers such good characteristics, that they can even be suitable as 'first solo' gliders.

Flapped gliders are usually offered in 15m or 18m versions, allowing FAI competition flying as well as getting maximum performance from a handy glider. They are simple to fly, but are expensive, and some pilots still seem to be afraid of having of another lever in the cockpit. The LS8 18m design offers the simplicity, and lower price, of the unflapped design, but has almost the performance of the flapped 18m gliders.

Rigging

Rigging the glider (18m: 275kg empty, 15m: 269kg) is easy: The in-board (main) wing parts are connected by a tongue/fork spar connection with two wingpins. These pins are secured by spring-loaded bolts. Ailerons, airbrakes and water-ballast valve connections are self-connecting. Both lengths of tips have a characteristic, soft upwards sweep. They are fixed by a nut, itself secured by a ball/dimple locking mechanism already well known in LSs. It takes a bit more time to rig than the 'snap in' bolts of other gliders, but this system ensures a safe and play-free connection. The aileron parts of the 18m wingtips self-connect to the main ailerons. The elevator is also self-connecting.

The trim indicator, setting and release lever.

Interchangable tips for 15m & 18m.

The Cockpit

Getting into the cockpit is easy. The instrument panel swings upward with the canopy and offers enough space for today's competition instruments. The rear of the panel is enclosed at the bottom, to protect the instruments, tubes and cables from the pilot's feet, but there is easy side access to the back.

The backrest with a big, upholstered head-restraint is only adjustable on the ground, but nearly all pilots can be made comfortable. Very tall pilots can take out the whole backrest and fit a separate head-restraint.

All the controls are within easy reach. The pedal-adjustment is found at the base of the stick. As in all newer LS gliders, the pedals also operate the wheel-brake if pushed forwards together. Up to three 2.5kg ballast-weights can be fitted in front of the pedals.

On the left, beside the airbrake lever, we find the trim knob and indicator just where the pilot's left hand rests in flight. Unlocking the trimmer is done by pulling a green, bicycle-handbrake-type lever at the front side of the stick. The cable release is on the left, below the canopy frame.

The undercarriage lever on the right is an unusual, horizontal design, but is easy and comfortable to operate. It is unlocked by being moved a bit to the left. The wheel-up position is forwards: the opposite way to most other gliders!

Above the undercarriage lever, are the water-ballast dumps. With a double swinging lever, it is possible either to let go the whole 190kg ballast from four wing tanks and the tail, or just the inboard tanks and the tail. The water-ballast allows a wide range of wingloadings: from 31.5-50kg/m in 15m, and from 30-46 kg/m in 18m. Each wing has two separate integral tanks; the inner ones contain 65*l*, and the outer ones (which have to be filled first) 30*l*. The tailfin contains a 3.8*l* ballast tank (or 5.5*l*, if the second battery holder is absent) to compensate for the nose-weight produced by water tanks forward of the main spar. According to a table in the handbook, this tank may also be used to adjust the C of G for heavy pilots. All the tanks are filled through the outlet valves, found under the wings.

The big, forward-opening canopy is opened by two red & white levers on the canopy frame. Pulling them backwards against resistance opens the canopy. Forcing the right lever further back unlocks the front connection of the canopy for jettison. Once released the canopy can be pushed upwards by the levers, assisted by the spring of the panel, and pivots around the "Röger-bolt" at the rear end of the canopy frame to avoid hitting the pilot. This system is good if operated from inside, but I twice hurt my finger when I tried to lock the canopy from outside.

The battery is fixed safely in the baggage space behind the head-restraint. A second battery can be fitted in the tail-fin. I would have liked to see some pockets in the cockpit for personal things needed in flight.

Flying

I had the chance to fly the Akaflieg Darmstadt's brand new 18m LS8. I flew it with 18m wings on aerotow, and winched it with 15m. On tow, behind the Akaflieg's 80hp Super Dimona the LS proved its excellent handling qualities. The ailerons were immediately effective, and the effects of a light 90° crosswind could not be felt. The generous dihedral gives beginners good ground-clearance.

The new 18m tipped LS8

The Ground-run

The main wheel is well-sprung; this is nice as the glider's ground-run is quite long: while on the ground the wing's angle-of-attack is too low (as pilots of standard-LS8s already know). On a smooth runway you don't become airborne before reaching a significantly higher-than-minimum speed. With an unballasted weight of 355kg I became airborne at the same time as the Dimona. With ballast, the more heavily loaded wheel-spring reduces the angle even more, giving an even longer ground-run.

Winching

During a powerful winch-launch, the glider tends to 'zoom up'; but this can be easily compensated for by the effective elevator, as long as the pilot is aware of it and is be prepared to push the stick well-forward to avoid climbing too steeply. The glider climbs stably, although tends to be a little nose-up at the end of the launch if the stick is fully held back. Retracting the undercarriage is simple.

The visibility is good, only the front view is a little obstructed by the instrument panel when flying slowly. The air-inlet, at the front of the canopy, lets in a sufficient amount of fresh air. Schneider's have glued grey foam inside the air-inlet to keep the noise level down. In flight, with the inlet open, a mirror image of the foam is reflected in the canopy, interrupting the view. Replacing the grey foam with black would rectify the problem!

Control

The controls are light and unambiguous; it is a pleasure to make long flights. Precise trim setting is easy. The LS8 18m was designed for the 15m wing, and in the latter configuration the glider is in harmony. With the longer tips, the fuselage length and size of the rudder seem too small, but this effect can't be avoided on gliders with extendable wings. For the LS8 18m, the basic fuselage design was optimised for the 15m span, as this is the version used in competitions.

Stalling

The min. speed during my flights, without water-ballast and with 80kg cockpit load, was indicated as 68kph (18m) and 72kph (15m). Shortly before reaching this speed, a soft feeling in the controls and shaking indicates the approaching stall. At the beginning of the stall, the ASI needle drops to a much lower indication, due to the vortex leading from the wing-roots to the total energy tube forward of the fin. The glider shakes as it stalls, but remains under full control. Only if the stick is fully pulled back in the 18m configuration does the glider start staggering and wanting to drop a wing. Extending the airbrakes results in a stalling speed about 5kph higher, in both versions.

Thermalling

I measured the time taken to roll from 45° left bank to 45° right bank as 3.4s (15m) at 96 kph, and 4.7s (18m) at 92kph. Thermalling the glider is fun, specially in 15m wings: trimmed to 85 kph, the glider seems to find the centre by itself, and continues in a stable circle, hand-free! With the 18m wings, unballasted and trimmed to 80kph, it out-climbs all the other 'normal' standard-class gliders. While flying slowly in a thermal the 18m wing needs a little opposite aileron to prevent the circle becoming tighter.

For fast centering the aileron drag, produced by a sharp opposite-aileron movement of the stick, may be used to support the lack of rudder efficiency in this configuration. At high speeds, both configurations are stable and easy to control. Due to its higher l/d, elasticity and weight, the 18m wing is a bit more comfortable in rough air.

Landing

The airbrakes are easy to operate. On extending the brakes the nose goes down a little and the speed stabilises at 10kph higher than it was, avoiding the need to change the trim setting for the landing. The airbrakes are effective, but not as effective as those of the LS4. With 15m wings a basic approach-speed of 90kph in calm weather is sufficient for the LS8. With the 18m wing it can even be flown a little slower. Sideslipping is effective with or without partial airbrakes. With fully extended brakes the nose goes down and the approach becomes too fast. During a fully held-off landing the glider touches down tailwheel first (see my comment about ground angle-of-attack). The wheel-brake is effective and easily controlled.

LS8 18m Data

Span	15 or 18m
Length	6.72m
Wing Area (15m)	10,6m²
Wing Area (18m)	11,4m²
aspect ratio (15m)	21,43
aspect ratio (18m)	28,38
best L/D (15m)	43
best L/D (18m)	48-50
max. take-off mass	525kg
max. wing-load (15m)	50kg/m²
max. wing-load (18m)	46.1kg/m²
Vne	280kph (151kt)
max. water-ballast wing	190l
max water-ballast tail (/)	*5.5l
(*or 3,8 + battery holder)	

A simple wing with an L/D of as much as 50.

A Gentle Glider

The performance of the 15m wing is proven by competition results of recent years: it really is a winner! With the 18m wing the glider is easy-to-handle, and relatively cheap. It comes close to the performance level of the 20/21m open-class 'super ships' of the 1970s, although those gliders were far less easy to handle, and a lot more skill was needed to fly them safely. With its gentle characteristics, the LS8 18m is ideal for club-use, in either configuration, even as a first single-seater.

In the distant future, when a new, even better generation of standard-class gliders has been developed, this gliderwill have a high re-sale value!

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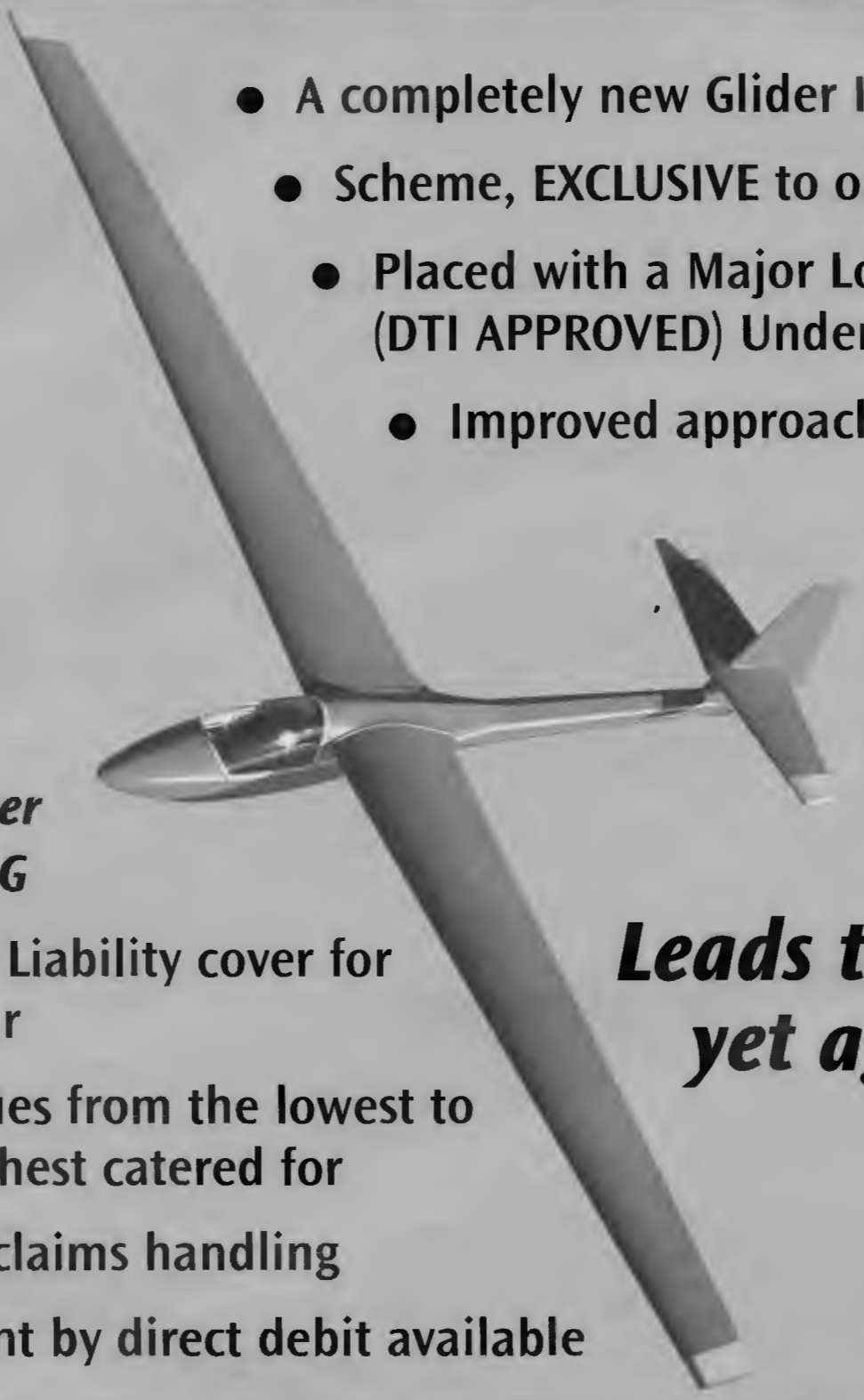

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Collision Avoidance

by Jorg Stieber

This article has been previously published in *Aerokurier, Free Flight Canada* and *Gliding Kiwi*.

Many of the world's best pilots (like Helmut Reichmann) have lost their lives in mid-air collisions. Only miracles have prevented loss of life as a result of such accidents during numerous World and National championships. However, in a number of other mid-air accidents, the miracle has just not been there.

Keeping a vigilant lookout is the only defence against a mid-air collision. We have to learn how to look and where to look. Seeing is a very complex process and it is primarily done by the brain (1mm² of retina is mapped to 10,000mm² of brain surface). The eye is only the information collector; it is the lens not the film. The brain:

- filters
- recognises shapes
- makes up for colour weakness in peripheral vision
- controls eye movement reflexes

Since the brain plays such a prominent rôle, seeing can be learned.

Field of vision

Our eyes give us a tremendous panoramic field of vision of approximately 210°. Try the following: look straight ahead, stretch out your arms to the side bending them back a bit and move your fingers. You should still be able to see your fingers moving. This proves that your peripheral vision extends well past 90° from the centre line. However, only a cone of approximately 60° centred ahead is covered by both eyes. Within this area we can direct our eyes to any point to focus on.

Figure 1 – Head-on Approach.

The area on which the eyes have the best ability to focus is as narrow as the beam of a flash light. Receptors for colour vision (cones) are concentrated here (limited night-vision capability). In other words, if we want to see something clearly, we have to look at it directly. In the periphery the retina has mostly light/dark receptors (rods) in much lower density. Peripheral vision is excellent for detecting motion, but is fuzzy, very weak in colour, and the outer periphery is covered by only one eye.

If our eyes provide clear vision only in a cone as narrow as a flashlight beam, why do we feel we can see a clear picture of our entire surroundings? Obviously there is more to seeing than meets the eye, and that is the work of the visual computer in the brain. Our eyes are in constant, seemingly erratic movement. Eye movement is directed by the brain on a subconscious level.

What seems to be erratic movement is in reality a highly efficient way to pick out the important information to build a complete picture of our surroundings. The brain filters the dazzling stream of information supplied by the eyes and only uses what is important. It recognises familiar shapes in a split second, it even stores colour information and adds it to the peripheral vision. Most importantly, for pilots, the brain reacts to movement in the periphery by directing the eyes towards it.Try the test again: stretch your arms, but only move your fingers on one hand. You should feel a reflex to look towards the moving fingers.

Figure 2 – Appearance of a glider on a converging course.

The brain also enables us to gauge distance. Stereoscopic vision is only effective up to 100m and is not relevant for airspace observation. For distant objects the brain uses the apparent size of the object to estimate the distance. This can lead to interesting effects if the size of an object with known shape is much different from the expected size (i.e. child's balloon v. hot air balloon; model aeroplane v. real aeroplane; model airfield v. real airfield). As aeroplanes come in many sizes, significant misjudgement can result.

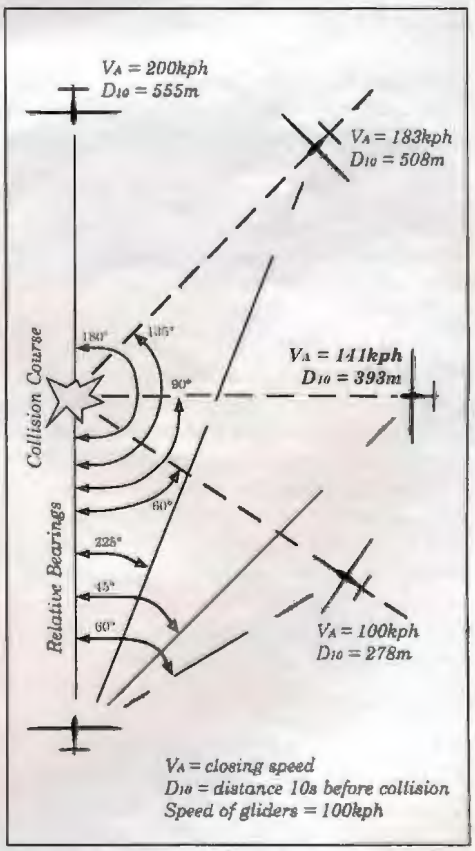

Figure 3 – Collision Scenarios.

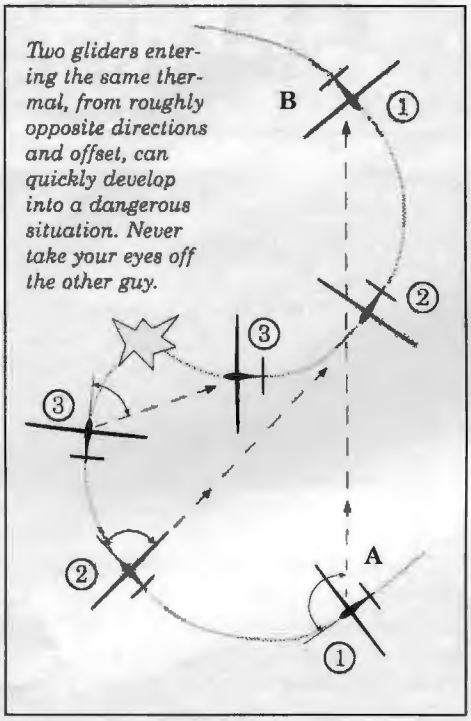

Figure 4 – Risks on entering a thermal.

Dangerous Situations & Warning Time

It's important to know that if you are in straight flight on collision course with another aircraft, also flying straight and level, its image will not move on your canopy – it will just slowly grow at first, then 'explode' (Figure 2). As there is no relative movement it will be difficult for your motion-sensitive peripheral vision to pick it up. A clean canopy and frequent eye movement are important.

Head-on Approaches

Modern glass ships are very difficult to see when they approach head-on. Even when I have expected to see a glider head-on (out of turning points and on the ridge)I have often not spotted them until they have been uncomfortably close. This isn't surprising if you look at the numbers: assume you fly at a modest 55kt and another glider is approaching you head-on at the same speed. The other glider can still hide behind the tape holding your yaw-string 33 seconds before impact (or passing). Even six seconds before impact the fuselage can still be covered by the tape (Figure 1).

Converging

In practice, the probability of two gliders being on a converging track is much higher than head-on situations. (An example would be when two gliders are heading for the same thermal). What makes some of these situations so dangerous is the combination of unexpectedly high closing-speeds and peripheral position.

Figure 3 shows four different collision scenarios with convergence angles from 180° (head-on) to 60°. In all cases the speed is 100kph (54kt). The angle at the bottom of the diagram is the relative bearing at which the pilots see each other (at a 90° convergence angle the pilots will see each other at 45° from the centre line).

The most dangerous case is the one where the tracks intersect at an angle of 60°. From the perspective of both pilots the other glider appears stationary at an angle of 60° (2 or 10 o'clock) – far out in the field of peripheral vision. The unexpectedly high closing-speed makes this situation very dangerous: although both gliders fly only at 100kph, they are also closing on each other at 100kph, or over 100' per second, just as if they were flying head-on into a brick wall! With more acute convergence angles, closing speeds decrease significantly.

Thermals

As thermals are the congested traffic areas in gliding, most mid-air accidents happen there. The most serious conflicts occur when entering, and sometimes when leaving.

Figure 4 shows gliders A and B entering the same thermal from roughly opposite directions and 1,200' offset. Both contact the thermal (1) and both turn right. It is unlikely that pilot A will see glider B in this position. In position 2, pilot A will see B only with good lookout and luck – 7.5s to impact and only four seconds to position 3 where a collision is inevitable. Even in position 3, pilot A can see glider B only if he looks hard right. In all likelihood pilot A will never know what hit him, even though, according to the rules of the air, the collision was technically his fault.

Figure 5 shows the case of two gliders (A & B) diverging with a lateral separation of 1,000' and contacting the same thermal with opposite turns. At the start of the turn (position 1), with 15 seconds remaining to impact, it is nearly impossible for the pilots to see each other.

With good lookout they will see each other in position 2 with 11.5s to impact and 8s to position 3 where a collision is inevitable. Collisions between gliders established in a thermal occur at low relative speed and often without serious consequences. Fortunately, peripheral vision works really well in thermals.

Figure 6 – Fractured scan of an ab-initio pilot.

How can we prepare ourselves?

Lookout techniques: use the horizon as an anchor to sweep over a 120° arc. This is the zone with the highest probability for conflict. Do not focus on single points on the horizon (trees, towers, hills). Aircraft below the horizon are much harder to spot than those above. Try to use and train your peripheral vision. Be alert if you spot a plane with no apparent relative movement, do not take your eyes off it until you are satisfied there is no danger of collision. Figure 6 shows the eye movement of a beginner pilot: from the altimeter his scan hangs up at the airfield to the right of the cockpit, from there up and to the left hangs up below the horizon (possibly another aircraft), from there up to the horizon, hangs up at a cloud, narrow sweep to the right, hangs

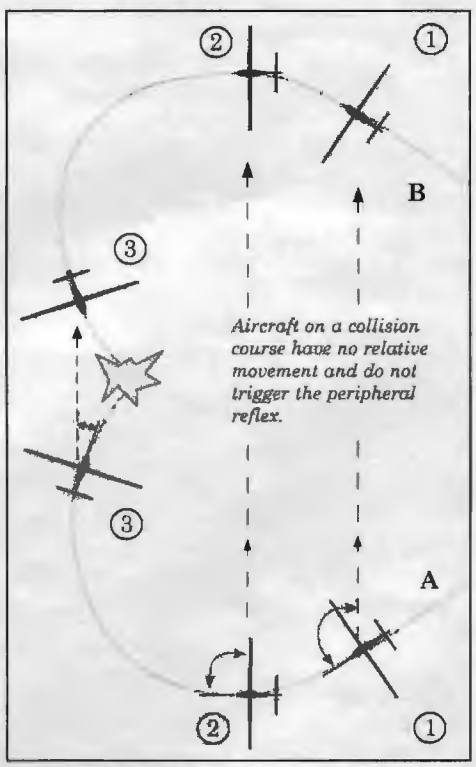

Figure 5 – Collision Course.

Figure 7 – The scan of an experienced pilot.

up again, then down to hang up at the vario.

Figure 7 shows the eye movement of an experienced soaring pilot: his scan, starting at the altimeter, includes all important terrain features (airfield), weather (Cu), sweeps the horizon symmetrically to the centre line and covers all instruments in one fluid motion without getting stuck at any single detail.

Shape Recognition

One of the brain's functions is to filter the dazzling stream of information provided by the eyes. From childhood we have been trained to recognise the shapes of letters and words. As a consequence, we can read a word within a split second. We can also teach our brains to pick out and recognise aeroplanes and their directions of flight just as quickly.

In Figure 8, cover the two bottom gliders and look at the glider on top. Is it flying away or towards you? Now uncover the other two gliders. This little exercise shows how easy it is to draw the wrong conclusions. Your life could depend on getting it right in a split second.

If you are instructing, ask routinely and often during every flight (also while on tow) how many aeroplanes your student sees. Point out the ones he doesn't see. This should also be a routine exercise during spring check-flights—just make sure the old eyes didn't get dim over the winter.

One technique used in Germany is for the instructor to constantly point out other planes position, direction and with reference to the horizon (two o'clock high, nine o'clock low). The student finds them and acknowledges. Later, when the student is more experienced in spotting planes for himself, he will point them out to the instructor instead. Once he is proficient at this exercise, ask him to identify the other plane's direction of flight (direction, climbing/descending).

Anticipation

It is much easier to spot targets when you can anticipate where they are going to be. Practise anticipating the movements of aeroplanes and draw conclusions as to whether or not a conflict could develop:

- Where will the tow, just lifting off, be in a minute?
- The tug just released, where will it go?
- When heading for a thermal with gliders in it, which ones are more likely to be a problem, above or below the horizon? Try revsersing your situation – you are in the thermal, and you see other gliders are heading for it.

Gaggle Experience

For the inexperienced pilot it is impossible to assess and anticipate the complex relative movements of many gliders in a thermal. Post-solo students should get a good dose of experience in flying close to other gliders (a dual exercise), joining thermals, etc. This will allow the student to get a feel for the relative movements of gliders and to learn to recognise situations that are potentially dangerous.

Good Tips

Head Gear: it is important to wear a hat that does not obscure your field of vision. Wearing a baseball cap is like painting the top third of the canopy black.

Sunglasses: our eyes cannot focus in ultra-violet light. When choosing glasses make sure you get good UV filter characteristics. On a bright day distant objects appear clearer when the UV portion of the light is filtered out. In addition, the same effect will allow you to see thermals better (haze domes and forming Cu).

Brain fitness: as the brain is so central to vision and recognition you should make sure it is running well. The following factors degrade brain performance: lack of oxygen (hypoxia); dehydration; alcohol; drugs (hangovers); lack of sleep.

Although there is no absolute protection against mid-air collisions, practising good lookout techniques, knowing *how* to look and *where* to look and recognising potentially dangerous situations will help us to reduce the risk. Being at a high level of alertness not only increases the intensity of the experience, it also makes it a safer one.

Figure 8 – Look at the top glider: is it coming towards you, or flying away? If you can only see a silhouette your brain fills in the details. Always assume that the other glider is coming your way. Don't let your mind play tricks on you.

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Workshop Glossary

(part 1)

Hammer: Originally employed as a weapon of war, the hammer nowadays is used kind of divining rod used to locate expensive glider parts not far from the object we are trying to hit.

Utility Knife: Used to open the contents of cardboard cartons delivered to your front door and to slice through the contents. Works particularly well on boxes containing wing covers, parachutes and canopies.

Electric Drill: Normally used for spinning pop-rivets in their holes, but it also works well for drilling holes in the floor pan just above the vacuum line that goes to the total-energy tube.

Aviation Tin-snips: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion. The more you attempt to influence its course the more dismal your future becomes.

Hacksaw: See *Aviation Tin-snips.*

Mole-Grips: Used to round off castellated nuts on control fittings. If nothing else is available they can also be used to transfer intense welding heat to the palm of your hand.

Oxy-acetylene Torch: Originally purchased as an industrial strength metal-working tool that combines gases in the presence of a spark to create welding heat. Now used exclusively for smoking paperless barograph drums.

–Peter King

Recovery in Action

by Peter Selinger

On Friday 14th May a new soaring safety milestone was reached. Hansjorg Streifeneder, of Glasfaser Flugzeug Service, Germany, successfully tested his glider rescue-system in flight.

The weather was rather bad late in the afternoon, but there was a hole in the cloud large enough to offer a satisfactory view of the ground. Streifeneder himself launched the specially fitted Discus for the first real test of his system.

In straight flight he fired the parachute container. The drogue parachute opened well, quickly followed by the main rescue canopy. Both parachutes deployed, as expected, safely above the glider. After a short swing the sailplane stabilised, without tumbling or rotation, and suspended itself slightly nose-down as calculated. After some ten seconds of stable descent, Streifeneder cut the parachute cables and landed safely back at his home gliding club, Grabenstetten, in South Germany.

What a success! For the first time all Streifeneder's calculations, and those of his partners, proved to be correct. On Friday 28th May Streifeneder again succeeded with two further deployments, but this time at higher speeds. Yet more tests will be held, at even higher speeds until the whole flight envelope has been explored.

None of these tests could have been conducted without the permission of the German Bundeswehr. They have allowed the team to use a section of airspace above a military training area, thereby avoiding any risk of injuries occurring as the released parachutes fall to the ground.

When the next tests have been done, I hope to report more successes, and give more details of the progress in this system's development and availability. For me it is remarkable, that this very small company Glasfaser Flugzeug Service Hansjorg Streifeneder, which is the first in Germany to be JAR-certified as manufacturer and maintenance supplier, has achieved all this on its own, at its own risk and without any third-party help.

Hansjorg Streifeneder in the specially-adapted Discus, testing his glider recovery system for real.

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Century Stand

When the Old Boys were Young Boys. BGA Treasurer, Keith Mansell, writes about the early days he shared with Platypus.

In August 1949 Platypus, I and ten other 15/16-year-old lads, from King Edward's School Birmingham, spent eight days at No 48 Gliding School, RAF Castle Bromwich which was the one-time home of Alec Henshaw and his Spitfires. We were to fly in rather different aircraft, namely two Kirby Cadet Mark I single-seater gliders.

Before our course we knew little of gliding and nothing of soaring! We were to learn gliding by the 'solo training' method; no pansy two-seaters for us! Our course was led by ever-helpful Dave Dennett who held Silver Badge 221 for which, we learned, he had made a flight of *five hours!*

Rain robbed us of the first two days, but on the third day we were able to take our first lessons. To begin with we pointed our Cadet into wind and practised using the ailerons to balance its wings. We progressed to Ground Slides whereby we were dragged, by the winch cable, across the airfield for more wing-balancing practice. After that came Airborne Slides and, with a little more power from the winch, a Slide became a Low Hop and I was airborne at last!

In most cases an early Low Hop reached an altitude of just a few feet, but not in my case! Zooming to perhaps twelve feet, I panicked, pushed the stick hard forward and bang! With a fuselage longeron broken that Cadet was confined to Low Hops for the rest of the course; all twelve of us had to share the other Cadet. I was not popular that day, but it was thirty-eight years before I broke another glider.

From higher Low Hops (with the cable still attached) we progressed to low High Hops. The briefing consisted of two valuable pieces of advice: 'Don't touch the rudder!' and 'If it goes quiet push the stick forward'. At last we were allowed to release the cable and glide (without turning) towards the far end of the airfield!

Once at the other end of the field the glider was retrieved by an open-topped ex-military Beaverette. A boom projected from the driver's side, and was attached to the nose of the Cadet. For stability, the glider's port wing rested on the knees of two students who sat, facing backwards, at the rear. During one such retrieve, I was supporting the wing when it bounced upwards, hit me under the chin and dislodged the crown from one of my front teeth. Accident prone, I hear you saying!

By the end of the course we had each done about ten High Hops, to some 500', and had managed, from at least one such launch, to glide for the thirty seconds needed for the 'A' certificate! Still knowing nothing about soaring we wondered just how high one had to be launched to achieve the five-hour flight for the Silver Badge!

Neither Platypus nor I did much more gliding until 1958 when he joined Dunstable and I the Long Mynd. In 1959 I gained Silver badge 805 and Platypus 869. I was ahead of him then, but never again! I am unaware that any of our ten course colleagues did any more gliding, although at least two joined the RAF at Cranwell.

In 1961, at the Mynd, I took Dave Dennett for a check-flight, and had to caution him for flying too slowly in the Eagle! How the wheel had come full circle! I owe Dave so much for triggering what for me has been a lifetime's absorbing hobby.

Two years ago I hit a sheep with a K21. When I filled in the accident form, I was able to answer the question: 'How many launches to solo' with 'None'! I hope Bill Scull (then Chairman of the BGA's Safety Committee) understood!

In cricketing parlance the scores are:

Platypus	not out	50 years
BGA Treasurer	not out	50 years
		100

Platypus is kneeling, front left, and Keith is standing, third from the right.

Electronic Log Cabin

by Tony World

Most gliding clubs work on a self-help basis and workloads on individuals, particularly the Treasurer, seem to grow and grow.

Four years ago our Treasurer 'came to the washroom to hang up his boots'; he was exhausted by mundane, thankless work involved with processing the daily flying log, in addition to all the other treasurer's duties that he had to keep him busy.

Figure 1 – The Flying List.

In order to encourage other club members to take on some of these burdensome tasks, we analysed the Treasurer's job in great detail. It was clear that most of his time was taken up balancing the payments received each flying day, chasing people who had not paid at all, and persuading people that they actually owed more than they thought (perhaps as a result of a log-keeping error) *as well as* processing the flying-log.

We tried to roster log-keeping, but problems still occurred; we had illegible logs, incomplete logs, and simple mis-calculations in the amount to be paid. The list of problems was endless, and continued week after week after week.

To our knowledge, computerised logging had not been tried before, so we decided to investigate the possibility of a computerised launch point, with the aim of alleviating the majority of problems we had been encountering. We approached a club member, John Hale of Turnpike Technics, who had already successfully developed the 'Logstar' electronic logbook system, and the idea was born.

Requirements

We decided to split the new system's use into four modules:a log-keeping system plus three compatible 'daughter' modules (Treasurer, Membership and Statistics). The heart of the system is the log-keeping module, without which the other three modules do not work.

It was clear that in a gliding club environment the system had to be easy to use, reliable and flexible. Above all, it had to be capable of dealing with the complex VAT-accounting found in clubs that fly both members and visitors.

Log-keeping module

The basis of the system revolves around the inclusion of all member details being installed in the module's database. The interface has drop-down boxes, which can be scrolled allowing flights to be logged quickly.

Flying List (fig.1): Pilots are placed on the list when they arrive and flights are offered to them in that order, although the log keeper can, if necessary, select pilots in a different order. A print-out of this list, highlighting trial lessons, early solo pilots, etc., is a useful feature for a duty pilot.

Logging (fig 2): When an entry is first added to the log it shows the aircraft registration, name(s) of the pilot(s), membership class and the launch type. Take-off and landing times are entered subsequently. Many such entries can be made and eventually form a 'virtual' launch queue. To log the launch and landing times the flight is re-selected, a button pressed at the right moment, and the relevant time is entered automatically.

Check-flight Requirement: As the system holds all previous flights made

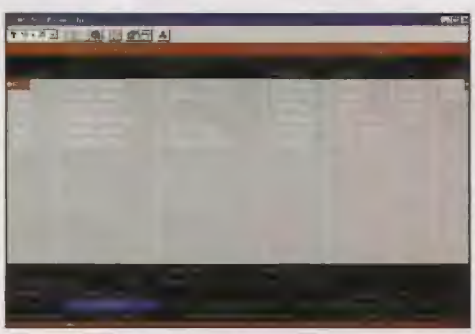

Figure 2 – The Log.

Figure 3 – Payment details.

from the site, as well as each pilot's flying status (such as 'early solo'), when a name is entered on the log the system looks to see how current the pilot is. The log-keeper passes this information to the duty instructor before the flight.

Fees: Once a flight has been logged the system automatically calculates the fee. Potentially, each flight has a two-part charge: the launch fee and the soaring fee. Either of these may be modified according to several other parameters (including launch type, flight time, membership type, glider type, pilot owner, and time of day).

Payments: Payments can be made either during or after the flying day by a simple process of selecting the menu 'Today's fees due', and highlighting the pilot's name. A screen showing a detailed breakdown of the fees due, both for that day and any previous account owing (fig 3) is then displayed. It is possible to print the day's flying for each pilot, thereby giving the him a hard copy of his flight details that he can then transfer to his own logbook.

End of day: when the system is shut down a receipt summary, showing exactly how much in cash and cheque should be to hand, is produced. The summary can be broken down into individual cheque and cash transactions, and will show the name of the log keeper taking the payment and the time of the transaction. At the end of the day a traditional log sheet can also be produced if required.

Launch Point Vehicle: running a computer and printer at the launch point posed some problems: we had no mains power; the system had to be able to run all day; it had to be protected from the weather and being run over by tractors,

etc. We quickly realised that the system would not run efficiently unless the computer was hard-wired into some type of vehicle, whether that be the launch point bus or a specially-adapted vehicle. Our search for an appropriate vehicle took us to a local double glazing company; I was friendly with the Managing Director and persuaded him to donate one of his out-of-date mobile trailers, which he made to demonstrate his double-glazed units. Thus our 'Log Cabin' was born.

We installed a desk and battery box in the cabin, and a 100Mhz Pentium laptop computer soon followed. A plate was bolted over the computer so that the screen is shielded from glare and a cowling was fitted around the screen to protect it from inquisitive fingers. A separate keyboard was plugged in which prevents damage to the computer by spilling tea into it. The disc-drive and the main switch can be found under a small lid.

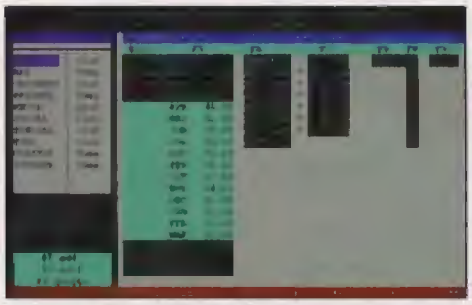

Figure 4 – Treasurer Module.

The computer was stripped of its Windows operating system and it starts up automatically when switched into the log-keeping programme. A mains-powered dot-matrix printer was bolted to the desk at the side of the screen with a continuous stationery tray underneath it.

Power System: we installed a 200 ampere-hour leisure-type battery which powers the printer (via an inverter –to produce the required 230V) and computer (via a car battery adapter which the computer manufacturer provides). An isolator switch and a permanent system for charging the batteries completed the installation.

About a year's effort went into the initial development of the log-keeping module before it was tested for real. Since then it has been in use for two years without needing to resort to a paper log.

For some 20,000 flights no data has been lost. During this operational period numerous modifications have been made, in response to user feedback, and these refinements are now built into the program.

Daughter Modules

Treasurer's System: All the pricing defaults can only be altered from within this module (fig 4). Each class of membership may be set up differently and is identified as subject to VAT or not. Payments on account may be made by cheque or standing order and a note of these payments is downloaded to the launch point computer each time the treasurer updates his system.

Membership system: this module maintains a database of members for management purposes. Apart from helping to keep the information up-to-date, it also ensures that new members are linked into the log keeping system and expired members are removed. The details kept for each member are shown in fig. 5. Only members names and next of kin details are available to the log-keeper.

Figure 5 – The Membership Module.

A mailing feature is available within this system which makes it easy to target groups such as instructors, pre-solo pilots, or to produce membership renewal invitations.

Before 'Logstar' we had to cope with log-sheets being lost or rained on, being indecipherable or incomplete. Now the sheets can be printed or reprinted, going back as far as we have been running the system.

The introduction of 'Logstar' has forced disciplines into the log-keeping function which resulted in complete and accurate information. The big advantage is that the computer does all the sums and analyses that are required for our accounting system. After each day's flying a summary is printed showing the fees collected, debts that have been paid, membership fees and monies that have been placed on account. 'Logstar' also keeps a record of unrelated sundry sales.

Portsmouth Naval Gliding Club's Log Cabin.

The programme also provides a breakdown of the money received so that, at a glance, it is possible to see who has paid by cash and who has paid by cheque, and the amounts. We keep a record of transactions for ninety days allowing the resolution of payment queries.

Using the treasurer's link facility I transfer data to and from the launch point computer and to and from the accounts computer with a floppy disc about once a week. This enables me to perform accounting tasks independently at the launch point computer, like adjusting parameters such as changing rates, or making debits or credit entries to members accounts.

Conclusion: Our treasurer *did* resign, (bless his boots), in spite of the new system. He really had had enough! Our new Treasurer has been operating the system for 22 months and has had none of the problems that his predecessor encountered. In addition, he spends only very little time each week in picking up the figures from the 'Logstar' report and plugging them automatically into his accounts package!

Inside the Log Cabin.

Club-class World Competition

Jan 2001

The Club-class has been strong in Europe for a number of years.

It is very similar to the thriving Sports-class in the USA and Australia. Club-class involves gliders which are no longer competitive in Standard, 15m and Open-class competitions, but which can still provide some excellent soaring, and usually at much lower cost. Clubs around the world have these gliders, and can make them available for their members. Models like the Cirrus, Libelle, LS3, ASW20, Astir qualify for the Club-class.

We now have an opportunity to bring the highest levels of competition (i.e. World championships) to the majority of our membership, world-wide. Countries which have rarely flown in world championships previously, can now afford to fly in the Club-class.

The first world championships in Club Class will be held in Australia, at Gawler, in January 2001.

For those new to Club-class, those who would like to get some practice before the 'real thing', or for those who would enjoy great soaring conditions during the Northern winter, the Australian Club-class Nationals will be held at Gawler in Jan. 2000, incorporating 'Barossaglide', an International championship.

Barossaglide will run from the 17-28th January 2000, and is open to pilots from any country, provided they have previously flown in National or other major championships. With a favourable exchange rate the comp. should be affordable for pilots from across the world!

Further information is available at: http://www.worldclubclass.on.net

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100 Years of Flight

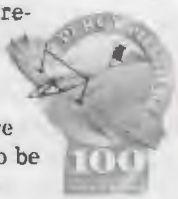
25th Sept-3rd October

The Soaring Centre will be celebrating 100 years of flight to mark the anniversary of the death of Percy Pilcher.

Percy Pilcher died at Stanford Hall in Sept. 1899, and we are planning to commemorate the significance of his achievement with regard to aviation in general.

Activites will include:
25th-26th Sept
The Soaring Centre Open Weekend

27th Sept - 3rd October, as follows:
Trial Gliding Lessons, Glider Aerobatics, The Vintage Glider Club Rally, Fly-in (Fly-past) to Stanford Hall, Static display, Craft Fair, Model Aircraft, Steam Engines, Children's Fair, a party on the Saturday, Live music & fireworks, Vintage cycles, Tiger Moth, Police Helicopter



There will be many more activities which are still to be confirmed. Tickets will be available for the week's event. They only cost around £5, or £10 for the event and the party.

Further information is available from: The Soaring Centre (tel: 01858 880521).

A Message From Camphill

Camphill had been looking forward to a good Summer with twenty-four eager new members gained from our Flying Start publicity campaign.

Then we were faced with the reality of a serious mid-air collision on Bank Holiday Monday, 31st May, and the deaths of three pilots, all well-known, respected and loved members of the club. We lost Steve Robertshaw and Caroline Roberts in the Grob and Brian Curran in the ASW20; the effect on Camphill has been devastating.

All three were active members of the club; Steve was a good competition pilot and looking forward to becoming our CFI next year, Caroline had an infectious enthusiasm which used to move us forward. Brian looked after our radios and flew as an AEI, as did Caroline.

We extend our *deepest* sympathy to their families and friends. Life has to go on, and we are now getting back to normal. We are looking forward to some good flying in the Summer, and to seeing old and new friends at the Camphill Vintage Gliding week from the 26th June to the 3rd July.

-Malcolm Blackburn
Chairman, Derby & Lancs GC

UK Club Directory

by Le Forbes

Key

T: = telephone
F: = fax
S: = club secretary
E: = email
I: = Internet
P: = pager number
M: = mobile
C: = Chairman
CFI: = Chief Flying Inst.
(CA) = site address

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Angus Gliding Club
I: http://ds.dial.pipex.com/town/estate/xft84/angus.gliding.club/
Drumshade Farm, Roundyhill, Glamis, by FORFAR, Scotland. S: Dave Thompson, 21 Broomwell Gardens, Monikie Broughty Ferry, DUNDEE, DD5 3QP. T: 01382 370433

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I: http://members.aol.com/aquilauk/
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T: 01295 811056. E: aquilauk@aol.com
S: F. Boyce, 9 Glovers Close, Hensington Gate, WOODSTOCK, Oxon OX20 1NS
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S: Officer in charge, Bannerdown GC RAF Lyneham, Chippenham, Wilts SN15 LA2.
T/F: 01249 821031 (Andy Miller).
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S: Derek Littler, 31 Hamilton Road, Garswood, WIGAN, WN4 0SU T: 01942 716327

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Nympsfield, STONEHOUSE, Glos, GL10 3TX. T: 01453 860342 F: 01453 860060
E: Secretary@bggc.demon.co.uk
S: Chris Osgood, Woodmancote Court, 23 Bull Pitch, DURSLEY, Glos GL11 4NG. T: 01453 543576 E: Chris@ilex-it.demon.co.uk

Bristol University Gliding Club
I: http://www.bris.ac.uk/Depts/Union/Gliding/
c/o Bristol University SU, Queens Road, Clifton, BRISTOL BS8 1LN

Buckminster Gliding Club
I: http://www.btinternet.com/~buckminster.gc/
Saltby Airfield, Sproxton Road, Skillington, GRANTHAM, Lincs NG33 5HL T: 01476 860385 S: Mrs C. Lawrence, 13 Kipling Dr, MELTON MOWBRAY, Leics, T: 01664 68742

Burn Gliding Club
Park Lane, Burn, SELBY, Yorks YO8 8LW
T: 01757 270296
S: David Slocombe T: 01484 543623

Cairngorm Gliding Club
I: http://www.gliding.org
Blackmill Airstrip, Feshiebridge, KINCRAIG, Inverness. T: 01540 651317 S: Bernhard van Woerden, Flat 6, 1 Murray Place, Haugh Road, INVERNESS, IV2 4SH T: 01463 241074 E: scottee@globalnet.co.uk

Cambridge Gliding Club
I: http://www.glide.co.uk
Gransden Lodge Airfield, Lodge Farm, Longstowe Road, Little Gransden, SANDY, Beds SG19 3EB T: 01767 677077 S: Gordon Hannah, 8 Linton Road, Great Abington, CAMBRIDGE, Cambs CB1 6AA

Cambridge University GC
I: http://www.cam.ac.uk/CambUniv/Societies/gliding/ postal: c/o Cambridge GC

Carlton Moor Gliding Club
Carlton Moor, STOKESLEY, N. Yorks.
T: 01642 778234 (weekends only)
S: R. Evans, 17 Clepstone Avenue, Linthorpe, MIDDLESBOROUGH, Cleveland TS5 5LL T: 01642 815160

Channel Gliding Club
Waldershare Park, Whitfield, DOVER, Kent, CT15 5NH T: 01304 824888 S: Sandra Davis, Holly Tree Cottage, Waldershare Road, Ashley, DOVER, Kent CT15 5JA.
T: 01304 827955

Chilterns (services club)
I: http://www.ava.co.uk/cgc
RAF Halton T: 01296 623535

Clevelands (services club)
I: http://www.dishforthairfield.freeserve.co.uk
RAF Dishforth T: 01423 324053

Connel Gliding Club
North Connel Airfield, OBAN, Argyll
T: 01631 710428 S: Bruce Millar, Shiloh Village Development, Benderloch, OBAN, PA37 1QS T: 01631 720442

Cornish Gliding Club
I: http://members.aol.com/cornglide/page1.htm
Trevellas Airfield, St. Georges Hill, PERRANPORTH, Cornwall TR6 9QB T: 01872 572124 E: cornglide@aol.com S: R. Gillow, Homeleigh, 60 East End, REDRUTH, Cornwall TR15 2EL T: 01209 216583
E: gillow@gillow.eurobell.co.uk

Cotswold Gliding Club
I: http://www.fenetre.co.uk/~cotswold/
Aston Down Airfield, Minchinhampton, STROUD, Glos, GL6 8HT T: 01285 760415 S: Bill Alden, Monks Ditch, CRANHAM, Glos GL4 8HF T: 01452 862379

Cranwell (services)
I: http://www.gliders.freeserve.co.uk
RAF Cranwell T: 01400 261201 x7230
M: 0787 0869501. Weekends & PH *only*.

Culdrose (services)
RN Culdrose & Predannack.

Dartmoor Gliding Society
Burnford Common, Brentor, TAVISTOCK, Devon. T: 01822 810712.
S: Mark Arnold, Park Cottage, Chillaton, LIFTON, Devon PL16 0HP.
T: 01822 860271.

Deeside Gliding Club
I: http://www.richardcaw.freeserve.co.uk
Aboyne Airfield, Dinnet, ABOYNE, AB34 5LB T: 01339 885339 S: Rhona Magowan, 25 Contlaw Place, MILLTIMBER, Aberdeenshire AB13 0DS. T: 01224 733350

Denbigh Gliding Club
LLewoni Parc, Mold Road, DENBIGH, N. Wales. S: John Bradley, 129 Broughton Hall Road, Broughton CHESTER, Cheshire CH4 0QQ T: 01244 532461

Derbyshire & Lancashire GC
I: http://www.gliding.u-net.com
Camphill, Gt Hucklow, TIDESWELL, Derby SK17 8RQ T: 01298 871270
E: dlgc@gliding.u-net.com S: Paul Reavil, Criffell, Derby Rd, Risley, DRAYCOTT, Derby DT2 3SS T: 0115 939 2931

Devon & Somerset Gliding Club
North Hill Airfield, Broadhembury, HONITON, Devon. T: 01404 841386 S: Eddie Bromwell, Lynwood, Kennford, EXETER, Devon EX6 7YA T: 01392 832836

Dorset Gliding Club
Eyres Field, Puddletown Road, Hyde, WAREHAM, Dorset BH20 7NG
T: 01929 405599 S: David Allibone
Virginia, North Street, LANEPORT, Somerset TA10 9RH. T: 01458 253390

DRA Farnborough (Restricted)
I: http://freespace.virgin.net/jon.knowles/dra-gc.html
RAF Odiham, ODIHAM, Hampshire RG29 1QT T: 01256 703157 (clubhouse) or 01256 702134 (RAF Ops). Membership S: Mrs. D. J. Knowles T: 01252 393867 or 01252 512952
E: jon.knowles@virgin.net

Dukeries Gliding Club
Gamston Airfield, Gamston, EAST RETFORD, Notts. S: J Pollatt, 44 Meadow Road, WORKSOP, Nottinghamshire.
T: 01909 501032 C: (Keith Gregory)
E: Keith@gregorvks.force9.co.uk

Dumfries & District Gliding Club
I: http://www.paszki.freeserve.co.uk/ddgc.htm
Fulgunzeon, by DALBEATTIE, Dumfries & Galloway. T: 01387 760601
S: I. Slack, 25 Hardthorn Road, DUMFRIES, DG2 9HY T: 01387 264612
E: (Kaz Paszki) kaz@paszki.freeserve.co.uk

East Sussex Gliding Club
I: http://www.gliderpilot.net/eastsussexglidingclub
Kitson Field, The Broyle, RINGMER, East Sussex BN8 5AP T: 01825 840347
S: J. S. Forster, 21 Greenfield Drive, Ridgewood, UCKFIELD, East Sussex TN22 5SF
T: 01825 7675076

Enstone Eagles Gliding Club
I: http://members.aol.com/enstonegc/
Control Tower, Enstone Airfield, CHIPPING NORTON, Oxon OX7 4NP T: 01608 677461
S: John Nicholson, 21 Jackstraw Lane, Headington, OXFORD, OX3 0DL T: 01865 433629
C: M.Weston E: mikej_weston@uk.ibm.com

Essex Gliding Club
I: http://homepages.enterprise.net/ahart-
North Weald Airfield, NORTH WEALD, Essex T: 01992 522222
and at:
Ridgewell Airfield, Pannels Ash, Ashen, SUDBURY, Suffolk CO10 8JU
T: 01440 785103
S: G. Martin, 54 Royston Avenue, CHINGFORD, London E4 9DF
T: 0181 523 0611

Essex & Suffolk Gliding Club
I: http://www.esgc.co.uk
Wormingford Airfield, Fordham Road, Wormingford, COLCHESTER, Essex CO6 3AQ T: 01206 242596 S: Chris Bailey
E: chris@egerton.com T: 01787 222223

Fenland (services)
I: http://www.glidingclub.freeserve.co.uk/
RAF Marham T: 01760 337261

Four Counties (services)
RAF Syerston T: 01636 525300

Fulmar (services)
RAF Kinloss T: 01309 672161 x7599

Glyndwr Soaring Club
See: *North Wales Gliding Club* and *Denbigh Gliding Club*

Herefordshire Gliding Club
I: http://www.shobdon.demon.co.ukShobdon Airfield, Herefordshire HR6 9NR
T: 01568 708908 S: Michael Dodd, 20 Hollymount, WORCESTER, Worcs WR4 9SE
T: 01905 28318 or 01483 211886
E: mike_dodd@phoenix.com

Heron (services)
Heron Gliding Club, RNAS Yeovilton, ILCHESTER, Somerset BA22 8RB
T: (weekends) 01935 456390 (clubhouse) or 01935 456337 (hangar)
S: Roger Bowker T: 01935 433586
CFI: Derek Marpole T: 01935 863055 F: 01935 863757 M: 0966 237257
E: DerekJMarpole@compuserve.com

Highland Gliding Club
Easterton Farm, Birnie, ELGIN, Morayshire
T: 01343 860272
S: Mrs S J Webster, 5 St Michael's Lane, DUFFTOWN, Banffs, AB55 4FG

Imperial College Gliding Club
I: http://www.su.ic.ac.uk/clubsocs/rec/gliding
c/o Lasham Gliding Soc. T: 01256 381270
E: icgc@ic.ac.uk

Islanders (Isle of Man)
See: *Andreas*

Kent Gliding Club
Squids Gate, CHALLOCK, Kent TN25 4DR
T: 01233 740274 & 01233 740307
F: 01233 740811 S: Stefan Bort, 126 Grove Park, London. SE5 8LD. T: 0171 274 6532

Kestrel (Odiam - army)
S: Peter Hewstone T: 01252 675998
CFI: Marc Morley T: 01784 460386

Lakes Gliding Club
I: http://www.lakesgc.force9.co.uk
Walney Airfield, BARROW-IN-FURNESS, Cumbria LA14 3YJ T: 01229 471458
S: A. Dennis, 51 Solway Drive, Walney Island, BARROW-IN-FURNESS, Cumbria LA13 3XN T: 01229 470075

Lasham Gliding Society
I: http://www.lasham.org.uk
Lasham, ALTON, Hants GU34 5SS
T: 01256 381322
S: John Gilbert (CA)
E: office@lasham.org.uk

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Over 1000m
500 - 1000m
200 - 500m
100 - 200m
0 - 100m
SCOTLAND
1 Angus (Drumshade)
2 Cairngorm (Feshiebridge)
3 Connel (Oban)
4 Deeside (Aboyne)
5 Dumfries & District (Falgunzeon)
6 Fulmar (RAF Kinloss)
7 Highland (Easterton)
8 Lomond (Leuchars)
9 Scottish Gliding Union (Portmoak)
10 Strathclyde (Strathaven)
NORTHERN IRELAND
98 Ulster (Bellarena)
Elgin
Inverness
Fort William
Ballater
Aberdeen
Oban
Perth
Edinburgh
Glasgow
Dumfries
Carlisle
Newcastle
Penrith
Belfast
Scarborough
ENGLAND
11 Andreas (Isle of Man)
12 Anglia (Wattisham)
13 Aquila (Hinton-in-the-Hedges)
14 Bannerdown (Keevil)
15 Bath, Wilts & North Dorset (Kingston Deverill)
16 Bicester (RAF Bicester)
17 Bidford Gliding Centre Ltd (Bidford)
18 Booker (Wycombe Air Park)
19 Borders (Galewood)
20 Bowland Forest (Chipping)
21 Bristol & Gloucester (Nympsfield)
22 Buckminster (Saltby)
23 Burn (Selby)
24 Cambridge (Gransden Lodge)
25 Carlton Moor (Carlton Moor)
26 Channel (Waldeshare Park)
27 Chilterns (RAF Halton)
28 Clevelands (RAF Dishforth)
29 Cornish Gliding & Flying Club (Perranporth)
30 Cotswold (Aston Down)
31 Cranwell (RAF Cranwell)
32 Culdrose (RN Culdrose & Predannack)
33 Dartmoor Gliding Society (Brentor)
34 Derby & Lancs (Camphill)
35 Devon & Somerset (North Hill)
36 Dorset (Hyde, Wareham)
37 DRA Farnborough (Odiham)
38 Dukeries (Gamston)
39 East Sussex (Ringmer)
40 Enstone Eagles (Enstone)
41 Essex (North Weald & Ridgewell)
42 Essex & Suffolk (Wormingford)
43 Fenland (RAF Marham)
44 Four Counties (RAF Syerston)
45 Herefordshire (Shobdon)
46 Heron (RAF Yeovilton)
47 Humber (RAF Scampton)
48 Imperial College (Lasham)
49 Kent (Challock)
50 Kestrel (Odiham [Army])
51 Lakes (Walney)
52 Lasham Gliding Society (Alton)
53 Lincolnshire (Strubby, Alford)
54 London (Dunstable)
55 Mendip (Halesland)
56 Midland (Long Mynd)
57 Needwood Forest (Cross Hayes)
58 Nene Valley (Upwood)
59 Newark & Notts (Winthorpe)
60 Norfolk (Tibenham)
61 North Devon (Eaglescott)
62 Northumbria (Currock Hill)
63 Oxford (Weston on the Green)
64 Oxfordshire Sport Flying (Enstone)
65 Peterborough & Spalding (Crowland)
66 Portsmouth (RN Lee on Solent)
67 RAE Bedford (Thurleigh)
68 Rattlesden (Rattlesden)
69 RSRF Flying Club (Pershore)
70 Sackville (Riseley)

70 Sackville (Riseley)
71 Shalbourne (Rivar Hill)
72 Shenington (Edge Hill)
73 Shropshire Soaring Group (Sleap)
74 Southdown (Parham)
75 Spilsby Soaring Trust (Spilsby)
76 Staffordshire (Seighford)
77 Stratford on Avon (Snitterfield)
78 Surrey Hills (Kenley)
79 Surrey & Hants (Lasham)
WALES
93 Black Mountains (Talgarth)
94 Denbigh (Denbigh)
95 North Wales
96 South Wales (Usk)
97 Vale of Neath (Rhigos)
Statute miles
0 10 20 30 40 50 60 70 80 90 100
Motorways
M25
A1
Other major roads
ENGLAND - continued
80 The Motor Glider Centre (Hinton-in-the-Hedges)
81 The Soaring Centre (Husbands Bosworth)
82 Trent Valley (Kirton in Lindsey)
83 Turweston (Turweston)
84 Upward Bound Trust (Thame)
85 Vale of White Horse (Shrivenham)
86 Vectis (Bembridge)
87 Welland (Lyveden)
88 Wolds (Pocklington)
89 Wrekin (Cosford)
90 Wyvern (Upavon)
91 York Gliding Centre (Rufforth)
92 Yorkshire (Sutton Bank)
Dublin
Lancaster
Harrogate
York
Hull
Leeds
Manchester
Liverpool
Sheffield
Lincoln
Denbigh
Stoke on Trent
Nottingham
Grantham
Norwich
Shrewsbury
Birmingham
Leicester
Peterborough
Aberystwyth
Bury St Edmunds
Cambridge
Ipswich
Banbury
Bedford
Hereford
Brecon
Pembroke
Gloucester
Oxford
London
Cardiff
Bristol
Swindon
Reading
Basingstoke
Maidstone
Folkestone
Barnstaple
Taunton
Salisbury
Southampton
Brighton
Exeter
Bournemouth
Plymouth
Penzance
UK Club Directory
1999
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Lincolnshire Gliding Club
Strubby Airfield, ALFORD, Lincs LN13 1AA
T: 01507 450698 S: Steve Sykes, 127 Roman Bank, SKEGNESS, Lincs PE25 1SD.
T: 01754 760175

London Gliding Club
I: http://www.powernet.co.uk/gliding/
Tring Road, DUNSTABLE, Bedfordshire LU6 2JP T: 01582 663419 S: K. Downham, 7 Greenways, ABBOTS LANGLEY, Herts WD5 0EU T: 01923 267058

Marchington Gliding Club
See: *Needwood Forest Gliding Club*

Mendip Gliding Club
Halesland Airfield, New Road, Draycott, CHEDDAR, Somerset BS27 3SJ
T: 01749 870312 S: J. P. Haxell, Somerdale, Ham Hill, Hilcombe, BATH, Avon T: 01761 232080

Midland Gliding Club
I: http://members.aol.com/longmynd/mgc.htm
Long Mynd, CHURCH STRETTON, Shropshire SY6 6TA T: 01588 650206
S: John Parry, Holly Cottage, Wentnor, BISHOPS CASTLE, Shropshire SY9 5EE
T: 01588 650379
E: longmynd@aol.com

Needwood Forest Gliding Club
I: http://ourworld.compuserve.com/homepages/ADChapman
Cross Hayes Field, Maker Lane, Hoar Cross, BURTON ON TRENT, Staffs DE13 8QR
T: 01283 575578
GPS: 52°47'40"N 01°49'14"W
S: Andy J. Davis, 95 Green Lane, Shelfield, WALSALL, West Midlands, WS4 1RR
T: 01922 693890 E: (Andy Chapman) ADChapman@compuserve.com

Nene Valley Gliding Club
I: http://website.lineone.net/~gpnuttall/nvgc/
Off Ramsey Road, Upwood, HUNTINGDON, Cambs M: 0860 693479
S: Les Walsh, 6 School Road, Earith, HUNTINGDON, Cambs PE17 3QB
T: 01487 843020

Newark & Notts Gliding Club
The Club House, Drove Lane, Winthorpe, NEWARK, Nottinghamshire NG24 2NY
T: 01636 707151
S: M. Evans, 1 Randall Cls, NEWARK, Notts NG24 2LF T: 01636 704293

Norfolk Gliding Club
I: http://www.ngcglide.freeserve.co.uk
Tibenham Airfield, LONG STRATTON, Norfolk NR16 1NT T: 01379 677207
E: ngc@avondale.clara.net
S: Josie Briggs, Avondale, Norwich Rd, Besthorpe, ATTLEBOROUGH, Norfolk NR17 2LB T: 01953 456310

North Devon Gliding Club
Eaglescott Airfield, Burrington, UMBERLEIGH, North Devon T: 01769 520404 S: B. Pearson, Scillonia, St. Peters Rd, Fremington, BARNSTABLE, Devon T: 01271 78204

North Wales Gliding Club
Llantisilio Mountains, Wales.
Gill Pennant M: 07801 227663

Northumbria Gliding Club
I: http://www.avnet.co.uk/home/mfellis/ngc.htm
Currock Hill, Chopwell, NEWCASTLE-UPON-TYNE, NE17 7AX
T: 01207 561286
S: Don Welsh, 9 The Court, Whickham, NEWCASTLE NE16 4HW
T: 01914 887702. F: 01914 232985

Oxford Gliding Club
I: http://www.vectorfields.co.uk/ogc/index.htm
RAF Weston On The Green, BICESTER, Oxon OX6 8TQ
T: 01869 343265
S: B. Taylor, 31 Church Road, UXBRIDGE, Middlesex UB8 3NB
T: 01895 231157

Oxfordshire Sportflying Ltd
Enstone Aerodrome, CHURCH ENSTONE, Oxon OX7 4NP
T: 01608 677208
S: J. Blakemore (CA)

Peterborough & Spalding GC
I: http://homepages.enterprise.net/noelmclaughlin
Postland Airfield, CROWLAND, Lincs.
T: 01733 210463
S: Linda Hiron, 21 Sir Isaac Newton Drive., BOSTON, Lincolnshire PE21 7SG
C: Noel Mclaughlin
E: noelmclaughlin@enterprise.net

Portsmouth Naval GC (services)
PNGC, PO Box 186, FAREHAM, Hants PO14 3XL T/F: 01705 550502
E: c/o martin.heneghan@gecm.com

RAE Bedford Flying Club
Building 109, DRA, BEDFORD, Bedfordshire MK41 6AE
T: 01234 261079
S: M. Riley, 11 Poplar Avenue, BEDFORD, MK41 8BL T: 01234 347567

Rattlesden Gliding Club
I: http://www.ccls.edu/rgc/
Rattlesden Airfield, Hightown Green, Rattlesden, BURY St. EDMUNDS, Suffolk IP30 0SX
T: 01449 737789
S: Humphrey Chamberlain, Hill House, Gt. Yeldham, HALSTEAD, Essex.
T: 01787 237241

RSRE Flying Club (services)
DRA Pershore, Long Lane, Throckmorton, PERSHORE, Worcs WR10 2LW
T: 01386 552123
S: Chris Thornhill, 5 The Lines, KEMPSEY, Worcs WR5 3LG
T: 01905 821538

Sackville Gliding Club
Sackville Lodge Farm, Riseley, Bedfordshire MK44 1BS T: 01234 708877
S: Tim Wilkinson (CA)

Scottish Gliding Centre
I: http://www.portmoak.force9.co.uk
Portmoak Airfield, Scotlandwell by KINROSS, KY13 7JJ
T: 01592 840543 or 01592 840543
S: James Provan (CA)

Shalbourne Soaring Society
I: http://www.arsharpe.demon.co.uk/ass/
Rivar Hill Airfield, Henley, MARLBOROUGH, Wiltshire SN8 3RJ
T: 01264 731204 S: Clive Harder, 8 The Frances, THATCHAM, Berks, RG13 4LT
T: 01635 867665 C: Stephen Ottner
E: stephen@ottner.clara.net

Shenington Gliding Club
I: http://freespace.virgin.net/fisher.m/sgc/
Shenington Airfield, Shenington, BANBURY, Oxon, OX15 6NY
T: 01295 680008
T: 01295 688121 (clubhouse)
S: Hilary Stevens (CA)

Shropshire Soaring Group
Sleap Airfield, WEM, Shropshire SY4 3HE
T: 01939 232045 S: C. Ratcliffe, Fayence, Fulford Rd, Stoke-on-Trent, Staffs ST11 9QT

Southdown Gliding Club
I: http://www.southdown-gc.demon.co.uk
Parham Airfield, Cootham, PULBOROUGH, West Sussex RH20 4HP
T: 01903 742137 (office)
T: 01903 746706 (clubhouse)
S: Derek Sephton (CA)
E: (Le Forbes) le@blot.co.uk

South Wales Gliding Club
I: http://www.users.globalnet.co.uk/~tonyho
The Airfield, Gwernesney, USK, Gwent
T: 01291 690536 S: Richard Slater, 3 The Rickfield, Hereford Rd, MONMOUTH, NP5 3HL T: 01600 713664
E: richard_slater@rickfield.freeserve.co.uk

Spilsby Soaring Trust
Great Steeping, SPILSBY, Lincs
T: 01754 830221
S: Tim Wiltshire, The Post Office, Great Steeping, SPILSBY, Lincs.

Staffordshire Gliding Club
I: http://www.glide.demon.co.uk/sgc/
Seighford Airfield, Seighford, STAFFORD, Staffs T: 01785 282575

Strathclyde Gliding Club
Strathaven Airfield, Coudlaw Farm, STRATHAVEN, Lanarkshire
T: 01357 520236
S: Colin Hagerty, 34 Wood Street, Blairhill, COATSBRIDGE, Lancashire ML5 1LY
T: 01236 421184

Stratford On Avon Gliding Club
I: http://www.gbutler.demon.co.uk/soag/
Snitterfield Airfield, Bearley Road, Snitterfield, STRATFORD-ON-AVON, Warks CV37 0EG T: 01789 731095 S: M. Davies, 26 Falstaff Ave., HOLLYWOOD, Birmingham B47 5EP T: 01564 822309

Surrey & Hants Gliding Club
Lasham Airfield, Lasham, ALTON, Hampshire T: 01256 381270
S: Liz Wells (CA)

Surrey Hills Gliding Club
Kenley Airfield, CATERHAM, Surrey CR3 5YG T: 0181 763 0091
S: Peter Wann (CA)

The Motor Glider Centre
Hinton-in-the-Hedges Airfield, Steane, BRACKLEY, Northants NN13 6LX
T: 01295 812775 M: 0836 787421
S: Mrs Susan Eagles, 9 Balliol Road, BRACKLEY, Northants NN13 6LY.
T: 01280 706272

The Soaring Centre
I: http://www.soaringcentre.demon.co.uk/
Husbands Bosworth Airfield, LUTTERWORTH, Leics LE17 6JJ
T: 01858 880521 or 01858 880429
S: David Booth, Sycamore House, High Street NASEBY, Northants NN6 7DD
T: 01604 740701

Trent Valley Gliding Club
I: http://www.ecba.demon.co.uk
The Airfield, Kirton in Lindsey, GAINSBOROUGH, Lincolnshire.
T: 01652 648777 S: Wayne Dewick, 6 Station Road, Kirton in Lindsey, GAINSBOROUGH, Lincs DN21 4BB T: 01652 648297
E: pwdewick@kirton.demon.co.uk

Turweston Gliding Club
Turweston Airfield, Turweston, BRACKLEY, Northamptonshire. T: 01280705400
S: Mark Barnard, 80 Wolverton Road, Stony Stratford, MILTON KEYNES, Buckinghamshire MK11 1DT T: 01908 567860

Ulster Gliding Club
I: http://www.d-n-a.net/aspects/ugc
Bellarena, Seacoast Road, LIMAVADY, Co. Londonderry T: 01504 760301
S: Tom Snoddy, 1 Orchard Way, HOLYWOOD, County Down BT18 0BE
T: 01232 423247

Upward Bound Trust Gliding Club
(*No post*) Aylesbury/Thame Airfield, HADDENHAM, Bucks S: P. Chamberlain, 89 Leverstock Green Rd, HEMEL HEMPSTEAD, Herts T: 01442 61747

Vale of Clwyd Gliding Club
See: *North Wales Gliding Club*

Vale Of Neath Gliding Club
Rhigos Airfield, Mount Road, Cefn Rhigos, GLYNNEATH, Midglamorgan
S: W. Evans, 185 St Helens Ave., SWANSEA, SA1 4NE T: 01792 653779
E: JEvans7551@aol.com

Vale of White Horse Gliding Centre
I: http://www.netcomuk.co.uk/~turnerg/
Sandhill Farm, Shrivenham, SWINDON, Wilts T: 01793 783685
E:turnerg@netcomuk.co.uk
C: Edmund Foggin 8 Balmoral Close, Lawn, SWINDON, Wiltshire SN3 1HR. T: 01793 535815 S: Mike Skinner, 4 Chedworth Gate, SWINDON, Wiltshire SN3 1NE T: 01793 488319 E: msasenv@compuserve.com

Vectis Gliding Club
I: http://www.btinternet.com/~vectis.gliding
c/o Pilatus Brittan Norman, Bembridge Airfield, BEMBRIDGE, IoW S: Malcolm Huddart, 7 Old Forge Close, Pitts Lanes, Binstead, RYDE, IoW PO33 3PL
T: 01983 567652 E: buddart@zetnet.co.uk

Welland Gliding Club
I: http://www.skynet.co.uk/~miskn/welland.html
Lyvedon Airfield, Harley Way, Lyvedon Road, Brigstock, KETTERING, Northamptonshire
T: 01832 205237
S: Mrs Laura Lindell, 75 Vicarage Farm Road, WELLINGBOROUGH, Northants NN8 5EU
T: 01933 678945

Wolds Gliding Club
I: http://www.wolds-gliding.org
The Airfield, Pocklington, YORK YO4 2NR T: 01759 303579
S: David Munday, 19 Church Road, Walne, HULL, HU7 5XJ T: 01482 821305

Wrekin (services)
Cosford T: 01952 610075

Wyvern (services)
Upavon (Army)

York Gliding Centre
I: http://www.york.ac.uk/~mdc1/ygc.html
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S: Howard McDermott-Row, 8 Spring Avenue, Long Kee, KEIGHLEY, West Yorkshire BD21 4UG.
T: 01535 663492

Yorkshire Gliding Club
I: http://www.webmarketing.co.uk/ygc
Sutton Bank, THIRSK, North Yorkshire YO7 2EY
T: 01845 597237 F: 01845 597307
E: Yglidingclub@compuserve.com
S: Mrs Marian Stanley, 35 Moorgate Road, Kippax, LEEDS, LS25 7ET

UK Clubs On-line

The British Gliding Associations's UK Club Directory is also published on the BGA's website at http://www.gliding.co.uk.

When sending new club details to the BGA (changes to the club's Secretary, telephone , fax, Internet, email etc.) I'd be grateful if you would let me know too so I can update the web-site. My postal and email addresses are on the contents page. If any club would also like to have other details of its operation published under its on-line entry (operating days/times, etc.) let me know.

–Le Forbes

British Team Training

by Peter Masson

When a change in the rules meant that each competing country had its own radio frequency, the ability to fly 'as a team' became more important.

The Germans and French began flying in competitions as teams, rather than as individuals, and they excelled. If pilots share information, such as where the best thermals are and who's made what mistake, two or more gliders can travel more quickly than one on its own. This might sound easy but, as anyone who has seriously tried it will tell you, it takes a lot of hard work and discipline.

History of British Team-training

Team-training for the British team began about five years ago, as a fairly loose affair, with squad pilots turning up at a particular club for a weekend to practise team flying. It was hard work, as most of this type of flying could only be done early in springtime (before the competitions began), and as we know, spring is not the ideal time for good soaring weather in the UK!

Flying from Ontur, Spain

Last year, for the first time, a week-long spring-time trip to Ontur was organised, mainly for the benefit of the up-and-coming Junior team, the Women's European team, and the European Club Class team. The week was run by a selection of senior team pilots and, although the weather wasn't as good as expected, the conditions were similar to a reasonable English summer, and it proved to be a very useful opportunity.

This year, the Junior team (Dave Allison, Jay Rebbeck, Luke Rebbeck, Jeremy Hood and myself), two members of the women's team (Sarah Harland & Gill Spreckley), and a couple of future British-team hopefuls (Richard Hood, Henry Rebbeck), visited Ontur. For two weeks in the middle of April we were coached by the likes of Brian Spreckley, Al Kay, Andy Davis and Martyn Wells. We had the use of the BGA Duo Discus, as well as the Duo from London GC which was very kindly lent to us.The weather was excellent, and we experienced varied conditions. One day, the best we could manage was four hours local soaring, while we waited for the inversion to get high enough to let us get away. On other days we found 8-10kt thermals to 10,000', and one day we had wave to 11,000'!

Ontur is well placed for good and varied weather conditions. Rising to 1,300' above the airfield is one of many razor-backed ridges in the area. There are mountains not far to the west, and the site is only 80km from the coast. All these features give rise to good thermal, wave and convergence conditions. Ontur has a reasonable runway, an excellent hangar, and chalets to stay in.

The Need for Training

So why do we need to train? Team flying might seem easy at first sight, but there is more to it than meets the eye. The radio-work involved in getting information across to your team-mates, and understanding what your team-mates are saying to you, can be hard work; it can take a while to build a rapport.

There is already a set of standard phrases to make things easier when new people join the squad, but there is still much to learn about each individual's style. Above all, you have to fly the glider, make decisions, keep an eye on your team-mates, and still do all the other things that you normally do when you fly cross-country. It all means a far higher workload than you would normally experience, even during a competition flight.

Communication and Flying

The team-flying component of a flight can be broken down into communication and flying. The communication is a matter of passing and receiving useful information. The flying part is how you actually do it and, of course, this needs to be co-ordinated by communication.

For example, in blue conditions it's wise to fly abreast (even if one is a couple of hundred feet lower) in order to increase the thermal search area, and to avoid having to make the choice between flying on or turning back. When flying under cloud-streets, the whole team can search for the best energy line, which everyone can then fly under. Although, when there are good cumuli to be found, the team co-operation tends to be a little more loose. Possibly the hardest trick, but perhaps the most important, is getting together and starting together so that you can at least begin the flight close as a team.

Training, therefore, reduces the workload by helping to make communication and flying far more natural. Then you can concentrate on doing the things that will help you to go faster.

What did the Team think?

'At the start of the week I was not so sure that we would be able to fly well together but, thanks to the weather and the coaching we received, both individually and as pairs, I believe that solely because of this week in Spain we are going to improve our flying'.

'Living, briefing, preparing flights and flying (and drinking beer) as a team for a week really has raised my awareness of the advantages of being part of a team, and the rewards to be gained when all goes well. More importantly it gives us all an insight into how each of us acts and reacts to things going on, good or bad, so that we know what we can expect from each other'.

Conclusion

All in all, the week of team-training in Spain has been invaluable – we flew a lot, and benefited hugely from the experience of Brian, Andy, Al and Martyn; I certainly can't imagine getting the same mix of weather and training in the UK! All thanks go to the team coaches, Bob Bickers and Simon Adlard (for taking the two-seaters out), and of course the BGA and all its members for providing the funding. Now we will go to our various competitions and do our best to come back with some medals to prove the value of the training. Hopefully we will be able to build on the success of this year and provide more success in the future.

By the time this issue is printed, Pete and his team will have competed in the first World Junior Championships, at Terlet in the Netherlands (11-24th July). The results can be found on the BGA's website (http://www.gliding.co.uk).

Jay Rebbeck: the grid at May's Overseas Nationals at Ocaña, Spain. (See p.44 for a full report of the competition.

Above: Steve Lynn's picture of the R101 hangars at Cardington.

Below: York GC's DG500, last November, by Brian Portlock.

Above: Leslie George's shot of the turning point (the bridge) at Blenheim Palace. The Palace is bottom right and the Grand Drive, disappearing into the top left corner, extends for half a mile.

Gallery Submissions

Pictures can be sent as prints, slides or via the internet (negatives are not necessary). If you are sending graphics files over the net please send them as TIFF, JPEG or EPS files, at 300dpi and not larger than 6x4". The deadline for the next issue is 10th August.

Gliding Gallery

Above: a Nimbus 4 DM over Les Ecrins, northeast of Gap-Tallard, France. Photographed by Markus Geisen, whose Libelle features on this issue's cover.

Below: Brian Bateson's photograph taken from his Duo over the French Alps.

Above: a shot by Jay Rebbeck taken during the Overseas Nationals in Spain.

Below: Ian Atherton's picture of Supermunk Tugs lining up at Hus.Bos.

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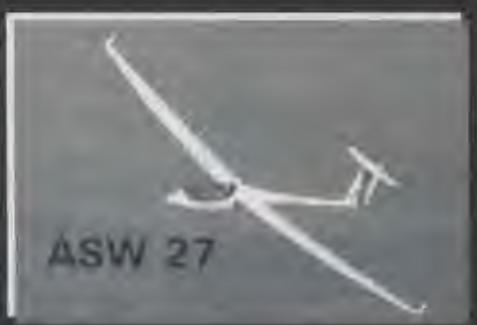

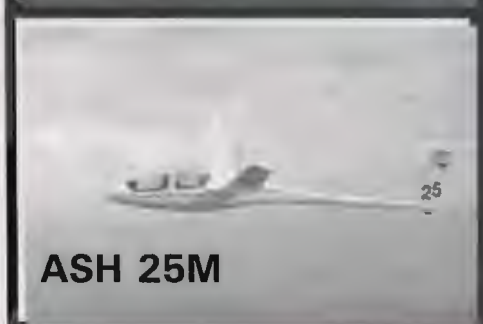

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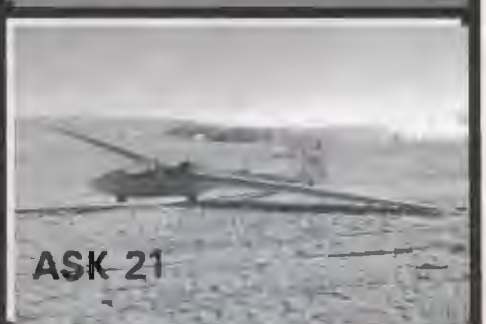

PR on a Shoe string

by Chris Jones

After my bi-monthly chat with *S&G*'s editor, Le suggested that I share my first experience of club-promotion. It isn't rocket science but, if it isn't common knowledge, I hope it helps get you better value-for-money.

You know the feeling when you finally give in to the gentle coaxing and cajoling and agree to take on one of those important tasks for the club? That was me in September 1998. I had been discussing public awareness of the Staffordshire GC with the then Public Relations Officer, Dave Knibbs. He had done a great job for five years and, understandably, fancied a break.

I have no PR experience, just lots of ideas, but I am lucky enough to have an enthusiastic group of club members and a sister-in-law who works in PR; it was she who gave me advice on what *to* do and what *not* to do. I went through the records with her and the first thing she spotted was the cost of advertising our open days. She was horrified. She suggested sending the local papers a press release about a 'spectacular event'. 'They are desperate for copy.' She said. 'You must include people; they like stories about people, not things or events – boring! Something unusual, and get some kids involved. Editors love kids, pictures of kids – blah blah.' Great idea; all I needed was a 'spectacular event'.

Sometime later I was strolling through Stafford, the nearest town to our club, and I found myself in the Market Square. There was a huge display area in front of one of the Civic buildings and I was sure we could rig a glider in it. That was it! That would be our spectacular event. The 'people' element could be achieved by sitting people in the Glider and by asking our youngest female and oldest male pilots (aged 18 and 81 respectively) to come along. My sister-in-law approved!

Putting plans into Action

Next came the hard work. I tracked down the Town Centre Manager. He was very helpful and offered us use of the display area for free. We booked a date two weeks before our open days, thereby maximising our media exposure over a period of four weeks:

Week 1: Announcement of our planned K21 display in Market Square.
Week 2: Report of our K21 display in the Market Square (with pictures).
Week 3: Announcement of Open Days
Week 4: Report of Open Days' success (with pictures taken on the day).

I took time to do some research. I looked through *Yellow Pages*, visited newsagents, and trawled the Internet for suitable media targets. One source of information was the 'circulation', often printed on the front of newspapers. Knowing how many people an advert would reach helped with getting the best value for money.

Ideally I wanted radio- and TV-coverage as well, and I sent press releases to a total of four radio stations and four TV stations, as well as ten newspapers... then I waited. To begin with, there was no sign of our press releases, then articles began appearing. To my knowledge, we appeared in seven newspapers and mentioned on one radio station.

The plan was to have our best looking aircraft (a K21), a photographic display, a television showing gliding-related videos, and our professionally-made signs. In addition we planned to provide personalised handouts containing details of the open days, directions to the club, information about gift vouchers, etc., and a digital picture of folk in the cockpit; the idea was that people are less likely to throw away things that have their pictures on them! As it turned out the digital photographs were not feasible: the weather was a bit damp and didn't offer the safest conditions for electrical equipment.

Stafford Gliding Club's K21 (S21) on display in Stafford Market Square, on the 17th April.

The Cost

We paid £125 for security fencing (subsequently learning that we could have had it for £50), £30 for handouts (500 off!), £40 for films and processing, £20 for 'Thank You' drinks, and £20 for postage. Consequently, for less than £250 we had four weeks of high-profile advertising and, thanks to some fortuitous weather, very well-attended open days. In previous years our advertising costs would have only just been covered by the open-day takings. This year we had covered our costs by lunchtime on the first day!

Left to right: Alan Self, Shaun Longen, Mel Chapman, Jeff Heard, Sierra Two One, Glyn Yates, Lara Davies, Chris Johnson, and Sören Ebser.

Radio Coverage

The Local Radio coverage was a real bonus: I was interviewed live on the Breakfast Show on the Saturday of the K21 display, and again the following day on the lunchtime programme. The presenter accepted the chance to fly as a guest of the club, and we offered a free Trial Lesson to a lucky listener. We were mentioned on the radio on four weekends while they ran a competition for the free lesson. We had further coverage when the presenter broadcast recorded open-day interviews the following weekend and I was interviewed again, live on an early morning show. According to my sister-in-law our near sixty minutes air-time would have cost several thousand pounds had we had to pay for it.

Internet Visitors & Telephone Calls

An unexpected bonus was the increase in visits to our website. Our website statistics show a 100% increase from the day of the display and have remained stable for the following month. We have also had an increase in the number of people phoning the club and dropping in.

Signs

No doubt in common with many sites around the country, the entrance to our airfield is uninviting, with nothing to entice the casual visitor. We invested in a professionally-made weatherproof banner and some signs; the latter are being mounted around the edge of the airfield where members of the public often stop to watch the gliders. There are three signs in all, each with different information, inviting people to visit the clubhouse and encouraging them to think seriously about becoming glider pilots. The benefit of signs is that they can give that information 24 hours a day, seven days a week, for free and without taking up anyone's time. All for a few hundred pounds!

As well as the benefit of signs, we have members who are prepared to speak to visitors and explain the flying activities and facilities on offer. It costs nothing except a little time but the value to the club is tremendous.

Display cases

Another free advertising opportunity can be found in your local library, many of which have a display case. Space in these cases can be booked free of charge and are used by local artists or small businesses to show off their products, services and talents. You will need someone with a little artistic talent to produce an impressive and eye-catching display to fit the available space.

Getting Help

My experience of Town Centre Managers in different towns is that they are all keen to help. They have offered assistance in producing and issuing press releases for me and one has offered free space in a full-colour "Town Centre What's On Guide", with a circulation of 80,000.

The Stafford static display was such a success that the committee has asked for another one, in a different local town. Our next open days will be over the August Bank Holiday weekend and we'll again organise a display to promote them.

I hope this has given other club PROs some food for thought. I would welcome any comments, thoughts or suggestions, either through the letters page or by email (the.joneses.online@lineone.net).

Good Luck!

Post script: After my do-it-yourself effort was over, I was given a very useful Marketing Support folder, issued by the BGA. It is professionally written, and is full of useful ideas about organising the PR for your club. Pity I hadn't known about it earlier! **I can recommend it.**

Tips for Cheap Public Relations

- You must have active support from club members and the committee.
- A little time thinking and planning can save precious cash.
- Town Centre managers are keen to have something unusual on their patches.
- Don't make your event too complicated; keep it simple and it will be more effective.
- Plan well ahead. Town centre display areas are often booked up years in advance.
- Don't let your club become overexposed. News is only new once: if you hit the papers every single week with a story, there is a danger of your Press Release being overlooked.
- Events in themselves are not newsworthy. People are!
- Be Bold: ring the radio station and ask to speak to the DJ while he's on air. Make sure that you know his name so that you can ask for him in person.
- Target the 'drive-time' slots (8-10am & 4-6pm), and breakfast or weekend 'Whats on' programmes.
- Ask for an interview, and prepare a crib-sheet to refer to: it's amazing how easy it is to forget your club's web address, or how difficult it is to give directions when under pressure.
- Take time to produce an eye-catching press release. Make certain that you include full details about your club: a brief history, a map, directions, contact numbers, addresses. The club's Internet address is also important, as we discovered.
- Always use the same design for your press releases; the editor will get to know your style.
- Do a little research so that you can address the press release to a named individual.
- If you want press photographs to be taken mark the Press release with the words 'Photo call' and give the time, location, and a contact number.
- Some papers have one editor for pictures and another for stories; when you are sending out press releases and details of a photo-call, write to both of them.

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Overseas Nationals

by Martin Durham

Ocaña, Spain: 17-28th May

It was better than last year – much better! We had smooth, strong thermals to 6,000', and lots of sunshine for the crews.

I arrived on Sunday, early in the morning and, as it looked so good, I flew in the afternoon. Ocaña is at 2,400' ASL and that day the cloudbase was at 9,000'. There were superb cumuli everywhere, and I flew 100km without thinking about it! Mike Young said 'It won't happen again tomorrow', but it did! Brian [Spreckley] thinks that every thermal over here has a 4kt average; it's not quite that good, but it's close!

Day 1 – Monday 17th May

315km was set as a conventional task, although a different start system is used here*. Weather-wise it was a similar day to yesterday, despite what Mike said. We had super-smooth climbs under well-developed cumuli, but it was not a day for hanging around as there was a hint of something high spreading in from the west.

Paul Crabb.

I had an easy trip to start with; I only stopped for 5kt average climbs! There were no problems until I reached the last turning point where the sky had begun to cloud over. I was lucky; I got round that turn and away from a field at 800' AGL. I came 10th for the day, but I was just grateful to get home. Paul Crabb won the day with a speed of 117kph.

The bad weather didn't quite go through overnight and the next day was showery, so some of the boys went to Toledo. The day after that (Wednesday) looked better, so everyone rigged and got wet, gridded and got wet, then scrubbed because it was all too late.

*There are six start-points, circling the airfield, each with a ½ km radius. Pilots can use one of two points allocated to them each day. As all evidence comes from loggers, all you have to do at the end of each day is hand your logger in, and say which start zone you used!

Day 2 – Thursday 20th May

Today's task was different. It was an 'assigned area task'. It works by starting in the usual way, from one of the six turning points mentioned previously, but having the turning points defined by large areas (see yellow box).

Steve Crabb.

The task went round a small control sector at Tembleque to the south, then into a large triangular sector to the southwest over a mountainous area, back to a triangular sector to the southeast of the mountains, then finally through a circular sector back in the mountains.

We all went and romped down the mountains as far as possible, and what a romp it was! We had lots of good climbs under excellent cumuli to a 10,000' ASL cloudbase. I lost time by getting low, but timed it to arrive back in just over four hours.

It is then much like waiting for POST results: nobody has a clue who did what! I was scored at 13th with 345km/87kph. Steve Crabb won with 399km/101kph, but interestingly Phil Jeffery flew an hour longer than anyone else, was scored 5th for 358km, but then had speed points added for 91kph, over a total distance of 454km!

There's nothing to stop you doing what Phil did; you could even win by scoring the 800 points for maximum distance and no points for speed for landing out... if that was the best way to use the weather!

Day 3 – Friday 21st May

240km were flown under some cumuli at the start, but the rest of the day was totally blue, albeit with thermals up to 11,000' ASL! Steve Crabb won with a speed of 100kph.

Day 4 – Saturday 22nd May

A totally blue day that was late to get going, hence a task of only 248km. Mike Young won at 88kph. The conditions were strong enough to make it unnecessary to stay with the gaggle.

Day 5 – Sunday 23rd May

Another assigned-area task, set to the southeast, into a different set of mountains, then back to the mountains to the southwest. We had strong smooth blue thermals, then a cloudbase of 12,000' over the first set of mountains. The route took us back across the blue and to a 11,000' cloudbase over the second set of mountains. Henry Rebbeck achieved 467km/117kph. He followed the best line of lift at the edge of the cumuli (over the first set of mountains) as far as possible, mainly outside the second sector, before a brief dive into the edge of the sector to secure his points. There's nothing to stop you doing that either!

Day 6 – Monday 24th May

An assigned-area task again – better than yesterday... which didn't seem possible. We heard radio calls along the

Pos.	Points	Pilot	ID	Glider	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9
1	8178	Mike Young	57	LS8	101.38	99.05	95.13	88.51	113.43	120.40	97.92	102.80	106.70
2	8162	Stephen Crabb	C65	LS8	114.33	99.95	100.40	74.06	113.79	115.30	109.89	102.59	105.36
3	8085	Paul Crabb	C64	LS8	117.06	94.32	93.54	75.51	113.46	115.57	111.13	105.33	104.36
4	7770	Dave Allison	LS8	LS8	105.33	91.05	97.28	76.91	106.09	120.15	107.50	100.89	103.22
5	7682	Phil Jeffery	64	LS8	95.29	89.72	82.22	82.36	111.40	114.70	104.61	106.68	106.06
6	7629	Kim Tipple	930	ASW 20	86.35	92.75	98.87	78.00	110.13	118.77	112.15	104.49	98.02
7	7533	Gill Spreckley	S8	LS8	105.96	91.59	100.14	79.16	115.98	98.01	99.77	98.97	105.36
8	7421	Henry Rebbeck	232	LS8	109.67	94.68	86.98	77.92	116.83	113.76	104.58	101.81	104.10
9	7167	Al Clarke	R4	LS8	91.67	92.06	78.55	71.14	114.38	106.45	107.44	100.91	106.64
10	6955	Martin Durham	952	LS7	88.83	86.47	90.49	78.92	102.24	104.36	101.62	89.09	99.52
11	6562	John Spencer	801	LS8	82.47	80.98	89.94	82.12	96.50	107.02	106.18	86.09	97.15
12	6387	Peter Baker	144	Discus	108.77	85.07	77.11	81.10	101.50	0	104.05	93.41	84.45
13	6109	John Glossop	291	Discus	(306.86)	80.63	88.89	79.93	88.61	96.12	96.36	86.76	97.23
14	5794	Joosa Clemens	IKI	Discus	77.39	74.47	73.34	76.01	89.86	109.59	92.27	94.39	90.76
15	5712	Chris Lyttelton	CL	ASW27	85.22	92.62	71.44	71.54	101.78	94.47	92.05	101.86	95.71
16	4894	R Blackmore	108	ASH 25	93.79	94.58	110.82	63.62	101.41	112.49	108.72	90.56	94.24
17	4475	Steve Olender	63	LS7	(257.43)	81.79	235.56	69.47	80.83	102.00	96.34	85.37	72.39
18	4274	Ron/Brian	162	ASH 25	0	100.13	111.02	0	84.65	125.06	105.18	107.72	45.35
19	3924	Sonic	CC	LS6	(313.86)	69.81	83.95	81.24	101.34	99.64	0	0	DNF
20	3848	Ped Toquero	EF	ASW 20	75.52	78.40	0	72.94	105.78	100.89	90.41	0	DNF
21	2895	Jim Weston	445	DG 300	(118.31)	71.68	67.27	67.44	68.06	77.82	86.01	0	DNF
22	2138	Alan Binks	LS4	LS4	(313.86)	70.74	69.18	60.64	77.17	90.52	0	0	DNF
23	1841	Jim Lamb	HYH	LS3	(276.22)	58.64	67.52	61.38	68.71	0	(310.41)	0	DNF
24	937	Fi Rodriguez	AR	ASW 20	(237.77)	63.59	0	DNF	(278.77)	0	0	0	DNF

Assigned Area Tasks

These areas might be circular, with a radius of 40km radius centred on a turning point, or a smaller radius for a control point. The area might be triangular, defined as two radials from a point, with a maximum distance within that area and possibly a minimum. The easiest way of visualising a simple task is to picture the site to the north, and two turning points to the south making a triangle.

Now imagine the conventional turning point areas extended to a 100km radius; you can go anywhere within those sectors. The only other limit pilots are given is a maximum time for the task, and we were given four hours. Up to 800 points are scored for the maximum distance flown in the specified time limit, and up to a further 200 points are awarded for your speed over the total task-distance that you flew.

It works extremely well. The idea is to go deep into the first sector, following the weather, your furthest GPS point defining the turn. You then continue along the route using any remaining sectors or control sectors to maximise the distance. You aim to cross the finishing line at the end of your specified time limit.

Even if you arrive back at the airfield early, your speed points are still calculated as though you had taken, in our case, four hours. If you go further than the end of a sector, your last point in the sector defines your distance. The main advantage is being able to pace yourself to get the maximum distance out of the time. This method seems to reduce the number of outlandings.

Photographs: Rob Rebbeck

Mike Young crosses the finish-line to win the comp.

lines of: "Tve just had my first 12kt average!". We were taken southeast along the mountain range, even further towards the edge of the map! It was very inhospitable country, but you don't mind when you're sitting at a 10,000' cloudbase taking a minimum of 8kt climbs!

Although the eastern side of the task was blue, the conditions presented no problems with thermals to 11,500'. Mike Young flew 481km at 123kph to win the day, and said that it was a privilege to fly on such a day. I did 417km at 109kph and the longest distance flown was 500km. I had a wonderful climb over the mountains with a huge eagle; it had a wingspan of at least 1m. He wasn't in the slightest bit disturbed and soared just beyond my wingtip.

Kim Tipple.

Day 7 – Tuesday 25th May

It was supposedly a day similar to yesterday with the possibility of storms in the hills, but it turned out differently, of course. Thick cirrus cooled things off a bit, so there was very little cloud over the mountains at all.

A mainly blue, conventional, task of 317km. New boy Kim Tipple, who learnt his stuff in hang-gliders, did very well in an ASW20 to turn in 112kph. He gained an advantage by catching an 8kt bubble on his own which took him to 12'000 for a very long glide out around the last turn. It was a fun racing day!

Of course it could not last; the pressure has been dropping. Today there should be thunderstorms but none has arrived yet. Very thick cirrus and lots of medium-level instability meant there was no chance of a task, tomorrow might yet be similar.

I've done more flying in this comp. than in the previous two years. There is a wonderfully relaxed atmosphere, excellent tasking, and pilots are actually talking to each other a lot on the radio. Steve Crabb is winning at the moment with 6310 points, closely followed by Mike Young with 6274. I'm 9th with 5423 points, and there are still two more days.

The remainder of this was written by Henry Rebbeck:

Day 8 - Thursday 27th May

An assigned area task was set to the east and southwest. The leader board was very tight with Steve Crabb only just ahead of Mike Young, and the current European Champion, Paul Crabb, right behind.

A few pilots contacted weak wave soon after starting, finding 2-3kt; but pilots below the clouds were happily taking 6-7kt averages! The conditions in the first area were reliable with good cumulus at 8,000'. The smart tactic was to stay in these nice conditions for as long as possible. The day was won by Phil Jeffery who proved that there are no Dragons off the edge of the map.

The final day – Friday 28th May

The overall scores were ridiculously tight. Steve had a 21 point lead over Mike, and Paul was 31 points behind that. There were only four minutes separating the top three after 30 hours of contest flying. This really set up for a humdinger on the last day.

Brian set a 300km racing task but, once on the grid, the wind picked up and thick bands of cirrus began to move across the task area.

Steve Crabb's mood seemed to improve with each new band. Brian sensibly fell back to a 260km and promptly launched the grid.The radio was strangely silent in the start zone as the pilots jostled. The task itself was reasonably straightforward with strong blue thermals reaching 9,000'.

Henry Rebbeck.

The leading pilots flew, once again, at well over 100kph. The Crabbs were one minute faster than Mike, but with different start points. Mike's choice of start gave him a few extra kilometres to win the day, and just enough points to overtake Steve and win the competition!

It was a really exciting end to the best contest I've flown in. Steve, magnanimous in defeat, happily helped to throw Mike into the pool!

Overseas Nationals Winner 1999

Mike Young

Mike is a member of Cambridge GC and is, although flying in his first Overseas, an old hand at winning competitions. In 1987 and '90 he won the Junior Nationals, and in 1995 he won the Standard-class.

He flies between five and ten thousand kilometres a year, and 100-200 hours, in his LS8, which he shares "with two very tolerant partners"!

In his spare time he flies 747s for British Airways.

Get your Bearings Right!

by John Hoskins

During a recent expedition, I became aware of a trend in the reporting of positional bearings which I believe to be wrong and with serious Flight Safety implications.

When reporting a position reference to a known location, be it a radio location beacon (VOR or ADF) or a clearly identifiable ground feature, it is customary (if not obligatory) in aerial and nautical navigation to call it as a radial, i.e. a bearing and distance *from* the location.

For example, if you are flying a couple of miles north of Bicester you should report your position as: 'one point seven nautical miles north of Bicester', or 'one point seven nautical miles, 360 degrees, Bicester'.

The case in point arose when I asked a particular pilot his location with reference to a ground feature (Little Soaring on the Wold clubhouse). I was given a bearing and distance of: '6.2nm, 012°, Little Soaring'. I set off to the north of Little Soaring, but he was not there. I asked again and this time got: '12.2nm 012°, Little Soaring; I'm over the lake' 'But the lake is *south* of Little Soaring' I said, and set off to find him – somewhat miffed!

Subsequent discussion revealed that he had read the bearing directly from the GPS Navigation page which, of course, was using Little Soaring as a Waypoint and indicated the bearing *to* it.

I was told that this is the recognised system used these days by competition pilots to report their positions in relation to a turning point. The addition or subtraction of 180° to achieve a bearing *from* the reference being too time consuming! (I remember this concept being discussed at Syerston last year, but I assumed common sense would be the death of it in a suitably rapid and dishonourable way). I was also told that everyone knew about this 'new method of reporting' and that it was becoming universal. Well, not everyone does know, and it is, in my opinion a serious flight-safety hazard.

I assumed that common sense would be the death of it

Two Systems at the Same Time?

On later flights the same pilot was reporting his position reference to a visual location (not on his GPS) as 'north of so and so' and I was tempted to ask if he really meant south! (I restrained myself!). If we are to have two reporting systems in use by the same pilot – which one is he using today? I have no way of knowing whether he is reading from the GPS or giving a visual report.

We have a minority user (competition glider-pilots) amongst a minority group (glider pilots in general) using, and apparently expecting the rest of us to use and recognise, a system which is diametrically opposed to that of all surface and air navigation.

The confusion I suffered was merely irritating, but in conditions of poor visibility, or in the case of gliders cloud-flying things could become very hazardous indeed. Can we imagine the situation at Aboyne when a general recall is issued because of increasing cloud-cover. I descend, in limited visibility, through 8,000' knowing myself to be 3.6nm, 045°, from Aboyne. Another (competition) pilot reports himself as 'Descending through 8,000ft, 3.6nm, 225°, Aboyne. I am 7.2nm away, or am I? Has he read his bearing straight off the GPS. Are we about to collide?

I believe we have to stamp on this extraordinary practice very *hard* and *urgently*. Surely it is preferable to add two hundred and take away twenty, than to increase the number of fatal-accident investigations.

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The timing was perfect. My panel-mounted Dittel had gone wrong *again*, but I had just paid a friendly neighbouring syndicate £200 for a hand-held ICOM.

The Crew and I had spent a little time learning to use the new radio, and setting the glider frequencies into its memory... then I took it flying. The glider had the ideal stowage place for it – the slot left by the absent Dittel.

Later, during the flight, I tried to raise the crew – the radio was dead. On my return we tried to revive it but to no avail. The radio 'was no more'.

In fact, using a multi-meter I found that the radio was fine; only the battery was dead. After a couple of days' thought I realised what had happened. The exposed terminals (for a desk charger) (pictured left), which I had noticed, but *could not believe* would be live, short-circuited themselves when I slid the unit into the *metal* Dittel mounting bracket.

The solution was simple. As soon as I received my new battery from Nevynn International (they said I wasn't the first) I covered the naked terminals with black electrical tape, and bought a leather case, just to be on the safe side!

The exposed terminals can be seen on the right.

And Finally...

by Rois Lorenz

My affair with gliding began one balmy summer's day in 1970 when an aircraft had the temerity to 'crash' upon the school field in front of a somewhat irate Headmaster, and many excited boys.

It mattered not a jot that the aircraft was a glider, and that it had not, in fact, crashed, but landed out... This was *news*! The attendance of the Fire Brigade and the Police only served to enhance the newsworthiness of this wonderful occurrence. It was by far the most exciting thing to happen in the sleepy hollow of Much Wenlock that year. By the time I had examined every scrap and thrill there was to be had from this wonderful happening, I was hooked.

The attendance of the Fire Brigade and the Police only served to enhance...

Several years later I left school and entered the RAF and was delighted to find gliding on my base at RAF Catterick. In the hope of being rewarded with a flight in the ATC's T31, I put in some hard hours of ground slog. My many hours were finally rewarded with four minutes of flight! Whilst I got the impression from my P1 that it was a long flight, I rather thought I had been cheated. I was to learn.

My next brief sortie came three years later after being posted to RAF Binbrook, high in the Lincolnshire Wolds. Whilst scanning a weekly order on the notice board, it gradually dawned upon me what I was reading: it was an offer that, to a young and single RAF fireman, was too good to be missed: flying a glider during the day, and drinking during the night – socially of course!

Consequently, on Friday, 3rd June, 1977, seven years after the scales had fallen from my eyes and gliding had been revealed to me, I took to the air in a T21B for the first of what was to become many flying lessons. The flight took place at Syerston and lasted a majestic six minutes! P1, a man by the name of Bourne, was obviously giving me full measure that day.

Worthy of a mention here is my introduction to that revolutionary train of thought which runs along the lines of: 'the object is to stay up as long as possible, not come right back down again'. This monumental piece of information included soaring, and elevated me to the lofty heights (pun intended) of a full *twenty-five minutes* airborne, a mere seven flights later.

I was ready to attempt the dreaded 700' and 100' cable-break practices

By October that year I had managed to scrounge 85 winch-launches. After much flying, spinning, circuit planning and general gut-wrenching, under the combined efforts of thirteen instructors (although not all at the same time), I was ready to attempt the dreaded 700' and 100' cable-break practices. I knew that this was the final stage in preparing a new P1, and I had mixed feelings as it approached.

As it turned out, however, I need not have worried. As soon as I had completed these manoeuvres to the satisfaction of the duty instructor, the weather, and ultimately the RAF, conspired to rob me of the final accolade: the wind on the day rose beyond safe levels for the T21B (I wasn't sufficiently current on the other two-seater), and an unexpected posting to a glider-barren area of Central America really knocked my aspirations on the head.

But wait, Dear Reader, all is not lost.

Here time loses significance, and my story recommences one summer evening in June 1988 when the now civilian Mr Lorenz, along with the new Mrs Lorenz, were invited to a flying evening at Strubby Airfield. I was offered the opportunity of two flights in a Bocian. Once more the candle of my passion guttered into life... only to flicker and fade again during the lean years of early parenthood.

But wait, Dear Reader, all is not lost. The flame is brightly rekindled by the discovery of my log-book. I still retained a burning desire to achieve the dreams of my youth. Approaching my 40th birthday, I once again headed for the Lincolnshire Gliding Club at Strubby. At the end of a winch cable, I sat in a K7, still clinging to my dream and a decidedly old log-book.

It was, by then, May 1997, and the big question on my mind was "will it all come back to me in a rush – or will I have to start from scratch". The answer became painfully apparent after a flight of just seven minutes. With a sigh of resignation I could see that I would have to start from scratch!

New technology had moved on apace by this time, and the times for staying airborne were improving. I made an almost unbelievable record flight (for me) of one hour and eighteen minutes, in a Bocian, managing to reach an altitude of five thousand feet' at the same time... I was back!

Another jump, to May 1998, and after settling back in nicely, and with brass in my pocket (a distinct advantage of age), I decided to head off for a gliding 'Holiday' with the Wolds Gliding Club at Pocklington. I had the intention of getting some pretty intensive flying in

"I suppose you had better try it on your own then"

their nice, new, K21. Perhaps I would achieve my goal of flying solo.

After a week refreshing my previous skills, followed by another week at the club in October when I 'probed the envelope'. By the 15th October, 1998 – I had 190 launches, nineteen hours, and thirteen minutes. The duty-instructor muttered the time-honoured phrase: "I suppose you had better try it on your own then", and finally, I took to the skies alone, some twenty-one years after my first flight.

My first flight as P1 lasted just six minutes. Does this ring any bells? When I landed, the instructor, still muttering, said: "Well, you better do it again then"...

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Club News

Material for the next *Club News* can be sent to the editor before the **15th August** Email: le@blot.co.uk (preferred)
Post: PO Box 2039, PULBOROUGH, West Sussex RH20 2FN (disk or *crystal-clear* hardcopy). **Please do not fax *Club News***

Club News Deadlines

Emails & disks	20th August
Other copy	15th August

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For further information about formatting *Club News*, or other material for the magazine, please send an SAE to the Editor for a *Guide to Submitting Material to S&G.*

Andreas (Andreas)

We were grounded earlier this year when we discovered that our Blanik's wings had reached the ends of their lives (25,000 launches). An aircraft, with a bent fuselage, but good wings, was located at East Sussex GC and a deal was done! We would like to thank whichever East Sussex member bent it!

The K8 group kept the winch from rusting up. We are waiting for the tug syndicate to finish running-in their new engine so that we can also restart aerotowing.
Brian Goodspeed

Anglia (Wattisham)

With good East Anglian soaring-conditions we acheived a lot recently, with club flying and the Regionals (see p.56 for a report and table of results).

Trip Rogers and Richard Misslebrook have completed their 50km and 5h flights, and Keith Hill has just completed his SLMGPPL. Allan Tribe and his team came 3rd in the Regoinals in a Janus C, and Andy Hill did well in the Club's Discus. We also had a huge success with the Inter-club League; on one day we won every class!

Aquila (Hinton in the Hedges)

We had a rotten May; all three days of the Inter-club League were scrubbed – as many as we've lost at Hinton in the last six years! So far, however, June's weather has been a tonic.

Des Holdcroft as flown his Diamond distance. Student member, James Ewence, squeezed all three Silver legs into early June, and David Whittington-Jones has made his first solo flight.

We have begun conversion training, using a K21, for those wanting to fly our ASW19. This has been so well-received that more events are on the way to boost the interest and skills of post-solo or Silver pilots, who do not yet fly cross-country regularly. The BGA DG500 joins us at the end of June.
Mel Eastburn

Photograph: Chris Fox

North Wales GC's new site at Llantisilio, looking west.

Black Mountains (Talgarth)

It is now more than a year since we bought the airfield and tug. A number of visitors joined us over Easter to celebrate, but the weather wasn't too good. When they left for home, the cloud cleared and the wave set up to 13,000' behind the Brecon Beacons!

Despite an expensive year (replacement tug engine) we have survived, and are in a good position to build and develop, with security of tenure. Our Lottery application has gained first stage approval and we hope to get final confirmation soon to allow us to start improving the facilities. After last year's success, Robbie Robertson is to run another task-week at the end of August.
Mike Tomlinson

Booker (Wycombe Air Park)

Luke Roberts and Andy Perkins are now Assistant-cat., and Full-cat. Instructor respectively. Recent first solo-flights include two cadets, Michael Pettican (on his sixteenth birthday) and Alex Marshall, as well as Keith Hills and John Cserny.

Partners Richard Starey and Tanya Bates are both solo, with Bronze legs, having started training towards the end of last winter.

The recent improvement in the weather has at last allowed some serious cross-country training to take place in the Duo-Discus. We also won all three classes in the recent Inter-club meeting, without having to field any of our British-team pilots!

The BBC Group wishes to add its condolences to all those concerned following the recent death of colleague, friend and former member, Steve Robertshaw (see pp.4 & 30 for more details).
Roger Neal

Borders (Milfield Wooler)

At the AGM Malcolm Sanderson became Deputy Chairman. Our Secretary, George Brown, took the opportunity to reflect on the recent death of Alan Beal. Alan was one of our founder members, and a past treasurer. Club trophies were awarded to Julian Sutton, Brian Brown and, for service to the club, Jim Howie.

Since moving to our new site the club's membership has gone up to 106. The amount of flying has also increased and,by anticipating problems, our Tug-master, Graham Blair, has kept both tugs airworthy.

Dennis Westgarth has become a Full-cat Instructor and Mike Charlton has his Basic rating. Brian Brown has flown solo. Ken Marston and Keith Arkley have their Bronze badges.

Our top priority this year is to buy a second glass-fibre two-seater for spinning training. Does anyone have a suitable machine for sale?
Bob Cassidy

Club News

Bowland Forest (Lower Cock Hill Farm)

The BBC featured the club in its 'Out and about in Lancashire' programme on 6th May. The programme has generated many enquiries, a good proportion have resulted in trial lessons. Consequently, our new instructor, Phil Atkinson, has been kept very busy.

Drainage work on the field is well underway, and we have already lost fewer flying days following heavy rain.

Chris Burrows flew solo and, in a K8 the next day, gained his B-certificate with a flight of over twenty minutes soaring in weak thermals. Simon Royle has re-soloed.

'Tootles', our K7, is now resplendent in a new livery of white and red with blue lettering. Watch out for her at the August Two-seater comp at Pocklington.

Derek Littler

Bristol & Glos (Nympsfield)

As John Patchett is emigrating to Australia Tim Macfadyen has taken over as CFI. Craig Keenan has joined us from New Zealand as Summer Course-instructor. Eve Dent, our only female instructor, has given up after twenty years' service.

Our website has been revamped, and we have distributed posters advertising the club. We are considering building a skittle alley beside the clubhouse, and 'task teams' are being set up to tackle various jobs around the site.

A new home is sought for a 20-year archive containing the scores for National and Regional Competitions held at Nympsfield. If you are interested please contact Ken Brown on 01275 847147.

Well Done! Richard Smith (Ventus), who flew 715km in May while trying for a 750km flight.

Bernard Smyth

Buckminster (Saltby)

The Club visited Parham in May and had a very enjoyable visit: our thanks to Parham for their hospitality. The weather was mixed, but we all had thermal- and ridge-soaring flights. When it was clear enough to see, we also enjoyed the stunning views! The comparison between conditions at Parham and our home WW2 airfield was useful.

N. Grinkworth

Burn (Burn)

We like our PW5! It is a delightful little glider, and is well-used by pilots of all levels of experience.

Our new computer system is installed and working. The June cross-country course was a success despite atrocious weather. Lectures from Bill Thorpe and Bob Baines were excellent, and a number of impressive flights were made between the thunder-storms.

We are hosting a party of air-traffic controllers, from the Leeds-Bradford Airport, in the interests of good public relations. The reciprocal visit to the airport will be illuminating. Martyn Wakefield has retired as club secretary after many years of quiet, efficient service. Dave Slocombe replaces him, and John Parr has been elected to the committee.

Sally Longstaff (left) & Ben Robinson (seated) joined Staffordshire GC on one of the club's recent open days (see p.40 "PR on a Shoe String").

A DG 200 has been added to the private owners' fleet. We welcome Dave and Beryl Clarke back to the club.

Steve Martin has his PPL and will join the team of tug pilots. Leslie Naylor has become our only female Basic Instructor. Steve Elsey is busy preparing our newly-acquired Tost winch.

Dave Slocombe and David Bell made five-hour flights. The duration flight enabled David to finish his Silver badge; he also has Part 1 of the UK 100km diploma. Poor Ian Stoddart missed his Silver duration by nine minutes, but reached Silver height.

Peter Hobson has a Bronze badge. Andy Steer and Richard Cust have flown solo.

Stan Kochanowski

Channel (Waldershare)

Our annual dinner was a great success, with awards presented to Ian Dawkins, Colin Harwood, Nic Orchard, Ray Lane, Gavin Lane and Sandra Davis. We have welcomed a number of new members, and membership is looking healthy.

Recent achievements include David Leath-Butler and Geoff Hicks flying solo, and also Fred Rutterford and Jurek Pajdak gaining their SLMG licences. A group of members visited Lasham to attend an aerobatics course earlier in the year. They found the course most enjoyable.

We are delighted to see the return of our T21, resplendent in its new colours of maroon fuselage and silver wings, and it has proven to be very popular with both Club members and those taking Trial Lessons. It is housed in a new, purpose-built hangar.

Colin Harwood

Clevelands (RAF Dishforth)

Some of our regular members have been detached as far afield as the Gulf, the Falklands and Northern Ireland. This, coupled with poor weather has meant few gliding achievements to report on, but we do have some news!

[Without wishing to encourage reports of newborns, this one's certainly worth a mention! –Ed]

Congratulations to Stephanie and Warren Silverwood on the safe arrival of their baby, Tom. Our multi-talented DCFI, Dave Campbell, delivered Tom at the local maternity hospital, where he works as a midwife!

We are also delighted to announce that Pete (Willy) Hackett has been awarded the MBE in the Queens Birthday Honours List.

Visit our new web site: http://www.dishforthairfield.freeserve.co.uk.

Polly Whitehead

Cornish (Perranporth)

Occasional soaring-weather gave us some Bronze legs, but little else, during the winter. We held a Task Week in early May and resumed seven-days-a-week operation later that month.

Dick Gillow is now a Half-cat Instructor. Visitors are very welcome.

Shaunne Shaw

Cotswold (Aston Down)

Simon Buckley has become an Assistant Instructor. Mark Parker and Don Brookman are new Basic Instructors. Richard Bunt and Roy Peters have both flown solo.

Our regular open-day was held during early May. We were, yet again, blessed with excellent weather, which drew a large number of visitors. Some of them were a little puzzled, though, when the wind shifted and we announced a "change of ends"!

At a recent General Meeting, members voted in favour of entering a bid to become the BGA fixed base for coaching and soaring operations. If we are successful we will buy a suitable tug.

Mike Shailes

Dartmoor (Brentor)

The weather down here continues to be inconsistent. Summer is only a vague memory from years ago. Easterly winds have not yet brought wave, but at least the rainy season finally seems to have ended. Although it is not hot, thermals have been good and what flying we have had has been rewarding.

Our landlord has given permission to widen the airfield in order to remove the "bottleneck" at the west end.

Groundwork on the airfield has been temporarily halted due to a Pied Wagtail raising her family under the bonnet of our digger. This machine was driven for four hours before the nest was discovered, the vehicle parked, and the poor bird could return to her brood!

A kitchen is being fitted to the clubhouse and we have a bar licence for functions and events. There is a real chance of having a fresh-water supply from a bore-hole soon. Our water-divining member has been busy looking for the long-lost pipe! Group flying-evenings now come with the added attraction of a BBQ. The first function to be held in the new-look clubhouse is to be a 1940s evening in July.

Thanks go out to Frans Lotze who has designed, and built, tow-out gear to accommodate the club's two-seaters. These additions will make a big difference to glider-retrieves, and will help eliminate some of the hazards associated with our tow-ropes.

Guy Massey

Devon & Somerset (North Hill)

Limited cross-country weather has kept most of us closer to home than most would prefer. The group that visited Cerdane, Spain, led by CFI Ron Johns, and Safety Officer, Malcolm Chant, had challenging and exciting weather. During their two-week stay, Phil Morrison and John Burrows made Diamond-height climbs in wave. The final day would have been a disappointment, but for a hot-air balloon trip to France!

North Hill was the venue for an Inter-club league day in late May with visitors from Mendip and Bath, Wilts & North Dorset GCs. However, only the Saturday was flyable. A busy schedule of Task- and Course-weeks approaches, together with Trial-lesson Evenings.

Simon Leeson

Photograph: Angie Veitch

Highland GC member, Sandy Martin, celebrating his 90th birthday.

Dinbych (Denbigh)

Our membership is now in the mid thirties and, in addition to our 2 two-seaters and Falke motorglider, there are now six privately-owned single-seat gliders on site.

During May, we had quite a few south-westerly & westerly-winds, so most members, and a few visitors, were able to make ridge flights along the Clwydian mountains and up into the wave.

Although we can only launch by winch, we have not been prevented from enjoying good soaring conditions: it is most satisfying to sit at the top of a 10,000' wave, knowing you started with a 1,200ft launch followed by a downwind dash to the ridge!

These good conditions have encouraged a few air-experience pilots to become *ab-initio* members.

Steve Butler has completed his Bronze badge and cross-country endorsement.

J. Bradley

Dukeries (Gamston)

Ian Thompson has re-soloed. Craig Hobson is a Basic Instructor. Weather got the better of our flying-week, but it did not stop a hugely successful BBQ.

David Urpeth has taken over from Paul Etherington as CFI. David, having started his flying here in August 1992, is our first home-grown CFI.

After almost twelve years as Treasurer, Adele Swannack has handed over to Roy Lunn. The T21 has been sold, but will be greatly missed.

Dave Hall

Fenland (RAF Marham)

Steve Webster has flown solo and also has his first Bronze leg. Other Bronze flights were made by Tim Edmunds, Martyn Baverstock and Dave Wren. Ian Stafford Allen and John Doubleday have both made 50km flights; John now has his Silver badge. Padge is a motorglider instructor.

Peter Stafford Allen and Colin McInnis flew in the eastern Regionals; Peter came 4th. The LS8 has arrived at last. We have a new bus, thanks, yet again, to Mark Pickersgill and the usual crew – it should be on the airfield soon.

AJ Padgett

Highland (Easterton Farm)

1999 began as 1998 ended – raining. However, in between monsoons, David Chalmers completed his Silver badge, and the rest of the Chalmers cannot get near the ASW19. Roger Christie has completed Bronze badge and cross-country endorsement one year after first flying solo. The red K8 (Charlie) has been painted blue and is now known as the red/blue K8! A Junior (Jimmy) – bought with lottery money – has replaced the yellow K8, and is proving very popular. 770 has been joined by another Astir, HSE, bringing the number of private gliders to twelve.

We had a successful open day (no rain) with lots of trial lessons and a lovely aerobatic demonstration by Terry Slater. A number of people have since shown interest in becoming full members. Our oldest member, Sandy Martin, celebrated his 90th birthday with a flight in our K21.

Angela Veitch

Club News

Kent (Challock)

The season is off to a good start with Steve Goss flying his Gold Distance. Andrey Samuels and John Turner have both flown for five-hours. Our 'new' Junior is a welcome addition to the fleet, sparing its 'old' partner for static display at three airshows.

Our old met. station, set up many years ago by the late Pat Cole, consisted of a basic anemometer and wind direction indicator. Although Pat stopped flying with us a number of years before he died, he made the club a bequest, and his money has been put to good use. John Hoye has installed a new satellite station, which should prove a valuable aid to any task setter.

Caroline Whitbread

Kestrel (RAF Odiham)

Cadet Cpl Sophie Field of 11F Brooklands ATC Squadron, who became a Kestrel cadet at the age of 14, had a busy week this spring: she completed a Vigilant and Viking gliding-scholarship, undetook an advanced training-course at Syerston, and converted to a K21 at Odiham!

Our treasurer, Mark Bushnall, and Paul Cammish have flown solo. Aircraft Member, Ian Pattingale, managed his Silver height *and* distance during a cross-country flight to Keevil.

CFI, Marc Morley, has been seen with an iron – so either the fabric is going back on the K13 or he has suddenly become a 'new man'! Work on our spare winch is progressing, but we have discovered that it needs an expensive gear repair – or we need to replace our fleet with hang-gliders. The new porta-cabin workshop is in use and actually keeps things dry. We have had a welcome spring-influx of new service joiners.

Simon Boyden

Lasham

Frank Irving has been awarded an Associateship of Imperial College.

A most successful meeting, was held in the clubhouse, with Lasham villagers, for a briefing on the planned future-use of the airfield. The condition and status of the old DERA buildings on the south side of the airfield is being assessed.

A cross-country course has been 'donated' on an annual basis for the next five years to the Ted Lysakowski Trust. A sum of money has been donated to the Trust from Lasham.

Our CFI, Graham McAndrew, ran a refresher-course for five senior-instructors (including Derek Piggott). The six of them had a total of 17,000 gliding hours between them!

Photograph: Les Blows

Can you see what I can see? What else is in view other than the little white aircraft? Note also the typically poor UK visibility on a perfectly soarable cross-country day.

A two-week expedition, to Ontur in Spain, is planned for June. Our first 500km flight of the season was made by our Chairman, Patrick Naegeli, on the May Bank holiday Monday. He flew from Lasham to Leicester to Basingstoke to Hus. Bos. and home to Lasham.

Tony Segal

Lincolnshire (Strubby)

Despite Strubby's proximity to the sea, early spring brought some good soaring conditions to Lincolnshire Gliding Club. Patricia Ridger and Harry Fleet both flew 50km to Kirton for Silver distances; it took Patricia 4h 50m, and Harry 2h 40m. John Brooks completed his second Bronze leg and Phil Pickering his cross-country endorsement. Alan Childs reached 5,400', but he didn't have a barograph with him.

With sea breezes, the weather at Strubby is a bit like special offers in the supermarket; you never quite know what is on offer until you get there!

Martin Thompson has his B-badge.

Gerry Bloor

Mendip (Halesland)

After being ribbed about having the shortest flight of the day, Paul Hooke soared a Bocian for over an hour for his first bronze leg. We have two new solo pilots, Adrian Ruddle and Lee Tryhorn.

Two days after his first solo, Lee teamed up with Instructor Stuart Mills in another of our club Bocians to win the novice class at the North Hill round of the Inter-Club League. Their flight was made more interesting when they were passed by the Red Arrows – one of which broke formation, greeted them with a roll, and rejoined its group. Meanwhile, pundit Paul Croote was winning his class, matching the achievement of Bob Merritt in the previous round at Rivar Hill.

Keith Simmons

Midland (Long Mynd)

Nearly 1,500km were flown by six pilots on one day of the May bank holiday. A notable first was when Paul Stanley went cross-country with someone else's wife and actually landed back on site!

A Mynd team won Rockpolishers for a welcome change after a good start at Shobdon in April. They were summoned together and captained, in uncompromising style, by Rose Johnson.

Courses are well-booked. We gained twenty-seven new members, from a special promotional weekend in May, and are working hard to keep them, but evenings with Eddie Humphries' Oompa band might be overdoing it.

Private taxiways from trailers continue to be the latest status symbol; the Duo Discus currently has the smartest – a nineteen-slab strip. The arrival of the motor glider is imminent and its place in the hangar is being kept warm.

Please note that we now require radio calls when joining the circuit. In the light of serious national and local events the CFI is drumming into members and visitors alike the three watchwords of Bill Scull: "Lookout, Lookout and Lookout".

Roland Bailey

Nene Valley (Upwood)

Although our leaflet drop did not result in the new members we had hoped for, it did produce a lot of interest in the club

and we have sold quite a few trial lessons. The connection of mains water and electricity was completed on time.

Kim Mellor and Richard Hayden have flown solo. Peter Blacker has Bronze Part 1. Peter Seymour flew 50km and Gary Nuttall reached Gold height from Upwood
Graham Woodward

Norfolk (Tibenham)

We hosted our 9th Regionals at the beginning of June. The winner was Richard Johnson of Husbands Bosworth. Our own Ray Hart was 2nd. See page 56 for a competition report.

The BGA Soaring Course, with Simon Adlard, was over-subscribed. It was much enjoyed, despite poor weather, and several badge flights were sucessfully made.

Eric Arthur has retired as CFI, to live in France, and Ray Hart has taken over.
Bonnie Wade

Northumbria (Currock Hill)

Thermals so far this season, even for the BGA Soaring Course week have allowed little but local soaring. Most cross-country flights have been in Pennine wave. Simon Adlard's visit with the BGA Duo Discus has inspired us and, when the good weather comes, we'll be ready.

We welcome our 3rd annual intake of cadets and we are making good use of the club's Astir with its new Borgelt vario system and EW logger.
Martin Fellis

North Wales (Llantisilio)

We have made real progress at last! The landlord has improved access to the field, removed hedges, and has also delivered our two winches. We have two 40' containers for storage, and a Blanik and K8 waiting to fly! The Council has received our planning application and have been helpful. By the time you read this we should be well-established and looking forward to enquiries from visitors.

Ian Skinner and Chris Bolton have been flying some of our instructors over the new field in a Cessna 172 out of Caernarfon. On some occasions they could throttle back and soar over the site – what potential?!

A few members took a Capstan and a brace of Skylarks to the Vintage Glider Rally at Bicester. We enjoyed some good flying, but the high spot was to see Harry packing forty, mostly vintage, machines into Bicester's hangar!

For an update on our progress or to visit the site call Gill on 07801 227663.
Gill Pennant

Portsmouth Naval (Lee on Solent)

Our club was 50-years-old at the end of May. Many past and present members attended a dinner and dance in the evening after a good Saturday's flying. However typical bank-holiday weather (wet) put paid to any further flying.

After many years of Chairmanship, Dave Murray has handed over to Peter Waugh. Several club members travelled to The Long Mynd for a weekend's flying in June. Ailsa Cooper has completed her Silver distance by flying 50km to Parham (see photograph above).
Yvonne Watts

Photograph: Le Forbes

Ailsa Cooper and her retrieve crew de-rigging at Parham after her 50km flight. The balloons were lifting off from the grounds of Parham house after a two-day steam fair.

Rattlesden

After a poor start to the season our Inter-club League meeting was a roaring success. Geoff Rowler and Ken Ronenberg did extremely well, and caused headaches for the other competitors.

We recently enjoyed an excellent flying display by Julie Abbey. Helen Page has her 100km Diploma.
Mark Wright

Shalbourne (Rivar Hill)

Liz Bertoya, who recently married Alan Sparrow, is now a full cat instructor.

We have acquired another winch, taking our total to four . The new acquisition is gas-powered, and will hopefully give us better cross-wind launches.

Jim Gavin is now a Half cat. instructor. Our *ab initio* week in May wasn't the most successful; the weather put paid to most flying, but hopefully things will improve for our Enterprise-style task-week in August.
Clive Harder

Shenington (Shenington)

We've had lots of new members recently, and our courses are busy. The recent BGA Soaring Course went well in spite of the weather, and plans continue for our joint task-week with Bowland Forest on August 16-20th. Contact the office (01295-680008) if you are interested.

Daryl Burton and John Rogers are our two new tuggies. Geoff Powell gained a Silver height recently, and Leigh Wells flew 500km in early June. We are taking part in our local Inter-club League, and we have various members competing in the regional and Club-class competitions.

We have BBQs on the first Saturday of each month throughout the summer, and visitors are welcome. As always, you can keep up to date with our activities at: http://freespace.virgin.net/fisher.m/sgc/
Tess Whiting

The Soaring Centre (Husbands Bosworth)

We have welcomed Andy Parish, our new club manager, and Pete Coward, our new tug-master.

Several new, and a couple of previous, members have joined the club. We have a number of new glider types on site including an ASW27, ASW22 and the brand new LAK 17.

Congratulations to Richard Johnson who won the Eastern Regionals at Tibenham. Richard Farmer, James Hiley, Tom Houghton, Christopher Shaw, Ben McClaren and Duncan Bennet have flown solo, and Simon Tomlinson has his Bronze.

Club News

Guy Westgate visited us recently with the Fox and initiated a brave few club members into the world of glider aerobatics. Brian Marsh also ran a very successful soaring-course during May. The club will be running a task-week from 14th - 22nd August.

From 25th September until 3rd October we will be celebrating 100 years of gliding; activities will include an open weekend, vintage glider meet, fun fair, and a commemorative fly (see p.30 or ring the club – 01858 880521 – for more information)

Three of our pilots, Paul Crabb, Steve Crabb and Russell Cheetham are competing in the World Gliding Championships in Bayreuth, Germany in August. Paul and Steve are competing for Ireland in the Standard class and Russell is in the Open class for the UK.
Siobhan Hindley

Southdown (Parham)

After a keenly fought Inter-club round this Spring, Lasham finished one point ahead of us. Paul Fritche, Duncan Stewart, Dick Dixon and Rod Walker did us proud. Meanwhile Paul Fritche and Julian will represent us in the Club-class Nationals at Nympsfield.

Melissa Hughes has flown solo and Pat Simmonds has her Bronze badge. Eddie Hahnefeld was the only pilot to complete a recent 240km club task to Swindon, Didcot and back to Parham.

Our new bursary students have been selected. This scheme is proving a great success and it is good to see so many young faces around.

The longest running game at Parham has for years been 'Musical Trailers.' This is rather like musical chairs but with an obvious difference. Every time a trailer goes off site for a retrieve, another one nips into the vacant slot. The problem has been solved by Derek Eastell, and any other club with similar problems is welcome to get in touch for the formula!

Pilots flew on every day of a recent five-day, weather-blessed cross-country course – 420km was the best distance.
Peter Holloway

Staffordshire (Seighford)

Brian Pearson has completed a 138km triangle. Paul Crump is a new winch driver. Derek Heaton has completed his Basic Instructor rating and Peter Lowe has a BGA Inspector rating.

Our Static Display in Market Square, Stafford, was a great success (see the article on p.40). It was a tremendous team-effort and although it was a long day we all enjoyed it.

Our German member, Sren Ebser was man enough take an aerobatic flight in the Fox with our Chairman Glyn Yates. We didn't realise that aerobatics could change one's skin colour quite so quickly!

That girl Lara Davies and her team organised a stonking hangar-dance on 8th May which was another great success.

Solo pilot Peter Keutgens is congratulated by his instructor, Bob Pirie.

The Raffle prize was another aerobatic flight in the Fox – won by Lee Featherstone. That'll teach him to buy a raffle ticket. We are taking part in an exchange visit with a French Gliding Club near Belfort at the end of July.
Chris Jones

Surrey Hills (Kenley Airfield)

Our hard runways let us continue flying throughout this exceptionally wet winter. At our annual prizegiving awards went to Peter Wann, Dominic Finch, Peter Farr, and David Hull. Keith Hampson took the Golden Brick. Michael Brady has flown solo.

An expedition to Jaca, a new mountain-site in the Spanish Pyrenees was a success. Silver duration and Gold height flights were made by Keith Hampson. Alan Seear reached Silver height, but missed his five hours duration by ten minutes; he took off without a watch *and* had radio failure. Peter Poole missed a Diamond height by only 500'. The rest of us learned much about the elusiveness of wave and the potential hazards of mountains!

Mick Hughes joins us as an additional full-time instructor for the Summer and, as always, visitors will be very welcome. Where else can you get an aerial view of the millennium dome?

Trent Valley (Kirton Lindsey)

Our application for a lottery grant has been approved, and we are looking forward to buying a Super Cat winch. Our pilots have been busy: John Williams flew over 500km on a day when the weather man promised rain; Geoff Davey has flown 50km; Tom Mckinley and Dave Britt reached Silver height; Gordon Bowes has a cross-country endorsement; Bronze legs have been flown by Ian Dawson, Andrew Turk and Reg Dann. Dave Britt and Simon Grant have one-hour flights and Norman Bowes has done the type-conversion flight from the tractor to solo in the K13.

We had a successful open weekend, introducing many members of the public to the joys of our sport. In an effort to embrace technology we now have a mobile phone at the launch point the number is 07808 515513.
John Kitchen.

Wolds (Pocklington)

Our AGM, in May, was informed of our best financial year ever with healthy profits returned, despite all the expenditure on the new fleet. With this in mind, we are now laying down serious plans for our new clubhouse, and asking members of their views. We intend to build ambitiously with a clubhouse that will be large enough to accommodate any expansion for many years to come.

Our spring advertising and incentive scheme for new members, has been enormously successful with over sixty people joining as full members in the last four months. We hope to have 300 members by the end of this year.

An enjoyable expedition to Portmoak in April by 22 gliders, yielded a reasonable crop of badge claims and hangovers.

Our extensive new website is now up and running and can be found at http://www.wolds-gliding.org. Our email address has also changed to office@wolds-gliding.org.
Simon Parker

Vectis (Bembridge)

We now have a second Blanik. Conditions have been poor so far this year and, coupled with tug unavailability early in the year, we have made a slow start to flying, although several reasonable flights have been recorded. The first open day, aiming to encourage more people to try gliding, was not well-supported, but we hope to have had better results on the 20th & 23rd June.
Peter Seago

Wyvern (Upavon)

Obituary – Pete Cook

Pete Cook's died suddenly in June. As a youngster, he took to gliding like a duck to water, eventually getting his third diamond in 1985. He represented Great Britain in the European Championships at Vinon.

Pete was a professional helicopter pilot, initially with the Army Air Corps, and later to the oil rigs. Subsequently, Pete joined the Norwegian Air Ambulance Service, during which time he met his wife Helga. His abiding wish – to use his experience to establish a similar service in the UK – was sadly not fulfilled but, in spite of difficulties, flying remained his passion and he was for many years a staunch member of Army gliding as an instructor, competition pilot, and (not least) enthusiastic bar member.

Tales about Pete enlarge in the telling, and legend has it that he only disposed of his Nimbus 2 after prolonged, but unsuccessful, attempts to install a Wadworths pump in the cockpit. Another frequently-related tale involves the destruction of several geranium pots in the course of a field landing from Vinon. In spite of the damage, the owners made him welcome with a drink on the verandah he had so recently tried to demolish.

We extend our sympathies to Helga, and to his children and grandchildren, who have expressed Pete's wish that donations be made to local air-ambulance services.
Penny Smith

York (Rufforth)

We had a record amount of rain in early June but, despite a forecast for a total wash-out on the 5th, our treasurer launched his T21 at 10am expecting a short flight. After five hours he landed for the earliest Silver duration flight in many years!

The Soaring Centre's new Duo Discus, with Graham Thomas & Roy Carter.

By the time this goes to press we will have held our open weekend on the 19th/20th June, and a day of flying for the British Disabled Flying Club, on the last weekend of the month.

With the demise of *ab-initio* motor glider PPL training for non-glider pilots we are expecting some changes to the way the club will operate in the future.
Mike Cohler

Yorkshire (Sutton Bank)

Sorry, but I'm not naming names in this issue's *Club News*. As we have not had an item for sometime, and we have been achieving so much, it would read like a Who's Who of the Yorkshire Gliding Club!

However, the season has got off to a great start with a good amount of early wave, several Gold heights have been achieved already. We're hoping that this is just the start of things to come.

The recent visit from the Stratford club proved very successful, with two Silver durations being completed and yet another Gold height, also in wave!

A record attempt for the 100k triangle was undertaken recently by our CFI and Justin Wills, we are still waiting confirmation as to whether this is a new record or not. Again, their flight was made in wave-lift.

The Northern Regionals are being hosted again by Yorkshire from July 31st to August 8th. People taking part in this competition will notice something different about the clubhouse; it has recently been re-furbished.

Those who have not visited the club yet this year will see a marked difference. The downstairs, members kitchen has been improved, but we still have Liz and Derek offering wonderful catering from the upstairs kitchen.

For the benefit of our annual spinning checks, the BGA Puchacz has had an outing to Sutton Bank. During the course of one particular flight, while the glider was in a full spin, a senior instructor of the club was somewhat taken aback by the language coming from the front seat, especially as the front seat pilot was female!
Marian Stanley

Sophie Field and her father (an AEI at RAF Odiham).

Obituary - Fred Harvey

It is with regret that we report the recent death of Fred Harvey. Fred was one of our older members, who took up gliding late in life, to join his son in this sport, although age was against Fred, he managed to go solo and was enjoying his new found freedom.

We are glad to see that Gary is back at the club, and back flying again, after his father's death. We extend our sympathies to him, and the rest of his family.
Marian Stanley

Dan Smith Memorial Trophy

Eastern Regionals Competition 1999

by R. Woodhouse

Tibenham, Norfolk: 29th May - 6th June 1999

A number of pilots happily spent Saturday, 27th March, upside-down above the Dunstable Downs for the first aerobatics gliding competition of the year.

Ironically, the main concern of some competitors was not flinging an ASK21 inside-out and backwards but the bit that followed. Having decided that landing anywhere but London GC's horizontally-challenged airfield [it looks like a big green pot-hole] would be too disruptive, Jeremy Berrenger, a local, offered to act as safety pilot for those who were unfamiliar with the airfield!

Although the trophy is awarded to the highest-scoring genuine Sports-class pilot, two thirds of the competitors were Intermediate- and Unlimited-class pilots; the atmosphere was very relaxed. The morning's entertainment was watching successive pilots refreshing their competition skills after months in hibernation. The highlight of each flight was the pilot's attempt at a stall-turn. Those who had failed to refresh their techniques fell, spectacularly, out of the manoeuvre to the deight of the crowd below!

Having flown the two known programmes Guy Westgate flew the Fox. No one minded the interruption as we all knew that when he got back into a K21 it would feel like the controls had been disconnected; this could only be an advantage to the rest of us!

As the afternoon drew to a close each pilot flew the final "unknown" sequence. It is alleged that one pilot's flight-plan became detached from the panel halfway through his flight. While flying the next two manoeuvres from memory he managed to catch it, and read the subsequent figures hand-held!

–Alexander Yeates

Position	Pilot	Class	Points (%)
1	Guy Westgate	Unlimited	78.302
2	Mike Woollard	Intermediate	75.779
3	Jon Bastin	Sports	74.781
4	Jamie Allen	Unlimited	74.593
5	Alexander Yates	Sports	72.693
6	Ian Tunstall	Unlimited	70.714
7	Andrew Cunningham	Intermediate	70.333
8	Chris Cain	Intermediate	66.060
9	Glyn Yates	Sports	61.924
10	Nick Buckingham	Intermediate	61.129
11	Mark Ferrigan	Sports	20.626

Pos.	Pts	Pilot(s)	Glider	H'cap	ID	Day 1 (31/5/99)			Day 2 (1/6/99)			Day 3 (5/6/99)		
						Sp(Dis)	Pos.	Pts	Sp(Dis)	Pos.	Pts	Sp(Dis)	Pos.	Pts
1	2188	Johnson, R. A	LS8	112	S6	45.1	1	373	77.0	6	929	74.7	5	886
2	2038	Hart, R.	Kestrel 19	112	983	(102.9)	2	215	78.9	4	939	74.6	6	884
3	2013	Tribe, A. Various	Janus C	106	R2	(84.6)	5	178	84.9	3	950	70.4	6	884
4	1901	Stafford-Allen, P. R.	Ventus B	108	333	0	16	0	81 3	1	970	75.4	2	931
5	1880	Wilton, J.	ASW 20C	108	634	(98.1)	4	210	(330.1)	10	713	77.5	1	957
6	1854	Burry, J.	LS8	112	301	(79)	7	152	84.5	1	970	62.3	11	732
7	1807	Westwood, D.	LS8	106	D4	(97.7)	3	214	(321.4)	12	705	70.7	4	888
8	1792	Welsh, J.	Kestrel	112	269				70.6	7	893			
		Gaunt, R.	Kestrel	112	269	0	16	0				75.8	3	899
9	1782	Hoye, J.	ASW 20	107	EEC	0	16	0	74.7	5	936	68.1	8	846
10	1656	McInnes, C. J.	Discus	105	R53	(34.5)	15	47	64.2	8	881	58.0	13	728
11	1584	Brenton, T.	Discus BWL	105	19	(59.6)	10	114	(321.6)	10	713	60.1	10	757
12	1498	Nash, S.	Ventus C	108	758				(315.3)	15	676			
		Nash, J.				(59.5)	11	109				58.5	14	713
13	1485	Clowes, N.	ASW 20 CL	112	20	(40.5)	14	55	(315.3)	18	650	66.2	9	780
14	1407	Hill, A.	Discus CS WL	105	A61	(80.9)	6	172	(241.0)	22	504	58.2	12	731
15	1362	Whiting, T.	Discus	105	H20	(54.5)	12	101	(292.6)	20	639	50.0	16	622
16	1266	Staley, J.	LS4	104	379	(12.1)	16	0	(295.7)	16	654	50.2	15	632
17	1189	Luton, C.	LS3	107	307	(61.0)	9	115				(136.1)	17	394
		Goss, S.							(314.1)	14	680			
18	1007	Hook, K.	Mosquito B	107	320	(62.6)	8	119	(330.9)	9	722	(65.9)	20	166
19	977	Cook, M.	K21	94	ECW	(11.1)	16	0				(88.6)	19	277
		Gilbert, J.							(285.8)	13	700			
20	652	Morris, J.	Discus	105	HQM	(34.3)	16	0	(297.5)	17	652	DNF	24	0
21	649	Mcnamee J./O'Donald, P.	Twin Acro 3	99	FQK	0	16	0	(281.1)	19	649	DNF	24	0
22	646	Miles, M.	Std Cirrus	100	HVZ	0	16	0	(236.7)	21	520	(47.2)	21	126
23	590	White, M./Mills, J.	Blanik L-13	74	B1	0	16	0	(176.9)	23	484	(27.0)	22	106
24	373	Coker, D.	Pik 20D	104	EAR	(44.0)	13	74	(8.2)	24	0	(105.9)	18	299
25	51	Bort, S.	Astir CS 77	99	HTE	0	16	0	DNF	24	0	(27.2)	23	51

Monday 31st May was our first competition day. The prospects looked reasonable with a light wind from the NE.

The day developed slowly, and not as well as hoped, so we flew the standby task of 154km (Swannington,Littleport). Cloudbase was 3,000' when the gate opened with 2-3kt climbs. Over-development soon made conditions difficult. Only Richard Johnson (LS8) completed at 45.1 kph. He had the good fortune to pick up lift from a chimney near Thetford forest while preparing to land out. Eighteen competitors scored.

Tuesday 1st June: Day 2

We had a good met. report and set a task of 336km (Lavenham, Hus. Bos., Bury St Edmunds). The first launch was at 11:40 and, although a cloudbase of below 3,000' in the middle of the task slowed competitors down eight pilots completed. Eight others landed nearby, cut off by an influx of sea air after 4.30pm. The joint winners were Jill Burry (LS8) at 84.5 kph, and Peter Stafford-Allen (Ventus B) at 81 kph.

Wednesday 2nd June

Scrubbed at briefing – torrential rain.

Thursday 3rd June

A task was set, but blustery showers brought down those who launched.

Friday 4th June

Looked hopeful. A slot was predicted and a task briefed, but it became evident that the clearance would arrive too late.

Saturday 5th June: Day 3

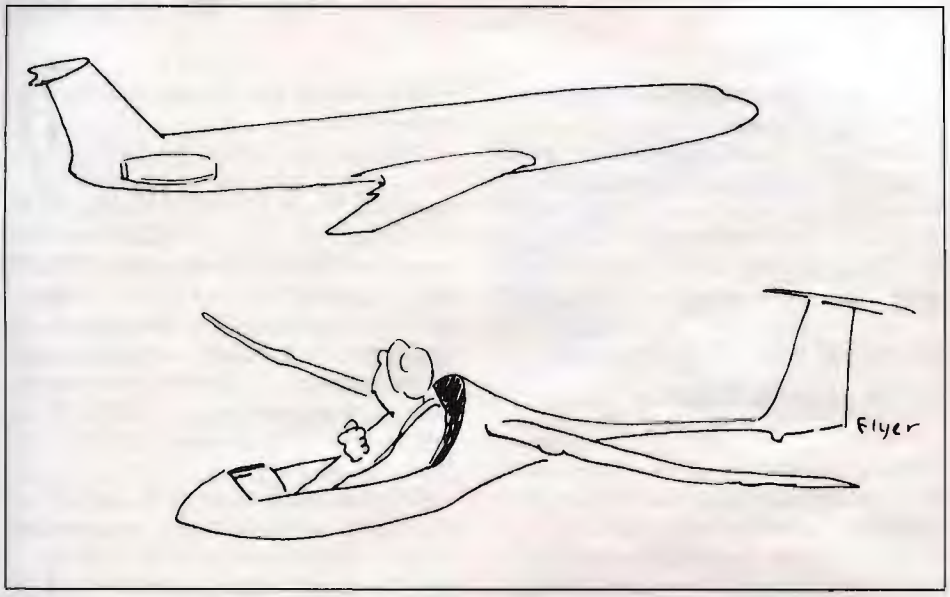
Heavy showers were forecast, but conditions were good in the morning. We set a 148.2km task (Rattlesden, East Dereham, Seething) and launched at 10.40am. Sixteen pilots finished, the winner being John Wilton (ASW 20) at 77.5kph. By mid-afternoon, the showers had arrived.

Sunday 6th June

An afternoon clearance was going to be too late to be useful on the final day. In the end, the winner was Richard Johnson (LS8) with 2,188 points. Ray Hart (Kestrel 19) was second with 2,038 points and Alan Tribe (Janus C) was third with 2,013 points. Alan also took the Two-seater Trophy.

The met. presentation was good and brought humour even to the scrubbed days. The competitors remained in good heart and happy despite a poor start to the season.

Serious, but funny!



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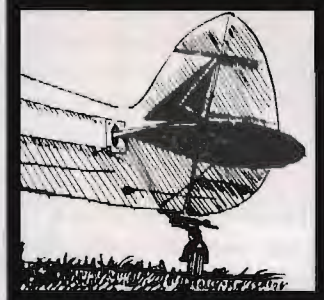

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Staff Profile

Marjo Anderson

BGA Accounts Administrator

Marjo, pictured with a friend.

I have been asked to introduce myself to all those involved with the BGA. This is not an easy task!

I have worked part-time for the BGA since August 1998. As their first port of call, all your subscriptions and fees arrive on my desk for processing.

I was born in Holland and arrived in England in 1968 after travelling the world with my parents: my father was chief engineer for KLM, and was posted anywhere he was needed. Although flying is not new to me I am still looking forward to going up in a glider. (Any offers of a trial flight?!)

I have lived in Leicester since 1972 and have two daughters at University. In my spare time I teach swimming, dance ballroom and Rock & Roll, and jump out of aeroplanes with the Red Devils for charity. I also enjoy gardening and DIY for relaxation!

My next adventure will be a 245km (153 miles) cycle ride, in Holland, in aid of UK Guide Dogs for the Blind. I will be riding around Het IJsselmeer, formally known as Zuiderzee, in October this year.

If you would like to sponsor Marjo's bike ride, cheques can be made payable to: "Guide Dogs for the Blind" and sent to her c/o the BGA, Kimberley House, Vaughan Way, Leicester, Leics. LE1 4SE.

Last of the Summer Swine

by M.C. Pigg

Last January the French Gliding magazine, *Vol a Voile*, published the results of some research, by the FFVV (their BGA), into the causes of the fall in membership experienced by French clubs, and suggested some cures.

Some of the French cures were not applicable to British gliding, e.g. the suggestion to get rid of tugs and have lots of nice, cheap winches; unless you happen to be the folks who live on the hill, and have a large airfield, winching isn't great. In fact, as it happens, I can't help feeling that two or three thousand feet of wire attached to three or four hundred brake horse-power is unsafe for both man and glider alike.

I have the excellent BGA accident reports on disc. The database covers more than ten years of records of accidents to gliders in the UK. I have also gathered some older reports from *S&G* and reclassified them to include the category 'Snarl-up'. Snarl-ups identify cases where the winch cable finds its way into places that it was never intended to be. Let's have a look at an incident from 1956:

> **Glider T21** (open side by side two - seater). The winch faltered when the glider was at about ten feet, the 'chute passed over the nose of the glider and the cable looped behind the pilots' heads. The winch did not regain power! No damage or injury.

Over a seven-year period there were fifty-six cable 'snarls', some comic and some tragic. These fifty-six examples do not, of course, include the multitude of cable-break accidents and incidents. At the risk of being drummed out of the regiment, I must say that *I* think wire-launching is inherently unsafe.

Other ideas

Some other ideas in the FFVV report were to do with improving 'image'. One idea is to get rid of all the old instructors, so that the young would perceive the sport as more 'with it'. Another suggestion is to be rid of the notion that certain, outmoded, qualities of character are required by glider pilots.

The BGA is trying hard to improve the image of UK gliding, but perhaps we should all just wear smart uniforms instead of worrying so much. As for getting rid of the old, why are we so intent on getting young people into the sport?

some of my best friends were young once...

Don't misunderstand me. I have nothing against the young, some of my best friends were young once, but is there *really* anything so dreadful about the fact that glider pilots are getting older? Is it *so* terrible that the sport should require perseverance, self-discipline, some technical knowledge and, occasionally, courage?

Youngsters

Young pilots acquire physical skills quickly but, they are rare birds unless subsidised by their elders (who may be none too well off themselves). They are rare migrant visitors to UK clubs. In my neck of the woods any youngsters that we do win soon move away to college or to find work. When they have established themselves at work they get married and have children.

Now, once upon a time, wife and children would have come to the club on fine days; perhaps she would have made sandwiches and served tea... shopping is much more interesting now, and now hubby comes on his own. The image of the sandwich-making wife was acceptable in the 1950s and 60s but is no longer so. We have to face it, since women have, not unreasonably, claimed equal rights in work and leisure, gliding has ceased to be a viable sport for young families.

Okay – so we have older pilots

The trainees I fly with now are predominately men in their fifties and sixties, newly retired, with children who are now independent. What can we do about it? Have expensive sophisticated family entertainment on site? I doubt it. The French suggest making training easier, quicker and cheaper. I doubt it would work.

Why don't we accept the heresy that glider pilots are going to be older, and trawl the Bingo Halls and the Darby & Joan Clubs for more wrinklies? Demographically there are more older people about anyway. We need to keep these geriatric delinquents off the streets. Perhaps such a socially-acceptable aim would make the lottery Moguls view us with more sympathy – we might, at last, be able to throw away those wretched winches.

Will gliding die off with the ageing glider-pilot population? No, of course not. People will continue to retire; I think that the ladies, whose independence has wounded our sport over the last decade, will soon be retiring, and replenishing our ranks. If BGA permits me to continue instructing, I look forward to it, even if it means wearing a uniform wig and having a face lift. I wish I had worn a hat (not a baseball hat, of course) as a young piglet.

Regulations

Another suggestion in the French report was to get rid of the multitude of regulations, I wasn't quite clear how, but my schoolboy French seemed to suggest that having their movement free of government control, *like ours*, would do the trick!

What is missing in our gliding now is *fun*. Fun is fast being regulated out by rules to protect us from ourselves, and to prevent us using any judgement or initiative. The adoption of American legal notions makes sure that those in authority do all they can to shift responsibility onto others.

We used to teach ourselves cloud-flying and cross-country flying. It was fun and adventure, and were the accident statistics much worse than today's?

Once upon a time gliding was enriched by cranks – the sort of people who built ornithopters and jumped off high places. Of those who survived, some moved to hang-gliding, but I should think that they've been regulated out of that by now, the rest are mouldering away in front of their televisions...

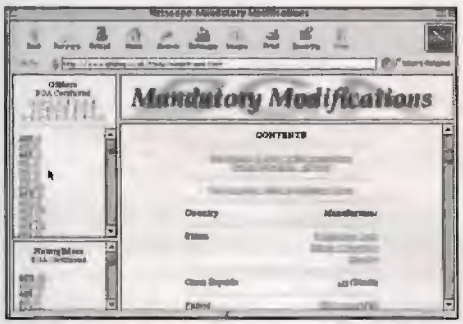
The BGA On-line

Update, June 1999

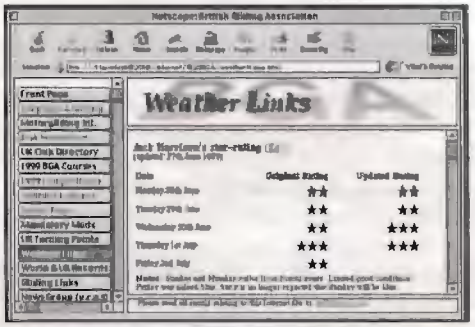
Having published a comprehensive guide to the BGA's website in S&G (Oct/Nov 1998, p.280), it seemed time to write something about the new information that is available.

Mandatory Modifications

In particular the BGA's *Compendium of Airworthiness Directives, Mandatory Modifications, Special Inspections and Check-list of Defects* is now available on-line. The compendium gives details of all modifications required, and sources for more precise data.



Gliders are listed by name and by manufacturer ensuring that the information needed is easy to find. Once you have found the glider you are interested in, the list of modifications/advices is clear. Motorgliders are also included, as are repair schemes and non-mandatory modifications.In addition, there is a section entitled Tug & Motorglider Airworthiness issues. Already the mods page is the seventh most requested page on the site.

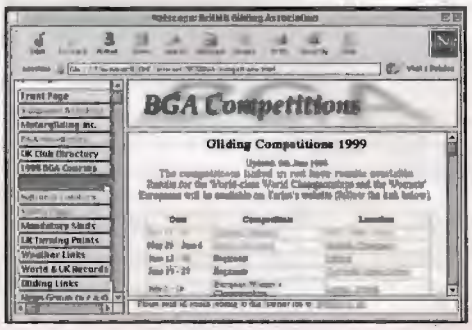


Weather

The new weather star-rating, provided by Jack Harrison has proved very popular. Intended for use with the MetFAX soaring forecasts, Jack's ratings are updated everyday. There is a key to explain what each rating means and, so far, they have proved to be remarkably accurate. The MetFAX telephone numbers are listed on the same page.

Competitions

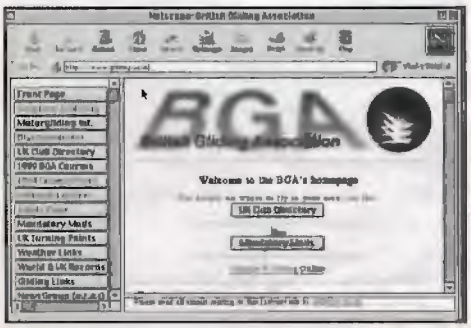
Whenever possible, the results for all the UK Nationals (and as many Regionals as is possible) will be uploaded each day to the website. When the results



are available for any particuar competition, its name, in the comp. page listing, will become red. That red-linked name can then be clicked for the on-line results tables (see below).

Magazines

S&G remains on-line in the form of article precis. Information about subscribing, to both *S&G* and *Motorgliding International*, are available on the site.



Current BGA Web-site Statistics

(for the week ending 27th June)

Average requests per day:	9,020
Distinct hosts served:	1,249
Data transferred per day:	21,411kb
Number of countries logging-in:	36
Most popular day of the week:	Friday
Most popular time of the day:	10pm

Most Popular pages:

1. Club Directory
2. Weather Page
3. Gliding Links
4. *S&G*
5. uk.rec.aviation.soaring (link)
6. BGA Newsletter

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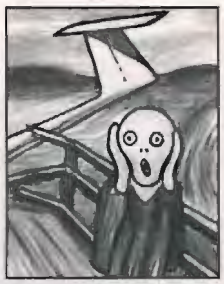

An anonymous column dedicated to those of us who got away with it

Years ago, I was taught to fly cross-country ensuring that I was always within reach of a landable field at 2,000'.

If I could not find lift I was to start picking fields by the time I had descended to 1,500'; from a height of 1,000' downwards I should fly all round the chosen field to assess its size, slope, and other important features, before flying a proper circuit and approach. A few years later, as an instructor, I gave my pupils the same advice.

One day, towards the end of a long flight, I saw an opportunity to add some useful distance. Thermals were weakening, but still available. I was at 4,000' over the airfield. Another airfield, a short way downwind was tempting me on – beyond a hill. With the option of turning back if I found no more lift, I went for it.

One weak thermal later I was back at 4,000', but out of reach of base. There was a landable field beneath me, and I was faced with a decision: should I land without looking for further lift, or carry on with my original plan to reach the downwind airfield, knowing that I could turn back to my field if I couldn't make it over the hill? I went for the hill.

As I approached the wooded slopes I knew that I could still turn back to my field if I found that I could not clear the top of the hill. However, with the wind still behind me, I hoped that the hill would work and give me plenty of lift to clear its peak. While I thought about these possibilities, another consideration appeared. Although the hill was mostly covered in trees there was one suitable field ahead. Its outline had the classic, visual appearance of a rectangular field, on a slope, distorted by perspective into that familar trapesium shape.

My glide-angle was marginal, and I was relying on hill-lift to take me over the top. The wind died. The hill didn't work. I had another decision to make. Should I turn back to the flat field that I had spotted first, or just drop into the field on the side of the hill? I went for the latter. Downwind, but uphill, the landing run would be short.

As I rounded out, reality dawned. I had approached to land in a short, wide, trapezium-shaped field. The 'far end' was 50 yards from the nose of my glider. The two 'parallel' sides came together to a width of less than a wingspan. I lost a wingtip as I came to rest, just inches from the far hedge.

Do as I say, not as I do.

Flying as a visitor to the Rhine valley, it became apparent that there were few suitable areas for outlandings. The general terrain is characterised by some arable fields near the river, often small and containing a variety of crops. Stretching away from the river are slopes with totally unlandable vineyards; the slopes extend to foothills and then to the mountains several miles from the lowland river area.

The finest thermals are generally to be found over the mountains. The best strategy then, on failing to find the next thermal and finding oneself sinking towards the hilltops, is to head back over the vineyards. The idea is to keep looking for lift but, if all else fails, land in one of the few suitable fields somewhere near the river.

One day, I noticed a racecourse with a flat, green, oval centre, some miles from the gliding site I was visiting. There being so few suitable places to land out, I noted it as a potential site should I find myself needing to land in that area.

A day or two later, flying over the hills, I failed to find another much-needed thermal, and so headed back over the vineyards looking for 'my' racecourse. The slopes beside the Rhine are steeper than my glide-angle and so the land fell away leaving me with plenty of height to pick a field, and do the usual survey and checks.

From about 1,000' up the green oval looked good. There was a line of trees down the middle, but between the trees and the track, there was a flat grass area extending the whole length of the inside edge of the course. I elected to land near the grandstand, as the only approach road led to that side. I looked at the site from several angles as I descended to circuit height, and all seemed well.

The circuit and final turn were uneventful, but as I came down the final approach, something didn't look quite as I expected it to. Shortly before I had planned to round out, I realised that the trees in the middle of the oval were saplings. The 'grandstand' was a large shed, and my path, bisecting one half of the green sward, was going to put one wing tip into the first sapling and the other well over the racetrack. The whole thing was like a one-third scale model of a full-size racecourse!

I executed an S-turn to avoid hitting the first sapling but, by that time, I was so low that the downgoing wing-tip touched the ground... it slid, and didn't break. I finished the manoeuvre and executed the shortest landing I could to avoid hitting the fence at the far end of the oval.

It emerged that my racecourse was, in fact, a newly-constructed *dog* track. Without independent references to its size, from any nearby artefacts such as houses, or the spaces between telegraph poles, my perception was based on what I *thought* it was. All my assumptions had fitted together until I was low on the approach.

Beware of unusual landing places, they might be smaller than you think. Look for something to cross-check the proportions of your field if at all possible. I was lucky to be flying a benign and manoeuvrable glider and that the dog track was *just* long enough to land in.

A BGA inspector found the wing and the pilot to be suffering only from ruffled surfaces!

Tragedy in the USA

I had just arrived at Minden airport on 13th July to hear that two hours earlier Bill Ivans and Donald Engen had been killed in Bill's Nimbus 4DM, which was seen to break up after undergoing severe wing-bending G-forces about 5,000' above the Nevada desert.

Don Engen (75) was a director of the SSA and currently served as Director of the Smithsonian National Air and Space Museum in Washington, DC.

Bill Ivans (79) had been in the US world team at St Yan, France in 1956, flying one of the new Elliott laminar-wing gliders, a forerunner of the Olympia 415. There he had a near-fatal crash on a turbulent Mistral day vividly described by Philip Wills. He joked, after staging a full recovery, that he was "living on borrowed time". He put the remaining 43 years to good use in building a successful business and in helping develop gliding in every way. His records, awards and national and international official positions in the sport are too numerous to detail in this brief report.

The American gliding movement is stunned by this event. Bill in particular will be missed by his many British friends, myself included.

–Mike Bird

There will be a full obituary of Bill Ivans in the next issue.

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The managing Director is Jon Phillips, and the address is Whitehill Farm, Hampstead Marshall, NEWBURY, Berkshire RG20 0HP. The telephone number is 01488 657651.

–Angie Veitch

BGA Certificates

All Three Diamonds

No.	Pilot	Club	Date
562	Kindell, Hugh	Lasham	30/1
563	Townsend, Andy	Booker	17/12/98
564	Redman, Simon	Cambridge	19/2

Diamond Goal

No.	Pilot	Club	Date
2-2668	Crawford, George	Oxford (SA)	18/1
2-2669	Goudie, John	SGU	16/4
2-2670	Goodenough, G.	SGU	20/11/98
2-2671	Atkinson, Peter	London (Oz)	12/1
2-2672	Stanton, Chris	Vectis (Oz)	1/2

Diamond Distance

No.	Pilot	Club	Date
1-799	Townsend, Andy	Booker (SA)	17/12/98
1-800	Cavanna, Anthony	Ex Pat (Oz)	11/11/98
1-801	Wright, Mark	Rattlesden	4/1

Diamond Height

No.	Pilot	Club	Date
3-1477	Ferguson, Roddy	SGC	4/12
3-1478	Welch, Graham	Lakes	10/10/98
3-1479	Spencer, Peter	Surrey & Hants	6/10
3-1480	Garwood, Mik	Lasham	23/10/98

Gold Badge

No.	Pilot	Club	Date
2083	Crawford, George	Oxford	18/1
2084	Goudie, John	SGU	16/4
2085	Scholey, Deborah	Lasham	7/4
2086	Adams, Robert	Essex & Suffolk	7/4
2087	Atkinson, Peter	London	9/4
2088	Garrett, John	Bicester	13/4
2089	Stevens, David	Lasham	4/1
2090	Wright, Mark	Rattlesden	3/1
2091	Hudson, Ralph	Yorkshire	11/4
2092	Stringer, Michael	London	9/4
2093	Spedding, Nigel	Stratford	11/12/98

Gold Distance

Pilot	Club	Date
Crawford, George	Oxford (SA)	18/1
Goudie, John	SGU	16/4
Goodenough, G.	Burn (Oz)	20/11/98
Atkinson, Peter	London (Oz)	21/1
Stanton, Chris	Vectis (Oz)	1/2

Gold Height

Pilot	Club	Date
Williams, Randall	East Sussex	24/3
Williamson, M.	P. & Spalding	21/10
Jenkins, Alan	Enstone	14/3
Muir, Richard	Derby & Lancs	25/3
Friend, Michael	Essex & Suffolk	7/4
Scholey, Deborah	Lasham (Spain)	7/4
Rance, David	Midland	19/3
Tiller, Philip	Wolds	7/4
Fryer, John	Pocklington	7/4
Svenson, Bernard	Wolds	7/4
Adams, Robert	Essex & Suffolk	7/4
Atkinson, Peter	London	9/4
Garrett, John	Bicester (France)	13/4
Stevens, David	Lasham (Oz)	4/1
Duffield, Catherine	Lasham (Oz)	4/1
Wright, Mark	Rattlesden (Oz)	3/1
Price, Christopher	Essex & Suffolk	8/4
Hudson, Ralph	Yorkshire	11/4
Hampson, Keith	Surrey Hills	9/4
Stringer, Michael	London (Spain)	9/4
Birtson, Frank	Cotswold	7/4
Spedding, Nigel	Stratford (Oz)	11/12
Fiorentini, Chris	Cairngorm (USA)	17/2
Huband, Jonothan	V. of WH (USA)	24/3
Brenton, Thomas	Essex & Suffolk	23/5
Davison, Chris	Buckminster	23/5
Smith, Nicholas	Fulmar (France)	18/4

UK Cross-Country Diploma (Part 1)

Name	Club	Date
Bell, David	Burn	27/3
Nutley, Stephen	SGU	16/4

UK Cross-Country Diploma (Part 2)

Name	Club	Date
Nutley, Stephen	SGU	16/4

Classifieds

Please send the text of your advert, and your payment, to **Debbie Carr at the BGA office** *(not to the editor)*.
The deadline for classifieds to be included in the Oct/Nov issue of *S&G* is **3rd Sept** after which any adverts received will be published in the following issue.
Text: 80p/word, minimum twenty words (£16).
Black and white photographs: £6 extra
Box number: £3 extra. All prices include VAT.

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Substantial-accident Summaries

Covering the period March - May 1999

by Dave Wright

No.	Type	BGA No.	Damage	Date	Place	Age	Injury	Hours
23	ASK13	1503	Substantial	04/04/99 16:03	Seighford	70	None	7

The K13 was seen to be very low on the downwind leg and the pilot turned finals at only 200ft, automatically pulling the airbrakes open before he realised he was much too low. He rejected a landing in the undershoot field as he "thought he would make it" and landed through the barbed wire airfield fence. This severed the port outboard wing.

24	ASK21	3705	Write Off	17/04/99	Dunstable	? ?	Minor None	1709 ?

Initial Report: The glider was struck by lightning which caused the wing to explode. With the canopies blown away, P1 and his novice student, were both able to make successful descents by parachute.

30	ASK23	2996	Substantial	02/05/99 15:25	Dunstable	42	Serious	2

After a good dual flight, the early solo pilot took a solo winch launch in a K23. In the light wind conditions the ground run was not abnormally long but as the glider rotated into the climb the speed fell so the pilot lowered the nose. From about 35ft the pilot was the unable to prevent the nose impacting the ground. He received back injuries.

33	ASW15	4539	Substantial	03/05/99 16:30	Near Banbury	54	None	97

The pilot was on a cross-country flight on a blue day with poor visibility. Getting low he selected a pair of fields then attempted to soar but failed so returned and saw a line of poles along the edge and across the corner of the field. He got out of position while looking for another then went into a small field at speed, hitting the far hedge.

34	Pegasus Grob 103-3	3594	Substantial Substantial	08/05/09 11:35	Long Mynd	52 54 62	Minor None None	600 5023 1

This was a mid-air collision between gliders flown by very experienced pilots. A single seater was holding abeam the airfield waiting for a landed glider to be cleared. The other glider was being flown by an instructor from the rear seat. They collided as he turned onto base leg. Despite badly damaged wings and canopies, both landed safely.

36	*ASW20* *Grob 103-3*		*Write Off* *Write Off*	*31/05/99*	*Camphill*	*?* *?* *?*	*Fatal* *Fatal* *Fatal*	*?* *?* *?*

Initial Report: *This was a fatal mid-air collision between two gliders in which all three experienced pilots were killed. The collision took place at low altitude at a point about in the middle of the downwind leg. The solo pilot and the two in the two-seater were killed upon impact.*

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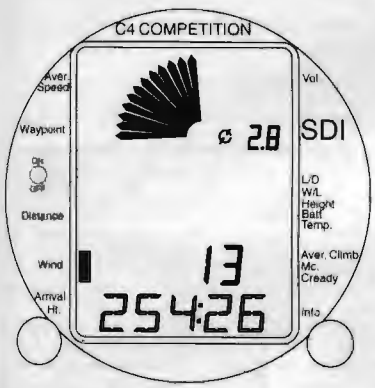

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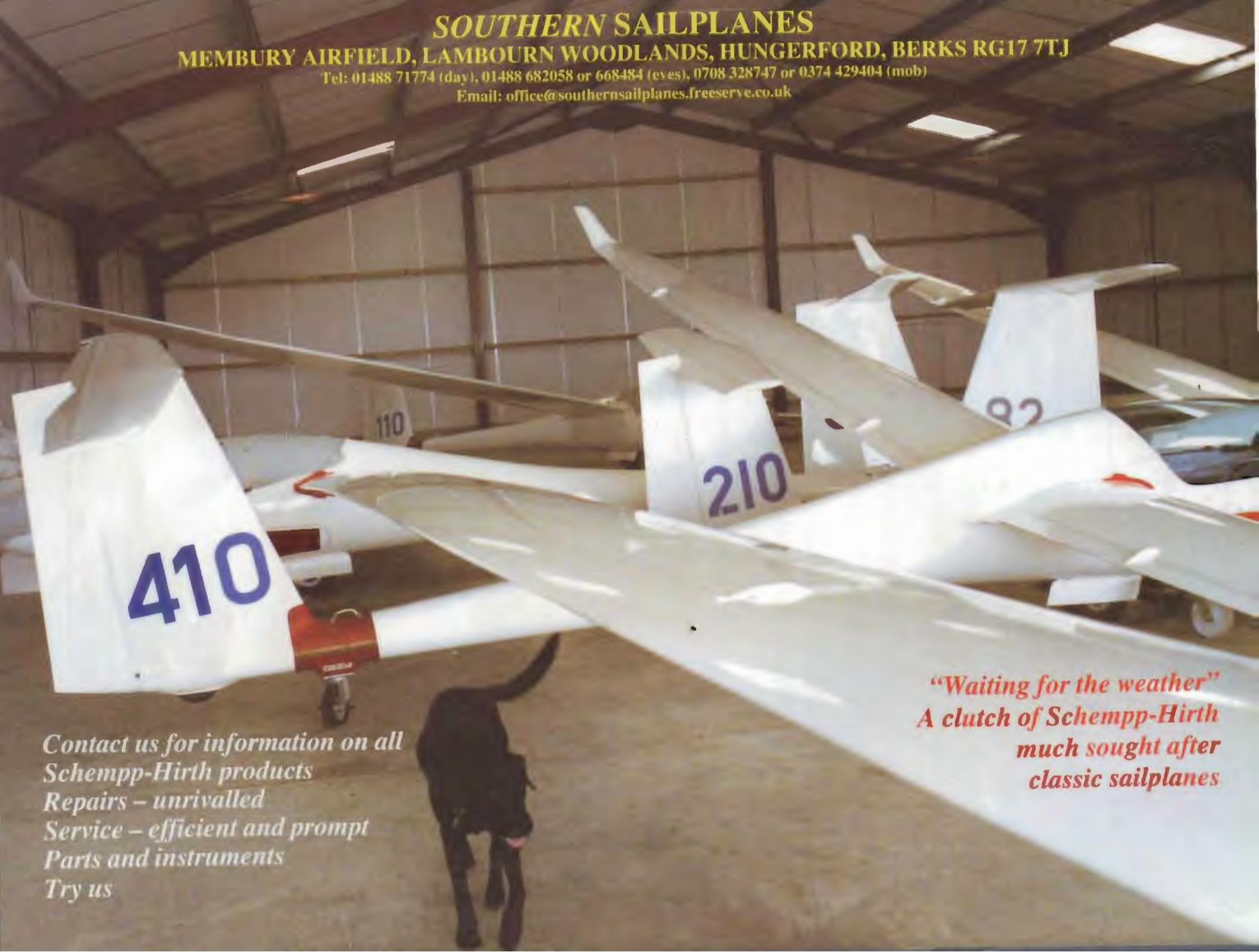

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