

Sailplane & Gliding



First in the UK

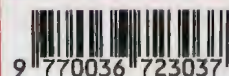
Yorkshire buys a DG-1000

Look back at that field



The ultimate TP?

Dec 2003 – Jan 2004
£3.85 Vol. 54 No. 6



61

BGA Gliding Conference 2004

Eastwood Hall Conference Centre, Nottingham
Saturday 6 March 2004

- Leisure Facilities including swimming pool & Jacuzzi, available to all.
- Accommodation - £32.50pp (based on two sharing)
- Lunch - £15 for a hot and cold 3 course buffet, or £5 for rolls/sandwiches (pre-booking required).
- Unlimited tea/coffee/biscuits throughout the day - £5.

Provisional Programme



10.00am	Welcome	2.30pm	Annual General Meeting <i>Including Trophy Awards</i>
10.15am	Faulkes Flying Foundation	3.45pm	Exhibitions - Tea/Coffee
10.45am	Rise in Costs - Fall in Cover <i>The implications of the BGA Insurance Policy that may affect your cover Have Your Say - Open Debate</i>	4.30pm	Lembit Opik
11.30am	Coffee	5.00pm	Keynote Speaker NASA (to be confirmed)
12.00am	Instructing a new approach? <i>How should we structure our training to enable people to become qualified pilots quickly? Is the current system adequate? Should we do more or less in-house training? Have Your Say - Open Debate</i>	6.00pm	Close
1.00pm	Lunch	7.30pm	Pre Dinner Drinks
		8.00pm	Dinner
		10.00pm	After Dinner Speaker Gerhard Weibel (to be confirmed)
		10.30pm	Live Music
		2.00am	Close

**The Dinner in the evening is always a very popular event and tickets are limited to 250.
It is strongly recommended you book early ... strictly by ticket only - £24 per person**

For more information and to book your tickets, call the BGA Office on 0116 2531051 or
email debbie@gliding.co.uk Or book online at www.gliding.co.uk

For accommodation bookings, please contact Eastwood Hall directly.

Tel: 01773 532532, Fax: 01773 532533.

See also their web site: www.hayley-conf.co.uk/pages/eastwood.html

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British Gliding Association

December 2003 ~ January 2004
Volume 54 No 6

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Deadlines

February ~ March 2004

Articles	December 9
Letters	December 9
Club News	December 9
Advertisements	December 19
Classifieds	January 5

April ~ May 2004

Articles	February 10
Letters	February 10
Club News	February 10
Advertisements	February 27
Classifieds	March 5

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Peter Masson introduced Toyota F1's Chief Aerodynamicist to the DG-1000 demonstrator at Bruschat this summer. Pete's view of the glider accompanies Yorkshire GC's account (p18) of how and why they bought their own (www.whitepteries.com)

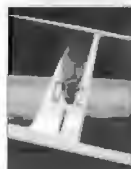
Sailplane & Gliding

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Jochen Ewald reports on new ideas and findings from the most recent Idaflieg meeting and records the sad loss of Hans Zacher

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Yorkshire GC's Graham Evison describes how and why they bought the first DG-1000 to be delivered in the UK, while Pete Masson describes what the new two-seater is like to fly

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Richard Smith, who achieves fame in this issue's *Club News* for taking his P2 on a 580km check flight, suggests how to use technology to brush up your outlanding skills

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Tony Segal reports from the OSTIV Congress, held at the same time as the 2003 Worlds in Leszno

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Guy Westgate finds himself in a race against time and storms on his way through Italy to take the ultimate turning-point photograph...

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Member of the
Royal Aero Club
and the
Fédération Aéronautique Internationale



From the BGA chairman

FOR a change, I got away from the computer and EASA documents last weekend to visit Kent GC at Challock, at the kind invitation of the chairman and, with my wife, as guests at the club's annual dinner. I managed a flight over the North Downs with Tony Moulang in one of their new K-21s, and enjoyed the scenery in a part of the country I had not flown over before. It made me realise I had not kept the promise to myself in 2000 to visit as many clubs as possible during my term as BGA chairman. My excuses for the lapse are only too evident from what you have read about this last year, which has kept me harnessed to the computer and many meetings.

Visiting clubs is one of the highlights of being chairman. It gives me the opportunity to see first hand what club managements are doing to develop their facilities and draw new members in. To witness the enthusiasm and dedication that goes into everyday gliding, and not just the top end of the sport at competitions. My greatest delight at the Kent club was to see an older new member – I would guess in his late forties – receive a club trophy for sheer determination to overcome some health barriers and go solo. He came to me after the dinner to express his thanks, through me, to all the people who create the environment in which he has been able to discover a new and highly rewarding hobby. He is clearly held in great regard by the club, and it made me realise how important it is that we fight for the freedoms from unnecessary restrictions that could result in this person not being allowed

to fly solo. The case for such restrictions would be based on a statistically insignificant possibility of an accident as a direct result of his condition. Yet the real risk that should be considered is the risk to third parties, not the risk to the solo pilot, who should be allowed to enjoy his flying providing he is made aware of the perhaps increased risk to himself compared to the "normal risk" of a fully fit person.

In developments to come in Europe this next year or two over the means by which medical fitness to fly is determined, I shall keep in mind the example of his aspirations and sheer enjoyment of discovering unpowered flight.

In another spectrum, in August I managed to visit the World Championships in Leszno for the last four days. There I witnessed the supreme excellence of the top competition pilots from some 30 countries, and not least the magnificent performance of the British team. Andy Davis thoroughly deserved his second Gold medal and was clearly a popular winner amongst his opposition. At the Saturday evening party I witnessed Olivier Darroze, Standard Class Silver medallist, bring over to Andy a magnum of champagne, which had been presented by the organisers to the team, so he could celebrate Andy's win. The French, perhaps our greatest rivals, accepted graciously that Andy had been the best at Leszno.

Talking of world championships, the organisation of the next Junior Worlds is now progressing at Husbands Bosworth with Andy in the chair of the BGA/Soaring

Centre joint steering committee. They will need a lot of practical support but in the meantime they are well under way with the planning for this event.

The BGA has received a very good response to invitations to be Chief Executive in succession to Barry Rolfe next May. A shortlist for interview has been agreed and candidates will have been interviewed by the time S&G is published. I am hopeful we shall be able to announce the successful candidate early in the New Year. One task the CE will need to address in the next few years is the location of the BGA office when the 35-year lease expires in December 2009. That I am sure will generate lots of debate. The Popular Flying Association moves in November from Shoreham to Turweston airfield, where they will build a new office block in 2004. Food for thought?

Finally, I have just heard that Claire Emson and her husband Cris will be moving to Chicago in December, for Cris to take up a new appointment with his company. Claire will probably not be able to attend the BGA conference in March and therefore I should like to take this early opportunity, on behalf of all members who have attended BGA conferences in recent years, to thank Claire most sincerely for the excellent and dedicated work she has done in putting on such a successful series of conferences. We are all very grateful. Now – is there anyone out there who can follow that act?

David Roberts
October 30, 2003
d.g.roberts@lineone.net

New World Championships are on the IGC agenda

THE International Gliding Commission (IGC), which presides over international gliding, meet only once a year in Plenum session. It is almost impossible for this meeting of 30-plus delegates to deal with all the issues the IGC faces so the President (Tor Johannessen, Norway) and the six elected Vice Presidents (Bob Henderson, New Zealand; Tapio Savolainen, Finland; Roland Stuck, France; Jaroslav Vach, Czech Republic; Eric Mozer, USA; and Brian Spreckley, UK) form a Bureau to help. This meets twice a year, most recently in Paris in October, where the 30-item agenda included the following important issues.

The single most important issue arose from a Championships Working Group chaired by Eric Mozer. Its recommendations were discussed at length, and with a few changes the Bureau decided to recommend their proposed structure for World Championships from 2006. These will be voted on at the next Plenum (Lausanne, February) and may be altered before then.

The proposals are that from 2008 and in subsequent even years there should be two World Championships: the **Racing World**

Championships would have the Open, 18-Metre and 15-Metre Classes, while the **Sports World Championships** would have the Standard, Club and World Classes. The Junior and Women's World Championships, along with World Air Games and Continental Championships, would be held in the odd years from 2007.

Each National Aero Club will be allowed two pilots in each FAI class. Both the Women's and Junior championships will have a Standard and Club Class. The third class in the Women's will be the 15-Metre class and the third class in the Juniors will be decided by the IGC from a proposal by the bidding National Aero Club (NAC).

Annex A will no longer specify a maximum entry number of 120 pilots at a World Gliding Championships (WGC). The NAC will specify in their bid the maximum number of entries. If a WGC receives more proposed entries than the maximum specified, the priority of entrants will be taken from the IGC Ranking List.

The Bureau are proposing to the Plenum that the current Open Class entry rule regarding two-seater motorgliders being allowed to fly at more

than 750kg should include a maximum of 850kg for these gliders. To encourage development of further affordable gliders in this class they are also proposing a maximum weight of 750kg for all gliders and motorgliders in the Open Class, to be applicable after the 2006 Worlds for at least the following decade.

IGC strategy includes developing contests that are more public and media friendly. It is proposed that a Sailplane Grand Prix be held in 2005 with the winner becoming World Soaring Champion. The recent Grand Prix at St Auban was judged to be a most suitable basis on which to model the new event. This includes simultaneous starts for all entrants and a simple but transparent scoring system based on accumulated elapsed time, similar to that used in the Tour de France. The International Grand Prix will ultimately be the climax of national Grand Prix events but the first in 2005 will be the IGC event in the World Air Games. More information on the Grand Prix is available at www.cnrv.net/gpt/en/accueil-en.htm

For more on the meeting and the IGC see www.fai.org/gliding

Brian Spreckley



www.whiteplanes.com

EVEN four Olympus engines are no substitute for span, as Nympsfield pilots Derek Vennard and Tony Harris found out when Derek soared his 25-metre Nimbus 30T overhead Concorde. They were on a cross-country a few years ago when they spotted that unmistakable silhouette, and Tony got this photo (left). "I'm a big fan, so it was a red letter day for me," says Derek. All that we do have left now, of course, is our memories. If, in years to come, you ask any air-minded Briton what major aviation event happened in 2003 they'll remember the demise of a great aircraft. Our second picture, right, shows the end of its last commercial flight, into Heathrow, at the end of October this year

Wright Centennial Scholarships are created

ON THE occasion of the centenary of the first manned powered flight by the Wright Brothers on December 17, 1903, the Royal Aeronautical Society (RAeS) has most kindly awarded to the BGA 40 scholarships of £150 each to help young people learn to glide. To be known as Wright Centennial Scholarships, the awards will be tenable at BGA clubs and given to selected applicants aged 15 to 16 years, 6 months, at the time of their application to the scheme.

The RAeS is one of the largest and most prestigious learned societies in the world for all types of professionals working in aviation and related spheres. Founded in 1866, it played a major role as a scientific forum for concepts and experimental work in the years leading up to the first manned flight and its archives include much personal correspondence with the Wrights themselves.

A major contributor to the Wrights' success was the lengthy series of trials, which they undertook with full scale gliders in the two years preceding their success in December 1903. This flying not only enabled them to acquire a satisfactory standard of piloting skills but most importantly produced the flight test information which enabled them to develop a satisfactory method of three axis control, which was critical to opening up the window to man-carrying flight.

In making this award from their Centennial Scholarship fund the RAeS recognises not only the important part which gliding has played in the past of aviation but the opportunities it brings to the youth now entering the second century of Flight.

BGA clubs, particularly those with cadet schemes, who wish to participate in this scheme to offer training to scholarship applicants, should contact the BGA office.

Dates for your diary

CAA Safety Evenings:

01/12/03	Thuxton	tel 01264 773900
02/12/03	Bournemouth	tel 01202 578558
03/12/03	Plymouth	tel 01752 773335
04/12/03	Bidford	tel 01789 772606
10/12/03	Cranfield	tel 01234 752819
11/12/03	RAF Fairford	tel 01285 714048
21/01/04	Crowfield	tel 01473 644027
27/01/04	Shobdon	tel 01568 708369
28/01/04	West Wales	tel 01239 811100
29/01/04	Mona	tel 01248 714040
05/02/04	Panshanger	tel 01707 391791
11/02/04	Glenrothes	tel 01592 753792
08/03/04	Leeds	tel 0113 2387130
10/03/04	Popham	tel 01256 397733
11/03/04	Exeter	tel 07970 251386

AS the 2004 BGA competitions calendar was not finalised at the time of going to press, we are unable to provide readers with next year's dates this issue. The nationals entry deadline (the end of January) will have passed by the time the next S&G appears, but the calendar will appear in the BGA newsletter, which is circulated to all clubs, and at www.glidering.co.uk/competitions as soon as possible.

Gliders needed for hire or swap

THE Soaring Centre will host the Junior World Gliding Championships in 2005, and in 2004 Junior pilots from around the world will be invited to the Midland Regionals, Hus Bos, as a practice week. We are looking for Standard Class and Club Class gliders to hire out to, or swap with, junior competitors for both contests.

Junior pilots may wish to hire a glider, or be prepared to do a glider swap, offering the use of a glider in their home country for a couple of weeks in exchange for the UK glider hire. Pilots likely to be interested are from Australia, New Zealand, South Africa, USA, Canada, Japan, China and South America. This presents an excellent opportunity for UK pilots to sample the delights of flying abroad, possibly during the UK winter. The exact comp dates are: Midland Regionals, July 31-August 8, 2004; Junior Worlds, July 31-August 20, 2005

If you have a glider that you would like to hire out, or do a glider swap with, please contact the competition organising team at gliderhire@worldgliding2005.com. We will work to put potential hirers and swappers in touch, but will not be involved in any negotiations.

THE BGA won a significant concession earlier this autumn on the implementing of new EASA rules for the registration and continuing airworthiness of gliders. For the time being, new gliders imported to the UK, and imported secondhand gliders, do not have to be CAA registered. The current system continues, as for the current UK fleet. (SLMGs do still need CAA registration). The draft Implementing Rules for Continuing Airworthiness (Part "M" - Maintenance) have also been put on the back burner by the EC. We are told there will be a delay of at least two years before these come into effect.

(www.glidering.co.uk/bgainfo/technical/newsletters/EASA.htm)

FOLLOWING a fatal accident, the AAIB and BGA recommend that clubs have local rules specifying that powered aircraft should take off only when the positions of winch cables on the ground are known to the pilot and the take-off run remains well clear.

The DFC has been awarded to Assistant Rated gliding instructor - and Tornado pilot - "Noddy" Knowles, a member at Deeside and, formerly, Four Counties, for sorties undertaken during service in Iraq.

THE BGA AGM & Conference will be held on March 6, 2004, at Eastwood Hall, nr Nottingham; on-line booking form at www.glidering.co.uk/bgainfo/news.htm

THE BGA will be at The Outdoors Show at the NEC from April 2-4, 2004, and has negotiated £8 off a pair of tickets for members: call 0870 010 9086 (quote "BGA") or visit www.theoutdoorsshow.co.uk

VALUABLE advice on winch launching has been circulated to attendees at the chairman's conference by John Hoskins. If you haven't yet seen it, check out www.glidering.co.uk/safety or www.glideringmagazine.com

DETAILS of BGA courses will be published as soon as they are available on www.glidering.co.uk

NATIONAL Ladder news is at www.bgacladder.co.uk

THE Soaring Centre won the Inter-Club League this year in a very close contest, with just two points separating the five finalists that fielded full teams. The winners were selected because they had the highest number of daily 1000-point scores.

TWO British teams have been chosen - Europeans: Russell Cheetham (Open); Phil Jones (18-Metre); Steve Jones and Dave Watt (15-Metre) and Leigh Wells and Dave Allison (Standard); and Club Class: Peter Masson, Richard Hood and Jay Rebbeck.

A charitable trust is being planned with the goal of creating a national gliding museum at Aston Down.

WE are sorry to report the death of Admiral Sir Michael Livesay, an enthusiastic member of the RINGS, the first Captain of the aircraft carrier *Invincible* and a key adviser in the Falklands War.

THE winner of the BGA 1000 Club Lottery for September 2003 was R Barrett (£41.50), with runners-up L Woodage and R Chamberlain (£20.75). October winner was MF Lisle (£40.50) with runners-up AB Stokes and A Birbeck (£20.50).



McLean Aviation



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Merry Xmas to all our EW owners, we hope you have achieved your gliding goals this year and are busy planning your new flights for 2004. Good luck and a prosperous 2004 to all.

Please Note: EW will be closed for all business from 16/12/2003 until 20/01/04

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When connected through a LX to IPAQ Adapter (£42.95 Incl VAT) the LX 160S will operate a PDA (IPAQ) with, for example, WinPlot or FLYwithCE program and will give enhanced capability.

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Technical

See and be seen

WINTER is here. Visibility can be poor and aircraft conspicuity - always critically important - becomes even more of an issue. Various Service clubs are experimenting with glider conspicuity to enhance visibility but the issue of powered aircraft needs to be considered.

Around gliding sites, tugs and motorgliders add to the general congestion and following AAIB recommendations resulting from a recent mid-air collision it is recommended that the BGA clubs make best use of aircraft external lighting. To this end, the BGA Technical and Safety committees make the following recommendations:

- During all towing operations, tugs use the landing lamp and strobes.
- Tugs without strobes fitted should fit a modern system or consider replacing a red filament rotating beacon with a strobe system.
- Motorgliders are fitted with a simple strobe system.

Modern strobes produce a "Long Flash" - a flash pattern usually of 16-6-6-6 joule output and has the effect of a more prolonged flash, giving your eyes longer to focus on the subject and judge distance. A single flash is hard to see.

Red lenses on rotating beacons and strobes cut out about 75 per cent of the available light, so clear lenses are recommended. These are usually called "Aviation White" (AW).

The usual landing lamp fitted to GA aircraft has a 25-hour service life. If this lamp is replaced with a marker lamp of the same size and light output a 300-hour life can be expected. The marker lamp has an upgraded filament mounting structure with a slightly modified beam pattern.

The BGA have available CAA-approved modifications:

- To replace the usual GE4509 landing lamp commonly used on tug aircraft with a longer life equivalent marker lamp. Mod number BGA 2003/17;
- Whelen Strobe system for PA25 Pawnee Tugs to replace to top mounted rotating beacon. Mod number BGA 2003/09;
- Skyflash Strobe system for SF25/T-61 motorgliders mounted on the fin. Mod number BGA 2002/09.

Unless a strobe system or a replacement lamp is covered in your aircraft parts catalogue as original equipment or approved by a service bulletin issued by the manufacturer, a CAA-approved modification will be required.

For details, free to BGA gliding clubs, of any of the above modifications please contact the BGA office. The use of external lighting is a recommendation from the AAIB and the BGA - it is not mandatory and the aircraft can be operated if lights are not fitted or unserviceable in day VFR conditions. The fitment and use of lighting will contribute greatly to gliding safety and may save further mid-air collisions or airmis occurrences.

Jim Hammerton, BGA Chief Technical Officer

Soaring forecasts

THERE is scarcely a glider pilot in the country who does not study, and appreciate, the soaring weather predictions of Weatherjack via the internet. His opinions are invaluable in helping to plan one's soaring activities for the week ahead.

The occasional absences of his volunteer predictions, due to understandable holiday or illness, are always lamented. How curious it is that this knowledge, so vital to every one of us BGA members, is provided by an unpaid enthusiast? Surely the BGA should allocate a budget to ensure that a soaring forecast is available on a proper, reliable, funded basis for all members via the BGA website? No doubt all the required data is available from the Met Office and elsewhere. Careful handling of advisers would substantially reduce the cost.

Yours in hope

Rod Witter, via email

Time to get tough on airspace

THERE were a startling number of airspace penalties at this year's competitions, weren't there? The revelation of just how cavalier glider pilots are about this must be causing some furrowed brows in the BGA safety and airspace committees.

We all know that this sort of thing has been going on for years, don't we, out of sight and out of mind? It's just that we've now started using accurate 3D traces and analysis software, so we can finally see what slobbs there are in the gliding movement. Slobbs at best – free fall parachutists might use different terms for people who fly through the middle of their DZs.

All of these infringements are unsporting; all of them are antisocial since they harm the image of our sport and undermine our effort to negotiate better access to UK airspace; some infringements endanger the life of third parties.

It just keeps happening. Appeals to sportsmanship, airmanship and even respect for human life don't seem to work.

Is there any reason not to jack up the penalties – for example, to score zero for the day on any airspace violation whatsoever? This seems rather a mild suggestion, in the context. It is up to the pilot to procure navigational information he can trust, or to use the information he has in a prudent manner. If the trace says it's a violation, then "nul points". What's wrong with that? It stands a better chance of sending a clear message both to the pilot and to the CAA about the will to tackle this issue. Tougher sanctions would be available if the tide of airspace violations continued unabated.

In the limit, we are running a dreadful risk with the future of our sport. It's only a matter of time before something happens that makes it evident to a not particularly friendly public that we aren't being responsible airspace users – we just don't know how long we've got.

Presumably similar practices are common outside competitions, where the other

50 per cent of UK cross-country kilometres are run up. That opens up another can of worms, of course.

Anyhow, competition pilots are the elite, or think they are. They should give a lead. Let's have some stonking penalties.

Richard Smith (not-very-proud owner of a 40pt airspace penalty), via email

Am I a responsible parent?

IT is my daughter's birthday, she is ten. It is 7am and Rhiannon announces that the Birthday bunny has definitely been during the night and there are loads of presents to open. We begin.

Fifteen minutes or so into the proceedings a vision of loveliness appears from above; my son Christopher has emerged from his room. I decide that the only possible way of engaging him in conversation at this time of day is to talk gliding. I told him that on my way home from work the previous night they were launching off the ridge at Camphill over the road.

"It's vintage week," came the reply.

Then I heard myself saying: "Why didn't you tell me? It's a fantastic day; you could go flying instead of going to school".

You would not believe the change; we were suddenly confronted with a smiling, chatty, even animated, 17-year-old. If only it were that easy every day.

He didn't moan even when I said that he couldn't have a car, as this would leave his Dad and sister stranded or me marooned at work. "That's fine," he said, "you can drop me off on the way to work and pick me up when you finish, if that's ok". Now it was getting scary!

The whole point of this is really to say thanks to everyone at Camphill for helping Chris so much with his gliding. He joined the club when he was 14 and went solo in March 2002 aged 17-and-a-half. He has learned to drive, fly, winch and be a member of a team; he has also learned the basics of a new language. At least I think it's new – it's not the one I am familiar with! I am always pleased when he announces that he is going flying. I know that he could not be in safer hands than those of his fellow club members. Thank you all.

As I left Chris, Camphill was buzzing; everyone was friendly and heading towards the bacon butties, looking forward to a great day of flying. Some of the aircraft looked a little flimsy (sorry, but they did!). Rest assured, I was put firmly in my place and dispatched to work with the words: "I wonder if Bert is here?" ringing in my ears. If I remember from last year, doesn't Bert fly something vintage fixed together with string?

Just one thing, chaps... Is it normal to choose your university by suitability of the local gliding club?

Debra Chalmers-Brown, a grateful mum

Yet more on motorgliders

HAVING had a busy summer (gliding, etc) I've not been keeping up with my S&G

reading. I am now up to date and feel the need to add my two-penny worth to the series of letters about who is qualified to instruct in a motorglider.

I have a PPL with a Motor Glider Endorsement and a Touring Motor Glider Licence, both of which I keep in date in accordance with current regulations. I am also a current Assistant Category Gliding Instructor.

It seems to me that the present regulations in *Laws and Rules* defy logic and are unnecessarily restrictive. Why can I not use my motorglider qualifications to launch myself and a student to a suitable height and then switch the engine off and use my ASCAT qualification to teach any gliding exercise which I am qualified to teach and the motorglider is capable of flying?

Surely there is no reason to legislate against using a motorglider as a launch method? And as we all instruct in a plethora of types no reason to legislate against a qualified gliding instructor teaching gliding exercises in a motorglider with the engine off. Are we not making an unnecessary rod for our own backs?

If my interpretation was applied to the present situation it would, I believe, meet the various points and counter points of your previous correspondents and the Chairman of the Instructors Committee. It would:

1. Allow Basic, Assistant and Full-rated instructors without a BGA or CAA MGIR to instruct in a motorglider in accordance with their instructor privileges.
2. Cover competency to instruct and currency to fly concerns within present BGA and CAA regulations.
3. Allow the BGA and CAA MGIR to stand for those who wish to teach the more advanced exercises and with the engine on. (It is probably reasonable for the instructor to be fully rated before he is considered experienced enough to cope with the added complication of engine management).
4. Maximise the use of motorgliders, which are expensive assets.
5. And not put pressure on instructors who either do not want to be or cannot afford to be fully rated.

This proposal also adheres to the KISS ("Keep It Simple, Stupid") principle, as it takes advantage of regulations already in place and does so safely!

Chris Bryning, Seahawk GC

PS: I cannot resist the opportunity to start another discussion. Can anyone out there explain to me why all instructing hours in a SSS and SLS Motor Glider count for Instructor Rating Renewals but those flown in a TMG conducting the same exercises do not? What is the logic of this position?

Please send letters (marked "for publication") to the editor at editor@sailplaneandgliding.co.uk or the address on p3, including your full contact details. The deadline for the next issue is **December 9**



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Accident investigation in the BGA

The BGA's Senior Accident Investigator, John Hoskins, explains the relationship between the Air Accidents Investigation Branch and the BGA's own team – and describes the responsibilities of club officers in this area



THE Air Accidents Investigation Branch (AAIB) is part of the Department for Transport and as such is completely separate from the Civil Aviation Authority. The Chief Inspector of Air Accidents is responsible directly to the Secretary of State for Transport.

The responsibility for the investigation of all accidents to aircraft within the United Kingdom rests with the Air Accidents Investigation Branch, whose authority originates from the Civil Aviation Acts 1949, 1968, 1982 and 1989. The current statutes defining the procedures to be followed in the investigation of aircraft accidents, and the powers of the Inspectors of Air Accidents, are the *Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 1996*.

"The sole objective of the investigation of an accident or incident under these Regulations shall be the prevention of accidents or incidents. It shall not be the purpose of this activity to apportion blame or liability."

The British Gliding Association

The Chief Inspector of Air Accidents has delegated to the BGA the responsibility for the investigation of all accidents and incidents to gliders within the United Kingdom, of all levels of seriousness up to and including fatal accidents. The AAIB, however, retain the right to investigate any accident to a glider where unusual circumstances occur or where they consider any aspect of the accident or incident may affect another branch of civil aviation. Because the authority under which the BGA investigates accidents to gliders is delegated from the AAIB, it is essential that we strive to maintain the same standards in our investigations that the AAIB Inspectors themselves achieve. To this end, the members of the BGA Accident Investigation Team undergo (where possible) training under the auspices of the AAIB and regularly attend refresher-training courses at the AAIB head office. The Senior Investigator also maintains a close working relationship with Farnborough.

The accident investigation team

The BGA Accident Investigation team has six members. They are all unpaid volunteers and are very experienced glider pilots and instructors. They also need to have a wider experience of aviation outside gliding and a good engineering background. They are

available 24 hours a day, seven days a week and 52 weeks a year, to go anywhere in the United Kingdom whenever a fatal glider accident occurs, and to attend, or assist at, less serious accidents.

Action in the event of an accident

Notification of a glider accident can be made through a variety of sources. If an accident occurs at a BGA gliding site, then the site management normally makes the initial report. However, often accidents occur at remote locations and the police, having been contacted by a member of the general public, notify the authorities. Whatever the situation, it is the law that in the event of an accident involving substantial damage to an airframe, death or serious injury to the pilot or a third party, the AAIB Duty Co-ordinator must be notified. (Further details of the requirements and definitions of substantial damage or serious injury can be found on the BGA website, or in the folders sent to all BGA Club Safety Officers entitled "CFI's/Safety Officer's Post Accident Guide")

As soon as the AAIB Duty Co-ordinator has been notified of an accident, he will contact a member of the BGA Accident Investigation Team, usually the Senior Investigator. If the accident involves a fatality, then a member of that team will be despatched to the accident scene, where he will liaise with the Police, Emergency Services and the club management to ensure that evidence is collected, impounded and secured. If no fatality has occurred, it is likely that the club Safety Officer will be delegated to handle the investigation but the BGA Team will be available to give any assistance required.

NB: It should be noted that the delegation of authority to carry out an investigation into a gliding accident still originates from the Chief Inspector of Air Accidents and the conduct of the investigation has certain legal requirements. BGA club chairmen should remain well aware of this fact and ensure that when any accident occurs at their club the investigation is carried out promptly, efficiently and conscientiously. There is a 28-day time limit for the submission of an initial report to the BGA Office. It is important that all attempts be made to get the initial report off to the BGA office well within this time frame so that any lessons to be learnt can be expeditiously promulgated throughout the gliding movement.

Conduct of the investigation

Members of the BGA Accident Investigation Team are always available to give assistance in any investigation carried out at club level. AAIB Inspectors are also available to team members with any assistance they may require and hence, through the team, will also give assistance at club level.

Two folders have been circulated to all club Safety Officers in recent months. One is a red folder – the "Accident/Incident Immediate Action Checklist" and the second, blue folder – the "CFI's/Safety Officer's Post Accident Guide". (These are also available on the BGA website at www.gliding.co.uk/bgainfo/onlineforms, under 'Safety')

Contained in these two documents is a useful fund of information on what to do in the event of an accident at your club.

The blue folder is specifically aimed at those who may be called upon to carry out an investigation into an accident. It has particular reference to what one can do to assist an AAIB Inspector or BGA Investigator and to help in the completion of an investigation and compilation of a report at club level.

In all accidents, the submission of a report is vital. Simply partially completing the BGA Accident form is inadequate.

Useful information that may prevent a recurrence of a specific accident can always be gleaned from a conscientiously completed investigation and a reasonably complete report. In a minor accident it is unnecessary to make the report a long one, but look at the headings of a full report and this will ensure no important facets are omitted.

General

The law requires us to report serious accidents. Commonsense dictates that accidents or incidents of a less serious nature are also reported conscientiously. If what individual pilots regard as insignificant events are not reported, then it may be that a "trend" is missed – with possible fatal results to others. The saying that: "Safety is everyone's responsibility" is not a casual remark; it is rooted too much in fact. The BGA Accident Investigation Team is always on the lookout for new members. We do not wish to have too many investigators, but members drop out from time to time. If you have the qualifications of:

- an enquiring mind,
 - an engineering background,
 - considerable experience in gliding,
 - a wide knowledge of general aviation,
 - and the time to devote to the job,
- then please write to the BGA Office with a résumé and it will be forwarded to the right person.

Important new tax reliefs for gliding

AT LONG LAST, the Government has listened to the BGA – and other sporting organisations – in granting a mandatory 80 per cent relief from business rates, without the need for charitable status. This is a significant breakthrough and marks the satisfactory conclusion of more than three years' lobbying by the BGA and the CCPR. Regional seminars have been held throughout the country during October and November in order to publicise and explain the changes and the benefits of the new CASC tax relief package. Significant tax

reliefs are now available to gliding clubs via two possible routes:

Either a gliding club may become a registered charity with the Charity Commission **Or** a gliding club may register as a Community Amateur Sports Club (CASC) with the Inland Revenue. The principal advantages and disadvantages of each route are summarised in the tables below. Applications for registration as a CASC should be made to: *The Inland Revenue, Sports Club Unit, Meldrum House, Drumsheugh Gardens, Edinburgh EH3 7UL*

Conclusion

Each case must be decided on its own merits. The detailed circumstances for each club need to be examined carefully before any decision is taken. Such decisions are usually irrevocable and any penalties arising out of extra regulation need to be carefully balanced against extra tax benefits. Generally, we recommend the CASC option as likely to offer the better deal for gliding clubs. Nevertheless, clubs are advised to consult the BGA before committing themselves to either form of registration. **Roger Coote**

Community Amateur Sports Club (CASC) registered with the Inland Revenue

ADVANTAGES

- Mandatory 80 per cent relief from business rates**
- Corporation Tax exemption for:
 - investment income and gains (100%)
 - property & fundraising income (limited)
 - gift-aid relief and Inheritance Tax relief for individuals
 - Income Tax repayments for the club on gift-aid income

Gliding appears on the Sports Council's list of eligible sports

DISADVANTAGES

It may be necessary to adapt the Gliding Club's constitution and rules to meet the Inland Revenue's requirements. However, this should be no more onerous than is already required by Sport England for capital grant purposes

Charitable Sports Club (Gliding Club registered with the Charity Commission)

ADVANTAGES

- Mandatory 80 per cent relief from business rates**
- Exemption from Corporation Tax
- Gift-aid relief
- Inheritance Tax relief
- Tax relief from gifts of shares or property
- VAT relief

DISADVANTAGES

There is a presumption against gliding as it fails meet the Charity Commission's criteria for a "healthy sport". However, individual clubs may still apply if they feel they have a good enough "community" case

Loss of control over some of the club's land and capital assets, which become community property

The decision is irrevocable. There is no going back!

Information on courses for 2004 will appear on BGA Website soon and in the next issue of S&G.



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Spraying indicator paint under the DG-300's wing as part of a new method to locate the laminar separation bubble, using protective plastic film on aerotow



A "fluid flow picture" of the airflow under the wing after flight. The dark red line marks the beginning of the laminar separation bubble

Jochen Ewald reports on the Idafleg and records the sad loss of founder Hans Zacher

IDAFLEG meetings – where the German Academic Flying Groups meet to test gliders and showcase their projects – will never be the same.

This year, for the first time, we felt the absence of Hans Zacher, who developed the Idafleg flight evaluation scheme from its beginnings in 1937, and still accompanied students here regularly, even after retirement. He had died on August 5, at the age of 90.

His enormous knowledge, his competent advice, his input about what to do next and how to do it, his wide-ranging experience as a test pilot on nearly all gliders flown between the 1930s and the end of the twentieth century, and the fun we all shared – these were and will continue to be missed by all who knew him.

Despite his absence, the work of the Idafleg continues, and the 2003 meeting at Aalen-Elchingen benefited from excellent weather, which allowed lots of flying. As well as performance assessment flights against the "holy" DG-300/17-metre, this DG-300 was itself evaluated. The reason? It had been re-gelled over the winter, and needed re-calibrating. Until that process is complete and the results verified, none of the performance polars derived from this year's testing will be published.

Gliders that underwent comparison flights with the DG-300 included:

- LAK-19 (15-metre and 18-metre);
- DG-1000s (in 20-metre mode);
- Discus 2a with "standard" winglets as well as with new ones designed by Prof Mark Maughmer and flown by James Garner at the Worlds;
- ASW-28/18-metre prototype with 15-metre wingtips (the 18-metre ones were destroyed in a recent fire at the factory);
- Stuttgart Akaflieg's fs-33 Gavilan – a flapped 20-metre two-seater;
- the Karlsruhe Standard Class glider, the AK-8, which had only just had its maiden flight; and
- Braunschweig's SB-14, a new 18-metre flapped glider with a superslim fuselage.

The SB-14 tests introduced interesting new features. To register unintentional pilot-induced control movements, a computer system was used to monitor control surfaces, elevator control forces, angles of attack and instrument indications, thus delivering more accurate test results. The glider is also fitted with combined tail ballast and anti-spin parachute for spin testing. This comprises of a box for sand, installed on the left-hand side of the fuselage, which can be emptied by pulling a cable in the cockpit if the aircraft won't recover from a spin. Should

emptying this not stop it, another cable opens the anti-spin chute, installed on the right-hand side of the tail. After the chute has stabilised the glider, it can be dropped, but it is still retained by a thin rope that tows the chute behind the glider, ensuring it is brought back to the airfield. This device was checked out before spin testing started, but on the first few spin tests it wasn't needed.

Another interesting feature on the SB-14 were the lengthening measurement strips, integrated into wing and spar and recording the actual in-flight loads on the structure.

Projects that were conducted at this year's meeting included the following.

□ Dresden Akaflieg researched the airflow between wing and tailplane and the stall characteristics of the Bocian.

□ Trials were run to make the K-21 drop a wing more readily by fitting triangular bent metal plates with a sharp corner in front of the leading edge, but without satisfactory results. Attempts at previous Idaflegs to use tail ballast for the same purpose were only partly successful, because the tail-ballasted K-21 has only a narrow c of g range in which it can be spun safely.

□ A new video camera tripod with a plexi-glass bubble cover was successfully tested. The camera can be moved by radio remote control and its mount can be taped anywhere outside the glider.

Another successful experiment this year was an improved method of getting "wet paint pictures" on the wing surface to find the real position of the laminar separation bubble. The problem had been keeping a constant speed throughout the flight – even on aerotow. The new system uses a plastic film to cover the applied fluid "paint" on tow, which is removed when the tow rope is released. The fluid becomes viscous after some time exposed to the air, thus "fixing" the picture, so the same constant speed isn't required on approach and landing!

Taking part in Akaflieg activities certainly gives any student a good engineering understanding in a way that simply studying theory never could. But it is also time-consuming, and this is now becoming a problem. The drive to shorten study times at German universities makes it hard to combine fast-track courses with active Akaflieg membership. The result of this policy is already evident in the decreasing number of Akaflieg members and the smaller number of students attending the Idafleg summer meeting. If a sensible way of integrating Akaflieg work into university courses is not found (by allowing a longer period of study without financial penalties), the risk is that our engineers will be less well qualified – obviously not the goal of the education system!

All photographs by Jochen Ewald



Above: new SB-14 with angle-of-attack/slip probe and fluid under the wing to determine the laminar separation line

Below, from top: first test of SB-14 anti-spin chute; its anti-spin ballast box; the anti-spin chute; equipment to measure aileron deflection on the SB-14



Below, from top: the elegant wing of the new AK-8; the AK-8 had its maiden flight on August 17; Discus 2a "Maughmer" winglets



Above, from top: LAK 19 in 18-metre mode; Stuttgart Akafleg's Gavilan was flown on certification tests by the LBA; wool was fixed to a Bocian wing to learn more about stalling; measuring airflow behind a Bocian wing

TAIL FEATHERS

by Platypus



Hitting the silk

IN THE PAST YEAR four of my fellow club members have been forced to walk on air after collisions. Two of them struck (or were struck by – it's not my job to judge) foreign gliders in distant countries, and two, the club's distinguished former chairman and treasurer, collided with each other over English fields. Four out of four survived, as did the two foreign pilots, which is very lucky for all six, since the typical mid-air seems to entail at least one death. All the collisions took place a long way away from our site, the most recent being right next to Lasham. The Lashamites were naturally at some pains to say to the locals and the media, "Nuffink to do wiv us, mate!" Talk about being careful to do the dirty on someone else's doorstep.

Clusters of nasty events are not necessarily significant – though that is hard to explain, for instance, to people whose children have got some dread disease and live near a microwave tower. So I won't say that this cluster means anything special about my friends – or the rest of the membership. However, I believe collisions are likely to increase rather than decrease.

First, modern racing gliders present a much smaller silhouette to the human eye, from whichever viewpoint you see them. I should guess that an ASW 27 has half the wetted area of an Olympia, despite having the same 15-metre span. The high-aspect ratio wing is much narrower and thinner, as are the fuselage and tail surfaces. (And the modern ship is white instead of coloured – though I don't know how important that is: the jury is still out on what makes for good or bad conspicuity.)

Secondly, the little blighters go so fast nowadays. The cruising speed of a fully-ballasted racing ship is in the 90-100kts range, more in strong lift. In the old days it was half that.

Thirdly, an automatic by-product of speed and mass is huge amounts of excess energy that has to be converted into height when lift is encountered. If you pull up into a strong core, a zoom of 500-1,000ft will be achieved. Only the best pilots, as they approach a circling glider at full bore, have any idea of just where they will end up in

relation to that other aircraft once they have settled down to thermalling speed at the right angle of bank. If it's a gaggle the problem is of course much worse.

If you have gliders half as visible, travelling at twice the speed, then that seems to make the probability of a ding four times greater, even without the "zoom-factor", as I'll call it. However, and fourthly, there are a lot more fast and fancy gliders around, and more and more people going in for competitions. By and large we are getting richer, and some people buy expensive plastic after a only short time in the sport. (Though my four friends, newly enrolled in the Caterpillar Club, are all relative old-timers, just about agile enough to get out of an unairworthy sailplane in a hurry, I'm glad to say.)

Non-linear dice-throwing

One must be careful when estimating probabilities: the popularity of our National Lottery proves that most people have zero understanding of the implacable Laws of Chance. The economies of Nevada and Monaco depend on this profound ignorance. You doubtless know the statistician's trick – he asks: how many people do you need to have in a room for there to be a better than evens chance of finding two individuals with the same birthday? It is only 23. BUT if you double the number of people in this crowded room, the likely number of couples with the same birthdays doesn't double – it roughly quadruples. Now, for "having the same birthday", which is something

rather nice, substitute "occupying the same bit of air at the same moment", which is something not nice at all.

Figure it out.

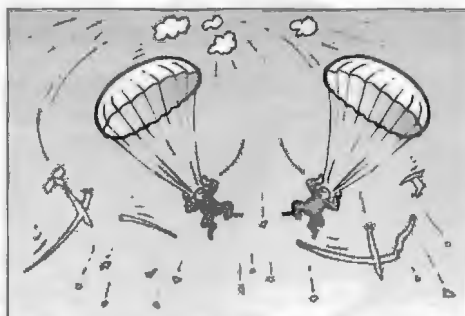
Vicious circles

As you probably all know, the second eta crashed in September 2003 after its tail boom broke during mandatory spin tests. Legendary sailplane-builder Walter Binder and his co-pilot baled out safely. Incidentally the glider is not too badly damaged and may well fly again. That will be a relief to its owners, since it was not insured. Aircraft being tested for airworthiness are not insured while being put through stalls, spins and unusual manoeuvres. By definition, the aircraft has not yet been awarded an airworthiness certificate, and insurance companies understandably don't want to cover any aircraft till it is officially pronounced safe for ordinary pilots to fly.

I flew eta Number One the previous year with Hans-Werner Grosse, and despite some ham-fisted thermalling of this 101ft behemoth on my part it showed not the slightest tendency to stalls or incipient spins. All the people I know who have flown in it say the same. Like the ASH 25 it seems merely to mush softly if flown too slowly with crossed controls.

Spin-testing and spin-training

Does spin-testing and spin-training do more harm than good? One might ask whether in future national aviation authorities will continue to try spinning a glider that does not want to spin. The East Europeans were obsessed with spinning, and as a result have since WW2 built gliders (initially for the military, where danger is part of the job) that spin like tops with much less encouragement that those designed in the western half of Germany. Spins have been killers since the start of aviation, but since then people have found a vastly greater variety of other ingenious ways to wreck aircraft. For years now the most dangerous spin has been the low, slow, incipient spin too near the ground, not a series of full-blooded 360° turns from a great height, into which a normal glider has to be forced artificially and against its will. So why bother to simulate the latter situation?



occupying the same bit of air

Reflections on RTKH

British pilots visiting the Pennsylvania ridges or the Sierra Nevada for just a few days often come home glittering like Soviet generals, convinced that soaring in the USA is a piece of cake. It ain't necessarily so; it can be really tough, especially if you commit yourself to reaching a destination thousands of miles away by a set date. The June-July coast-to-coast glider race to celebrate 100 years of flight since the Wright Brothers' achievement, called Return to Kitty Hawk or RTKH, illustrates just how tough. (See this column in the last *S&G* for my main report.)

You would not normally think there could be degrees of unlandability. Surely, either a place is laudable or it isn't, in the same way that something is unique or it isn't? Not in the USA. In that country there are degrees of uniqueness from "rather unique" through "very unique" to "totally unique". Likewise you have a wide choice of terrain ranging from "rather unlandable" (ie, the glider will probably have to spend a few weeks in hospital) through "very unlandable" (ie, you will probably have to spend a few weeks in hospital) right up to "totally unlandable" which does not require description, except to say that hospital bills will be the least of one's worries. This last kind of terrain, chiefly in the west, looks as if an angry giant had dug the entire place up in a hurry and left sods of earth 100ft square at roughly 45° angles for miles around; except that the sods of earth are in fact solid rock. Not even a helicopter could find a spot to put down. Some of these places are specially marked on air maps, no doubt to discourage those power pilots who seem to love to fly in ground effect. In the east you don't get that: you just find horizon-to-horizon trees instead.

There is no sane way for a bunch of gliders to be dispatched by a contest director across terrain that is unlandable (whether rather, very or totally) except by ensuring they all start with a vast amount of height – the 17,999ft brand being a popular selection in the West. This, very unusually, we did not have.

Several times the organisers of RTKH announced that a particular stage was no longer an Official Race Day, but pilots could fly it unofficially if they wished. (I find it hard not to believe that the sad loss of Gene Carapetyan right at the start had played a part in this great caution, although his death had nothing to do with the set task or the organisation.) In these cases, George Moffat and I invariably derigged the ASH-25 and trailed, in one case coming down from 13,000ft to do so. Our agreed policy was that it was quite OK to risk wrecking somebody else's glider in good faith, so to speak, while attempting an official task; however, it was absolutely wrong even to scratch it once the task had been declared unofficial. Had it been my own syndicate ASH 25 (which visited the USA in 1991 and 1995 and flew over much of the RTKH route) George and I would certainly have



Insurers read this column

had a go at most of the unofficial tasks. With what result I cannot guess, except that it would certainly have been exciting.

(Do your partners and insurers read this column? Ed. Avidly, of course! Plat.)

If the distances flown unofficially are added to the official stages, then most of the RTKH route was covered by somebody. Thus despite the mass derig at Las Cruces, following the cancellation of the official race to Hobbs, home of the Soaring Society of America, Doug Jacobs (ASW 27) and the Payne brothers (ASH 25) nearly made it. They were beaten back from Hobbs by giant thunderstorms and landed at Carlsbad, New Mexico. (Apparently in the Smirnoff Derby there were quite a few miles of driving with gliders in trailers, but the media weren't told, to give the impression that all the sailplanes flew all the way, which they didn't. Nowadays that would be called being economical with the *actualité*.)

I did very little driving: it was bad for my nerves and even worse for the passengers. For the record, the three greatest drivers of car-trailer combinations that I know are (in alphabetical order to minimise invidious debate) Marion Barritt, George Moffat and Gillian Wills. Each has a mastery of inherently unstable vehicles and wilful trailers, and an ability to concentrate for ten-hour stretches, at speeds that test the very edges of the envelope. They even seem to enjoy it. I am indebted to them.

Next time?

I wonder if there will be another race on RTKH lines. A heavily publicity-orientated race to a goal, through a specified set of towns on set dates, is not compatible with the ideal safari or expedition. The ideal safari/expedition (of which I have enjoyed just five in 16 years) entails four key items:

1. Not too many participants – maybe 12 max – and not too wide a spread of experience or aircraft performance. (This means one does not need to set the tasks according to the least able pilots or the slowest ships in the convoy.)
2. Sufficient towplanes at all times to launch all gliders that need tows. (This means that any safe patch of ground, with the owner's permission, can be used; one is not dependent on the availability of local tugs or on

unknown tuggies. It is expensive – but then safaris are going to be expensive anyway.)

3. No commitment to be at any particular town by any particular time (This means total flexibility of task direction, even to the point of a tug-pilot selecting the goal airport whilst everybody is in the air. However, it means advance publicity can't be organised.)
4. Er, good weather. (This is of course relative to the terrain.) If the weather is bad there is no hope for the best-run organisation or the most brilliant pilots. Welcome to soaring; if you can't take a joke you shouldn't have joined.

TINSFBN or the eta meter

There is no substitute for big numbers. I recently asked an American if the United States would progress toward metric measures, as for instance Australia and New Zealand have done without difficulty. "Yes, we'll get there eventually – inch by inch," he said. The trouble is that metric numbers don't make good headlines. When this summer (during my absence in an unexpectedly rain-sodden USA) record temperatures were reached in Britain, only a deluded pedant would have expected our tabloid newspapers to shout, "Phew, 38.4°!" Of course not, they screamed "101°!" Likewise 30.9 metres does not work the same magic as 101 feet. I see no cure for this inflationary disease, unless small becomes sexy.

Pettifogging-detail corner

Talking of pedantry, I recognise that:

- (1) parachutes are no longer made of silk, but Madam Editor does not have room for "Hitting the machine-washable drip-dry nylon/polyester" – nor does it have the same ring to it;
- (2) The Caterpillar Club, which gave members a caterpillar tie-pin, was founded exclusively for users of Irvin chutes back in the 1920s, though other manufacturers followed suit with similar mementoes for happy customers. Membership maxed, of course, during World War Two.

mdbird@dircon.co.uk

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DG-1000

Yorkshire GC have taken delivery of the first DG-1000 in the UK. Treasurer Graham Evison describes how and why they bought it, while Pete Masson, *overleaf*, puts it through its paces



A good club glider?



Opposite, above: DG-1000 over Germany with Pete Masson, former Club Class World Champion, and the Chief Aerodynamicist of Toyota F1

(www.whiteplanes.com)

IT ALL BEGAN when Phil Lazenby, our then flying director, came back from the BGA Conference in 2001, reporting that he had seen the new DG-1000 there, and that it looked super. But, he added, it would be no good at the Yorkshire GC, as we would need a stepladder to get into the cockpit. As Phil has a slight dose of duck's disease (a*** too near the ground) and YGC has a long association with DG, we decided it would be a good idea to include the 1000 on our short list to replace our DG-500. We have tried for a number of years to replace our two-seater machines when they get to 10 years old, and it was the 500's turn next, so the 1000 could be in the frame.

We were a little miffed not to be invited to fly the demonstrator at Rufforth when it was there, as we bought the first DG-500 Club in the country, have two DG-300s in the club fleet and about 10 assorted privately-owned DG on the site. However, we soon got over that when John Ellis – local sage and sometime pundit – came back full of enthusiasm, having managed a ride.

So the debate began, just as it had when we considered the purchase of a Duo Discus. Could we afford it? Where would it fit in the club fleet (two K-21s, DG-500, K-13, two DG-300s, Discus, Astir and K-8)? Would it be an aircraft we could use for basic training as well as teaching cross-country flying? Would it be suitable for spin training? Would it be rugged enough for the type of use we put our two-seater fleet to at Sutton Bank? Would it fit in the hangar?

As you can imagine, the debate went on for some time, but we managed to tick enough boxes on the positive side for a brochure and price list to appear. Again – choices. We settled for a DG-1000s, 18 and 20-metre, complete with fitting for oxygen bottle, trim box and weight set for the fin, fin battery and energy-absorbing double-seater cushions ("colourful"). Oh, and we'd better have a Cobra trailer, just in case it ever lands out.

The deposit was duly paid and delivery was quoted as week 23/24, 2003. We waited and the debate began again. Had we made

the right decision? Will we be able to afford to run it? Will we dare take it out of its shiny Cobra trailer? Will it fit in the hangar? We were asked at the AGM if it was wise to buy an untried and tested design. Oh, well.

After nail-biting dealings buying Euros, it was quite a relief when club members Stuart Heaton, Neville Wilkinson and I boarded North Sea Ferries' *Pride of Rotterdam* to begin the journey to collect our new toy. After a convivial dinner, with some slight imbibing of alcohol, we retired to an ultra-smooth crossing to Europort. Sunday dawned fresh and clear as we crossed the flatlands of Holland, noting that at the rate they appear to be building roads, there will soon be nowhere to land a glider. We did see one or two gliding sites as we sped south, but convection had not begun, so we concentrated on the job in hand. We made good time through Germany and, as we neared the Rhine, Stuart decided lunch by the river was the order of the day. Some inspired navigation had us traversing the back streets of Koblenz, but he redeemed himself, and we enjoyed a most pleasant luncheon in the town square of Boppard, overlooking the river.

Refreshed, we continued and arrived at Bruchsal by mid afternoon, deciding to find

the factory first. Initial attempts proved frustrating; it soon became obvious that the French mapmakers of viaMichelin could not keep up with the German road builders. A new junction had appeared that was not on our 36-hour-old via-the-internet map. When this was worked out we soon found Otto-Lilienthal Way and DG's shiny new factory.

Just behind the factory is Bruchsal GC, so we went over and made ourselves known. Straightaway, a member who works at the factory was summoned over and introduced. He somewhat nervously told us he was sorry but he had no keys and would we mind waiting until tomorrow – Monday – when we could collect our DG-1000 and take it back to Yorkshire? Yes, thank you – he must have recognised our accent!

The club gliders seemed to be soaring and cloudbase was 6,000ft, the temperature 28°C. The club's tug, a Robin, was busy taking the local Fiat dealer's customers for trips round the countryside. Different to Trial Lessons – wonder what the CAA would think? The heat was too much and the air conditioning that we had arrived in seemed a good place to be, so we left the club to their enterprise and sought our hotel for a shower, a beer and some food. We stayed at the Hotel Zum Weissen Lamm in



Yorkshire GC's DG-1000, the first in the country, outside the hangars at Sutton Bank. Two more options had been taken up by UK syndicates when this S&G went to press, says DG agent Bob McLean (photo: Alex May)

► Untergrombach, and excellent it was, too. Dinner consisted of the local speciality, asparagus, in several delicious forms. Local white wine rounded off the meal, followed by a purely medicinal cognac. (It had been a long day; North Sea Ferries wake you very early.) So it was to bed to dream of 6,000ft cloudbases and DG-1000s.

To the factory, where we were greeted by the charming sales manager, Volker Halbe. After coffee, our documentation was produced and explained. Volker pointed out that our machine was works number 28 and had been test flown by Mr Dirks himself, who had pronounced it to be outstanding. Volker was also at pains to point out the spin characteristics of the glider. Oh! After half a turn the nose comes up and the glider appears to go "flat", but will always recover. Oh, really? (More later!) Formalities completed, hands were shaken. Oh yes, we'd better find the glider. It was Volker's first day back at work after two weeks' holiday; he assured us the aircraft would be ready. An initial tour round the trailer park and the finishing shop revealed shrugs from the workforce and a worried look from Volker. But, sure enough, there it was in its trailer, ready to roll. Volker readily agreed to rig the beast and the trailer was opened to reveal our DG-1000 (call sign Delta Sierra Two) sparkling in the sunlight. This was a most useful exercise, as Volker was able to point out several ways to make rigging go more smoothly. Self-connecting controls helped the main wing go together easily. The wings seemed much lighter than our 500's. The winglets fit effortlessly with their own spring pin to secure them. Care must be taken to make sure the aileron extensions clip over correctly, though.

Rigging complete, we were able to admire DS2 in all its splendour and again dream of those 6,000ft thermals. Derigged and stowed for the trip, the glider was abandoned as we adjourned to Volker's office for a cool drink followed by a tour of the factory.

We were all impressed by the size of the place and by its cleanliness and efficiency. Neither the 500 or 1000 fuselage is made in Germany but the whole of the 800 is built at Bruchsal. We were introduced to the chap who does the final fitting of all the canopies; he has worked for DG from the beginning and, we were told, fits all DG canopies. If he is away does the job stop? He told us not to adjust the canopies for at least a year as it will take this long for them to bed in.

The finishing shop was very interesting with all sorts of goodies being fitted. We saw a stick with a circle of buttons around the top to control numerous gizmos. I think it cost more than my first K-6. Being tight Yorkshire folk we had not used this facility and a box of goodies from RD was waiting for the crew back in Yorkshire to fit.

So, formalities completed, we bade a fond farewell and began our return journey aware of the value of that white square in the rear-view mirror. How fast do we tow, we asked Volker: "Oh, 120km/h is fine, but look out

for the police". We settled in behind the lorries at a steadier pace, marvelling at how stable our single-axle trailer was. We had booked an overnight stay about 90 minutes from Bruchsal. Again, good food, good wine and a good night's sleep, and we were on our way to Europort. North Sea Ferries provided their usual comfortable crossing, with formalities at Hull kept to a minimum. We were a little taken aback when the customs officer asked if we had any illegal immigrants in our "box". But then his grin reassured us, and we drove on.

As we reached Sutton Bank the cloud descended, with increasing gloom then drizzle. Some chance of a 6,000ft cloudbase! Just to check we had been taking notes, CFI David Hayes insisted we rig DS2 in the rain (well, it was only light drizzle!). Everyone was duly impressed with the rigging, the trailer... well, everything really. So off to the workshop for Andy Wright, Richie Toon, Derek Taylor and crew to fit the instruments. Then to Bob McLean's for weighing and C of A, and again we wait.

Saturday, July 6, was the day Richard Branson took to the air over nearby Brompton in the Cayley Flyer. It was also the day we had our first flight in DS2. First impressions? Quiet, well put together, controls well harmonised, good powerful airbrakes, much more pleasant to fly from the rear than the 500. The performance seems well up to what we expected with the C4 giving a glide angle of 1 in 49 in still air.

Three months later, how do we feel about our purchase? It is a versatile machine with docile handling. The spin recovery is predictable once experienced. We have managed to demonstrate all the exercises in the instructor's syllabus with ease. For *ab initio* training the K-21 is a better bet, but the 1000 is versatile enough to cope.

Does DS2 fit into club operation and were we correct to tick all the boxes in our initial checklist? Well, yes. It is early days and there is no doubt that the depreciation charges and the insurance costs will have a negative effect on our Profit and Loss account to begin with, but DS2 has added a new dimension to cross-country training and spends most of its time in the air. Flown from the back of the grid in the Northern by David Hayes, it was well up to the pace. It does fit in the hangar, the seats are comfortable as well as colourful, but Phil was quite correct: gentlemen of shorter stature should take precautions before entering or leaving!

DG have produced a fine machine in the 1000. It has helped Yorkshire to add a new aspect to our operations, once again putting Sutton Bank at the forefront of innovation.

I would like to dedicate this article to the memory of the Sharpe family – Norman, Bill, Donald and Daphne – whose assistance over the years has contributed so much to the success of the Yorkshire GC, and particularly to Daphne, whose sudden death has robbed the club of a dear friend



Collecting the DG-1000, above from top: tour of DG; rigging in the factory car park; the stick with buttons around the top that these Yorkshire folk didn't buy. Below: the ferry home; and what do you do when you get your new glider home only to find that it's raining? You rig it in the drizzle, of course! (Graham Evlson)



Flying the 1000

Pete Masson, who won the Club Class Worlds in a DG-101, has tried out the new DG-1000...

IT ISN'T often that you're asked to fly a brand-new glider – and get paid for it – so it seemed rude to turn the chance down! Along with the *White Planes* picture co, I had been tasked with flying with the Chief Aerodynamicist of Toyota Formula 1 for an article to go in their magazine, *One Aim*. Brüggem airfield was the scene. The Toyota Formula 1 factory was just down the road in Cologne, and employee Alexander Böker (who flies with the Kondor GC at Brüggem – possibly the only gliding club with napalm-proof hangars?) did a great job of organising gliders, aircraft and helpers.

I've flown DGs before with mixed reactions and on hearing I was to fly a DG-1000, it was hard to forget my prejudices. My own DG-101 is lovely but my experience of DG two-seaters is that, while not difficult to fly, the handling can be somewhat cumbersome, and lack finesse. The DG-500 and -505 have an annoying tendency to pitch nose down intermittently when thermalling below 50kt, which gets particularly frustrating on gusty days with tight thermals.

I'm also a big fan of Schempp-Hirth's Duo Discus, so comparisons were ready.

Arriving at the airfield at 7:30am, our first job was to rig. The wings come in four pieces, just like the Duo, and are similar weights: the main difference is that there are 18-metre tips available as well as the cranked-up 20-metre tips with winglets. In 18-metre mode, the glider is fully aerobatic, and is even cleared for half flicks (quite a surprise when you see the size of the fin). In 20-metre mode, though still semi-aerobatic, the glider is primarily a cross-country ship with performance akin to the Duo (the DG website claims testing shows it out-performs the Duo through most of the speed range).

The glider goes together nicely and could be easily rigged by three strongish chaps, although you need to be reasonably tall to attach the tailplane to the 6ft-high fin – the main difficulty is inserting the elevator actuator. Rigged, it looks purposeful, strong and beautifully finished. The fuselage sits high off the ground – it has a large, well-sprung undercarriage – and the tips are also a good height off the ground thanks to the cranks in the 20-metre tips.

Before flying, we added some brass weights to the fin box. These compensate for the mass of the rear pilot, or for particularly heavy pilots. The box takes a substantial 12kg, and can be checked in cockpit. When the demonstrator came to Lasham in September 2003, the glider was generally flown without any weights in the fin. The

handling was fine for general use, but on cross-countries, thermalling would be much easier with them. There is an additional water tank in the fin to compensate for water in the wings. There is also a factory-supplied 12Ah battery installed in the fin to help the C of G, although for a hangared club glider, perhaps it would be rather a nuisance to have to remove the tailplane to recharge it every so often?

Water ballast can be added to the wings: the double wall bags take 80 litres each. Here the Duo wins – in my opinion, there is no better way of filling up than to pour water into the top of the wings, with no worries about whether the bags are twisted. The manual states: "If the tanks are to be filled up completely you must suck the air out of the tanks with the filling hose, as the tanks have no ventilation line". As a user, I find that bags aren't often a problem, but then again, I don't ever remember having a problem using a system without bags. Please find a bagless system!

Getting into the DG-1000, I feel rather fortunate to be over 6ft tall, as it is quite an effort to get over the sill! Having said that, there is a "Club" version that has a nose-wheel (just like the DG-505), and should be easier for more general use.

The cockpit is far better thought out than the Duo's: more room for storage in the front, and a much more comfortable sitting position, allowing a far better view over the nose. There is also no possibility of the person in the front dropping things in the rudder pedal/foot wells of the back seat. The two-piece canopy doesn't really give any visual problems, and fits far better than the Duo's single piece, making it far quieter – the silence is rather eerie! And a saving grace for taking up novices – you can deploy the undercarriage from the front AND the back. Although the lever is on the left, there is very little chance of mistaking it for the airbrake lever.

As in the DG-505, the rear seat is suspended by a car seat belt attachment. Although this allows you to get the ideal sitting position, I really wouldn't want to do a heavy landing, and the buckle fell apart on the ground when the demonstrator was at Lasham. It would seem far more prudent to fill in the space below the suspended seat... A project for Tony Segal, perhaps? Panel space is somewhat limited, requiring mostly 57mm instruments for the fitting of a full competition panel in the front. The air vents are wonderful – you can apply the amount of air exactly where you want it.

I'm somewhat dubious about towing behind a Grob 109 in zero wind conditions. But then again, we have a two-mile airfield to play with... Despite its being a rather bumpy grass strip, the undercarriage takes



Pete Masson introduces Toyota Formula 1's Chief Aerodynamicist to the DG (www.whiteplanes.com)

the hits and provides a very smooth ground roll. I'm pleasantly surprised at having aileron control very quickly despite the slow acceleration, and then by the control effectiveness on aerotow even at or below 55kt. Winching, I discover later, is also uneventful, with no tendency to over-pitch at the start of the launch.

Flying the DG-1000 is wonderful: the controls are light and responsive – in fact, rather similar to the Duo – but perhaps slightly better co-ordinated on the rudder. Certainly a great leap forward from the DG-500 series, and when thermalling there is no tendency for the nose to pitch down!

The trim is actuated by a trigger on the stick, although I find this unnecessary; unlike some trigger-trim systems, you then have to manually move the trim indicator on the left-hand side to remove the load from the stick. Why not just remove the trigger?

Stalling the glider gives some, albeit fairly subtle, warning, and it readily drops a wing. It will also spin well, and complete one to two turns even with the C of G well forward. The standard recovery works, and the glider recovered within half a turn. Indeed, for a big glass glider, spinning is rather uneventful and predictable. The airbrakes seemed to be particularly effective (despite the lack of headwind), much more so than the Duo Discus. The glider sideslips with relative ease, and adds significantly to the rate of descent, although care needs to be taken as over-application of the rudder can cause it to lock over requiring a reasonable force to get it back. Again, the arrival on a rough airfield is much more pleasurable as springs in the undercarriage take effect.

There's no doubt – the DG-1000 is a great all-round glider: everything that the Duo is, but more versatile and perhaps better suited for general club use. Sure, it has its faults, but taken as a whole, it could be used as easily for early training as it could be for cross-country. The word from Colin Short is that in 18-metre mode, it even makes a better aerobatic trainer than the K-21. As an all-rounder it's great for club use, and it seems to be tough enough to cope with the rigours of club life. The demonstrator certainly proved popular at Lasham. Could this be the future of two-seat trainers...?

For more on the DG-1000, see also Jochem Ewald's flight test in the August-September 2001 issue, p18

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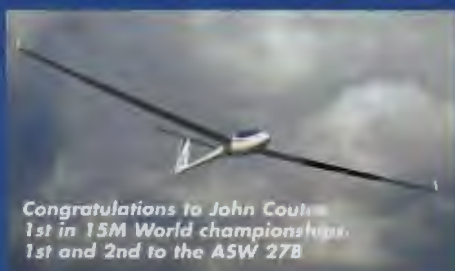
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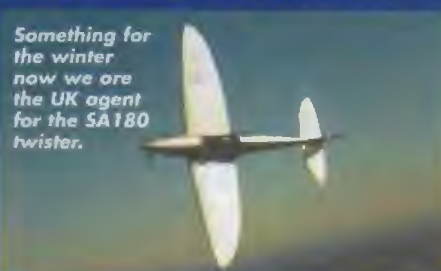
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Are you ready to jump?

In the first of a two-part series, Edward Gardener of Mendip GC takes a look at the one piece of kit you hope never to use

LIGHT aircraft pilots don't usually wear parachutes, so why should glider pilots? I reckon that the main reasons are that, unlike powered aircraft, gliders tend to fly unpredictable courses in the same area (eg, when chasing thermals) thus increasing the risk of collision, deliberately pursue less stable weather, are regularly taken apart and rigged, and don't have the ability to "go round" or select an alternative landing site if the weather closes in. Whatever the reasons, it is surely worthwhile having a reliable means of escape should the necessity arise.

The BGA now recommends that parachutes should be worn on all flights. However, I get the impression that many pilots who do already wear one regard it as little more than a rather uncomfortable cushion and have given little thought about when and how they would ever use it.

I don't know the number of occasions that glider pilots (or their passengers) have found it necessary to bale out – or, conversely, may have died or been injured because they couldn't. The odds against your needing to use a parachute are probably very high. So, too, are the times that your car seat belt might save your life, but presumably you still wear one. The difference is that, with a seat belt, you do it up and forget about it. Using a parachute requires a bit more thought and preparation – you would undoubtedly increase your chances of survival and avoiding injury with a bit of knowledge and training. No one is allowed up in a glider unless it has been thoroughly

inspected and they are assessed as being sufficiently competent to fly it. Surely the same should apply to what could be a vital piece of life-saving equipment?

So, when might you need to bale out? I think there are three main scenarios:

1. Collision. Perhaps the most likely, particularly where several gliders are all trying to make use of the same thermal or ridge. However, there are other potential hazards sharing the same airspace, such as powered aircraft of all types, microlights, paragliders, balloons, parachutists and birds (Ann Burns, the first woman to become national gliding champion, once had to bale out following a bird strike). You may keep a good lookout and obey the rules of the air but can you guarantee that everyone – or everything – else will?

2. Structural failure or faulty rigging. Very unlikely, we hope, but they can happen. You may have read Derek Piggott's dramatic account of when he and a student had to make a hasty exit from a Bocian after the rear canopy came off and took away part of the tailplane.

3. Weather. A variety of different causes. Darkness closing in faster than expected, low cloud or fog suddenly forming with you above it, and storm conditions causing either structural failure due to severe turbulence or, as happened quite recently, lightning literally blowing a glider apart (again, fortunately both occupants were wearing parachutes).

The parachute

I won't attempt to give a detailed description of parachutes and how they are constructed.

They come in many shapes and sizes but most survival chutes are based on a proven design that has changed little in nearly 100 years. They are simple and, looked after properly, very reliable. The main components (see Fig 1, opposite) are a spring-loaded extractor chute, which is either attached to a development sleeve or, more commonly, directly to the main canopy. The latter is usually 24-28 feet in diameter and may have steering slots to improve manoeuvrability. Running through and extending from the canopy are the rigging lines, which are connected to the four lift webs forming part of the adjustable harness, which is secured to the wearer by a chest and two leg straps. The extractor chute, canopy and rigging lines are stowed in a pack that is activated by the ripcord.

Apart from the hardware, almost all the other components of most parachutes are made of nylon. While strong, light and impervious to rot, this material does not take kindly to acid, oil, heat (it has a relatively low melting point) or wet (which can cause the canopy material to stick together). Another enemy of nylon is ultra-violet light. This in time makes it weak and brittle. Under normal conditions this will not significantly affect the thick material of the pack and harness but even they should not be exposed to strong sunlight more than necessary (ie, cover them or put them in the shade when they are not actually in use).

Parachutes should ideally be stored on shelves in a warm, dry atmosphere and certainly not left in gliders, trailers or cars; where such facilities don't exist at least keep them in a cupboard or cabinet with bags of silica gel (which need dehydrating quite frequently to keep them effective) and, if possible, a low-wattage light bulb to

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GLIDER PARACHUTE DI CHECKS

General

- ☐ In date for repack
- ☐ Type of canopy

Pack and Harness

- ☐ Damage
- ☐ Stains
- ☐ Stitching
- ☐ No exposed canopy/rigging lines
- ☐ Lift webs level and not pulled out
- ☐ Comfort pads secure
- ☐ Pack opening bands (if fitted) attached and effective

Hardware

- ☐ Damage
- ☐ Corrosion
- ☐ Function

Ripcord

- ☐ Handle undamaged and secure but unrestricted
- ☐ Swage secure on end of cable
- ☐ Housing secure at both ends
- ☐ Pins firmly in grommets/loops but not bent or corroded
- ☐ Unbroken red thread on bottom pin
- ☐ Cover secured

maintain a reasonable temperature. They should be handled with care and carried like babies – never by the lift webs. They, like gliders, should be given a simple but careful daily inspection (indeed this should surely be included as part of any glider's DI) which really requires a practical demonstration. However, the main things to check are: the pack and harness (including the stitching and hardware) for any damage or unusual stains; that the canopy and rigging lines are not exposed and that the lift webs have not been pulled out of the pack; that any pack opening bands are connected; that the chest and leg strap buckles work correctly; that the ripcord handle is held securely in its pocket but is unrestricted; that the swage is firmly on the end of the ripcord cable; that the ripcord housing is secure at both ends; that the

Left: parachute DI checklist; Right: the components

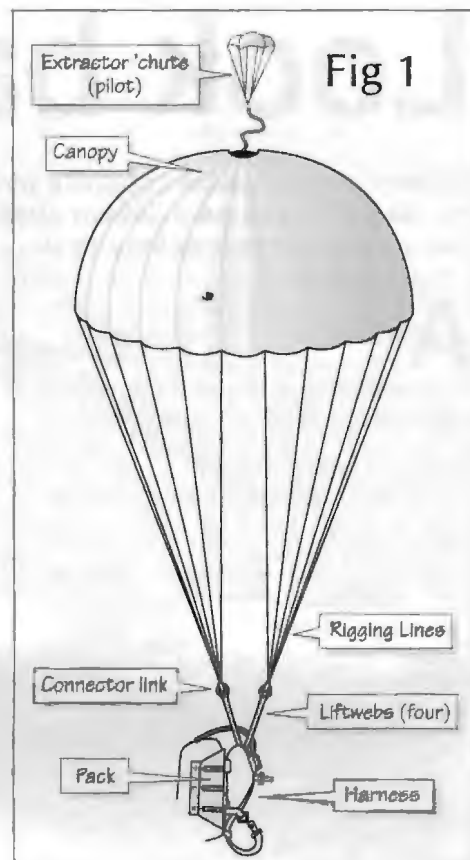
ripcord pins are firmly in their grommets but are not bent or corroded (the bottom pin should have an unbroken red thread attached); and that the parachute is not overdue for repacking (the date is usually shown on one of the lift webs). A suggested DI check list is included (see left).

The correct fitting and adjustment of the harness is important for both comfort and safety. In outline, loosen all adjustments then put on the parachute with the pack high on your back. If fitted with a saddle pull this down over your buttocks. Do up the chest and leg straps then, in a hunched position, tighten any side or diagonal back straps followed by the chest and leg straps, then tuck the strap ends out of the way.

You should find it difficult to stand up straight but have a comfortably snug fit when in a seated position. The lift web buckles should be level on your shoulders. Check the position of your ripcord handle so that you know where to find it.

Parachutes should be inspected and repacked by a qualified rigger every six months or as soon as there is any suspicion that they are unserviceable. A record should be maintained for each parachute, covering details of type, serial number, date of manufacture, repacking, etc (for non-club parachutes, this is the responsibility of the owners). Most manufacturers recommend a life of 20 years but, with good care they are normally quite serviceable for significantly longer.

If you are buying a parachute, bear in mind that the packs come in various shapes and sizes, so check that you (and any other syndicate members) can wear it comfortably in your glider – remember that this could be for several hours. If it is second hand, get it checked out by a qualified rigger before parting with your money. Remember to allow for the weight of the parachute when calculating your ballast weight. Most are about 15lbs but they do vary.



Ed Gardener adds:

While I am still a relative novice at gliding I did spend (or perhaps mis-spend?) much of my life as a military and sport parachutist and was an instructor in the latter. So perhaps I know enough about the subject to pass on some tips to others.

I should stress that, apart from where I quote facts, the ideas that follow are mainly my own and are based on my limited gliding experience. I hope they will be of use to those who already wear parachutes but know little about them and that they may help clubs to decide on their future policy.

Next issue: Balling out – and briefing others



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Look back at that field

Richard Smith – who achieves fame in *Club News* this issue for taking his P2 on a 580km check flight – suggests how you might use technology to brush up your outlanding skills

A PART from the occasional “social” field landings, most are done in decent obscurity. All sorts of deplorable things go on and the actual prangs are just the tip of the iceberg (please don’t ask me how I know this). This squalor is normally tucked away out of sight and unrecorded, so no-one gets the chance to detect their own bad habits.

Have you ever wondered what it would be like if you could see other people’s field landings, or show off your own?

Well, now you can.

Logger traces combined with SeeYou 2.4 and David Storer’s satellite pictures are a sur-

prisingly useful field landing reviewing tool. The satellite pictures are grainy when you zoom in close enough to inspect the last few minutes before a field landing, but still good enough for a bit of post-flight review. As you walk the mouse pointer along the trace you can track the glider’s height, groundspeed and rate of sink (averaged over the fix interval). Height above ground (AGL) is easy to derive from the height of the field.

As a result you can:

- ❑ work out the wind direction from any circling,
- ❑ get an idea of when the area and the field

itself were selected (course changes are a dead give-away),

- ❑ review the field selection (based on area and orientation, though not of course on obstructions, slope and surface),
- ❑ work out how good a look you got at the field,
- ❑ see how good the circuit was,
- ❑ see how you handled any last-minute problems, and
- ❑ generally relive the whole sorry experience.

The diagram shows my annual Spring Balls-Up (2003 edition). The weather was completely blue and weak from Nympsfield, my home site, to Malvern; then three-eighths cu and booming to near Shobdon; then it went to eight-eighths in a few minutes, testing my gear-changing skills beyond their limit.

At point (1) in the diagram (see left), I was at 1,500ft AGL when the last thermal finally wilted – the sun hadn’t got to the ground for a while and the cover was thickening as I did my last few circles. I set off hopefully eastwards; my impression of unrelenting sink is substantiated by the trace, which shows me losing 700ft in two minutes to point (2). During this period I was scanning ahead and thinking: “Blimey, these fields are *small*” – this is evident also from the satellite picture. Although I’ve already clocked my eventual destination, which is pretty conspicuous among the microfields, I don’t really feel comfortable with only one choice so I keep scanning to the south.

At point (2) – note the course change – I give up on looking for alternative fields and elect to do a right-hand circuit into my chosen field. Not quite sure why – the left-hander looks a more obvious choice. I certainly wanted more of a look at the field since it was the only one available.

Note to self: I must check whether I always do right-hand circuits into fields – might be one of those mannerisms you never notice until it stitches you up completely. I have a feeling that once I start peering out to the right, I keep on doing so, and it ends up dictating my circuit direction. Somewhat inflexible.

At point (3) I am still 600ft AGL – a bit high and a fair way out from the field – and start an amazingly textbook diagonal leg. Then I decide I may be getting too close. I start to adjust but the sink has started up again, so it ends up as a pretty vestigial adjustment.

Incidentally, I think I could have done the final approach quite happily from the direction of point (3) if the sink had intensified even further (it peaks at 5kts down on the short crosswind leg). But I didn’t feel that pressured. It’s a field;



Richard lost his last lift at 1, chose a field at 2, began a diagonal leg at 3, and turned finals at 4. The landing was OK – so what was the problem? The waypoints are: Shobdon (SHO); Leominster (LEO); Hereford Racecourse (HER); Hereford Cathedral (HEC); Burley Gate (BUG); Bromyard (BRY) and Great Malvern (GRM)

At point (4) I do the final turn – 300ft above the gentle valley downwind of the field. If it was a nil wind day in a Cirrus this would be close to the field, but – as shown by the drift in thermals, the way I've just chewed through that abundance of height, and by the change in my groundspeed – I've got a 15kt northerly and I'm in an ASW 27, so no problem.

- ❑ the undershoot is naff – farmhouse, farm road, trees, little valley;
- ❑ the field itself has a bit of a “round-down” so my landing needs to be well into the field away from any slope-induced sink.

The main worry is that there wasn't much choice – what if there had been no decent-sized fields at all? There seems to be a similar-sized one a couple of fields west but I didn't register it at the time – I think it was full of crop or animals.

Apart from that, all the good-sized fields are back towards Leominster. The area I should have selected was probably right underneath me when things went pear-shaped, rather than two miles away. Trying to extract that extra couple of miles might not have been too bright.

Routine analysis of the field landing decision-making process and circuit planning is now possible. Sounds like a Good Thing for cross-country pilots to be doing.

- ❑ SeeYou V2.4 is available, among others, from RD Aviation; take a look at the SeeYou website (www.seeyou.ws) as well.
- ❑ The satellite pictures come from David Starer and are specifically tailored for SeeYou – details on the SeeYou site or look at www.starer.co.uk



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Sea level to sky high

Opposite, clockwise from top: Philippe Raymond in a *Pegase* in the Alpilles, near St Remy; Chris Sullivan's seaside expedition; James Ward's memento of when the *Stratford Falke* landed on Boxing Day due to fuel contamination – and was retrieved two days later; Philippe again, at Mont Blanc on August 15 (the day that every airborne glider pilot seemed to take their own personal *cu* with them) and then in a *Janus* over the Glacier Blanc in the Ecrin.

This page, clockwise from top: Steve Lynn's photo of a convergence line during the Dunstable/Nympsfield "Isle of Wight Rally" (four-year rolling total is 65 attempts from the clubs, of which 45 successfully returned after turning St Catherine's lighthouse); Luitpold Staudigl spotted this mysterious shadow cast by *cu* over a lower cloud layer at the Aeroclub Ingolstadt; Tim Scott at the Standards (Chris Curtis); the contrail is stealing our thermals, says Mike Weston; Jay Rebbeck takes a reflective look at Ontur; dawn at Aboyne (Matt Crane)



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Polar curves in Poland

Tony Segal reports from the OSTIV Congress, held at the same time as the 2003 Worlds

THE intrepid pilots of the British gliding team were flying in sunshine and rain above the beautiful countryside of Poland, loyally supported by dedicated crews. Meanwhile, in a well-equipped lecture room provided by our generous Polish hosts, the OSTIV Congress and the annual meeting of the OSTIV Sailplane Development Panel (SDP) were taking place. Twenty-five technical and scientific papers, including five papers on meteorology, were presented at the Congress, and 20 topics were discussed at the SDP meeting. The papers will be published in the quarterly OSTIV journal: *Technical Soaring*.

The future of the Open Class

A heated discussion on the future of the Open Class took place. Hans-Werner Grosse (from Germany) considered the placing of restrictions on the Open Class was a contradiction in terms. He quoted the example of the British Sigma, which although not a success led to important advances in glider design. He discussed the Eta, which he said had been called by some people "a monster". In the Worlds it took off under its own power at a high ambient temperature in a crosswind, handled well and flew safely with other competing gliders.

Gerhard Waibel (Alexander Schleicher) and Tilo Holighaus (Schempp-Hirth) joined forces to point out the high cost of designing, providing production facilities, and especially the high cost of the certification process for a new glider design. To produce a new glider design at a reasonable cost so as to be affordable, a production run must be guaranteed by fixing competition design limits to be maintained for a sufficiently long period of time. A sufficient number of gliders can then be produced and purchased to compete together successfully. A very expensive one-off glider could still be produced under the experimental category.

The two representatives from the LBA (the

German civil aviation authority) confirmed the problems involved in exceeding the present JAR22 limits concerning mass. The staff of the LBA dealing with certifying gliders in Germany under JAR22 understand well and are sympathetic to the special problems and needs of glider design. Going up to the higher mass limits of JAR23 could result in less sympathetic handling of the certification process.

Maximum take-off weight

A "hot potato" during the early days of the World Gliding Championships was the subject of MTOW for the Open Class. Dick Bradley (from South Africa), the Chief Steward for the Championships, kindly gave me a copy of the relevant FAI/IGC sporting code regulations: "Annex A to Sporting Code Section 3, Classes D and DM – Gliders and Motor-Gliders. Rules for World and Continental Championships – 2002 Edition". The relevant regulations are as follows: "4.2. Aircraft maximum mass limits. 4.2.1. The following sporting maximum take-off masses and limitations shall be enforced: (a) Open Class – 750kg, except that two-seater motor gliders that exceed 750kg may be flown at their actual mass but may not carry disposable ballast". There is a further proviso: "The certified maximum mass may not be exceeded under any circumstances". I understand this to mean that a certifying authority, such as the German LBA, can certify an Open Class glider to above the 750kg limit. The glider can then compete in the Open Class at above the 750kg limit as long as it does not exceed its certified limit. A further complication is caused by the specific application of a weight limit in Joint Aviation Requirements 22 (JAR 22), the design code for gliders and motor gliders. This gives a max weight of 750kg for gliders, and a max weight of 850kg for motorgliders in paragraphs "JAR22.1. (a) 1 and 2". A detailed account of how this weight should be made up is given in the section "JAR22.25 weight limits". Incidentally, the term weight is used in JAR22, not mass. Clearly, a mass limit for two-seaters with and without engine within the Sporting Code needs establishing to ensure fair competition.

Microlift gliders

The possibility of an exciting new aspect of soaring flight was described by Piero Morelli (from Italy). This was "microlift" soaring in the "atmospheric boundary layer", the first few hundred metres of the atmosphere above the ground. This region of the atmosphere has been described in an article by the late Wally Wallington¹. In a conventional glider, the microlift is felt as a bump as the glider comes into land. A conventional glider has too long a wingspan, too high a speed and too wide a turning circle to utilise this lift. A hang-glider has the required short wingspan, low speed and small turning circle but has too high a rate of sink.

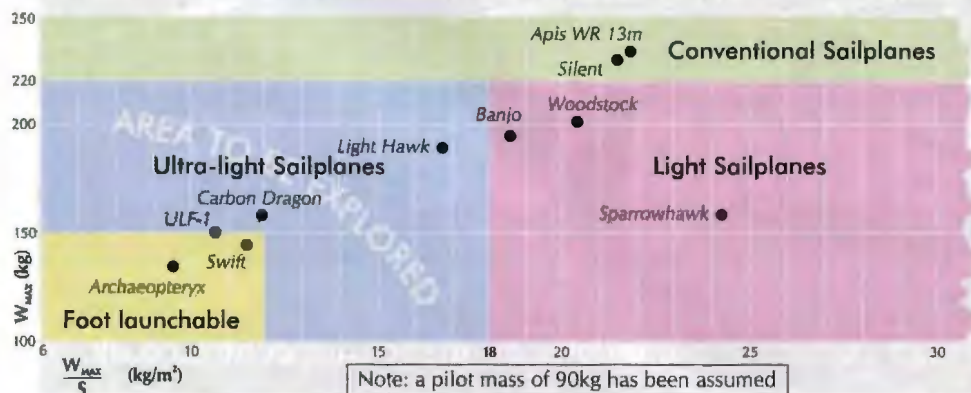
The diagram (below left) shows a class of light sailplanes and a further class of ultra-light sailplanes, also called microlift sailplanes. A further sub-division is into foot-launched ultra-light sailplanes. Microlift sailplanes can fly low and slow, with benign stall and spin characteristics. They have a low rate of sink and so can potentially exploit microlift. The characteristics of several types of such sailplanes follows:

Carbon Dragon: Empty mass, 66kg; Span, 13.4m; Max L/D, 25/1; Min sink, 0.51m/s. It may be launched by auto-tow, winch or aero-tow. Dan Armstrong of California reports foot-launching it and described it as "easy to fly, and stays up in next-to-nothing lift". **Archaeopteryx:** Empty mass, 40kg; Span, 13m; Max L/D, 28/1; Min sink, 0.6m/s. It has been foot-launched many times. Owing to its complex structure this sailplane is difficult to build from a kit. The **Sparrowhawk** is within the weight limits of the ultra-light class but has a very high wing loading so is not a microlift sailplane. To summarise, there are two classes: orthodox ultra-light sailplanes, and microlift sailplanes, some of which may be foot-launchable.

Sailplane Rescue System (SRS)

Wolf Roger (from Germany) presented a study on the flight test of a sailplane rescue system. A full-size 15-metre wingspan Mistral C sailplane was used. The sailplane was fitted with a "Magnum High Speed" rocket-deployed parachute rescue system designed for use in micro-light aircraft, and so not optimised for sailplanes. The sailplane was lifted inverted under a helicopter to 800-900m, then released and flown under radio control. It was dived almost vertically until it reached a velocity of 310km/h (190mph) at a height of 360m (1,200ft). The velocity was well above the sailplane VNE of around 250km/h.

With only four seconds to ground impact, a pilot would have had no time to bale out and operate his personal parachute. The sailplane rescue system was now initiated by radio-control. Owing to the drag of the parachute in its sleeve, the parachute hit the



Steve Longland

horizontal tailplane, which twisted and broke off. A violent bunt ensued giving an acceleration of $-12g$ in the Z axis of the sailplane (the axis at right angles to the longitudinal axis of the sailplane). The pilot safety harness anchor points as presently designed would have failed at this point. Both wings then failed in the vertical dive. The parachute now opened at a height of 200m (650ft).

The fuselage immediately stabilised into the required slightly nose-down attitude. After ground impact, the cockpit was found to be intact. Previous tests had shown that a pilot would have received a survivable acceleration of $15g$ in this situation.

The test showed that the safety belt and anchor points should be strengthened so as to withstand $15g$. A modern crashworthy cockpit is also required. Wolf Roger pointed out that each of the four suspension lines and their anchor points on the glider structure (two in front and two behind the c of g) should individually be strong enough to withstand the entire parachute opening shock.

During the series of test drops there was one rocket failure, the rocket not firing owing to faulty ignition. In a second case the steel cable connecting the rocket to the parachute slipped owing to a loose clamp. Clearly, the rocket system needs to be made more reliable. A problem remains in adapting the system to very heavy sailplanes and to two-seater sailplanes. Motorgliders also present a problem, as the parachute rescue system is usually installed in the space occupied by the engine.

At the World Championships at Leszno, a member of the German team, Michael Grund, flew his Ventus 2BxR equipped with a sailplane rescue system (see *Surviving mid-air accidents*, February-March 1999, pp36-4; and June-July 2003, pp28-9).

Crashworthiness

I gave a report on the crashworthiness of the cockpit and the performance of the seat harness in seven serious accidents in the UK. Owing to the confidential nature of the information the report was given in a closed session of the SDP. I am grateful to the BGA and to the gliding clubs concerned for allowing me to obtain this information. I also thank the RAF Centre of Aviation Medicine, RAF Henlow, and the AAIB for their expert advice. My conclusions, for which I am responsible, are as follows:

- 1) The concept of a strong cockpit and a soft energy-absorbing nose should be incorporated into new glider design (see December 1991-January 1992, *Jump or Bump*, pp310-311)
- 2) Loek Boermans (from Holland) has shown that lengthening the nose of the glider without an increase in cross-section area of the fuselage results in only a minimal increase in drag. Such a lengthening of the glider nose will give added protection to the pilot's legs.
- 3) The harness anchor points should be strengthened. It should be noted that those

harness anchor points that failed in the accidents did so at well beyond their design load.

4) A five-point harness will keep the lapbelt in the correct position across the pelvic bones. When a suitable six-point harness is available, this will prevent pressure on the crotch region and enable male pilots to conveniently pass urine in flight (see *Six-point belt on test*, April-May 2000, pp30-31)

5) The cockpit should be deepened to allow room for a layer of aluminium honeycomb material under the seatpan and an energy-absorbing cushion on the seatpan, so as to reduce spinal injury. The resulting increased drag and reduction in performance should be accepted.

It is of interest that these findings fit in well with the requirements of Wolf Roger's Sailplane Rescue System.

Boundary layer suction control

Development of increased glider performance has reached a limit as far as improvements to the aerofoil section, aspect ratio and the fuselage/wing junction are concerned. This leaves boundary layer suction as a means for further improvement.

A Holmark (from Holland) discussed a practical method of producing this effect on a glider wing of normal configuration. The method is not applicable to flaps and ailerons at the present time. Present boundary layer control uses comparatively large holes of 0.1mm to 0.3mm diameter at low density. What is required is a massive number of holes, say 1,300,000 for a 15-metre glider. The surface suction skin should be made of a perforated composite material. The holes can be produced by micro-abrasive air jetting. This gives good hole geometry at low cost. The holes can be tapered and will have sharp edges. It works well with heterogeneous composite materials, made of fibres in a matrix. A mask can be made from metal. Alternative methods of making the holes are:

- ☐ Laser drilling is expensive and produces thermal damage around the holes.
- ☐ Electron beam cutting is very expensive.
- ☐ Conventional micro-drilling gives good results, but presents the problems of setting up the machine and drill wear.

The structure beneath the porous skin can be made out of a suitable woven fabric or from a honeycomb material. Both are equally effective. The airflow inside the wing can be controlled by secondary spars, suction ducts and buffer zones. A suction pump can be situated in the fuselage, powered by solar energy, a windmill or by batteries.

Over-suction does not produce vortices on the wing surface. Dirt and bugs mainly remain on the surface. Dust will either filter through, or with tapered holes can be removed by temporarily reversing the airflow. Clogging of the holes is not a problem. Water could enter the internal structure but can be removed by reversing the airflow.

Wind tunnel tests have shown a 20 per cent increase in laminar flow behind the test area. It works!



The OSTIV Diploma was awarded for their paper on 4 and 5 point seat harness to (from L-R) Phil Murtha, Graham Reece and Les Neill, of QinetiQ, and Tony Segal

European Aviation Safety Agency

The BGA representative on OSTIV, Howard Torode, asked me to research the possible relationship between OSTIV and the new European Aviation Safety Agency (EASA). EASA will be responsible for certification specifications, including airworthiness codes of gliders and motorgliders. The rule-making programme will take account, among other things, of the following: *the need to take due account of the results of air accident investigations insofar as they relate to aviation safety requirements; technological and scientific progress and the need for corresponding changes in aviation safety and environmental protection requirements.* Any person or organisation may propose the development of a new rule or an amendment. It seems to me that OSTIV, with many years experience of technological and scientific advances in soaring flight, may be in an excellent position to propose new rules and developments.

To contact OSTIV: ostiv@lr.tudelift.nl or c/o, TU-Delft, Fac. Aerospace Engineering, Kluyverweg 1, NL-2629, HS Delft, HOLLAND

1. *Potential exploration and use of miniscale lift patterns*, CE Wallington, OSTIV Publication XVII, 1983
2. Reference EASA MB/7/03 Final 27.06.03 – the Rule-making Procedure for the issuing of opinions, certification specifications and guidance material

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Rain, steam and speed



Guy Westgate and Paul Barker are in a race against time and storms on their way through Italy to take the ultimate TP photo – steam rising from the crater of Mt Etna

WE HAD taken a week to get from Southdown Gliding Club to our first pizza restaurant in Legnago, Italy. The conditions across France and the Alps had been a frustrating mixture of stability and thunderstorms.

We spent a disturbed night on the airfield with the gliders and a thousand frogs calling from the field's ditches. The following day started with a "15-minute" walk to the shops that took an hour each way in oppressive heat. Cumulus started popping on our way back and we launched from the deserted strip into a hot, lazy airmass.

Soaring felt like survival all day. Conditions went blue almost instantly and after we crossed the Po River, the haze started building. Unbelievably, within an hour of getting airborne the southern horizon filled with all-too-familiar signs of thunderstorms. Despite our efforts to run around them to the west, we reached the Apennine foothills under a high anvil umbrella of cloud as the visibility plummeted to 2 or 3km in an ominous black wall of impenetrable smog. Somewhere in there was a mountain airfield.

We tracked back and forth along the edge of the haze wall, looking for a way in to the high ground. We did not want to return to the sweltering Po valley floor and took a leap of faith to follow the GPS directions through the haze towards Pavullo. Half way through the

glide we chickened out: we were short of height and, as Paul said on the radio, "the mountain tops looked awfully adjacent". We found the grass strip nestled in a hollow of ridges, the first buildings of Pavullo town immediately north-east of the threshold.

A rescue helicopter was parked outside the big hangars and its crew were very helpful. Amazingly Bruno, the resident glider instructor, was expecting us. It turned out Bob McLean, the UK agent for DG, had just left the airfield. He maintains a DG-400 based at Pavullo.

We made good our lack of airfield data for Italy as Bruno had a comprehensive microlight guidebook. We spent the afternoon entering GPS co-ordinates for every runway longer than 400m through the length of the country, and plotted them on our Jeppesen charts.

The walk back from our second pizza evening brought another surprise, as dancing lights led the way through the fields of hay bales – fireflies. We followed the flashing phenomena around the airfield for ages, transfixed by the incomprehensible bizarreness of such a creature.

The forecast was for more storms. Bruno told us of the peculiar take-off pattern developed after an aerotow tragedy following an engine failure over the town. He suggested we turn towards the rising ground to the side of the airfield as soon as possible, then reverse the turn, back up the runway, keeping inside the field boundary. Such a climb-out route should give us some options if the unthinkable happened.

The first thermals gave us confidence and we navigated the soft, green, tree-covered Tuscan hills through the 6km gap between Florence and Rimini airspace. The valleys had small irregular fields but there was enough pasture to make outlandings possible. Climbs

were regular and it was easy to follow the rising ground into the Tosco-Emiliano Apennines. It was hazy, but just visible on the skyline north was a continuous line of dense white cloud from well-established cu-nims. It appeared we had Lady Luck on our side today. As we were congratulating ourselves for avoiding the worst of the weather, we noticed the cu getting more excitable in the higher peaks to the left of track and the first sheets of rain appeared towards Florence. We hoped the storms would remain "lonely" – as Bruno described the forecast – but soon the entire central spine of the Apennines seemed full of very "friendly" storms – all holding hands.

By taking a route south-west, we could keep clear of both the highest ground and the worst of the build-ups, but it wasn't long before we were surrounded. Concentration transferred from terrain to clouds as gaps between storms became less distinct. Tactics had to change rapidly, and survival turned its emphasis from keeping out of a field to just keeping alive. Cloudbase was up to 5,000ft, but the biggest mistake we made was climbing too high into the murky, subfusc wisps that restricted our already poor view of the gaps along the convergence lines ahead.

As the storm cells increased in intensity, the monster cells and mountains were well worth staying clear of, but the satellite storms provided an almost constant source of convergence lift, caused by gust fronts and squall lines marked by patches of changed visibility and sea breeze-style tendril cloud. We talked ourselves into continuing, as we convinced ourselves the risks were manageable and we were still making progress.

Just when we thought we had the soaring sussed, with Rieti only 60km away, a dense



Merry Christmas



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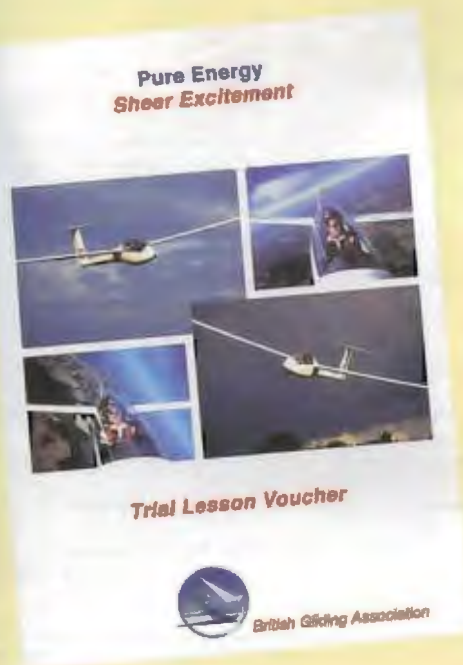
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From left: Paul vs Etna; storms on Cartena Cosiera ridge; Mt Etna; tied down on the apron at Lamezia; an aerial view of Monte Cassino, site of a notorious WW2 battle



chain of rain appeared across track. We both reached rain in the gust front more quickly than expected and took different paths. Paul diverted south-west to outrun the squall line, but fell towards the ground in continuous drizzle. I started a path south through a break in the heaviest rain pulses but a lightning bolt followed instantly by deafening thunder reminded me that we were both toying with forces that were best left alone – an accident report would record that we had placed ourselves in harm's way.

Neither route was particularly successful and we were both sent spiralling over tiny patches of sunlight – a race against time to find lift before the rain swept through. We were gambling with destiny again, but strangely calm, perhaps desensitised by the incredible energy of the past two hours.

Paul called a glide for Rieti first while I was still low enough to see too much detail in the mountain villages, but in no mood to appreciate the beautiful colours or finer points of Umbrian architecture. Finally, I got the better of an erratic climb but had to leave early with a very marginal glide as a new finger of rain was cutting between my sunlight and the airfield. Rieti sits in an elevated amphitheatre, mighty ridges on three sides. I entered the valley from the north and soon realised that it was a one-way ticket with new storm build-ups on all sides, and the door now firmly closed behind. My glide was marginal, not just for height: my glide speed also had to account for the advancing rain. If my wings got wet again, I would not make the airfield. The DG-400's only real vice is its appalling performance in rain.

I arrived with 100ft to spare and rolled up next to Paul, stressed and wayworn. An

almighty wall of water – reaching from the edge of Rieti town to the tropopause and surrounded by angry, boiling clouds – was poised to strike. This was the mother of all storms. The first fat drops slammed into the canopy as I unstrapped and within a minute we were both drenched. We found temporary refuge under some scaffolding but had to wait for almost an hour before we could present ourselves, bedraggled and sodden, to the office. We were introduced to Comandante Ettore Muzzi, the 86-year-old Italian father of gliding. He summoned his troops and the scene reminded us of Parham on a Wednesday as the old guard fussed around – but by the end of their attentions we had a bed, tie-downs and an invitation to dine with Ettore, to find out more about his 48-year gliding story. Rieti has everything to offer, he told us: spectacular mountain ranges, promises of easy Diamond distances but the threat of thunderstorms in the summer heat.

Although Rieti is Italy's national gliding centre, air traffic controlled the field as if it were an airport and would not let us launch without stating our destination. After the heavy rain, the air felt very damp and to the north-east of the airfield the cu rising up the side of Mount Terminillo barely reached 4,000ft AMSL, giving us less than 2,000ft above the valley floor. The clouds looked wet and lazy, the thermal climbs random and poor.

We left the main basin and meandered down the Salto River valley, following a very impressive motorway, elevated for much of its length on high bridges and stilts. (One of Ettore's friends had joked that the roads were planned with the maximum distance elevated to increase the cost, and so the commissions and backhanders.) After getting low enough ➤



Left: the steaming crater of Mt Etna: the ultimate TP?
Above: Paul soaring weak wave behind the crater
Opposite: Guy and Paul soar Etna's convergence zone

Text and photos by Guy Westgate

to read car number plates on a particularly expensive example, I started the engine, Paul soon after. It explained why none of the school gliders were flying today.

The valley floor widened under Monte Velino (8,160ft) and the cu looked better formed. We wound into our first 5kt thermal and just when we believed the day had taken off, our valley route southwards filled with low cloud and the first rain of the day appeared behind us. We spilled out into a distinctive flat bowl, 10 miles across, surrounded on all sides by the Apennines. The surface was smooth, like an arable lake, with thousands of uniform thin strip fields, all too thin for a safe landing.

The rain quickly changed in character, with the grey upper cloud becoming more widespread as our angst intensified – neither of us was in the mood to repeat yesterday's adrenalin overdose. We looked for a safe haven and found Celano, an airfield to the north of the basin, but not in the Garmin GPS's database. Landing first in heavy rain, I taxied up to the only hangar and a man test-running a microlight in the dry of the open doorway. The rain was hammering down on the tin roof and it took him a while to see either of us. He then appeared totally unfazed when we introduced ourselves, and went for his lunch. We were left in charge of the roughest hangar imaginable. A landfill site opposite the apron supplied a constant, not-so-sweet, aroma and a home for the town's stray dogs. We paced the hangar looking at the collection of unserviceable and broken aircraft as we waited for a clearance. We would have to motor out of this place. Neither of us could bear the thought of a night here.

At 6pm our chance came. The veils of rain thinned and we could see a bright glow on

the western horizon. After 10 minutes of wishing for a very big crystal ball to predict the conditions in the Liri River valley we backtracked the strip and fired off for a surprisingly uneventful climb and glide to Aquino. Both our GPS navigation computers shut down *en route* with about 20km to run, so to be on the safe side we both climbed an extra 1,000ft to give us more time to search for our destination. It turned out to be an old grass military field in the wide valley carrying Via Casilina from Rome to Naples, with all but the wide central runway covered in hay bales. I used my extra height to fly further down the ridge to the infamous 13th-century monastery, Monte Casino, now completely rebuilt after its destruction by the Allies in February 1944 during the offensives to break through to Rome. Paul told me later his grandfather had fought in the bloody six-month battle to take it from the Germans. It was an eerie place; the grim rows of uniform cell windows and long walls belied its religious history.

The wide green strip at Aquino was a breath of fresh air, literally. The pasture along the runway margins was dotted with aromatic herbs that released their scent with every step. The aeroclub had been abandoned and we tied up to a fence and walked into town for another pizza. We returned to sleep under the wings on our sweet-smelling mattress – and awoke the next morning to mountains full of wave.

We launched early, confident of ridge soaring Monte Cairo (5,476ft) before either contacting wave or thermals. The ridge lift was poor and it wasn't until we cleared the southern flanks and found some weak thermals that the penny dropped and we realised that we had completely misinterpreted the wind direction and soared

in the lee. I tracked up the Rapido River but quickly got trounced in horrendous turbulence that had me reaching for the engine. A thousand feet above the pass, the thermals got more organised again and I stayed up on a roughly into-wind ridge to wait. Paul crossed the valley south of Cassino but the sink had him running the engine under full power for several minutes before he could climb. We met up after an hour under more organised streets at 5,000ft, but once clear of the Della Meta massif, the north-east wind picked up and made progress east very difficult. The constant threat of strong sink waiting on every corner became quite wearing. We got stuck on a thorn bush-covered ridge just south of Isérnia. The thermal cores ripping through sent the vario off the clock, but every turn brought the same in sink. We climbed high enough to push forward to the Monti del Matese ridge that ran south a little and used the wind to carry us 30km until the high ground turned too far south.

The cu dissolved as we struck out on to the high plateau south-east but the headwind was not so fierce and as the weak thermals strengthened cu appeared again. We slipped to the east of Naples towards the Picentini mountains. The Naples controller did not seem bothered as we transited the class C airspace, and at our flying altitude, he had no radar contact. The farming and field structure changed briefly with small arable fields and vineyards. The criss-cross grids of the vine supporting wires made a curious texture, looking like a giant green potato waffle.

I was keen to see the Gulf of Salerno, where my fiancé's grandfather had landed in Operation Avalanche in 1943. The mountains that had proved such a barrier to the Allies' beachhead caused a shift in the wind to north-west, and after clearing Mt Polveraccio we hit a huge area of sink. Paul ran to the ridgeline north of Mt Eremita. I headed south for the dense rotor clouds over the Tanagro River. The rotor lift was

incredible, but the air was too chaotic and after 10 minutes of fighting, I lost out and ran for the nearest ridge further south under Mt Alburno. I arrived on a low crest, just above the river; the massive pine-covered sloping undercliff pitching up to meet almost a vertical mile of limestone above. The air in the river valley was very slack, and I soon established that it was not blowing up the hill. Paul had found good lift quickly on his ridge, but it took me almost half an hour to scrape up high enough for my ridge to come to life. With 20kt of wind rushing over the lip, the averager eventually settled on 10kt as I passed 5,000ft. Paul was waiting for me at cloudbase and we rounded the eastern corner of the 10km ridge and headed down the Diano valley south again.

We soon dropped on to another into-wind ridgeline to take the next thermal climb, which after a few turns became beautifully smooth. We pushed into wind a little but the sink did not dull our enthusiasm. We both suspected wave. After the third similar thermal turn the vario swung smoothly to 6kt as the wave developed. It was the break we had been waiting for.

The wave, like everything else, was complicated – boosting the cu low down, but then modified by the over-developed storm clouds later downwind. The wind shifted again above 10,000ft and became north-westerly, at around 20kt. We topped out in the first climb at 11,400ft and in the second at 13,800ft and started dreaming of where we might finally end up downwind. Potential landing fields south were getting in short supply. We plugged Lamezia into the GPS and, despite its being 150km away, the computer gave us an arrival height of over 5,000ft. The wave was boosting a huge line of towering cu across our track and it was soon clear that it would not be as easy as a straight glide. By the time we had rounded the last wave bar to the south-west, the storms in the lee had filled in to create an impenetrable wall of cloud parallelling the coastline south for as far as we could see.

We kept tight to the cloud but as the lower layers spread out, we were pushed into the Gulf of Policastro. Further south the storms overland showed no signs of abating and our track diverged away from the coast, taking us further into the Tyrrhenian Sea. A safe glide to goal was slipping away; we descended through a thick layer of stratus that wetted the wings and confirmed that we would have to come up with a new plan to reach the airport. Once clear of cloud we turned directly for the Cosenza coastline and the 75km-long Cartena Costiera ridge: 4,000ft of coastal mountains that plunge straight into the sea. We expected convergence lift, but both started the engines for a short burst when the heavy clouds proved unproductive. By the time we had reached Mt Cocuzzo, there was weak lift and we called the Lamezia tower controller to enter the class D airspace and negotiate a landing. He then directed us on to the apron to park next to a 737 and we gratefully accepted help



from the Alitalia agent, who co-ordinated ballast bags to secure wingtips and found us accommodation.

Security was very evident, as we were on a public international airport, but we slipped through the X-ray checks the next morning with the flash of an airline pass – despite Paul's penknife. We needed fuel, but realised that a full petrol can was going to be pushing our luck. The only source of Avgas on the airport was the helicopter agency, but with an empty supply tank and delivery promised next week, the engineer could only drain a couple of litres from a helicopter to save embarrassment. An Avanti aircraft arrived with a contingency from the Civile Protectorate, and we quizzed the pilot about access to Etna. He was unaware of any spe-

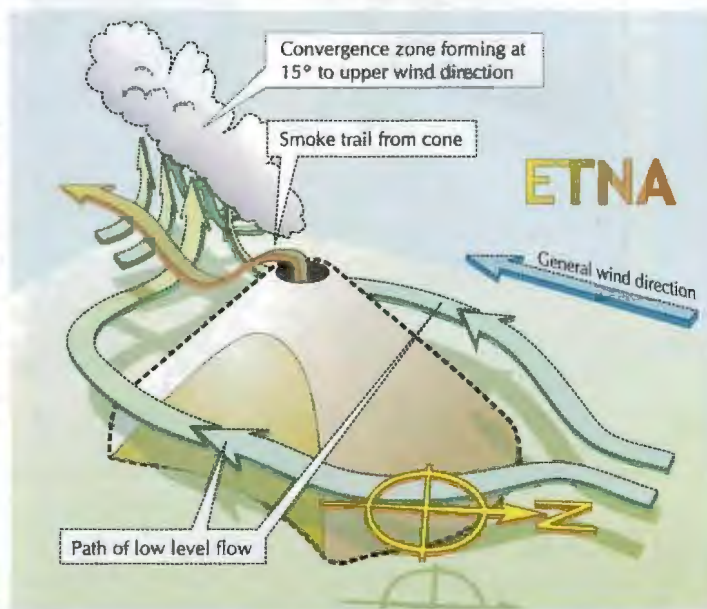
cial restrictions but cautioned us as to the controlled airspace around Catánia.

We readied the gliders and pre-flighted the engines, to the amazement of the ground crews. I left Paul to get lambasted for his soaring "beanie hat" by the firemen, who had turned into Italian fashion police. I returned with the Alitalia agent and tales of some discarded fuel drums, which provided 15 litres, enough to fill the glider tanks.

We took off in tight formation and climbed towards the developing spreadout over the peninsula's last mountain spine, the Calabrese Apennines. We could clearly see both coasts and determined cloudbase looked higher towards the Ionian Sea. Initially a convergence line made running easy: then a large shower blocked our way

Paul and Guy's understanding of the flow pattern causing convergence and wave behind Etna. The longer path taken by the air around the eastern slopes was like that over the top of a wing, so turning the airflow and the angle of the convergence line to the general wind direction.

Despite Etna's size (10,703ft), only a small wave was evident in its lee



Steve Longland

As south. We glid back towards the central spine but rain forced us into another risky engine run to reach clear air further down the coast. Believing Paul was following me, I got increasingly concerned that I had lost contact on both radios. Over an hour later we met over Reggio and realised Paul had crossed to the Western coast to follow a troubled route with a much lower cloud-base, rugged terrain and more engine time.

The fat convergence clouds that had led me south dissolved as the coastline turned west but the last of the sunny ridges did provided weak climbs to 5,000ft. We sifted through a mixture of lift and turbulence over Reggio Calabria, on the toe of the peninsula, and searched in vain for the panacea of a good wave climb. Eventually we accepted the height we had and set off across the Straights of Messina. Halfway across the 12km-wide channel, the sink and rotor developed an avaricious grip, to which we had by now become accustomed. We both

relaxed as we crossed the Sicilian shoreline, confident we could reach the Peloritani Mountains in guaranteed lift, but the rocks started moving closer – much closer. Somehow the wind had turned and we were in freefall. The sink was almost predatory – we were being hunted. I broke left along the coast and caught a last glimpse of Paul, slightly higher, disappear behind a mountain peak towards Messina. I ran and ran, twisting and turning to try to free myself from the grasping air, and eventually (some two miles off the coast) found some angry air that was fighting its own battle with the mountains. The brief moments I spent climbing allowed me to review my options.

We must have flown directly into the lee of the 4,000ft mountains with 20kts of wind. All my safety margins had been eroded. I had a glide back to the shore but nothing else. The radio was dead again and I did not know Paul's status. After my rough lift capitulated to the dominant sink, I cut back

to the coast to start the engine and attempt a rescue. I found calmer air further south and thermals over the flatter ground along the Alcántara River. I took every weak climb far too high, awaiting the next rough toboggan ride down to the rocks to start the hunt for lift again. By now I had reached the flanks of Etna and caught my first glimpses of the crater between the billowing clouds.

Etna is known as a persistent volcano, meaning its eruptions are more or less continuous. Such eruptions sent lava out to sea only 30 years ago, and continually every few years until the most recent, at the end of 2002, which had airliners diverting hundreds of miles to avoid the ash and tephra plume. From what I could see of the 10,700ft peak there was plenty of cloud but nothing too hot from the crater today.

Air traffic control were quite insistent that I should follow the coastline south, towards Catánia, but that would have been suicide – possibly in the lee of Etna with nowhere to land.

I decided I would just tell them where I was and where I was going.

I tiptoed around the northern lava fields waiting to hear from Paul. I was essentially on the into-wind face, but I could not detect any dynamic lift from the volcano's slopes. I considered that the air would flow around the cone rather than over it.

When I was finally on glide for Paterno, the radio crackled into life. Paul was still recovering from his own tussle with the Peloritani rotor and was now heading towards Etna. Across my path was a wall of cloud, its base 2,000ft beneath the cu I had just left. Towards Etna the cloud was hugging the magma fields, but further down the slopes cloudbase was broken by twisting fingers of tendril cloud that looked like signs of convergence.

I played around in the wisps to wait for Paul, but was soon in cloud. I dived clear to the north and to my surprise the lift did not abate but strengthened the closer I dared push in towards the volcano. Paul soon homed in and we continued to try and get our heads around what might be causing the air to rise like this. It did not feel like wave. We concluded we should think less and fly more and topped at out 9,700ft a few hundred feet below the summit, despite testing a weak wave bounce directly behind the crater. Although we were both desperate to see the crater, the lift went no higher. The two-strokes engines complained bitterly at being run above 11,000ft so once the ultimate TP photo was in the can, we shut down again and chased each other down the slopes, circling the solidified lava flows and colourful fumerols towards Paterno.

Our destination microlight strip appeared to be very narrow, and we watched a ULM being dragged from the hangar and prepared for flight. Paul airbraked down to announce our presence in case the microlight blocked the runway later. I could see the dust from his wheel as he rolled up to the hangar between the olive trees. The radio soon crackled into life and Paul cheekily reported that the microlight pilot's first question was if the gliders were aerobatic? Red rag to a bull! I put in a few chandelles and quarter cloverleaves... then half-way through the beat-up had a flash forward to question the wisdom of such an approach to the most challenging field landing of the tour so far.

The group we met could not have been more accommodating. We were offered the hangar to sleep in, and half-way through our stockpiling of filched bedding and mattresses, the offer was upgraded to a bed and evening meal... Pizza again. How could we refuse?!

Next issue:
Paul (far right) and
Guy (seen here at
Lamezia) eat
yet more pizza
and attempt the
2,500km journey
home to Parham





(www.whiteplanes.com)

Two comps, one day – and 40,000km

Wendy Durham reports on an Open and Club Class Nationals that enjoyed some of the best weather anyone can remember...

'NEVER again!" said Terry Joint, back in 1999... Nonetheless, this year's annual competition week at Lasham saw him firmly back in the hot seat as competition director for the Club Class and Open Class National Championships. "But..." he said, sprawled inelegantly on the grass outside Control on the previous Friday, "...if I'm going to do it, I'm going to do it properly!" And so it turned out.

It started quietly enough. The day before the contest opened, it was suggested to TJ that the weather for the first couple of days did not look too promising, and that it was unlikely to give much in the way of flying. "What?" roared Terry. "No flying, at MY competition?" But both classes spent an enervating couple of days stewing on the grid, waiting for tiny weather windows which never quite opened wide enough to get them away. A well-established inversion just wouldn't break, in spite of Metman Hugh Brookes' painstaking work.

Monday looked as if it was going to simply be more of the same – hot and humid with a firmly established inversion. Until about 14.00hrs, that is! A second cu-sonde ascent showed a slightly more promising air-mass, and whilst the Open Class task was scrubbed, the Club Class were briefed for a 150km task around Wantage and Thame

church. Indeed, within a very short time of the sniffer having sniffed, he was climbing well, and the grid was launched. Everyone started almost immediately and it was apparent from radio chat (or lack of it) that conditions were certainly adequate for the task; approximately three-quarters of the field finished, some in spectacular style! It was just as well that evidence of a good finish is these days acquired from loggers – for whilst the tower crew were treated to a few spectacular starbursts of elegant black shapes flying through the sun to cross the line, none of them was identifiable!

Winner for the day was Jack Stephen in DG-100 DHL, at 87.1km/h for 594pts. Close behind was Jay Rebbeck's ASW 19 M19 at 86.4km/h, while Alan Barnes flew his Std Cirrus into third place at 86.2km/h.

Tuesday brought cooler, more comfortable conditions, with Hugh talking of "Hopefully, a short, late task." And he was right. The Open Class started around 15.00hrs, with the Club Class about an hour later. Tasks were Marlborough, Winslow and Burbage for the Open Class – 272km – and 174km around Membury, Oxford East and Bullington for the Club Class.

It was quite late before the first finishers came home, with the last accounted for at well after 20.00hrs. Only four Open Class pilots made it back to Lasham without firing up turbos – first was Russell Cheetham in E2 with a windcapped speed of 81.9km/h; John Giddens in S22 was second at 72.3km/h and Robin May finally made it home in 13 at 69.8km/h. The Club Class and their shorter

task fared better, with many finishers. Peter Masson won the day, followed closely by Richard Hood and Jay Rebbeck. Overall results put Peter Masson first with 1302pts, Richard Hood second with 1280 and Jay Rebbeck third with 1273.

By Wednesday we had a fresher airmass with better conditions moving down slowly from the north, and Hugh forecasting moderate conditions by mid-afternoon. Tasks were: Open Class – Westcott, Bedford Airfield, Wantage, Popham (284km); Club Class – Towcester, Newbury South, Popham (227km). Hugh's forecast turned out to be a little pessimistic. There were only four out-landings. Conditions inland were excellent with more than 5kts on many pilots' averagers. Winner in the Club Class was again Peter Masson (first overall), Richard Hood was second for the day (second overall) and David Draper came home third (sixth overall). Henry Rebbeck's seventh place put him into third overall, just ahead of Jay. In the Open Class, first for the day was Russell Cheetham at 109.6km/h, second Dave Allison at 101.6km/h and Robin May was third with 101.3km/h. The leaders were now Russell with 1872pts, Robin with 1706pts and John Giddens with 1673pts.

Thursday dawned cool and sunny – clear blue sky and a gentle breeze. The forecast was for clear skies, with possibly some cu in the north-west, terrific visibility and thermal strengths of 5-6kts by mid-afternoon. Large tasks were set, but the weather did not develop as advertised and both classes fell back. The Open Class were sent around

OPEN AND CLUB CLASS NATIONALS



P39: Dave Draper and Allan Barnes in Std Cirrus
Above: Robin May (www.whiteplanes.com)

➤ Cirencester church, Ludlow Castle, Moreton in the Marsh, Husbands Bosworth and Newbury South for 478km. The Club Class fallback was Ledbury, Northampton South and Newbury South for 366km.

Russell Cheetham won the Open Class contest at 115.2km/h, Jed Edyvean was second at 111.7km/h and Richard Browne made third at 108km/h. Russell had now stretched his lead substantially with 2872pts, from Robin May with 2634pts, and Dave Allison with 2537 third. In the Club Class the struggle for supremacy continued. Day winner was Henry Rebbeck at 101.5km/h for 1000pts, followed by Peter Masson at 101.4km/h with 997pts, and Richard Hood at 100km/h for 971pts. (Peter and Richard still hadn't cut the string!). Overall, Peter led with 3296pts, Richard was second with 3219pts and Henry lay third with 3144pts.

Then came THE day, Friday. TJ had been keen to set a large racing task for the Open Class in particular, and was equally keen to send them to one of his favourite TPs in Wales! Today he got his chance... At briefing, task-setters Colin Short and Mike Miller-Smith said that they felt that it was going to be one of the best days of the year, and the Open Class 661km was probably the longest task ever set at a competition. Both tasks had the advantage of a seven-hour racing window, with tasks designed to keep both classes in the best possible conditions. To the north, strong thermals of 5-6kts were expected, with cu. In the south the drier air mass would give blue conditions, and in the east, where the inversion was moister, there would be more in the way of cloud. The wind was a light north-easterly. The tasks, emphatically declared by TJ to be "speed tasks" in spite of their length, were: Open Class – Cirencester Church, Llanfair Caereinion, Enstone, Grafham Water and Marlborough (661.2km); Club Class – Leominster, Buckingham, Grafham Water, Oxford East (505km). The day developed exactly as forecast – and in spite of TJ's jocular earlier reference to a 661km 'racing' task, that is exactly what it was! The first Club Class glider crossed the line at 16.49hr, and the first Open Class competitor flew home at 17.40.

After a long run of success, Peter Masson unfortunately just failed to make it home and lost his place at the top of the Club Class. Brian Spreckley took first place with 1000pts and 115.3km/h; G Dale second with 965 pts and 113.1km/h; Jay Rebbeck third with 937pts at 111.3km/h. Overall, Richard Hood moved into the lead, with 4122pts, followed by Henry and Jay with 4047 and 3971pts respectively. In the Open Class, Russell Cheetham again won the day at a speed of 127.6km/h for 1000pts. Dave Allison was very close behind at 127.1km/h, and Ralph Jones was third at 126km/h. Overall, Russell led by an increasing margin, with 3872pts, second was Robin May with 3545pts, while Dave Allison lay third with 3531pts.

But the achievement of the day – which earned the respect of every competitor in the class, including winner Brian Spreckley in his glowing tribute on Saturday morning – was undoubtedly Derek Piggott, who flew 505km in 7hrs 14 mins in his tiny ME7...

The statistics for the day bear out the claim of 616km and 505km being real racing tasks. Between them, competitors flew over 40,000km, and Lasham members added several thousand more. Average speeds flown by finishers in the contest tasks were 102.5km/h in the Club Class (handicapped) and 116km/h in the Open Class (wind-capped.) There were 27 finishers out of 36 who flew the task in the Open Class, and 36 finishers out of 39 in the Club Class. Truly a very special day.

After all of that, Saturday was a bit of an anti-climax. Overnight, it even rained! However, in spite of early overcast, Assigned Area Tasks were set for both classes, to the delight of those who enjoy them, and the annoyance of those who hate them! As TJ pointed out at briefing amid the groans: "The Directors' Notes say we have to set them – if you don't like them, get the rules changed!"

Control points were set at Welford and Buckingham, with the main task area to the north-north-east of Buckingham and a time window of three hours. In the Open Class, day winner was Robin May with 1000pts and a speed of 123.5km/h and 363km flown. Russell Cheetham was second, flying 365.5km at 121.3km/h, and third was Pete Sheard who flew 363.6km at 121.2km/h. Russell was now nearly 300pts clear of Robin, with Dave Allison lying third overall.

Jay Rebbeck won the day in the Club Class, flying 317.4km at 106.8km/h; Peter Masson was second, flying 293.42 at 106.3km/h; and Mike Jordy was third, flying 290.4km at 104.8km/h. The Club Class leader board showed only Richard Hood fighting off the Rebbeck challenge, with Henry and Jay second and third.

The end-of-comp party was a huge success – Lasham really buzzed. All competitors and many members turned out in force to enjoy an excellent barbecue provided courtesy of Joint Aviation Services – literally as well as figuratively, as Terry and his entire staff did

Owain Walters, Libelle, and Howard Jones, Nimbus 40m



Director Terry Joint contemplates the conditions

the honours of dishing up steaks, ribs, sausages, etc! "I'm going to do it properly!" he had said – and he meant it.

Sunday was another sunny day... Conditions to the west and the north were forecast to be good though the east would be cloudy. Trigger temperature for cu at Lasham was 21°, giving 2-3kt to approx 3,000ft. Tasks were set for both classes: Open Class – Hungerford, Keovil, Thame, Membury (282km); Club Class – Rivar Hill, Devizes, Oxford East, Membury (228km).

The day developed more or less as planned until most competitors reached the last leg. It was raining occasionally north of Basingstoke, and conditions were increasingly flat and gloomy... Only 10 Club Class gliders made it back, with Gill Spreckley in the lead, and – apart from those who turboed home – only 11 Open Class competitors crossed the finish line, led by Robin May and Russell Cheetham.

Final placings were – Open Class: Russell Cheetham, 5744pts, Robin May, 5485pts, and Dave Allison, 5275pts. Club Class: Richard Hood, 6063pts, Jay Rebbeck, 5691pts, and Henry Rebbeck, 5682pts. Peter Masson made a very creditable recovery from his Day 5 disaster to reach fourth place with 5622pts.

Prizegiving took place at 8.00pm, with Sian Lloyd, TV weather presenter, handing out the prizes and Lembit Opik, a pilot as well the MP who represents gliding interests in the House of Commons, in attendance.

Predictably, after 'doing it properly' Terry Joint has once more said "Never again."

But we shall see...

For results see page 47 of this issue



Simon Barker and Ian Craigie were this year's winners of a Ted Lysakowski two-seater award to fly a Nimbus 3DT in the Open Class with top pilots...

WE were both very grateful to have this great opportunity and we were looking forward to the comp. The pilots we were going to fly with were Afandi, Chris, Ed, Gary and Steve. Due to the first three scrubbed days we only managed to fly with Ed, Gary and Steve.

Day 1 (Simon and Ed), 272km: The visibility in the start sector was poor, which made it harder to spot the energy lines further down track. We didn't make the best of starts because it was difficult to climb up to start height. There was quite a strong crosswind on the first leg; Ed pointed out that starting on the upwind side of the start sector would drift us more towards our track line. The first leg was slow because we made a bad start and had to scratch away from 900ft. The second leg was faster – Ed seemed to be making good use of height bands and taking large deviations off track in good energy lines, which worked well because we were gaining on other gliders in the glide but losing in the climb. After the second turn things became more difficult. The day began to decay and we found ourselves scratching low down. Having climbed away, the sky ahead looked dead so to save a landout we started the turbo.

Day 2 (Ian and Ed), 284km: The flight started out blue and scratchy in the start, which would have tempted me to get going as soon as possible on what seemed an over-ambitious task. However, Ed pointed out that there were significant advantages to starting late on blue days; other gliders will mark the first climbs on track. In the end, most of the class started together. The first two legs were difficult with poor glides through sink. Progress was slow but it was clear that getting low was to be avoided at all costs. Approaching the end of the second leg the conditions improved markedly. Ed saw this coming and we arrived at the cu fairly low to capitalise on the better climb rates; at this point we started to glide much faster to benefit from the better weather. On the way back home the cu vanished again and we slowed right down to best glide to make the most of the height we had got under the last of the clouds. One more weak climb in the blue put us on glide for home. What I learned was how to change gear in anticipation of the weather ahead.

Day 3 (Simon and Gary), 478km: The day started blue with fantastic visibility and strong climbs to 4,000ft! We made a good start and stuck with the main gaggle for most of the first leg. Cu started to develop near the first turn, which meant we could run the energy lines to great effect. Flying with the gaggle was



In the start sector at Lasham: what better way to further your comps career than in a two-seater with a top pilot? (Ian Craigie)

interesting because Gary seemed to gain on other gliders simply by keeping speed on in lift instead of pulling up. He explained pulling up hard in lift made your ground track longer and did not seem to make much difference in height gain. After the first turn, steepling increased our speed on the second leg. Our third leg became more difficult because the cu were a lot further apart and the climb rates were not as good, which meant large deviations. The fourth leg was frustrating: all the best clouds were in airspace (sod's law) and we had to rely on Didcot for a good climb. The final glide seemed marginal so we topped up a few hundred feet on the way in but this was not needed.

Day 4 (Ian and Gary), 661km: It was clearly going to be a great day – and, to be honest, it was, with 6-8kt climbs to 6,000ft from 11am to 5pm. Gary pointed out that there would be few tactics: the need was to get going when the start opened then fly balls-out all the way. Using energy lines was really important to keep the speed up. After we had got out of Wales we found lines of clouds roughly on track. There were regular 4-6kt thermals under these streets and it would have been easy to stop every few km to circle in this good lift. However, Gary showed that by simply flying along these lines at a moderate speed of 80kt and easing back in the good lift we were able to glide for up to 50km losing little height. This really helped to add to our overall speed; for some sections we were achieving 160km/h. Slightly poorer conditions around the last turn required us to take a slightly weaker tactical climb to enable us to glide in and out of the turn. After that it was fairly straightforward: 660km in six hours – definitely fun.

Day 5 (Simon and Steve), 204km AAT: The forecast was reasonable with a good 5hr soaring window. As the task was 3hrs long Steve wanted to start in the best part of the day. This meant an hour in the air before starting at Steve's chosen time of 1.30pm. We had an unbelievable glide out to the first sector, gaining on gliders that had started 15 minutes before us and stopping only for 4-6kt climbs. Steve explained that because of the length of the first sector and strong

soaring conditions we would have to go right to its far edge. We ploughed into a 20kt headwind and finished up at the far end of the first sector in 1hr 40mins, which left 1hr 20mins for the rest of the task. This was not hard because of the tailwind component: I had trouble in reading the map quickly enough! We only clipped the second sector because we were slightly over time and on to final glide, which was the most marginal I have ever experienced and well-judged with only a few feet to spare! The biggest thing I learnt from this flight was that after starting you should turn the radio off and do your own thing until you call 5 mins. As Steve explained, unless you're team flying other competitors aren't really an advantage.

Day 6 (Ian and Steve), 282km: It was a fascinating flight – in quite difficult conditions with lots of medium cloud and big gaps between climbs – because I got to watch it go horribly wrong. Steve was really good and justified every decision he made throughout the flight. However, a run of bad luck meant we were overtaken by a lot of people on the first leg. What impressed me was that Steve never showed any frustration: he just continued to fly his own flight without worrying about how he was doing in relation to others. To do so would have meant poor decisions. The last 60km of the task was virtually unsoarable and to cap the flight off we had to start the turbo about 25km from home.

We both thought our time was very advantageous. It was interesting flying with different pilots and drawing a comparison on each one's flying style and attitude towards the flight. We would recommend these awards to any up-and-coming pilot and would like to thank the Trust for giving us this opportunity.



Ed Johnston with (left) Simon Barker and (right) Ian Craigie in Phil Green's Nimbus 3DT, 754

(www.whiteplanes.com)



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BRITAIN'S successful Junior Championships are the envy of the world – a talent-spotting ground not only for national champions but for gold medallists at world level, too. Just think of Steve Jones, Pete Masson, Jay Rebbeck or, most recently, Jez Hood (seen right in LS8 352). The gliders shown from this year's comp were chosen for how they look rather than how they were flown ... but which of these competitors might grace the podium in some future worlds? The results overleaf could provide a clue...



This page, clockwise from top:
Rachel Hine (Astir NU)
Shaun McLaughlin (Astir N19)
Mark Laver (BGA Discus 19)
Hannah Hay (LS4 CH)
Mark Brown (Discus R53)
Jez learns to cope with fame
David Bromley (Std Cirrus)



faces



This page, clockwise from top right:
 Al Harrison (Std Cirrus FMU)
 Jon Meyer (ASW 20 968)
 Monkey ponders Anna's hippo's fate
 Simon Barker (Libelle HWG)
 Nick Smith (ASW 19 SH5)
 Brian Burlison (Discus 565)
 John Roberts (LS4 PZ)



Tudor Junior National Gliding Championships

The Junior Nationals, sponsored by its long-term supporters, Rolex and Deacon & Sons, took place at the Bristol & Gloucestershire GC from August 30 to September 7, 2003. Top prize was a Tudor Hydronaut watch. As usual, the BGA organised two-seater competition training for less experienced juniors, who flew Hors Concours ("HC") in the results table below with experienced Pts. Details of how to apply for a two-seater place in next year's championships will appear early next year in S&G and at www.gliding.co.uk

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 Jez Hood	LS8 (15m)	4891	1/1000	2/955	2/675	9/479	7=638	2/744
2 Ian Craigie	LS1 F(w)	4480	7/903	7/849	8/592	7/485	2/932	4/719
3 The Wellises	LS8 (15m)	4351	29a/453	1/1000	1/679	1/545	3/929	1/745
4 Robert Nunn	LS8 (15m)	4345	19a/750	3/938	7=601	4/507	5/878	8=671
5 John Tanner	LS8 (15m)	4205	2/997	4/886	10/588	5/502	14/753	13/479
6 David Bromley	Std Cirrus	4163	16a/753	8/847	9/589	8/491	11/798	5/685
7 Jon Meyer	ASW 20i	4128	11/832	6/867	3a/663	27=347	1/1000	18/419
8 Brian Birlison	Discus (w)	3948	6/919	11/778	14/557	18/406	13/759	11/529
9 Richard Garner	LS8 (15m)	3940	4/928	13/760	21/516	25/359	26/637	3/740
10 Andy Holmes	Discus	3897	9/839	10/793	20/519	15/424	HC=651	8=671
11 John Roberts	LS4 (w)	3868	3/931	17/736	17/538	16/421	9/816	17/424
12 George Green	Discus	3735	5/921	16/739	6/606	2/524	25/638	34/307
13 Simon Barker	Libelle 201	3701	8/901	20/658	16/544	22/391	7=838	25/389
14 Mark Brown	Discus	3628	22/648	14/756	34a/433	17/416	18/695	6=680
15 John Hingley	Discus (w)	3617	15a/788	5/883	3=663	47/164	6/850	36=289
16 Mark Holden	Discus	3580	16a/767	19/688	18a/527	12/450	10/810	28=338
17 Andrew May	LS4	3563	13/774	41/457	5/641	3/515	15/743	15/433
18 Will Harris	ASW 20i	3453	26/633	28/573	19/521	32/308	18/740	6=680
19 Ian Macarthur	DG-500/505	3450	14a/789	15/745	11/581	13/449	31a/568	28=338
20 James Wilson	ASW 19a,b	3333	21a/669	12/777	29=446	14/448	22/870	33/323
21 A Harrison	Std Cirrus	3298	24/646	18/690	12/578	19/399	40a/496	12/489
22 Tom Brenton	Std Cirrus	3273	20/681	27/577	15/549	23/374	21/678	20/416
23 Luke Roberts	LS4	3241	42/39	9/821	13/564	37/263	4/883	8=671
24 Richard Verrall	Discus	3220	18a/751	38=484	33a/434	10=451	20/683	19/417
25 Albert Freeborn	DG-500/505	3109	12/808	36/488	29=446	39=251	12/781	30/335
HC Andy Davis	Duo Discus	3040	DNF/0	HCa/991	HC/558	DNF/0	HC/768	HC/723
26 A Langton	Discus (w)	3000	25/639	22/638	28/463	24/363	33=546	27/351
27 Oliver Peters	Discus (w)	2982	27/587	25/604	22a/481	29/322	17/713	39a/275
28 S McLaughlin	Astir CS	2948	10/834	38=484	36a/392	39=251	28/610	24/377
HC Mike Fox	Janus C	2787	HC=753	HC/813	DNF/0	HC/377	HC/824	DNF/0
29 Edward Foxon	LS4	2753	23/647	40/463	26/468	10=451	19/886	42/38
30 A Hoskins	Std Cirrus	2734	38a/341	32/538	24/471	20=392	29/595	21/397
HC Red Stayley	Duo Discus	2644	HC/894	DNF/0	HC=336	HC/323	HC/779	HC/312
31 Chris Smart	ASW 24 (w)	2549	32a/390	30/545	32/436	31/316	30/575	38/287
32 Claire Alston	LS7 (w)	2534	37a/347	29/551	37/340	30/319	33=546	16/431
33 James Ewence	LS7	2530	38/357	33/534	25/469	26/355	23/665	40/150
34 Mike Collett	DG-300 Club	2489	30a/438	31/539	27/484	27=347	45/412	36a/289
HC Bristol & Glos	DG-500/505	2479	HC/335	HC/635	HC/525	HC/333	HC=851	DNF/0
35 J Westwood	LS8 (15m)	2422	28a/526	21/651	37=336	38/261	47/347	35/301
36 H Nithianandrajah	Discus	2388	35/373	28/584	35/400	8/480	32/551	43=0
HC Simon Adlard	Janus C	2375	DNF/0	HC/970	HC=601	HC/376	HC=428	DNF/0
37 Hannah Hay	LS4	2266	41a/96	23/631	37=336	36/267	33=546	22a/390
38 Jon Baldock	ASW 19a,b	2204	34/378	42/446	40a/269	39=251	38/532	32/328
HC Jamie Allen	Duo Discus	2183	DNF/0	HC/712	HC/500	HC=251	HC/720	DNF/0
39 Ian Plant	DG-100/101	2125	33a/385	35/506	31/438	34/293	39/503	43=0
40 Arthur Docherty	LS7 (w)	2081	39a/179	24/812	23/475	20=392	43/423	43=0
41 Nick Smith	ASW 19a,b	1911	51a/29	37/486	44a/192	35/273	33=546	14/443
42 Anthony Buck	Std Cirrus	1705	31a/413	34/508	45/117	39=251	44/416	43=0
43 Rachel Hine	Astir CS	1822	43a/38	44a/409	48/100	45/197	33=546	31/332
HC Terry Slatter	Duo Discus	1606	DNF/0	DNF/0	HC/476	HC/412	HC/718	DNF/0
44 Mark Laver	Discus	1587	DNF/0	43/438	41a/243	33/294	27/612	43=0
45 Tom Newham	SHK-1	1570	40a/171	46/285	47/86	39=251	46/410	26/367
46 Katie Meadows	K-23	1315	44/21	47/62	43a/203	44/202	41/441	23/386
47 Peter Hibbard	Mistral C	1178	52a/110	45/408	42a/216	46/179	42=428	41/57

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Varied and interesting

Robert Harris reports on the 15-Metre Nationals at Booker

Ed Johnston
finishing in
his ASW 28

COMPETITION director G Dale opened the Day 1 briefing (August 23) with an optimistic forecast. Former Standard Class Champion Brian Forrest set a testing six-leg 293km task north to Pitsford and back to Booker via Caxton Gibbet, Oxford East and Chieveley. The forecast proved to be correct and all but seven of the 28 competitors completed the task. Steve Jones had finished 2nd when the 15-Metre Class was last at Booker in 2001. He won the first day this time in his Discus 2, 110, and demonstrated his class and his intentions by flying the task at 92km/h.

This was 6km/h faster than his nearest rival Ed Downham in his ASW 27, N5. Richard Hood in LS8 352 was third.

Day 2, August 24: At the 10.00hrs briefing the sky looked unpromising; competitors were rebriefed at 13.30 and the 195km fallback task was set by Brian. This took competitors north to Northampton West and back via Olney and Didcot. Steve won again at 103km/h. Chris Lyttelton, ASW27 CL, was a couple of minutes behind Steve and Ed Downham was in the frame again with third place. Just one glider landed out.

Day 3, August 25: Once again the weather looked very uninteresting to glider pilots ("wouldn't have rigged if it was my decision") but as had become normal at this nationals G's forecast was optimistic. He suggested there would be some better weather to the west so after a rebrief at 13.00 the grid was launched into a sky with weak cu under almost total overcast. The 191km C task took the gliders a short distance north to Calvert Junction then west to Pewsey. Steve Jones won yet again but the difficulty of the task was reflected in his low speed -75km/h. Richard Hood was seconds behind and third was Howard Jones in Discus 2 D2. There were some worryingly low and slow finishes and one glider crashed on to the road bordering the airfield. Fortunately, the pilot was unhurt. Eleven gliders landed out.

Day 4, August 26: Up to now the pilots who finished 2nd and 3rd overall had not been in the top three. This was to change on Day 4. Final briefing was at 13.00 for the fallback task, to Bicester, Alton, Chieveley and back via the usual Hambledon Church control point. The weather quickly improved - G and Brian wondered if the task was long enough. It was! The later finishers came home under a blanket of grey cloud. Paul Brice won in his ASW 27b, 427, with Tim Scott 23 seconds behind in another, Z3. Ed Johnson, ASW 28 W7, was third with Steve Jones protecting his overall position in 4th. A third of the gliders landed out.



Day 5, August 27: During the 10.00hrs briefing the sky was overcast and looked impossible. It was not much better at the 12.30 rebrief and few pilots had gridded. Quite suddenly the weather changed very much for the better and G called a 13.20 launch. Panic! But they all made it in time. The 215km A task was set to Northampton South, Grafham Water and Calvert Junction. Tim Scott won from John Gattfield, ASW 27 T6, and Wayne Aspland, LS8 325. Steve Jones flew conservatively to finish 6th but with only 27 fewer points than Tim.

On **August 28 and 29** the capricious weather finally beat us - both days were scrubbed. On the 29th most of the gliders had launched when G called it off, but nobody disagreed with his decision.

Day 6, August 30: The best day of the competition - a beautiful sky, a high cloudbase and strong climbs. Brian set a 310km racing task to Tetbury, Pitsford and Oxford South, finishing from the north. Twenty pilots flew the task at more than 100km/h. Steve Jones won a day for the fourth time, at 124km/h, with Paul Brice and

Tim Scott second and third at 120km/h.

Day 7, August 31: The task went first went south to Bullington and then north to Eyebrook and back home via Grafham and Bicester. G had firmly said that he wasn't going to set a last-day tiddler. And he didn't. At 372km, it was the longest of the contest. Initially, the weather looked as good as Day 6 but it spread out towards the end of the afternoon. Martyn Wells, LS8 321, had his best day after landing out on Day 3. He won a few seconds ahead of Andrew Hall, LS8 241. Ed Johnston also had another good day with third place. The first three gliders were Standard Class machines. Steve Jones protected his solid overall position by finishing only 12 minutes behind Martyn. A very varied competition ended with seven days flown and was a superb demonstration of competition flying by one of the world's top glider pilots. Steve Jones won the first three days and defended his position with great skill for the rest of the week. Both Tim Scott, who was 2nd overall, and Paul Brice, 3rd, had day wins.

Logger files are at www.bookergliding.co.uk

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Stephen Jones	Ventus 2	5554	1/1000	1/594	1/774	4/708	6/739	1/838	11/901
2 Tim Scott	ASW 27	5337	4/892	11/469	3=751	2/743	1/761	3/782	5/939
3 Paul Brice	ASW 27	5150	6/841	15/433	11/670	1/745	4/750	2/783	9/928
4 Leigh Wells	LS8	4978	11/799	6/519	14/645	5/704	11=680	4/741	13/890
5 Martyn Wells	LS8	4896	7/840	5/530	20=451	8/696	13/679	8/728	1/972
6 Jon Gattfield	ASW 27	4868	5/883	13/449	13a/656	16/537	2/754	14a/648	4/941
7 Tony Hughes	LS6	4665	15/736	17/411	23a/415	6/699	5/749	9/719	7/936
8 Wayne Aspland	LS8	4663	18/693	20/399	15/624	14/648	3/753	18=608	6/938
9 Richard Hood	LS8	4659	2=903	10/482	2/771	20/375	19/485	10/708	8/935
10 Ray Payne	ASW 27	4650	8/817	7/613	7a/709	15/630	11=680	11/701	19a/600
11 Oliver Ward	Discus 2b	4423	22/489	9/498	17/461	9=664	14/655	7/737	10/919
12 Andrew Hall	LS6c-17 s	4393	16/726	4/555	18=457	24/332	9/718	16/638	2/967
13 Chris Lyttelton	ASW 27	4391	12/791	2/563	20a/451	17/407	8/724	5/740	16a/715
14 Ed Johnston	ASW 28	4275	27/104	23/359	8/697	3/727	10/695	6/738	3a/955
15 Bob Thirkell	ASW 28-18	4165	9/803	12/461	9/689	11/663	16/579	22/519	21/451
16 Jan McCoshim	LS8	4068	17/712	24/264	24a/398	13/652	7/730	21/537	14/775
17 Bill Inglis	Ventus Ct	4019	20/642	16/413	18=457	9=664	21/316	17/630	12/897
18 Paul Fritche	LS8	3767	13/762	8/505	16a/581	25/300	24/268	15/846	17/705
19 Howard Jones	Discus 2a	3567	26/324	19/403	3=751	18/401	23/273	13a/657	15a/758
20 Phil Jeffrey	LS8	3425	23/488	22/372	12/689	23/357	18/510	12/687	22/342
21 Ryan Priest	Discus	3222	10/802	21/396	5a/745	DNF/0	DNF/0	18a/608	18a/671
22 Carl Peters	ASW 27	3156	21/519	18/408	25/191	12/654	15/610	20a/554	24/220
23 Richard Starey	ASW 27	3005	19/672	25=242	22/420	21/370	17/578	24a/436	23/287
24 Mike Mee	ASW 28	2561	25/357	25=242	26/45	7/698	22/275	23/472	20/472
25 Ed Downham	ASW 27	2516	2=903	3/560	10/684	22/369	DNF/0	DNF/0	DNF/0
26 Nick Tillett	ASW 27	1915	14/758	14/446	6/711	DNF/0	DNF/0	DNF/0	DNF/0
27 Patrick Onn	LS8	1592	24/409	27a/183	27a-119	19a/392	20/400	25a/327	DNF/0
28 Bruce Cooper	LS6	57	28/57	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0

THE RACING YEAR: COMPETITION RESULTS

Standard Class Nationals, Hus Bos (Jul 26–Aug 3)

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5
1 Leigh Wells	LS8	3241	9/446	5/865	5/464	1/1000	23=466
2 Dave Allison	LS8	3206	4/557	25/766	13=431	6/923	12/529
3 Kim Tipple	LS8	3203	15/412	3/926	13=431	10/908	13=526
4 Mike Jordy	LS8	3189	10/441	12/831	8/453	9/909	5=555
5 H Rebbeck	LS8 (15m)	3168	5/529	11/832	20/404	14/890	17/513
6 Howard Jones	Discus 2	3094	6/520	18/802	36/330	13/894	7/548
7 Martyn Wells	LS8	3093	19/392	8/853	6/459	7/921	21/468
8 G Metcalfe	ASW 28	3085	36/333	7/854	24/397	23/854	2/647
9 R Cheetham	ASW 28	3083	8/459	37/683	10/442	5/929	3/570
10 K Nicholson	LS8 (15m)	3062	18/394	15/824	16/420	2/966	28/458
11 Tim Scott	ASW 28	3006	30/361	22/778	12/436	11=900	11/531
12 David Draper	LS8 (15m)	2971	43/286	19=796	39/323	8/911	1/655
13 R Johnson	ASW 28	2968	17/404	6/861	1/488	30/823	41=392
14 David Booth	LS8 (15m)	2950	14/413	2/988	21=402	40/755	41=392
15 Stephen Ell	LS8 (15m)	2942	31/354	28/749	13=431	21/874	9/534
16 Ed Johnston	ASW 28	2933	2/560	17/817	3/469	48/636	31/451
17 Paul Fritche	LS8 (15m)	2911	20/390	26/763	26/383	25=849	13=526
18 Paul Shelton	LS8 (15m)	2898	29/362	10/840	27/379	24/850	22/467
19 Brian Marsh	LS8 (15m)	2896	22/385	16/819	33/349	20/877	23=466
20 Ryan Priest	Discus	2868	39/323	23a/775	18/415	17/884	18/471
21 Jerry Langrick	LS8 (15m)	2838	42/298	9/846	35/335	35/801	4/558
22 S Redman	LS8 (15m)	2817	27/669	38/662	7/458	11=900	37/428
23 Mark Davis	Discus	2797	26/372	13=828	45/278	18=881	36/438
24 R Wellford	LS8 (15m)	2738	23/381	42/604	21=402	18=881	19/470
25 Graham Smith	LS8 (15m)	2729	37/327	43/594	25/394	3/952	26/462
26 Peter Sheard	Discus 2	2724	12/419	27/750	40/319	37=776	27/460
27 R Browne	LS8 (15m)	2700	24=377	30/739	11/441	43/721	38=422
28 Ed Downham	ASW 28	2698	45/217	21/791	17/419	32/807	25/464
29 Al Clarke	LS8 (15m)	2695	3/558	49/360	30/360	4/948	20/469
30 Graham Drury	LS8 (15m)	2693	32/352	35/722	29/374	48/690	5=555
31 W Aspland	LS8 (15m)	2670	35/343	33=723	41/316	27/842	33/446
32 Oliver Ward	Discus 2	2662	11/425	29/744	37/326	49/826	8/541
33 Dan Pittman	ASW 24	2659	46/214	32a/724	28/375	31/813	10/533
34 Brian Birlson	Discus	2638	24=377	36/709	42/308	38/796	32/448
35 Phil Jeffery	LS8 (15m)	2635	18/411	41/622	4/467	41/752	43/383
36 Iain Evans	LS8 (15m)	2627	34/345	31/725	19/409	29/826	47/322
37 Bob Thirkell	ASW 28	2620	50/84	24/768	23/399	25=849	15/520
38 G Stingemore	LS8 (15m)	2617	47/213	39/648	9/447	15=887	38=422
39 Allan Garrity	LS7 (w)	2610	13/417	33=723	38/325	45/701	34/444
40 Dave Byass	LS8 (15m)	2570	38/325	44=585	34/336	33/805	16/519
41 Peter Baker	LS8 (15m)	2557	49/91	19=798	32/351	22/863	29/456
42 Nick Wall	Discus	2513	21/388	44=585	44/293	15=887	46/360
43 Leigh Hood	LS8 (15m)	2506	44/269	4/885	43/300	47/674	44/378
44 Jon Arnold	Discus (w)	2449	48/145	13=828	31/358	44/707	40/411
45 Jay Rebbeck	LS8 (15m)	2427	1/600	1/1000	2/481	50/346	DNF/0
46 John Glossop	Discus	2390	33/349	48/575	46/273	42/740	30/453
47 J Hitchcock	Discus	2285	7/462	40/635	49=176	37=776	48/236
48 Al McNamara	LS8 (15m)	2277	40/310	47/517	47/239	39/768	35/443
49 Angus Watson	LS7 (w)	2045	41/303	50/368	48/219	34/803	45/362
50 Mike Mee	ASW 28	1939	28/363	48/405	49=176	28/828	49/167

Midland Regionals, Hus Bos (Jun 28–Jul 6)

Position	Pilot	Glider	Points
1	R Cheetham/ R Browne	ASW 28	2715
2	Mike Jordy	LS8 (15m)	2478
3	Dave Booth	LS8 (15m)	2454
4	S Balemam/ J Wilton	ASW 20b,c	2425
5	Paul Crabb	LS8 (15m)	2409
6	M Cummings/ S Crabb	Duo Discus	2206
7	Mark Jernan	ASW 27a,b	2170
8	Graham Hibberd	LS7	2139
9	Ian Craigie	LS1 F WI	2117
10	James Ewence	Discus	2104
11	John Whitting	Discus (w)	2100
12	Paul Armstrong	LS4	2096
13	Brian Marsh	LS8 (15m)	2047
14	Chris Aldie	LS8 (15m)	2002
15	A J Garrity	LS7	1878
16	John Roberts	Discus	1858
17	Chris / Claire Emson	Duo Discus	1852
18	Adrian Hatton	LS6 (15m)	1833
19	Jerry Langrick	LS8 (15m)	1799
20	Ian Macarthur	Discus	1784
21	Paul Shelton	LS8 (15m)	1775
22	John Popika	LS7 (w)	1764
23	Mike Tomlinson	LS4 WI	1759
24	Andrew Rooh	ASW 24 (w)	1732
25	Rolf Tietema	Std. Libelle	1730
26	R Large J Inglis	Duo Discus	1676
27	Mike Armstrong	DG-500/5 (20m)	1669
28	Rory Ellis	Discus	1641
29	Kevin Houlihan	ASW 27a,b	1636
30	Chris Curtis	ASW 17	1604
31	Simon Edwards	Ventus C(17.6m)	1530
32	Frank Pozarskis	ASH 25	1453
33	Mark Davis	Discus	1430
34	Robert King	ASW 27a,b	1385
35	Basil Fairston	ASW 27a,b	1332
36	Derek Westwood	LS8 (15m)	1323
37	Brian McDonnell	Pegasus	1240
38	Graham Thomas	LS7	1198
39	Crowson / Hawley	Duo Discus	1176
40	Mik Garwood	Discus	1119
41	Mike Costin	Ventus 2c 18m	1090
42	Andrew Langton	SHK-1	1064
43	Steve Lynn	ASW 27a,b	895
44	Bruno Ramseyer	Ventus 2c 18m	876
45	Dave Ruttle	ASW 24	830
46	Colin Sutton	LS7 (w)	828
47	Derek Abbey	Janus A,b	631
48	Kieran Commins	ASW 19a,b	603
49	Alan Jenkins	Discus	544
50	Ted Coles	LS8-18 (18m)	535

Senasa Challenge 2003 - UK Overseas Championships (May 5–16)

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8
1 M Young/J Turner /B Spreckley	LS8 (15m)	6844	4/771	9/834	19/831	6/896	2/982	3/962	1/798	3/770
2 Kim Tipple	ASW 20	6751	13a/625	12/811	2/997	2/988	4/961	2/990	3/766	16/613
3 Paul Crabb	LS8 (15m)	6746	2/773	3/963	6/944	26/632	5/952	4/955	5/752	2/775
4 Stephen Crabb	LS8 (15m)	6687	3/772	22/735	4=950	20/766	8/941	5/952	2/771	1/800
5 Yves Jeanmottie	LS8 (15m)	6597	25a/468	6/874	13/900	7/887	3/969	1/1000	4/762	4/737
6 Antti Lehto	Ventus 2a,b	6357	1a/806	1/1000	3/993	15/810	16/816	29/670	6/712	23/550
7 Stephen Ell	LS8 (15m)	6352	5/768	7/861	9/921	5/916	7/943	24/705	18/604	11/634
8 Russel Cheetham	ASW 28	6303	18a/565	5/912	1/1000	1/1000	13/880	33/560	10/673	5/713
9 Paul Shelton	LS8 (15m)	6116	19a/552	16/783	12/901	4/920	6/949	19/724	11/667	14/620
10 Phil Jeffery	LS8 (15m)	6075	7/740	2/984	8/928	8/865	25=742	16/736	30/412	7/688
11 Browne/ Stingemore	LS8 (15m)	6054	14a/620	20/743	27/700	3/928	10/931	7/932	21/572	12/628
12 Martin Durham	LS7	6018	12a/665	35/370	10/913	11/832	1/1000	6/941	8/700	19/597
13 Stephen Olender	Ventus 2c 18m	5825	17a/597	8/854	26/705	17/800	18/798	15/743	15/641	8/687
14 Frank Davies	LS6 (15m)	5791	6/758	32/543	17/859	9/864	19/788	12/767	20/573	10/639
15 Mel Dawson	Ventus 2a,b	5746	15/615	13/810	7/936	21/722	12/895	10/778	28=428	21/562
16 Bill Inglis	Ventus (15m)	5556	10a/685	4/922	33/586	13/821	25=742	18/728	31/379	6/693
17 J Arias Riera	Std Cirrus	5536	10=685	33/453	22/768	16/804	21/780	20/722	7/708	15/616
18 Marcel Soler	Discus 2 (w)	5437	9/728	18/766	16/865	14/814	34/526	32/593	9/683	30/462
19 Roold/Van Zwen	Duo Discus	5368	35a/16	15/786	14/894	10/848	9/936	27/686	12/655	25/547
20 Richard Johnson	ASW 28	5341	24a/471	29/645	11/911	19/769	32/597	22/710	13/650	20/588
21 Ray Payne	ASW 27a,b	5235	27a/454	10/817	18/836	29/569	29/650	17/732	16/628	24/549
22 Lemmy Tanner	LS8 (15m)	5176	30a/170	24/706	20/816	18/779	11/775	17/809	22/570	22/551
23 Dave Findon	Nimbus 4d	5163	8/735	11/814	34/494	24/640	30/633	21/721	25/528	18/598
24 Rose Johnson	LS4	5095	22a/520	23/719	32/594	25/634	23/747	9/810	28=428	9/643
25 Kai Monkkonen	LS7	5070	20/543	30/643	4=950	35/200	11/898	25/699	26/513	13/624
26 Iain Evans	LS4 W	4947	23a/473	26/655	25/742	12/828	14/860	14/751	33/184	31/454
27 Chris Emson	Duo Discus	4933	31/92	14/795	24/756	30/563	27/715	8/839	14/648	27/525
28 Mike Mee	ASW 28	4792	16/601	25/678	30/612	22/713	33/575	34/505	19/579	26/529
29 John Glossop	Discus	4407	32/82	17/773	23/757	23/695	22/766	28/671	24/553	33/110
30 Manfred Scholz	DG-800 (18m)	4317	34a/35	28/648	29/664	31/457	20/785	13/754	27/457	28/517
31 Inaki Ulibarri	Janus A,b	4255	DNF/0	31/545	21/803	34/312	24a/746	31a/615	17/622	17/612
32 Slater / Dransfield	Duo Discus	4024	29a/242	27/651	35/488	37/30	15/842	26/690	23/569	29/512
33 Peter Baker	LS8 (15m)	3894	36a/13	21/739	15/889	33/352	31/817	23/708	32/202	32/374
34 Reb Rebbeck	LS8-18 (18m)	2900	26a/459	19/744	31/611	28/583	DNF/0	DNF/0	DNF/0	DNF/0
35 Jeronimo Francisco	LS7 (w)	2375	21/529	34/415	28/665	36/62	DNF/0	30/644	35/60	DNF/0
36 Jeff Tucker	Duo Discus	2242	28a/304	37/34	37/12	27/596	28/691	36/459	34/146	DNF/0
37 Gordon Burket	DG-100/101	1446	33/78	36/244	36/114	32/406	36/132	35/472	DNF/0	DNF/0



Above: Rich Hood finishing at the Club Class Nationals and, below, Leigh Wells at the Standards (www.whiteplanes.com)



Open Class Nationals, Lasham (Aug 9-17)

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 R Cheetham	ASH 22bi	5744	1/1000	1/872	1/1000	1/1000	2/967	2/905
2 Robin May	ASH 25	5485	3/967	3=739	4/928	5/911	1/1000	1/940
3 Dave Allison	Nimbus 4	5275	7/879	2/745	5/913	2/994	6/877	3/867
4 Jed Edyvean	Nimbus 3 25.5	4983	4/963	10/593	2/942	4/936	18=773	9/816
5 Ralph Jones	Nimbus 4	4854	9/865	8/627	8/698	3/980	15/754	12/730
6 Peter Sheard	Nimbus 4	4839	18/724	3=739	6/908	6/902	3/965	30/601
7 R Browne	ASH 25 25.6m	4794	6/866	14/581	3/936	8/869	2/1730	10/792
8 Paul Brice	ASH 22 (24m)	4726	12/813	11/589	13/814	11/823	9/840	5/847
9 Ken Hartley	Nimbus 3 25.5	4672	10=848	9/619	16a/753	15/786	11/813	6/843
10 John Giddins	ASH 22 (24m)	4660	2/974	6/699	11/845	20/712	17/739	16=691
11 Jones/Marriott	Nimbus 4d	4555	26/562	5/735	7/901	7/892	16a/753	14/712
12 Carr Withall	ASH 25 25.6m	4493	24/568	22/537	14/779	14/812	5/955	7/842
13 Dave Findon	Nimbus 4d	4418	20/711	12/584	18=747	13/815	8/843	13/718
14 Chris Rollings	ASH 25 (27m)	4357	13=808	19/567	28a/614	9/843	13/775	11/750
15 David Innes	Nimbus 4	4316	15/765	15/575	18=747	16/774	12/791	24/664
16 Mike Foreman	Nimbus 3d 25.54312	4175	16=745	16/572	15/778	24a/649	18=773	8/835
17 Bernie Morris	Nimbus 3d 25.54214	3962	19/714	28/492	20/740	18/725	7/852	16=691
18 David Masson	LS6c (18m)	4193	29/533	7/643	10/858	12/816	24/702	26/641
19 Gorrings/Wells	ASH 25	4175	10=848	13/583	27/643	10/824	4/959	32/318
20 Patrick Naegeli	Ventus 2c 18m	3962	21/710	23/536	23/708	19/722	30/615	23/671
21 J&B Glossop	Nimbus 3 25.5	3952	28/548	21/554	17/758	21/690	23/716	19/686
22 John Taylor	LS6c (17.5m)	3914	8/868	24/524	30/517	27/595	22/727	20/683
23 Richard Cole	Ventus 2c 18m	3757	30/517	18/570	26/669	25a/632	27/675	15/694
24 Chris Lyttelton	ASH 25	3733	16=745	20/559	33/353	32/403	10/822	4/851
25 Ian Ashdown	ASH 22 (24m)	3698	5/890	17/571	12/819	23a/663	14/755	DNF/0
26 Alan Eckton	Nimbus 3 25.5	3682	13=808	25/506	25a/671	33a/363	26/695	27/639
27 Lemmy Tanner	LS8-18 (18m)	3451	22/586	33/357	24/699	29/453	20/732	28/624
28 Richard Smith	Nimbus 3d	3422	23/575	27/500	9/877	17a/773	25/697	DNF/0
29 Mike Jefferyes	LS8-18 (18m)	3355	25/567	32/402	22/723	30/450	32a/533	21/680
30 Tony Moulang	Ventus 2c 18m	3336	33/402	31/426	21/736	28/458	28/642	22/672
31 Roy Pentecost	Duo Discus	3284	31/408	26/502	32/472	22/680	31/534	18/688
32 Pele Paterson	LS8-18 (18m)	2895	27/549	30/438	31/510	31/425	29/629	31/344
33 Rob Jarvis	Nimbus 3d	2737	32/407	29/473	29/533	26/603	33/477	33/244
34 David Gardiner	Nimbus 3 24.5	1855	35=0	34/342	34a/173	34/352	34/334	25/654
35 Challoner/Hitchcock	DG-500/5 22m	1244	35=0	DNF/0	DNF/0	35/338	35a/301	29/605
36 Al Eddie	ASH 25	373	34/373	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0

Club Class Nationals, Lasham (Aug 9-17)

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
1 Richard Hood	Cirrus (wl)	6063	14/554	2/726	2/968	3/971	7=900	5/954	5=990
2 Jay Rebbeck	ASH 19a	5691	2/588	3/685	18/808	5/953	3/935	1/1000	26/722
3 Henry Rebbeck	LS4	5682	5/583	4/675	7/886	1/1000	7=900	6/932	34/706
4 Pete Masson	DG-100/101	5622	9/565	1/737	1/997	2/997	38/337	2/993	3/996
5 Tim Milner	Std Cirrus	5424	4/584	12/569	16/818	9/920	18/756	16/829	9/948
6 G Dale	ASH 19a	5418	29/480	32/378	8/885	6/948	2/964	3/987	17/776
7 Alistair Nunn	ASH 19a	5411	30/475	29/398	5/907	4/959	14/780	9/902	5=990
8 Allan Barnes	Std Cirrus	5378	3/585	18/542	11/856	16/847	6/903	12a/862	57/783
9 Gordon Macdonald	Std Cirrus	5347	7=580	14/554	4/935	12/877	13/805	11/868	24/728
10 Brian Spreckley	ASH 19a	5343	13/556	24/446	19/790	11/887	1/1000	7/928	22/736
11 Owain Walters	Libelle W1	5297	21=525	17/546	6/895	10/902	20/739	10/896	13/794
12 Gillian Spreckley	Std Libelle	5293	6/582	23/450	15/827	13/875	5/911	28a/648	1/1000
13 Eric Smith	LS4	5259	7=580	6/663	22/737	23/795	4/933	15/840	29a/711
14 John Williams	Std Libelle	5254	16/544	21/511	HC=816	15/863	21/708	18/819	4/993
15 Gavin Goudie	LS4	5157	21=525	5/669	13/839	19/835	15/774	21a/808	32=707
16 Elizabeth Sparrow	Pegasus	5089	11/559	27/410	27/691	17/845	12/832	23a/770	7/982
17 David Draper	Std Cirrus	5053	18/540	11/571	3/943	24/789	9/854	29a/563	14/793
18 Luke Rebbeck	ASH 15	4976	19/539	7/587	12/849	8/927	10/846	31/415	11/813
19 Mike Jordy	LS1 F (w)	4919	31/418	30/392	25=704	14/873	11a/838	4/971	25a/723
20 Russell Francis	LS4	4697	26/497	8/579	23/733	32=699	24/667	20/809	28/713
21 Robert Andrewartha	Std Cirrus	4586	20/533	25/445	25=704	21/816	37a/374	8/911	12/803
22 Nils Peter Wedi	LS4	4572	27/495	9/578	32/616	34a/657	26/655	14/841	23a/730
23 Sunay Shah	Std Cirrus	4562	35/212	15/549	10/872	18/637	17/768	35/326	2/998
24 Nick Wall	LS4	4531	34/253	20/517	14/836	25/758	27/644	19/813	30=710
25 Alan Clark	LS4	4374	24=503	19/525	24/731	20/834	22a/702	33/364	27/715
26 Jack Stephen	DG-100/101	4344	1/594	13/568	38a/309	37/580	16/771	17/820	35/702
27 David Bromley	Cirrus 75	4289	32/281	10/574	9a/883	7/940	36a/421	30/451	27/739
27 Gwyn Thomas	SHK-1	4289	10/564	22/451	35/532	30/716	33a/508	25/738	16/780
29 Jerry Pack	Astir CS	4286	15/546	36/266	20/773	36/602	34a/494	13/851	19/754
30 Samantha Morecraft	ASH 19a	4208	23/517	16/547	31/646	22/805	25/666	36/320	32=707
31 Mike Tomlinson	LS4w	4185	28/485	28/405	36/487	29/730	30a/577	24/759	20/742
32 Matt Sheahan	Std Cirrus	4174	33/271	31/386	30a/651	31/710	19/745	26/701	30a/710
33 Derek Copeland	Std Cirrus	4116	36/187	34a/298	29/669	35/629	29/623	22/794	10a/916
34 Andreas Jelden	Libelle	4112	12/558	26/424	21/738	28a/735	23/691	DNF/0	8/966
35 David Wardrop	DG-300	4040	24=503	33/366	28/678	27/745	35a/425	27/686	38a/637
36 Eamonn Healy	ASH 19a	3656	17/541	35/278	33/595	32=699	28a/638	37a/130	18/775
37 Laurence Gerrard	LS1 (0.c.d)	3222	41/77	37/227	34/568	26/756	31/548	32/369	37/677
38 Derek Piggott	ME-7	2225	37/148	39/53	36/180	39/308	32a/526	34/329	36a/681
39 Chris Davison	AC-4C	1341	38/125	38/82	37a/374	38a/516	39/244	DNF/0	DNF/0
40 Kim Tipple	Std. Libelle	121	39/121	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0
41 Norman Parry	LS4	113	40/113	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0	DNF/0

THE RACING YEAR: COMPETITION RESULTS

Gransden Regionals (Aug 23-31)

A Class	Pilot	Glider	Points
1	Darren Arkwright	Std Cirrus	6197
2	Jerry Pack	Astir CS	6110
3	Nigel Gough	LS7 (w)	6074
4	Peter O'donald	LS7	5808
5	Jim Crowhurst	ASW 19a,b	5693
6	Toby Wright	Discus	5348
7	Mike Roberts	ASW 19a,b	5310
8	Andrew Johnston	DG-200	5095
9	Rory Ellis	Discus	5092
10	Zanon Marczyński	SZD-55	4995
11	David Draper	Std Cirrus	4918
12	Evershed/Weatherhead	ASW 24 (w)	4662
13	Steve Woolcock	Astir CS	4580
14	Jeff Tucker	LS7 (w)	4516
15	Neil Irving	Astir Cs	4500
16	Simon Armitage	Discus	4093
17	Gerald Bass	Pegasus	3927
18	Paul Copland	ASW 19a,b	3830
19	MGregorie/P Browne	Pegasus	3748
20	Darren Lodge	DG-200	3743
21	J Bayford/S Foster	ASW 20	3648
22	Derek Coker	PIK-20	3521
23	O Peters/D Bell	Std. Libella	3496
24	Gavin Deane	PIK-20	3340
25	Andrew Preston	ASW 19a,b	3319
26	David Morrow	Std Cirrus	3209
27	John McNamee	Acro Twin 3	2271
28	Jane Moore	Pegasus	2044
29	Alan Boyle	Discus	1385
30	Kevin Hook	DG-400 (15m)	1201

B Class	Pilot	Glider	Points
1	Simon Redman	LS8 (15m)	6229
2	John Wilton	ASW 20b,c	6088
3	Paul Rice	ASW 20	5937
4	Richard Kalin	Nimbus 3 25.5m	5778
5	Rod Witter	Ventus 2c (15m)	5488
6	Alastair Macgregor	Discus (w)	5487
7	Kay Draper	LS8 (15m)	5357
8	Colin Smithers	ASH 25 (25.6m)	5356
9	Ron Bridges/Ken Payne	Duo Discus	5341
10	Richard Maskell	Discus	5134
11	John Gilbert	LS3 (15m)	4955
12	Dennis Heslop	Ventus 2c 18m	4889
13	John Birch	Duo Discus	4649
14	A Decloux / M Aldrid	Duo Discus	4642
15	Robert Welford	LS8 (15m)	4584
16	Tim Davies	ASW 20b,c	4497
17	Howard Franks	ASW 28	4454
18	James Clark	LS8 (15m)	4357
19	Alan Kangur	ASH 25 (25.6m)	4298
20	Paul Kaye	LS8 (15m)	4297
21	Colin Davey	Duo Discus	4179
22	J Rogers / I Baker	LS6 (15m-w)	4169
23	Steve & Jane Nash	Mosquito B(w)	4091
24	Paul Whitehead	Discus	4076
25	Janet Birch	LS8 (15m)	4027
26	M White / S Wilson	Nimbus 2,b,c	3658
27	John Ferguson	LS7 (w)	3638
28	J Davies / C Cowden	ASW 20	3410
29	Stephen Bradford	Kestrel 19	3392
30	Wendy Head	ASW 27a,b	3361
31	D Peters / St Martin	Nimbus 2,b,c	3239
32	Malcolm Allan	LS8 (15m)	3189
33	Basil Fairston	ASW 20b,c	3007
34	A Head / A Watson	Duo Discus	2420
35	B Hooson/C Davis	DG-505 (22m)	1871
36	Andy Smith	LS8-18 (18m)	1692

UK Mountain Soaring (Aboyne, Sep 7-13)

	Pilot	Glider	Points
1	Phil King	LS8-18	5277
2	Roy Wilson	DG-600	5117
3	John Williams	LS8-18	3880
4	Robert Tait	Astir CS77	3701
5	Mark Jerman	ASW 27	3515
6	Dickie Feakes	ASH 25 E	3442
7	Sam St Pierre/M Wood	DG-200	3413
8	James Davidson	ASW 20	3236
9	Pete Gray	DG-200-17	2984
10	Andrew Warbrick	LS8c	2765
11	Dave Latimer	Discus	2608
12	Tom Holloway	ASW 19	1474
13	Alex Maitland	SF-34	829
14	Steve Thompson	DG-200	779
15	Duncan Mackay	Oly 2b	487

Inter-Services, RAF Bicester (Aug 9-17)

Open	Pilot	Glider	Points
1	Pete Stratten	Ventus C(17.6m)	4784
2	Simon Adlard	Duo Discus	4761
3	Tanner/Johnson/Emson	Duo Discus	4752
4	Rod Witter	Duo Discus	4634
5	Jon Arnold	Discus (w)	4558
6	Peter Stafford Allen	Ventus (16.8m)	4464
7	Colin McInnes	LS8-18 (18m)	4434
8	Al McNamara	ASW 24 (w)	4274
9	Chris Heames	Duo Discus	4245
10	Nick Smith	Discus (w)	4199
11	Marc Morley	ASW 27a,b	4125
12	Nick Aram	Discus (w)	4101
13	John Whitting	Discus (w)	4100
14	Tim Webb	Discus (w)	4055
14	Jon May	Ventus C(17.8m)	4055
16	Martyn Pike	Duo Discus	3969
17	Luke Hornsey	ASW 20	3958
18	Henry Freeborn	Discus	3837
19	Oly Peters	Ventus 2c 18m	3819
20	Tony World	ASW 27a,b	3798
21	Mike Gazzard	Ventus 2c 18m	3748
22	Martin White	Nimbus 2,b,c	3704
23	Richie Arnall	LS8-18 (18m)	3555
24	Paul Mclean	Ventus 2c (18m)	3535
25	Ian Smith	ASW 27a,b	3516
26	Fitz Fitzgerald	Ventus C 17.8m	3507
27	Del Ley	Discus	3312
28	Ian Macarthur	Discus	3099
29	Ged McKnight	LS8c (17.5m)	3068
30	Ray Walker	Duo Discus	2986
31	Robbo Roberts	Discus	2921
32	Dickie Feakes	ASH 25	2861
33	Chris Gilbert	Discus (w)	2836
34	Tripp Rogers	Discus (w)	2744
35	Trev Cook	Janus C	2700
36	Brian Penfold	Nimbus 2,b,c	2639
37	Pip Barley	ASW 27a,b	2595
38	Sturley / Hyslop	LS8c (18m)	2402
39	Stuart Naylor	LS7 (w)	2138
40	Guy Davidson	Discus	1942
41	Dave Smith	ASW 20b,cl	1872
42	Graham French	Discus	1858
43	Peter Gallagher	Discus	994

Sport

2	Allan Tribe	LS4	4339
2	Cris Emson	DG-500/505	4072
3	Daz Smith	DG-300 Club	3804
4	Roy Gaunt	K- 21	3707
5	Dave Bullock	DG-300w	3705
6	Terry Moyes	LS7	3689
7	James Clarke	Std Cirrus	3618
8	Sarah Platt	LS4	3149
9	Vern Stroud	LS4	3040
10	Ron Smith	K- 21	3007
11	Andy Farr	Pegasus	2922
12	Tony Head	Pegasus	2840
13	Red Staley	LS4	2765
14	Pete Desmond	DG-200	2678
15	Tochi Marwaha	K- 21	2586
16	Mark Pickersgill	Astir CS	2461
17	Ian Pettman	K- 21	2305
18	Gaz Baker	Astir CS	2016
19	Tim Cosgrove	Astir CS	1958
20	Terry Mitchell	K- 21	1941
21	John Wright	Pegasus	1864
22	Dave Peck	DG-100/101	1858
23	Bernd Vermeulen	K- 21	1518

Regionals, Booker (Jun 14-22)

Position	Pilot	Glider	Points
1	Mark Jerman	ASW 27a,b	3887
2	Bruce Cooper	LS8 (15m)	3797
3	Andy Perkins	ASW 19a,b	3582
4	Dave Byass	LS8 (15m)	3500
5	Brian Forrest	LS7	3355
6	Hughes / Moutrie	LS8 (15m)	3271
7	Gough / Garrity	LS7 (w)	2940
8	Alan Barnes	Std Cirrus	2919
9	Richard Starey	LS8 (15m)	2837
10	Belleley / Copland	ASW 19a,b	2804
11	Onn / Perley	LS8 (15m)	2726
12	Jim White	Discus	2661
13	Ashley Birkbeck	LS7 (w)	2638
14	Luxton / Mccoshim	LS8 (15m)	2522
15	Sinden/Iyons	LS6c (18m)	2364
16	Sutherland / Hodgson	ASW 19a,b	2235
17	Alan Johnstone	LS8 (15m)	2055
18	Marjorie Hardwick	LS6 (15m)	2010
19	Alan Green	LS8 (15m)	1868
20	Jenkins / Smith	LS4	1784
21	Meagher / Heath	Pegasus	1684
22	William Parker	ASW 20b,c	1456
23	Julian Hitchcock	LS8-18 (18m)	1439
24	John Turner	Discus	1129

Lasham Regionals (Jul 19-27)

A Class	Pilot	Glider	Points
1	Ed Smallbone	ASW 20	3794
2	Darren Francis	ASW 27a,b	3779
HC	G Mcandrew/various	Duo Discus	3579
3	J Warren/B Morris	Nimbus 3d 25.5	3460
	/N Stevenson		
4	Chris Lyttelton/K Wilson	ASW 27a,b	3306
5	Ralph Jones	Nimbus 4	3300
6	David Mccarthy	Ventus 2a,b	3278
7	Tim Parker	ASW 22bl	3247
8	Alistair Nunn	Discus	3146
9	Roy Pentecost	LS6 (15m)	3041
10	Paul Kite	Nimbus 3 25.5m	2957
11	Keith Walton	Nimbus 2,b,c	2919
12	Alan Baker	Discus	2874
13	Tony Moulang	Ventus 2c (18m)	2816
14	David Innes	Nimbus 4	2591
15	Geoff Payne	ASW 27a,b	2579
16	Martin Judkins	Nimbus 3d	2548
17	M Foreman/P Jones	Nimbus 3d 25.5	2542
18	Peter Hamblin	Discus	2509
19	Steve Jobar	Nimbus 2,b,c	2439
20	M Wells	ASH 25 (25.6m)	2427
21	John Simmonds	Ventus C (17.6m)	2292
22	Richard Brisbane	Kestrel 19	2289
23	Bill Murray	Ventus 2a,b	2204
24	Alan Eckton	Discus	2141
25	Jon Bastin	Ventus 2a,b	2083
26	Rob Jarvis	Ventus C 17.6m	2017
27	Peter Paterson	LS8 (15m)	1847
28	Colin Hunt/Chris Gibson	ASW 20b,c	1832
29	John White	Ventus A (15m)	1819
30	Sylvia Bateman	ASW 20b,c	1812
31	John Hoolahan	ASW 20i	1720
32	Doug Edwards	ASW17	1694
33	Peter Whitehouse	LS8 (15m)	1683
34	Nicki Marchant	LS6 (15m)	1431
35	John Bailey	ASW 20i	1306
36	Brenda Pridal	ASW 20b,cl	925

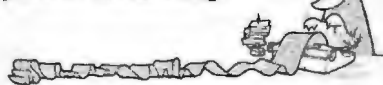
B Class

1	Ian Cragle	LS1 F(w)	2338
2	Allan Barnes	Std Cirrus	2293
3	G Coppin/M Davenport	Discus	2136
4	Glyn Bradley	Libelle	2038
5	Peter Healy	ASW 19b	1873
HC	Falkes Foundation	DG-500/505	1847
6	Matt Sheahan	Std Cirrus	1740
7	Chris Luton	LS3 (15m)	1654
8	James White	Discus	1648
9	Neil Goudie	LS4	1633
10	Paul Copland	ASW 19b	1629
11	Derek Copeland	Std Cirrus	1544
12	John Ferguson	LS7 (w)	1521
13	Derek Piggott	ME-7	1487
14	Gareth Stephen Bird	Discus	1400
15	Bob Johnson	Pegasus	1390
16	Derek Tagg	Discus	1381
17	Clive Thomas	Astir CS W	1324
18	DB Bowtell/Kim Tipple	Libelle	1155
19	Warren Palmer	DG-300	1040
20	Hemraj Nithanandarajah	ASW 24	903
21	Andy Jesset	ASW 19b	838
22	Chris Lewis	Astir CS	828
23	Tim Lipscombe	Grob Acro III	785
24	N Riggott/M Evans	DG-100/101	758
25	Malcom Hodgson	Pilatus B4	556

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HOW TO BUY IT: see *Tailfeathers*, page 17

Northern Regionals (Jul 26-Aug 3)

Position	Pilot	Glider	Points
1	Graham Morris	ASW 27a,b	3821
2	Richie Toon	Kestrel 19	3776
3	Simon Barker	Std Libelle	3562
4	Sam St.pierre	DG-200	3504
5	N Heriz Smith	Ventus C (17.6m)	3407
6	Bob Fox	LS4	3353
7	G Corbett	Ventus 2c (18m)	3322
8	Mike Tomlinson	LS4w	3274
9	Mark Jerman	ASW 27a,b	3240
10	Smith & Beardsley	LS4	2843
11	Richard Kalin	Std Cirrus	2825
12	Peter Odonald	LS7	2810
13	Rory Oconor	DG-800 (18m)	2756
14	J Williams	LS8 (15m)	2690
15	James Davidson	Duo Discus	2573
16	Steve Woodcock	Astir CS	2526
17	Julian Fack	Discus (w)	2432
18	Stephen Bradford	Kestrel 19	2395
19	M Carruthers	ASH 25	2388
20	J Nash & S Nash	Mosquito W	2332
21	John Russell	LS8 (15m)	2136
22	Bob Bromwich	DG-500/5 (20m)	2024
23	The Geordies	DG-500/5 Trainer	1971
24	Watson & Carter	Discus	1832
25	Mark Desmond	Discus	1792
26	Rob Bottomley	Discus	1636
27	Brian Griffin	DG-100/101	1556
28	John Norman	Janus A,b	1524
29	Mike Fairman	ASW 19a,b	1304
30	Cervantes & Milton	Pegasus	1293
31	Ian Plant	Astir CS	1283
32	David Bradley	Discus (w)	915

Turbo Regionals, Bidford (Jun 14-22)

Position	Pilot	Glider	Points
1	I Evans	LS8-18	4080
2	A MacGregor	Discus BTW	3802
3	D Findon	Nimbus 4DT	3706
4	JG Allen	Ventus CT	3682
5	I Cook	Ventus 2CT	3640
6	R Jones/S Marriott	Nimbus 4DM	3599
7	J Wand	ASH 26E	3566
8	W Inglis	Ventus CT	3379
9	MA Thorne	Discus BT	3322
10	RA Cole	Ventus 2CT	3247
11	B Birison	Duo Discus	3241
12	M Pope	Ventus 2CT	3188
13	D Piggott/ R Starmer	Duo Discus	3082
14	P Stanley	Duo Discus	2941
15	RJH Fack	Discus BT	2910
16	R Witter	Ventus	2830
17	M Costin	Ventus 2CT	2796
18	K Hook	DG-400	2743
19	F Jayne	Discus BT	2712
20	JF Goudie	Discus BT	2678
21	M Osborn	Ventus CT	2658
22	A Broadbridge	Nimbus 3DT	2257
23	S Waterfall	Ventus CT	1945
24	E Coles	DG-808B	1851
25	R Chapman	Ventus BT	1738
26	J Fuchs	Stemme	1044
27	G Burkert	DG-100	934

Eastern Regionals, Tibenham (Jul 12-20)

Position	Pilot	Glider	Points
1	M Jordy / C Emson	Duo Discus	3985
2	John Willton	ASW 20b,c	3837
3	Peter Stafford Allen	Ventus C 15 w	3590
4	Angus Watson	ASH 25 (25.6m)	3454
5	Jim Crowhurst	ASW19a,b	3434
6	Ray Hart	Nimbus 2,b,c	3425
7	John Gilbert	LS3 (15m)	3380
8	Gwyn Thomas	SHK-1	3266
9	Norman Clowes	ASW 20b,c	2800
10	Phillip Foster	ASW 19a,b	2678
11	Steve Crozier	Std Cirrus	2603
12	Jane & Steve Nash	Mosquito A,b	2492
13	Mark Wright	Mosquito A,b	2465
14	Trip Rogers	Discus	2365
15	Damien Dyer/Neil Kelly	ASW 15	2302
16	Rowan Griffin	Std Cirrus	2186
17	Tessa & John Whiting	Discus (w)	2047
18	Robbo Roberts	Discus	2035
19	Timothy Edmunds	K-6e	1936
20	E Weaver/J Dean	Astir CS	1854
21	Trevor Nash	Glasflugel 604	1834
22	Peter Ryland	Kestrel 19	1632
23	Alistair Cook	LS1f	1520
24	Manuel Williamson	Mini Nimbus	1431
25	David Sanders	Pegasus	1367
26	Adam Laws	ASW 19a,b	1357
27	Huw Williams	Std Cirrus	1223
28	Randall Williams	Club Libelle	451
29	P Molloy/G Jarvis	Nimbus 2,b,c	0

Dunstable Regionals (Aug 16-24)

Red	Pilot	Glider	Points
1	Rob Brimfield	ASW 24 (w)	5946
2	Bob King	ASW 27a,b	5921
3	Bill Craig	ASW 27a,b	5917
4	Trevor Stuart	ASW 27a,b	5807
5	John Reed	Discus	5576
6	Paul Rackham	LS7	5406
7	Nick Hoare	LS8 (15m)	5193
8	Geoff Payne	ASW 27a,b	5034
9	Alan Binks	Discus	5001
10	Rupert Robertson	LS6 (15m)	4988
11	Ian Reekie	LS8-18 (18m)	4935
12	Brown / Hutchings	ASW 27a,b	4618
13	Stringer / Manwaring	ASW 20b,c	4608
14	Mark Newland-smith	Discus	4569
15	Andy French	LS8 (15m)	4532
16	Doug Lingafelter	Discus	4487
17	Francis Russell	LS6c (18m)	3764
18	Simon Edwards	Ventus C 17.6m	3652
19	Trevor Nash	Glasflugel 604	3150
20	James Kellerman	ASW 27a,b	2567
21	Brian Wise	LS6c (17.5m)	2559
22	Ted Coles	LS8-18 (18m)	1995
23	Howard Franks	ASW 28	1025
HC	Mark Davis	Discus	696
24	John White	LS8-18 (18m)	503

Blue	Pilot	Glider	Points
1	Andrew May	LS4	5211
2	Malcolm Birch	Std Libelle	5078
3	Mark Dalton	ASW 24 (w)	4943
4	Peter Hicks	LS4	4807
5	John Jeffries	K- 21	4448
6	Gordon Craig	LS4	4337
HC	Cadets	DG-500/505	4248
7	T Mills / T Rose	Std Libelle	4073
8	Smith / Beardsley	LS4	4062
9	Paul Candler	LS7 (w)	3872
10	Graham Paul	Vega (15m)	3811
11	R Hodge / A Harrison	ASW 19a,b	3764
12	Whipp / Beckwith	Discus	3558
13	Amelia Nash	K- 23	3070
14	Reb Rebbeck	LS4	2830
15	Peter O Donovan	LS7	2724
16	Alan Mc Killen	ASW 20	2600
17	Peter Sharpe	ASW 19a,b	2426
18	Michael Fairman	ASW 19a,b	2328
19	D Cornelius/ A Garfield	K- 21	2135
20	Richard Lodge	Std Cirrus	1952
21	Mike Makin	ASW 20	1792
22	Jim Slater	Discus	1671
23	Anthony Claiden	K- 23	1549
HC	Mike Pettengell	Std Cirrus	0

Aerobatic Nationals, Saltby

Beginners	Pilot	Glider	Overall %
1	Gerald Davies	K-21	76.557
2	Steve Hardy	K-21	75.723
3	Anthony Claiden	K-21	74.407
Sports			
1	Stewart Otterburn	K-21	73.562
2	Mazen Makari	K-21	70.624
3	Mark Erlund	Lunak	69.625
4	Peter Miles	Pilatus B4	69.256
5	Mike Collett	K-21	67.144
6	Mike Newbound	Puchacz	62.251
7	Nikki Mills	K-13	58.426
8	Donald Gosden	SZD-50	57.915
9	Carl Sorace	K-21	28.612
Intermediate			
1	Mike Wollard	Pilatus B4	74.284
2	Graham Saw	Lunak	73.978
3	Simon Walker	Pilatus B4	71.454
Unlimited			
1	Guy Westgate	FOX	80.313
2	Dietmar Poll	FOX	73.88
3	Jamie Allen	FOX	70.518
4	Paul Conran	FOX	63.002
5	Andy Cunningham	FOX	61.045
6	Chris Cain	FOX	56.387
7	Alex Yeates	FOX	23.116

18-Metre Nationals, Tibenham (Jul 12-20)

Pilot	Glider	Total	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
1 David Masson	LS6c (18m)	3843	1/1000	1/704	5/538	1=192	5/679	13/730
2 Dave Chappell	Ventus 2c 18	3827	5/885	2/662	1/583	5/75	6/673	2/949
3 Alan Clarke	Ventus 2c(18m)	3532	17=750	7=588	13/417	1=192	1a/718	5/867
4 Gary Stingemore	LS8-18 (18m)	3518	9/849	7=588	6/529	6=74	2/699	11/777
5 Keith Nicolson	LS8-18 (18m)	3495	6=876	3/597	14/403	14/67	9/625	3/927
6 Frank Davies	LS6c (17.5m)	3369	15/774	11/534	8/471	4/151	12/602	6/837
7 Andrew Hall	LS6c (17.5m)	3358	13/798	6/590	11/442	9=70	3a/687	12/771
8 Jay Rebbeck	LS8-18 (18m)	3355	3=894	20/424	19/350	21=36	7/651	1/1000
9 Martyn Pike	LS8-18 (18m)	3326	16/758	4=592	2/589	21=36	16/549	7/822
10 Richard Browne	LS6c (17.5m)	3243	10=840	4=592	12/430	6=74	4/685	23/622
11 Stephen Eli	LS8-18 (18m)	3185	2/903	12/518	22/275	9=70	11/603	8/816
12 Bill Inglis	Ventus C(17.6m)	3123	22/697	9/550	18/357	3/159	15/560	9/800
13 Howard Jones	Ventus 2c(18m)	3074	3=894	22=325	16=369	9=70	8a/627	10a/789
14 Graham Smith	LS8-18 (18m)	3039	19/742	13/517	7/493	15/60	17/532	16/695
15 Craig Lowrie	DG-800 (18m)	3013	8/858	16/488	10/450	17/57	20/471	17/691
16 Rob Nunn	LS8-18 (18m)	3010	17=750	10/535	3/559	6=74	18a/491	24/601
17 Ian Ashdown	LS6c (18m)	2963	10=840	18/455	23a/265	16/59	22/437	4/907
18 Kay Draper	LS8-18 (18m)	2801	21/704	14/512	21/281	9=70	14/566	18/668
19 Jon Arnold	LS8-18 (18m)	2883	6=876	15/499	24/236	23/28	19/489	25/555
20 Jerry Langrick	LS8-18 (18m)	2610	24/531	19/445	16=369	25/19	10/616	21/630
21 Bob Grieve	LS8-18 (18m)	2595	10=840	25/162	15/389	19/46	21a/440	15/718
22 Iain Evans	LS8-18 (18m)	2516	14/790	21/419	4/548	9=70	13a/595	26/94
23 Dennis Heslop	Ventus 2c(18m)	2260	20/735	24/254	25/214	26/0	24/425	20a/632
24 Tony Pozerskis	Lak17a (18m)	2176	23/556	26/32	9/460	24/23	25a/382	14/723
25 Tony Parker	Ventus 2c(18m)	2081	26/400	17/458	28/125	20/43	23/428	22/627
26 Julian Hitchcock	LS8-18 (18m)	1975	25/514	22=325	20/292	18/51	28a/126	19/667

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LASHAM REGIONALS 2004

3rd - 11th July

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Flatlander Dave Latimer (who works in The Netherlands) tells us how he learned to use the full suite of lift – ridge, wave and thermal – in Aboyne's Mountain Soaring Championships

How in Hell's name do you cross that lot?" was the screaming question as I scratched for more height over Braemar. "That lot" was the Southern Cairngorms, which lay between my next objective, Pitlochry, and me. By now I had been stuck in this area for over an hour. I was too close to the next TP to take a cloud climb so, once again at cloudbase (4,500ft), I tiptoed into the mountains for the third time. The glide computer said I would reach Pitlochry at 1,200ft AGL but no one had told it there was a 3,600ft mountain in the way. To say the terrain is intimidating is an understatement; there is no civilisation in this direction for over 15 miles. I nervously press on, trying every wisp. Half-way there, increasing sink again sends me scurrying back to Braemar and safety. This time, however, the sun-facing rocks do not work and I land in the locally named field Braemar International.

As usual, the wait for the trailer allowed time for introspection. What for me had started as a normal thermal race had come to a dead stop when faced for the first time with proper mountains. So what then was I doing here at the UK Mountain Soaring Competition? Should I have pressed on? That seemed a risky choice: no certain lift, risk of sink and no landing place. Then again, I had seen others set off to reappear seemingly below the hills tops, having claimed Pitlochry. What did they know that I did not? Were they mad or was I chicken? What had I been talked into?

It had all begun on my last annual wave trip to Aboyne. Over dinner, old friend Roy Dalling (Manager and DCFI) and his wife Lyn (CFI) had suggested I try the contest: it was very friendly, great fun and rumours of crashery were greatly exaggerated. After sufficient flattery and a couple of beers I finally agreed. Now I felt I had bitten off rather more than I could chew.

On return to Aboyne I found that I was not alone in failing to cross the mountains. In fact, I had pushed out further than several others, which with handicap meant not too bad a performance. Nevertheless, I was frustrated. It would be easy to attribute the success of others to over-confidence and risky flying but, despite a local pundit's tale of ridge soaring he – Roy Wilson – actually seems reasonably sane. Somehow I was missing something here.

Friday, day six: yet another task is set. North to Dufftown, south to Dunkeld, north again to Grantown, returning to Aboyne via the Linn of Dee, 309km. My crew helpfully mentions how the task crosses the highest points of the Cairngorms three times! Dark memories of day one start to haunt me! Signs

The full suite

of wave in the early morning offer hope of more height. However by the time we launch there is a lot of thermal activity to the 4,500ft cloudbase. I soon discover that with care one can make the transition into the wave above. Run along cloudbase, let the speed build and then pull up into the silky smooth wave on the upwind side. Wonderful. As the start opens I sit at 9,000ft with a grin. Even better, the wave system fits the task – clever guy, Dalling. At last, a wave cross-country. I elect to start at 7,500ft, expecting little trouble with finishing at 4,500ft. I run all the way to Dufftown in weak wave without taking a climb but arrive still at 6,500ft.

Into the mountains

Whilst turning Dufftown I lose the wave and am forced to make my way south to the mountains in thermal. Not what I intended but I am familiar with the wave system in this wind direction. This helps me to find the thermals. Expecting wave west of Tomintoul I take a strong climb into the cloud. As I emerge from cloud the lift first drops but then all goes smooth and strengthens. Soon I am crossing Braemar at 9,000ft, looking down on the Southern Cairngorms. They look less intimidating from up here.

South of the hills I am once again relying on thermals. I can still predict the wave influence and round the second TP without too much trouble. However as I return north, the ground rises and I fail to find a route back into wave. Memories of day one again return but there is a difference. In the intervening days there were many chats with fellow competitors and locals. It is through this sharing that collective knowledge and experience grows. So now I know the theory, but what of the practice? Let's start with a plan, Andrew said there were fields at the Spittal of Glenshie, so you can at least get that far. I even heard someone did field landing checks there. The freshly loaded database of landable fields compiled by Richard Arkle confirms this as a group of green banners appear on Winpilot. A sun-facing ridge provides a reasonable thermal. The Cairngorms have regained their size and although I cannot see Braemar the calculator says I have 1,500ft to spare. Moreover, I now know there is a field a few miles short of Braemar (thanks, Roy) in case of heavy sink. So what's the problem? It's just local soaring, only from field to field.

With a deep, deep breath I set off. Remember your first final glide, when the airfield seemed so far away? This seems worse. Soon I'm below the hilltops. Nothing but stream, heather and rock. Palms sweat, heart pounds, I realise I'm holding my



Who says there are no fields in Scotland?

(Photo: Dave Latimer)

breath! Keep calm, think about the wind, the shape of the hill and look for sunny slopes.

As the valley unwinds I am achieving planned glide. I try the sunny side: reduced sink but no lift. Don't hesitate, be decisive and continue. My valley joins the main Glenshee one; the sight of the road is somehow reassuring. There's that field. I still have a glide to Braemar but that ridge across the valley should be working. Arriving below the top I explore for a few hundred metres before finding steady ridge lift. Working towards the sun-covered rock soon finds me climbing in a broken thermal. Relief turns to delight. After some 30 minutes' hard work I finally climb back to the wave. This climb takes me across the northern Cairngorms to Grantown then the same thermal as this morning has me back into wave and on final glide round the Linn of Dee.

And so, after seven hours I land, one of three finishers. Impatience with weakening wave means I have a height penalty but at least I am back. Roy Wilson has been back ages having completed the same task in just four hours. He never left the wave but is quick to congratulate me and asks how I got round. The tired but proud reply of: "wave, thermal and ridge" receives a knowing smile: "Ah," he said, "the full suite".

For me the comp is over, as I have to travel to Holland. (Those who stay for the Saturday have seven out of seven days with another height gain task, this time to 20,000ft-plus.) My overall impression of it is excellent. It extends the season and provided some of the most interesting flying around: challenging but achievable and safely so. The atmosphere is friendly and welcoming.

The only downside was that I found it strangely addictive, so if you decide to give it a try next year, I'll see you there. It runs from September 5-11, 2004. See the Deeside website for more details.

Competition Diary

Saturday: 195km (Rynie, Pitlochry, Linn of Dee) in a mixture of thermal and ridge. Crossing the Cairngorms is tricky with only a 4,500ft cloudbase but this does not stop Robert Tait, who wins the day. **Monday:** 269km is set and we raced up and down the Spey Valley for one of the most beautiful flights I've ever had. Clouds, lochs, heather, mountains, rivers and forests danced to the happy sound of 5kt averages. The westerly TP, Loch Laggan, was later cut off by showers but for those who rounded it in time the run home was glorious. I shall long remember the last climb above heather-clad hills, the vario on 8kt-plus to 6,500ft. Not bad for September.

Tuesday brought mixed wave and showers. I had a 40km glide at about 80kt first along a line squall and then a wave bar. When showers finally cut my path back I landed in a field so long that I covered only half its length after closing the airbrakes. Who says there are no fields in Scotland? Andrew Warbrick gets furthest and wins the day. In fact, the field was so nice I landed there again on **Wednesday** for my obligatory contest disaster day whilst others completed another 300km in thermals. Robert Tait wins the day, again. **Thursday** brought fronts and wave. Roy Dalling squeezed out a height gain task and I learn to soar wave in the rain and that you can stay up in the wave even as the front passes through. Winning height gain is from a climb by Sam St. Pierre to 19,700ft. **Friday:** my 309km in wave thermal and ridge... First place, Roy Wilson. **Saturday** is classic southerly wave and a height gain task. Phil King wins the day (and the comp) with a gain of 20,544ft.

For overall results see p48 of this issue

Locals soaring?

Trevor Stuart offers a regular's view of Dunstable's regionals...

IT WAS that time of year again; an envelope arrived from London GC containing info for competitors in the Dunstable Regionals, held during the third week of August. I selected the thinner of the two documents, the competition rule book. There must be some mistake, I thought, but no: it had been considerably condensed and simplified, a huge improvement, I even read it. Rule 22.1.2 caught my eye: the finish line could at the discretion of the organisers be a ring around the finish point. You could finish before you got there! Not many more years before a launch won't be required...

The thicker document contained local information, local rules and a splendid double-page pull-out of the various types of airspace available. Running my eye down the list of competitors revealed that 44 of the entrants were club members – only six were visiting pilots. Was it the airspace that put people off? No, the Dunstable Regionals is a slick operation, and nobody knows it better than the members themselves.

Local Saab Dealer Squire Furneaux sponsored the competition for a second year running with generous prizes and a courtesy car – complete with tow bar!

The field was divided into two classes on handicap. Aspiring hot shots were Red while the cooler, restrained pilots were Blue. As the week progressed it became clear some pilots were in the wrong class. The Blue Class was also used to give novices contest experience. Two K-23s were flown by cadets. Other cadets were flown by Alan Harrison and Robin Hodge in a Faulkes Flying Foundation DG-505. John Jeffries flew club members in a K-21. David Storer had nine P2s but had to disappoint them when Duo Discuses were grounded.

Dunstable's unique *modus operandi* has essentially the same organising team from year to year; they do, however, change the director annually; is this burn out? It seems to work. Steve Lynn was this year's; he opened by saying they "had the people, the equipment and... the weather!" The equipment promptly blew a fuse and we were dispatched on 300 and 400km tasks. Top reds

did over 100km/h, the blues a little slower, with three first 300s. Only James Kellerman was disappointed. He normally flies in America, where the first day is always a practice day. Sorry James, UK rules – OK?

Each morning pilots were put in their place by three bowler-hatted grid marshals. With golf buggies as personal transport, one half expected a blazered Patrick McGoonan to make an appearance.

Good use was made of the Saab during Days 2 and 3 with many outlandings in both classes. Day 3 saw just one finisher, Gordon Craig for the blues. Late retrieves meant long nights for Mary and Margaret in Control. The director also welcomed pilots back in his dressing gown. A collection was soon started to buy him another.

The task-setter was displeased. He said we weren't trying hard enough, and set remarkably similar tasks for Day 4. By now, he and the pilots had got the measure of each other, a larger fuse was found and detailed, high-tech weather forecasts were presented. Day 3 aside, task-setting was excellent courtesy of Andrew Roch (CFV/manager, who was always on site), Robin May (sometimes in another country) and Edward Downham (rarely on this planet). Ed did make a brief visit on the opening day to break the UK 600km triangle record for all classes in his ASW 27.

Briefings were largely happy. Bottles of champagne were dispensed daily at the whim of the director; there was much competition to propose suitable candidates. Steve Lynn somehow managed to find time to take many splendid candid pictures throughout the comp. These were projected at random prior to briefings. By the end a souvenir photo CD was compiled, raising £500 for a local children's hospice.

Day 4 was another racing day. The blues were consistent with top placings going to the same people. Favourite to win was last year's winner, veteran Malcolm Birch in his 30-year-old Libelle. Also in the running was Mark Dalton in the club's ASW 24. An unknown newcomer, Andrew May (product of Robin May) was also collecting bottles of wine but at 17 was too young to consume them. 17? No chance!

In comparison, the reds were mavericks with day



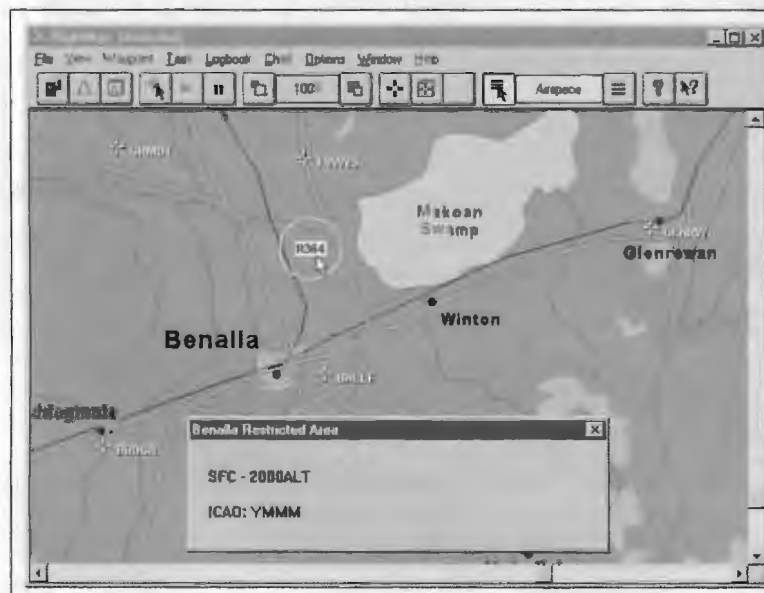
Andy May became Andy Has when he won his first competition at the age of just 17. Andy, the son of Robin May, belongs to London GC (Peter Atkinson)

winners habitually planking it the following day, the most reliable being Mark Newland-Smith (a previous chairman) who did both in style – twice. Others weren't far behind: half a dozen pilots entered the Rusty Razor Blade Club (see wives for details). The Samaritans or Relate charities could have pitched their tent on worse sites that week.

Day 5, another 100km/h racing day. Only three outlandings. The task-setter will be pleased. Day 6 – an AAT. A what? Robin May did an excellent presentation for those who weren't familiar with this year's rules (everybody). Purely academic, though, since both classes fell back (for the first time) to B tasks, with conventional TPs. With downwind downhill take-offs and gusty 25kt winds at height the blue task was scrubbed. Mark Dalton flew it anyway, albeit at 35km/h. Day 7 was scrubbed! What a relief, this is exhausting. Days 8 & 9 were both racing racing days. All in all, an amazing week! I logged 32 hours and 2,000km.

Andrew May, flying his first competition, won the Blue Class in an ex-Rebbeck LS4. At 17 years of age this is definitely a man to watch. Rob Brimfield won the Red Class by consistent flying, and in a borrowed ASW 24! Steve closed the competition by handing over to Juliet Hodgekinson for 2004. A tough cheroot-smoking lady. Jules has a difficult act to follow. Can she do it?

For the full results, see p49 of this issue



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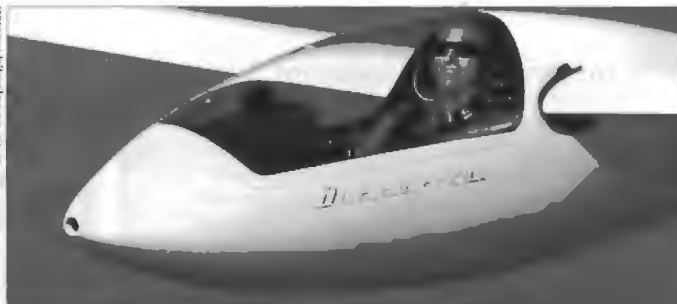
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Steve Jones



Andy Davis



Dave Watt

Top 300 racing pilots

1	AJ	Davis	55	JT	Birch	111	E	Sparrow	165	RF	Thirkell	212	Z	Marczynski	256	M	Wright
2	SG	Jones	56	KJ	Hartley	112	AH	StPierre	166	GR	Green	213	PJ	Foster	260	TJ	Brenton
3	DS	Watt	57	SJ	Steinberg	113	AA	Baker	167	JP	Gilbert	214	A	Clark	261	R	Tietema
4	PJ	Jones	58	EJ	Smallbone	114	JC	Meyer	168	MP	Roberts	215	K	Houlihan	262	DB	Bowtell
5	JM	Hood	60	PC	Fritche	115	CP	Jeffery	169	IR	Cook	216	RD	Grieve	263	TJ	Davies
6	LM	Rebbeck	61	I	Craigie	116	AM	Dalton	170	R	Andrewartha	217	D	Heslop	264	LE	Tanner
7	PJ	Harvey	62	CG	Starkey	117	AR	MacGregor	171	M	Morley	218	GK	Payne	265	TM	World
8	RS	Hood	63	GM	Sprackley	118	GD	Coppin	172	AJ	Garrity	219	I	MacArthur	266	A	Farr
9	MJ	Young	64	GD	Morris	119	AF	Watson	173	M	Tomlinson	220	A	Pozerskis	267	DR	Wardrop
10	LM	Wells	65	JB	Giddins	120	JA	McCoshim	174	JD	Glossop	221	AP	Moulang	268	BL	Cooper
11	PJ	Masson	66	GN	Smith	121	WT	Craig	175	PM	Sheahan	222	SR	Lynn	269	SE	Morecraft
12	DW	Allison	67	SA	Adlard	122	P	O'Donald	176	GW	Craig	223	SM	Platt	270	JW	Davidson
13	KB	Tipple	68	SJ	Redman	123	CC	Rollings	177	PH	Rackham	224	WA	Harris	271	LB	Roberts
14	DP	Masson	69	D	Arkwright	124	DR	Smith	178	MR	Dawson	225	JR	Taylor	272	MP	Mee
15	TJ	Scott	70	DP	Francis	125	JD	Ewence	179	PJ	Kite	226	JA	Stephen	273	I	Reekie
16	MJ	Jordy	71	AD	May	126	BA	Birlison	180	NP	Wedi	227	JR	Luxton	274	JH	Tucker
17	RA	Cheetham	72	ER	Smith	127	MT	Davis	182	GN	Thomas	228	JL	Birch	275	A	Eckton
18	JN	Rebbeck	73	PM	Shelton	128	NP	Heriz-Smith	183	T	Moyes	229	NF	Goudie	276	RA	Johnson
19	HA	Rebbeck	74	RD	Payne	129	DK	McCarthy	184	JA	Johnston	230	SE	Crozier	277	ML	Gazzard
20	DC	Chappell	75	RJ	Brimfield	130	CC	Lyttelton	185	ML	Brown	231	I	Ashdown	278	M	Rogers
21	PF	Brice	76	AD	Tribe	131	JL	Whiting	186	GK	Drury	232	L	Hornsey	279	RC	Hodge
22	RC	May	77	EH	Downham	132	DS	Innes	187	JP	Goringe	233	SL	Withall	280	CJ	Paters
23	H	Jones	78	RJ	Toon	133	JA	Crowhurst	188	R	Maskell	234	JP	Popika	281	HS	Franks
24	MD	Wells	79	RJ	Nunn	134	RJ	Welford	189	WD	Ingils	235	AK	Laylee	282	JP	Simmonds
25	AJ	Clarke	80	JN	Wilton	135	RP	Garner	190	SS	Shah	236	RA	Cole	283	DM	Byass
26	GC	Metcalfe	81	TJ	Willis	136	FG	Bradney	191	C	Luton	237	MA	Thorne	284	PR	Hamblin
27	TJ	Milner	82	A	Jelden	137	IP	Hicks	192	KR	Walton	238	PD	Candler	285	RJ	Verrall
28	P	Crabb	83	BC	Marsh	138	AJ	McNamara	193	JB	Hingley	239	A	Wells	286	JC	Ferguson
29	JR	Edyvean	85	JR	Warren	139	T	Stuart	194	CJ	Lowrie	240	R	O'Connor	287	JF	Fitzgerald
30	JA	Tanner	86	J	Williams	140	AR	Mountain	195	N	Hoare	241	AJ	Wilson	288	DD	Copeland
31	GG	Dale	87	JKG	Pack	141	TJ	Parker	196	TE	Mills	242	AH	Freeborn	289	MD	White
32	GP	Stingemore	88	RB	Witter	142	TR	Gaunt	197	DS	Pitman	243	LS	Hood	290	MH	Pope
33	K	Nicolson	89	CL	Withall	143	RL	Fox	198	NL	Clowes	244	PF	Whitehead	291	MF	Cuming
34	R	Jones	90	AF	Perkins	144	AP	Brown	199	AP	Hatton	245	PW	Copland	292	NJ	Irving
35	AV	Nunn	91	M	Jerman	145	PW	Armstrong	200	RC	Ellis	247	MS	Armstrong	293	JA	Clark
36	JE	Gatfield	92	MJ	Birch	146	AD	Holmes	202	WM	Kay	248	JT	Hitchcock	294	WJ	Murray
37	PG	Sheard	93	O	Ward	147	MC	Foreman	203	JL	May	249	AR	Harrison	295	D	Dyer
38	MJ	Cook	94	R	Priest	148	CV	Heames	203	TJ	Webb	250	AD	Roch	296	RS	Jobar
39	AJ	Barnes	95	SCJ	Barker	149	PE	Baker	205	JWL	Clarke	251	RE	Robertson	297	R	Starey
40	D	Draper	96	PE	Rice	150	RJ	Hart	206	NH	Wall	252	O	Peters	298	R	Arnall
41	PR	Jones	97	IM	Evans	151	KM	Draper	207	JS	Wand	253	MB	Judkins	299	DR	Ley
42	AR	Hughes	98	RA	King	152	JG	Allen	208	J	Weston	254	G	Paul	300	RJ	Fack
43	RA	Browne	99	GS	Goudie	153	TC	Wright	209	M	Holden	255	P	McLean			
44	EA	Coles	100	CR	Emson	154	SG	Olender	210	BR	Forrest	256	SP	Woolcock			
45	RA	Johnson	101	PR	Stafford-Allen	155	JE	Roberts	211	JW	White	257	NV	Parry			
46	G	Macdonald	102	JG	Arnold	156	PT	Healy									
47	FJ	Davies	103	DF	Bromley	157	CG	Corbett									
48	DA	Booth	104	GP	Hibberd	158	JR	Jeffries									
49	BT	Spreckley	105	NJ	Gough	159	RE	Francis									
50	EW	Johnston	106	DJ	Langrick	160	JR	Reed									
51	W	Aspland	107	PR	Pentecost	161	ND	Smith									
52	SR	Eil	108	DE	Fendon	162	BC	Morris									
53	A	Hall	109	ND	Tillett	163	CJ	Alldis									
54	OJ	Walters	110	R	Kalin	164	DA	Bullock									

NB: deadline for returning nationals entries - Jan 31

These are provisional ratings. You may notice some gaps (eg. 58): these pilots didn't renew their FAI licences. Pilots are advised to check their own rating (protests preferably by January 1) and can do so by following the instructions at the BGA website (**Info for Clubs then Cross-Country & Competitions then Ratings**) - www.gliding.co.uk/bgainfo/competitions/ratings.htm Pilots who shared a glider, did not renew their FAI licence or used an incorrect FAI number to enter a comp are particularly advised to read the instructions and appeal to ratings@funandwildthings.co.uk From December 31, application forms for National places and FAI licences will be available via www.gliding.co.uk/competitions

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Club news

Andreas (Isle of Man)

THE long summer produced some excellent (by Manx standards!) soaring. We welcome Dylan Smith as tuggie. Congratulations to Robin Davenport, who visited Cotswold GC for a few days, re-soloed, stayed another week and got his Bronze polished off, too. Some of us went to Staffordshire GC and enjoyed good soaring. Particular thanks to Brian Pearson and friends for making us so welcome. Our three aircraft at the Manx Festival Of Aviation in July generated a lot of interest. Boggles the Blanik now sports a substantial investment in "owd codger bad back prevention" with a LET tail wheel assembly, which makes ground handling easier.
Bob Fennell and Brian Goodspeed

Aquila (Hinton-in-the-Hedges)

WELCOME to new members Alan Dixon and Louis Walker, who joined on our learn-to-fly package, giving us 10 new members this year. Congratulations to Nick Tarbox on his Bronze and Cross-Country Endorsement.
Barry Woodman

Bannerdown (Keevil)

AUGUST was excellent, with 360hrs flown, ending with a 500km by John Dawson, five hours (at last!) by Megan Montgomery, and a Silver height for Mike Swanson. September was quieter, but Taz Hocking completed his Silver to Lasham in the K-6. The expedition to Aboyne had a safe and successful week, with Gold heights for Charlie Hocking, Mike Knell and Stuart Renfrew, and for Mike Smith - five hours followed by a Gold height.
Derek Findlay

Bath, Wilts & North Dorset (The Park)

HAVING obtained M3 approval we are heating our workshop so that Ed Gunner and his assistants can spend the winter in comfort. Our Venture motorglider is ending its long hibernation with a new fabric coat and the Pawnee is to get the same treatment. We have lost the use of two of our very smart overhauled Bocians because of a rather vague document from Poland - we hope this problem will soon be sorted. Congratulations to our team led by Bob Hitchin who did so well in the finals of the Inter-Club League at Bicester by being placed second after a competition tie for first place.
Joy Lynch

Bicester (RAFGSA Bicester)

WE ran a very successful regionals, with many 300s and 500s. It was fitting for our (probable) last comp here to have so many Bicester pilots finishing well. Well done to Strats (winner open class) and Simon Adlard (second open class). Tim Webb entered with his only official cross-country his 50km, came 14th (beating his CFI and his mentor) in the Open Class and got Gold distance and Diamond goal and Diamond distance, all at the age of 18 (just)! Many thanks to all the comp staff and

Please send news to editor@sailplaneandgliding.co.uk or Helen Evans, 7 Oilney Road, Minchinhampton, Stroud GL6 9BX to arrive by **December 9** for the next issue



Andreas GC's Blanik at the Manx Festival of Aviation at Jurby in July
(Bob Fennell)



Joan Jones, who went solo at **Black Mountains** on October 11



Michael Blocksidge of **Bowland Forest** was sent solo on his 16th birthday, October 1, by Geoff Guttery

organisers, especially Ken Sparkes and team. Successful trips to Aboyne and Sisteron delivered four Gold heights, three Diamond heights and a five hours. Achievements include: Bruce Wainwright and Liz Eddie (50km), Gail Stevens (Gold height and five hours), Mark Szymkowicz (Gold height), Emily Brice and Phillip Schartau (Gold and Diamond heights), Dave Smith (Diamond height and distance to complete all three Diamonds), and Nick Aram and Guy Davidson (Diamond distance). Welcome to new staff members Paul Moslin and Guy Davidson and new Uni students. Members are going to Australia – see www.rafgsa.org
Nick Aram

Bidford (Bidford)

AFTER a successful summer, our field (Bickmarsh) tries to revert to its namesake. We are operating at weekends. Rumour says there will shortly be 19 turboed gliders on site, can anyone beat this? Congratulations to Allan Wallace and Paul Wheeler on going solo and to Roger Wilson, now a fully fledged BI.

James Ward

Black Mountains (Talgarth)

AS we run into mid-October, we are still thermalling with the buzzards over the Black Mountains. One of our youngest pupils, Ioan Jones, soloed after only 25 flights and soared for 35 minutes! The annual Task Week was a great success with more pilots than ever. Don Puttock took the K-13 cross-country every day – whether soarable or not – to give as much field landing experience as possible to early solo pilots. Having landed out every day (sometimes more than once) he certainly achieved his aim! Keith Richards has set up business at Talgarth doing Cs of A and K-13 revamps. For the third year in a row membership and launches increased, and repayments on field and clubhouse are ahead of schedule, so we have a smiling treasurer.

Robbie Robertson

Booker (High Wycombe)

CLAIMS from our successful annual Aboyne expedition are: Errol Reilly, Hannah and Charles Hay, Gold height, and Philip Evans, Geoff Lyons and Errol Reilly, Diamond height. Instructors Dave Richardson and Tom Moutrie took some students to over 20,000ft. Whilst at Aboyne the ashes of Ian Lingham were scattered and a memorial bench established, to match one recently installed at Booker. Congratulations to Gary Prior on his Silver, and Ian Gallagher, Julian McCarthy, Ian Purvis, Andre Reuter and David Tomlinson on first solos. We say farewell and thanks to G Dale, relinquishing the post of CFI after five arduous years; Matt Cook is acting CFI, while future staffing is decided. Tim Scott and Paul Brice were unable to catch winner Steve Jones in the 15-metre Nationals (see www.bookergliding.co.uk and p45). Thanks to all the members and staff who made that comp possible. Both our Robin tugs are undergoing major surgery. Our launch rate has increased for the

first time in several years, and the number of intensive courses sold (which routinely lead to memberships) is at an all-time high.

Roger Neal

Borders (Milfield)

AT the time of writing our wave weeks are well under way. Our private owners' hangar is complete. Each aircraft has its own parking bay accessible by means of a track and dolly system, totalling 22 gliders. A huge thank you to those members who have given hours of their time in design and fitting so other members can enjoy the rewards. Congratulations to Jules Sutton on his Gold distance in Spain, and commiserations to Mike Cruse, who fell 40km short of his 500.

Mike Charlton

Bowland Forest (Chipping)

CONGRATULATIONS to Phil Punt for Diamond goal; Trevor Tuthill for Gold distance; Dean Eden for Silver Badge (height, distance and duration completed in two days); Graeme Alexander for Silver distance; Andy Huggon for Silver height; and Eileen Littler for Bronze Badge and Silver height. We are delighted to congratulate Michael Blocksidge, one of our cadets, for soloing on his 16th birthday – I believe this is our first 16th birthday solo. Best wishes to Amy Barsby at Edinburgh University – she has already discovered the link with Portmoak! We have successfully implemented Logstar to replace our paper log and in-house accounting, and it has been overwhelmingly well accepted – many thanks to Ian Pendlebury for his hard work.

Eileen Littler

Bristol & Gloucestershire (Nympsfield)

WE had a very successful Junior Championships. Twelve contestants did their first 300 on the first day and World Champion Jez Hood won the first-prize Tudor watch worth over £1,000. We had a great party to celebrate Andy Davis' World Championship – Andy has promised to write up for our mag how he won the final day. We

are to host the Rolex Western Regionals (August 7-15, 2004). A rota of club instructors, tug pilots and winch drivers has been introduced for winter weekdays. Well done to Simon Kelly, the Bristol Uni group's leader, on his record Cross-Country Endorsement check flight – 580km with Richard Smith! Also congrats to Fred Ballard, who completed Silver in his K-6, and Pete Bagnell, who flew Silver distance to Edgehill and made it back, to Martin Talbot, Simon Kelly, James Fordnam and Mike Butters (Bronze) and Robin Colbourne and Adrian Hall (first solos). Lemmy Tanner has done successful Full Rating tests for Dave Bland, Chris Edwards and Steve Eyles. We have lost track of the number of flights of over 500km this year and at least six of over 600, which have resulted in claims for four BGA "pots".

Bernard Smyth

Buckminster (Saltby)

THIS autumn's series of aerobatic courses proved a big success with members and visitors. Thanks to Wolds GC for the short-term swap of a K-21 for one of our Puchacz, without which inverted flying would not have been possible; hope you enjoyed the spinning. To stimulate winter flying and greater understanding of local wave, a Winter Wave Trophy has been instigated. Events next year include the Aerobatics competitions (Nationals and Saltby Open) and a Vintage weekend for the first weekend of July – with other events planned.

Paul Rodwell

Burn (Burn)

SEPTEMBER weather has been good, allowing us lots of soaring. September 23 gave us 6kt to 6,500ft with a 17kt northerly. Vis was fantastic, allowing us to see the Lancashire as well as the Yorkshire coast! A rare event. Our solo night was a great success; after presentation of the solo certificates by the CFI, framed prints of gliding subjects were presented to David White, Martin Wakefield, Bill Thorp, Derek Wilson and Steve Elsey for long service in vital club jobs.

John Stirk

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Club news

► Cairngorm (Feshiebridge)

WE have had another successful Octoberfest with almost every visitor having enjoyed climbs of up to 17,000ft QFE. Thanks to tuggies Chris Fiorentini and Ian Caruthers, instructors Ian Trotter, Les Blows, and Bill Longstaff, and chef extraordinaire Maggie Lambert. We have hosted pilots from Portmoak, North Wales, Lasham, Southdown, Bidford, and Buckminster and hope to see you all back again for Mayfest. Badge claims include Pete Thomson (Silver duration), Mike Morrison (Cross-Country Endorsement, Silver duration and Silver height), Carole Osborne (Silver height), Jim Main (Bronze Badge and Cross-Country Endorsement), and Sarmed Mirza (Bronze Badge and Silver height). Our runway may be out of action for improvements for three to five weeks, but should be usable in time for Christmas. In the meantime please phone for PPR. We continue to fly at weekends, and midweek by arrangement. Phone Chris on 01540 673231, or the club 01540 651317, and check out www.glidering.org
Chris Fiorentini

Cambridge (Gransden Lodge)

GOOD thermal soaring has continued into October, but August 14 was definitely our best day. No fewer than 13 500s were flown, including five first 500s – well done. This is almost certainly a record for the club, outside competitions. The Gransden Regionals were as popular as ever. John Glossop, directing, found eight days for the Club Class and seven for the Sport class in what often looked like “I don’t think I’ll bother rigging” weather. Thanks to all involved and congratulations to Simon Redman, Sport Class winner. This year’s new two-seater schemes are a success. Booking trial flights in a morning group and an afternoon group at weekends has reduced conflict with training. Training slots are also bookable. We welcome John Dadson as a BI and Alan Head as an Assistant Cat. We look forward to the Christmas dinner and prizegiving on December 13.
Gavin Deane

Chilthorns (RAF Halton)

CONGRATULATIONS to Mareen Franke (solo), Graham McMellin (Silver), Alan McCormack (Bronze), Don Knight (100km Diploma) and Ross Mann (five hours on one of the local ridges). The UCL GC had a very successful freshers’ fair, so we have a large number of new ‘studies’ at the airfield. Both Luke and Phil gained their 500s on August 14, and thereby all three Diamonds. It has been announced that the JSAT(G) operation, incorporating the RAFGSA Centre, will move from RAF Bicester to RAF Halton next year. The club has moved out of the hangar for the mandated refurbishment, and thanks are due to many members (and some in particular) for clearing it out. While some members may be concerned about potential dilution of club identity, most are looking forward to the opportunities offered. Lastly, we say “Tschuz” to Phil, and wish him well for soaring in Southern Germany.
Andy Hyslop

Cleavelands (Dishforth)

BEN Dorrington has his Silver Badge; Emma Salisbury and Michael Desmond are hot on his heels with just 50km flights to complete. Steve Roe and Shaz Tolson have soloed – well done. The fantastic summer gave good thermals into early October, but wave is now in evidence. The official start of the wave season brought gentle climbs to 9,000ft. We are hoping that Santa’s sack will hold some Diamonds for locals and visitors to our Christmas Wave camp.
P A Whitehead

Cornish (Perranporth)

OUR chairman was wrong – this wasn’t the year! Despite a scorching summer, on the coast haze, poor visibility under inversions and winds kept our valuable trial lesson punters and us out of the skies. But we are

keen to survive, and many are doing their bit in precarious times. Thanks to Chris Harris from the Long Mynd for standing in for CFI John Shaw when on holiday – very much appreciated. Our usual duet from Lasham, Gareth and Tracey, receive our thanks also. Bernie Hatton and Mike Bray are doing PPL training, which should give us two more tuggies, lightening the load on the others. We have a few more *ab initio*s but need more instructors. Our tug had a mysterious fracas with something in the hangar, damaging an aileron, during our busiest period. Many thanks to Dave from Skycraft for the loan of a replacement – a godsend!
Dean Penny

Cotswold (Aston Down)

THE recent excellent weather produced badge flights from Alex Jones, Gerald Birt, Richard Seiry, Robin Birch and Eugene Lambert (Silver) and Helena Brogden (who flew 301km for her first Diamond). We welcomed pilots from Surrey Hills. Cousins Phillip and Stephen Skinner each did 50km while Peter Poole flew 480km. At the Pocklington two-seater comp, Tony Parker, Mike Weston and Dave Nicols flew their Duo Discus into 2nd place while Ken Lloyd and Darrel Tucker came 6th. Richard Burgoyne and Simon Lucas snatched 2nd place at Yorkshire’s task week. Brian Birlison and Allstair Harrison achieved 8th and 21st respectively at the Juniors while Olly Ward took 11th at the 15-Metre Nationals. Simon Buckley completed his third 300km in his K-60C; he is after a wooden 500km next summer!
Frank Birlison

Cranwell (RAF Cranwell)

A SUCCESSFUL series of group air experience evenings organised by Ray Walker produced much enjoyment, future bookings and a couple of new members. Chris Franklin, our long-suffering treasurer, assumed the post of Officer in Charge vice Peter Kingwill but has the unenviable task of running both identities until a new treasurer can be put in place. A golden start to October saw the first flights of our developing relationship with the University of Lincoln. Kevin Knipps completed his Silver Badge with a 50km to Strubby. Pete Kingwill, Tim Davies and Rick Jones have joined an expedition to Darling Downs for Warrego Wanderer 2003.
Paul Skiera

Dartmoor Gliding Society (Brentor)

WAVE and thermals, each spoiling the other, have quite often made lift patterns hard to follow recently. Nevertheless, we have had many days of enjoyable soaring. Congratulations to Ashley Morris and Alan Barclay on going solo, Steve Clarke on Bronze and to Martin Cropper on completing his Silver from Bicester. Gratitude is due to Trevor Taylor for his regular and enlivening preparations to make the first 500km from Brentor. Thanks also to all concerned for the successful barbecue to celebrate the club’s 20th birthday.
Phil Brett

Derby & Lincs (Camphill)

WE are now flying midweek on Tuesday, Thursday and Friday, other days by arrangement. CFI Mike Armstrong did 509km and 551km on consecutive days in August, as well as two 300s; perhaps we shouldn’t mention his 100km in over two hours. Chris Worral managed 122km. Congratulations to Roger Fielding and John Klunder for their 300km, Nick McCloud on re-solo and Bronze Leg; Chris Knapp, solo; and Ian McRae, Silver duration and height. Our unpopular cable tractor has been replaced by a popular Landrover. We are encouraging other activities at Camphill: model flying, a car and motorcycle rally, and local archaeologists are digging up part of our car park. The Derbyshire Soaring Club (hang-gliders and paragliders), now have block associate membership and use our facilities for non-flying activities (ie, drinking) and meetings.
Dave Salmon

Devon & Somerset (North Hill)

DESPITE operating only on weekends, Wednesdays and Thursdays (unless there is an event on), we achieved a number of adventurous soaring flights this season, such as John Pursey’s flight from North Hill to soar the cliffs on the north coast of Devon. The club’s new K-21 has arrived; thanks to Robin Willis-Fleming who collected it. Rex Grayling, who has been unable to fly recently due to ill health, kindly lent his K-6 to the club through the summer. Roland Clarke has his Silver distance. Claire Alston was top maid in her first ever competition, the Junior Nationals. With Malcolm Chant standing down as CFI the fickle finger is pointing at Chris Wool as his replacement. Much of the north side of the airfield, has been ploughed up, levelled, harrowed, rolled and re-seeded and should be usable by next spring.
Phil Morrison

Dukeries (Gamston)

AUGUST found us on our annual visit to the two-seater competition at Pocklington, where we entered two aircraft. Unfortunately on day one our Janus 8 crashed, causing serious injuries to the crew. We are grateful to the air ambulance service for their prompt flight to hospital. By mid-October one has gone home and the other is improving. We wish both pilots well and look forward to their return. The reduction in the club fleet severely hampered our operations and we would like to thank our friends at Burn for the loan of their spare K-7, which John Swannack, “Tiny” Goodwin and Mike de Torre worked hard on to make alrworthy again. We have enjoyed an excellent end to the season with several very good weekends, including climbs to 5,400ft.
Mike Terry

East Sussex (Ringmer)

FROM dawn to dusk great truckloads arrive, our bumpy field to flatten/Checked religiously by old Kirwan-Nye, with junior foreman’s hat on/New members come, old members go – Bls had a busy summer/So out of the hangar creaks the old K-7. Billmeyer – what a bummer! Each time the tug needs precious fuel it’s off to Spilstead Farm/The one-hour trip is such a drag and costs a leg and arm/So work begins! A hole is dug! Concrete poured and flattened/Soon we’ll have our own fuel farm: locked, secured, well battened/Kathy’s got a Bronze; Amanda and Simon Silver height/Trips to Talgarth and Denbigh were such a delight/And all the while there is clubhouse renovation/With Andy Jupp achieving Silver duration/Dave Jarvis, Phil Williams, Val Phillips, Bob Fielder Andy Jupp, Ian Stone, Peter Crouch, Jeremy Taylor have all gone so low/Circuits, approaches, landings – they’ve all licked ‘em, so instructors search for another victim/Randall, Adrian, Steve and Steve/they headed for the Wolds/ In K-21 with patched-up wing and suffering from colds/With new-found faith in MacReady ring – great things they were reckoned/But somehow they all bogged it up ‘cos they came twenty-second!
Adrian Lyth

Essex (North Weald/Ridgewell)

MEMBERS have been taking advantage of the best summer for years. Congratulations to Tony Brook who completed two 300km flights. Well done to James Jolley on gaining two legs towards his Bronze. Welcome back and congratulations to Melvyn Frost, who has re-soloed after an absence of some 15 years! We have flown a record number of visitors, resulting in quite a few new members. We have even had to install a second telephone line in our North Weald office to cope with the increased interest! By the time you read this all our flying operations will have returned to North Weald for the winter, (aerotow only). So if your airfield becomes soggy why not come and see us at North Weald and enjoy the luxury of a mile and a half of Tarmac runway?
Peter Perry

Club news



Fenland's Tim Edmunds, with crew Mike and Jan, marvels at the ability of other gliders to stay airborne



Alisdair Pye is now a solo pilot at Glasgow Caledonian University GC, based at Portmoak



Tom Hughes pictured after his first solo at Fulmar, just four days after his 16th birthday

➤ Fenland (RAF Marham)

WHAT a joyous summer it has been! Thanks to all members and instructors for their efforts. Firstly: it's Johnstone, not Johnson. Sorry, Don. Pete SA, Paul McLean, Del Ley and Graham French entered the Inter-Services' Open Class; PSA (6th) was our highest placed. Our annual Exped to the Land of Ridge and Wave, Portmoak, produced two achievements. Pete Harris stuck at it for five hours and can recognise most sheep now on that particular hillside. And late in the evening, as it was getting dark, I was going up. It was a race, would the sun go down before I reached that elusive Gold height? Yes, the sun set, and I was still going up. Fast enough? Would I get there before official night? Yes: full Gold for me. And another landing for Timmy to add to his book of Fields I've Loved and Visited! **Graham "Scoop" French**

Four Counties (Syerston)

OUR club expedition to Aboyne and Portmoak produced a host of badge claims – Andy Mason, Diamond height, and Charlie Ingram-Luck, Rachel Hine and Tom Newham, Gold height. Everyone enjoyed plentiful flying in wave and the Portmoak gang flew every day – is that a record for an expedition? Ray Weston flew 500km during the Inter-services at Bicester (in my glider!) for his Diamond distance. We have a new CFI, Colin Davey, and send a big thank you to Paul Armstrong for all his hard work as his predecessor. Four Counties may have to move from RAF Syerston in the future but as yet no decision has been made as to where or when. **Sue Armstrong**

Fulmar (Easterton)

WE have had quite an end to the summer with many good wave and thermal days. Congratulations to Tom Hughes, who went solo four days after his 16th birthday. Well done Tom! Our three pilots who travelled down to Bicester for the Inter-Services were lucky enough to fly on the four best consecutive days I have ever seen in the UK. It was, however, quite frustrating being stuck on the ground as crew! We have also enjoyed the company of several expeditions from Norfolk GC.

Mark Brown

Glasgow Caledonian (Portmoak)

SINCE the Glasgow Caledonian University club began flying in March we have had one solo, Alisdair Pye. Congrats to him. I achieved my Bronze at Feshie. We have started the semester with new members and hope for more. This season we have had Omar and Shezad. We are talking of acquiring a university club two-seater or even a single-seater. We now have permission to accommodate any other college or university students in Glasgow area that don't have a gliding club of their own. Our main aim is to introduce gliding to students and then help them to achieve their gliding goals if they decide to continue flying. More details are at our new URL: <http://caleyglide.sarmed.com>

Sarmed Mirza

Highland (Easterton)

WE have had some spectacular wave, with a few flights cut short due to not having oxygen. Jim Tait did have oxygen and got his Diamond height, going to 21,500ft

– his first badge claim for 25 years! Robert Tait did very well in the mountain championship competition at Aboyne, winning two of the days in his Astir. Well, done Robert. Congratulations to Tom Hughes on going solo. Now that Wednesday evening flying has finished for the winter, progress is being made on the clubhouse, which we hope to be able to use by Christmas.

Roy Scothern

Imperial College (Lasham)

DISCUS B 296 was the star of freshers Fair, enticing over 350 Imperial College students and staff to put their email address on to our contact list and led to more filled seats in my usual aeronautics lecture theatre for our introductory meeting than I have ever seen during my course. Forty have already joined. My thanks to everyone who helped, as their enthusiasm for the sport obviously rubbed off! Needless to say, iCGC appeared at Lasham in force on the first weekend with a full minibus of freshers eagerly awaiting their first flight. Our Grob 103 (496) returned to service and the weather was great, allowing everyone who appeared to get at least one flight, enjoying the good visibility and the charm of their instructors (Hemraj, Duncan and Pete).

Luke Cooper-Berry

Kent (Challock)

AT the end of a very successful and achievement-filled season, we are still having good soaring flights well into October. Paul Bateman, Martin Rayner, Richard Schofield and Dave Shearer are Basic Instructors. As winter approaches, we have a full social calendar.

Caroline Whitbread

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Luke Cooper-Berry

Former Club Class World Champion Pete Masson on instructing duty for new members at Imperial College

Kestrel (RAF Odiham)

CONGRATULATIONS to George Blundell-Pound junior, a cadet member, on soloing a proper glider (K-21) after his recent Vigilant (G109) solo. We made a respectable showing in the Inter-Services: Mark Pickerskill was 7th in the Sport Class and Marc Morley 10th in the Open Class. We won't dwell on our K-21 being placed last. We have another winch driver, Shane Naish. Mark Pickerskill and I got our 300s at last. Peter Applford got his Silver height. Our launch totals and hours this year are better than last helped by more than 10,000km cross-country, mostly attributable to Marc Morley.

Simon Boyden

Lakes (Walney Island)

ANDY Tebay and Shaun Ryan have re-soloed. Peter Redshaw and Dave North took the Capstan to a French two-seater competition in preparation for defending their title at the Pocklington two-seater comp; sadly, the stronger wind favoured gliders slightly less blunt and the Capstan had to settle for second in the wood class. The recent outing to Portmoak was a success with Rod Murfitt gaining Diamond height and Alan Simmonds Gold height. The airfield owners organised an air display and we advertised ourselves to the 5,500 who attended. The annual dinner and awards presentation is almost upon us; one member used a recent busy day to bid for the wooden spoon by demonstrating it is perfectly feasible not only to land with the wheel partly retracted but to take off with it like this too!

Neil Braithwaite

Lasham Gliding Society (Lasham)

CONGRATULATIONS to Steve and Phil Jones for coming second and third respectively in the 18-Metre Class in the World Gliding Championships at Leszno, and to Chris Starkey on his selection to compete in the 15-Metre Class. Lasham has purchased a new SF25C Motor Falke. One of our tugs, the Robin DR400, is being sent to France for a "grande revision". The recent expedition to Jaca was enjoyable and successful. The office has had an IT upgrade with a new computer system. The Social Committee arranged a formal dinner dance in the Lasham clubhouse with live music.

Tony Segal

Lincolnshire (Strubby)

WE again took the club in force to the two-seater comp. Our open weekend was a success with lots of visitors. Public awareness continues to improve under the drive of Bob Field, our new publicity officer. On the flying front this year has been exceptional. Pats on the back to Eddy Richards, re-solo after a long break, and to Des Pearce, re-soloed after even longer. Richard Coleman got his five hours after a summer trying, well done. Phil Niner converted to the K-8 and soared it for 58 minutes ("can I have my B Badge for that?"). John Brooks took his Swallow to Silver height and two-hour duration.

Dick Skerry

London (Dunstable)

IT has been a tremendous season. Razor Rackham did 750 O/R to Northallerton in August. The annual Isle of Wight Rally again proved popular, with 28 gliders rounding St Catherine's Point for 331km on August 30. Congratulations to 18-year-old cadet Andy May on winning the Blue Class and to Rob Brimfield on winning the Red Class at the Dunstable Regionals. Thanks to Duggy the whole place is looking a lot fresher after his painting and tidying up jobs. Our winter programme can be found on our website.

Geoff Moore

Mendip (Halesland)

WITH our K-13 away for a planned spruce-up, both our Bocians were grounded in quick succession, leaving *ab initio*s with nothing to fly and preventing our Open Day. The Bocians now languish in the hangar awaiting a 3000-hour check. An emergency purchase of a K-13 solved the problem but stretched our resources. On a happier note, congratulations to Terry Hatton, who adapted to the K-13 by going solo, John Whitehead re-soloed, though how he found time between all his fence building is a mystery. Numerous Bronze legs have been flown and one afternoon Dave Bassett flew Silver distance to Rivar Hill and Robin Joy completed his Silver with a 50km to North Hill in a Skylark 3. He was joined there by Mr Persistence himself, Clive Brain, who arrived in a K-8 for his Silver distance. This time everything had gone to plan (although earlier he had been heading for Rivar Hill!). At least the barograph was on and he managed two Silver heights en route. His offer to trade one for a Silver duration fell on deaf ears. Congratulations also to Simon Winthey (BI) and Linda Thomas, Ed Gardener and Hugh Talbott (Bronze).

Keith Simmons

Midland (The Long Mynd)

OUR Task Week started with a day like few others, except the day before that was even better. Friday, August 15 was a classic with two visitors as well as a number of club members flying 500s. On the first day 10 gliders got around a 300km. A useful lesson in co-operative soaring also took place when we had to share the airspace with a major paragliding championship. Their organisers worked closely with ours but the very nature of their activities meant frequent hold-ups to launching and some very sharp lookouts indeed! For old Sixties hippies it was quite psychedelic, drifting through a cloud of up to 70 giant butterflies. Dominic Haughton won the week. The Faulkes Flying Foundation is becoming a major club focus. Although flying mainly Scouts so far we are working to expand into other youth group areas. Rumour has it that Colin Knox is fitting an 8.2-litre engine into the Knox 2000 winch.

Roland Bailey

Needwood Forest (Cross Hayes)

ON Thursday, August 14 Iain Roberts did Silver distance, and Silver height en route. The following day Joerg Eppele did Silver distance to Hus Bos, and back again. On the Saturday it was my turn, and my trip to Hus Bos completed my Silver. I got back, too, though a bar bill was a close call at one point as I looked at landing in the grounds of my office! During our hat-trick Anna Griffiths (who did her Silver distance the next week) and Terry Middleton got Silver heights and Kat Lewis, one of our cadets, soloed in the K-21 in the early evening (see picture, p60) to a round of applause from the launchpoint. Then Carl Smales completed a two-hour flight for his Cross-Country Endorsement, and Antony Bradford passed Bronze checks. Why not visit us at Cross Hayes, or check out www.gogliding.co.uk?

Paul Machacek

Norfolk (Tibbenham)

OUTSTANDING among many good flights from here was Bob Gieves' 753km at 96km/h (Tibbenham-Great



Graham Skelly

Chris Stringfellow, 85, who flew Horsas and Wacos in WW2, has flown weekly at Lasham since 1982

Malvern-Cambridge-Stratford on Avon-Tibbenham) – only the second from our airfield. There is now talk of 1,000km. An innovation next season is NGC Racing, an informal group to focus on cross-country flying. As well as friendly competition and fun, it is hoped the group will enable those participating to learn from each other and pass on skills. The club will make an Astir available for members without an aircraft and when possible, a two-seater for cross-country instruction. Training lectures and theory sessions have been arranged in support. We were delighted to win the local Inter-Club League for the second year running. In the Anglia TV Cup, held at Tibbenham and won by Essex & Suffolk, competitors did well to complete even modest tasks in marginal conditions. First solos have been recorded by Berkeley Pittaway and Clive Peterson, who have since achieved Bronze Badge flights, while Bill Butcher, John Goodfellow and Ron Harding have all re-soloed. Congratulations to Philip Burton, now a Basic Instructor. Our AGM produced no changes at officer level but once again vacant committee places were keenly contested with seven candidates for four seats.

Alan Harber

North Devon (Eaglescott)

FOR the third year running North Devon GC supported, by taking our Mosquito, the successful Aviation Careers and Enthusiasts' Day at Exeter Airport in July. This event originated in 2001 to celebrate the 50th anniversary of the Hawker Hunter while raising funds for a new Devon Air Ambulance. It was started by Sue Crossland (the airport's business development manager and our tug pilot) and Barry Pearson, representing NDGC, the Hawker Hunter Flying Club and the airport. This year, the South West Regional Development Agency ran the careers side of the event, hosting prestigious aviation companies. Sue invited the BGA to bring its stand; however, as a club of just 15 members we couldn't afford to hire it. Perhaps next year the BGA would care to lend it to us or Exeter Airport, where we would be happy to man it? We celebrate our 25th year as the North Devon GC, and our 20th anniversary at our home base, Eaglescott. We operate seven days a week for solo pilots from March to October (aerotows only). See www.eaglescott-airfield.com for details.

Northumbria (Currock Hill)

JASON Hayman, Bill Tumbull, Steve Gouch and Norman Parry have Bronze legs. Our chairman, Don Welsh, did an O/R to Brampton at yon end of the Tyne Gap. Despite arriving back with 4,000ft he, for some obscure reason, landed out. Roy Mitchison did a climb sufficient to complete his Gold and has recently done a 127km triangle. Ian Plant did a 300km in the Junior Nationals, gaining Gold with one Diamond. In wave, Steve Fairley got to 12,500ft and Colin Neve to 12,000ft, with Norman Parry as P2. Eddie Stephenson has been appointed ground equipment chief.

Leonard Dent

Club news



Needwood cadet Kat Lewis and instructor Garth Lawley. Kat soloed to applause from the launchpoint

➤ Oxford (RAF Weston on the Green)

WHAT with all the hot weather we've been having, loads of people got Bronzed. Among them were Nick Beloff, Paul Frere, Darren Gobby, Mike Harris and probably lots of others whose names escape me. Meanwhile, Rosalie Taylor re-soloed after a long absence during which she produced a couple of children and Simon Calvert hurtled around for ages to achieve his Silver. Over the summer there have been school outings to Germany, where we showed the Germans how their gliders should really be rigged, to Sutton Bank, and to the Juniors, where Anthony Buck made a very good show. And for those of a mechanical bent, the team of Dave W, Chewy et al was building the scale replica of the Forth Bridge, which will be used as a T-21 trailer, Steve McCurdy

Peterborough & Spalding (Crowland)

THE airfield now looks strangely empty after one of the best summers ever. More cross-country flights were achieved than in any other year. Shaun McLaughlin, one of our ex-cadets, completed his 300km in the Junior Nationals, well done. A long-term lease has been negotiated for the airfield, thanks to our Chairman, Manny Williamson, who has worked tirelessly to achieve this much-needed security of tenure. We owe him our gratitude. A static caravan has been installed, adjacent to our hangars. This will accommodate battery banks, parachute storage, a briefing room and an office. To all our visitors over the year, thank you for coming, and we hope to see you again.

Joan Pybus

Portsmouth Naval (Lee-On-Solent)

THE soaring season has ended with a racing finish. Many pilots have made badge claims or other noteworthy flights. Alan Clark, Henry Freeborn and Mark Holden all achieved their first 500km in various competitions. Back at Lee, Martin Hennigan, Nigel Gilkes and Tom Edwards all completed 300km on the same day. Nigel flew around his in a K-6 and not to be outdone Tom satisfied a long-held ambition by doing his in his K-8. Parham has seen a steady stream of visitors from Lee with Graham Cronin, Saggi Ignason and Andy Durston all completing their Silver distances there. After narrowly missing on several attempts, Andy Hepburn has completed five hours to gain his Silver and is now a Basic Instructor. We have welcomed a group visiting from the University of Surrey, who join Southampton University on our student membership. The Faulkes Flying Foundation has very kindly lent a DG-505 to assist. The Southampton group have bought a K-8. If experience is anything to go by, next spring will see it at clubs and farmers' fields all over the country.

Steve Morgan

Scottish (Portmoak)

WHAT an excellent summer! As you read this, work will have begun on our new hangar, where each glider has

its own set of doors and can be removed individually. By the time it is finished our trailer park will have undergone some long-overdue maintenance. Employing a full-time instructor over the summer proved to be a success – many thanks to Andy Sanderson – and will be repeated in 2004. If you're interested, see our advert. Thanks also go to our ever-active course instructor – Neil Irving. Some achievements are: Alan Thomson, Scott Hardie, Ewen Brown, David Russell, Chris Lucas and Alexander Russell (solo); Tony Taylor, Roger Fothergill, Alex Stevenson and Peter Nugent (Bronze); Derek Storey and Andrew Gordon (Bronze and Cross-Country Endorsement); Charlie Guthrie (Cross-Country Endorsement); John Munro (Silver distance); Pete Harris, Fenland (Silver duration); Euan Crosby (50km and Silver); Ricky Jackson (100km Diploma, part 1); Graham French, Fenland, and our own Rob Birch (Gold height); and Archie McGirr (NPPL SLMG). Finally, yours truly had his first field landing, albeit only 25km away!

Ian Easson

Shalbourne Soaring Society (Rivar Hill)

THIS year saw more Shalbourne pilots than ever flying cross-country. The club ladder results for 2002/03 are: 1, Martin Hoskins; 2, Pete Smith; 3, Liz Sparrow. Some very high-scoring flights were completed but not claimed. A successful Task Week, won by Carol Pike and John Day, was run by Dave Morrow. Pilots started each task fortified by a Director's Breakfast lovingly prepared on site by Dave. After many (happy!) years, John Day has retired from instructing. No sooner had Jim Clarke announced that he had renewed his BI rating than Ken Porter signed him up to join his duty team. Well done to our newest solo pilot, Pieter Rademeyer. The overhaul of the new launchpoint caravan is well under way, many thanks to all involved.

Liz Seaman

Shenington (Shenington)

LOTS more congratulations after some great weather! Andy Moore completed his Silver Badge with height and distance while Andrew Short completed his with distance; Paul Duffy gained Silver distance; Eileen Littler and Glen Scott gained Silver height. Gold distance was achieved by Derek Sandford, Jonathan Sherman, Roddy Maddocks, Trevor Bainbridge, David Keith and Tessa Whiting. We have a big bonfire party on Nov 15 and our annual dinner is on Saturday, February 7, 2004. Visitors are welcome. Intensive courses are winding down but we shall be flying midweek on the better days. Ring us or see www.gliding-club.co.uk for details.

Tess Whiting

Shropshire Soaring Group (Sleep)

THE wanderers are back from Spain and Scotland: Dave Triplett with another 30 hours under his belt and Ric Prestwith with several climbs up to a maximum of 19,000ft above Feshie. There have been several wonderful days of cloud streets, giving fast times round our Sleep-Mynd-Seighford triangle and O/Rs to Hereford and Talgarth. Autumn saw the return of good wave with climbs to 10,000ft within a few miles of Sleep. We are now fettling our oxygen ready for the winter wave, which has eluded us for the last couple of years. On a couple of occasions we have been pleased to find Charles Webb joining us over Sleep in his Cirrus. We shall miss Ken Mattison, who retires after a number of years seeing us through our C of As.

Keith Field

South London Gliding Centre (Kenley)

WE have had a very busy summer helped on most occasions by fine weather but hampered on others by fickle winds. At our summer camp at Aston Down Philip Skinner, Stephen Skinner and Dominic Finch all completed Silver. Our CFI, Peter Poole, attempted a 500km in less-than-ideal conditions. He managed a very creditable 486km. Back at Kenley, Tim Barr Smith managed



Peter Brooks

Astir towed by Messerschmitt, the ultimate towcar, at Oxford. The car and a glider share are Garry Cuthill's

a cross-country O/R from Kenley to Challock – no mean feat when airspace limitations are 2,000ft QFE for most of the way. Our autumn barbecue and dance was popular and well attended. Our next social will be our pre-Christmas Dinner on December 13. We have still not resolved our long-term tenure problems with the Ministry of Defence but they still appear to be moving, albeit slowly, in the right direction.

Peter Bolton

Southdown (Parham)

LIKE a Saturn rocket inching its way to the launch pad at Cape Canaveral, our new glider workshop arrived alongside the clubhouse. This has had the desired effect of persuading Ron King and his men to sign on for a further five years' active service in the maintenance department. Our bursary students have all soloed, as have Charlie Gray and Derek Whitley. Special congratulations to Hjalmar Wincentzen, who soloed after only 19 dual flights. Colin Hoare completed all three Silver legs in one flight, while Tony Hoskins gained Gold by the more orthodox route. During August, close to 8,000km were flown by 10 of our most active cross-country pilots, and old-timers were comparing the conditions with 1976. The Shoreham Air Display was a huge success and the Southdown stand, designed by Paul Hayward, was a delight to behold. We gained a number of new recruits as a direct result of this, and the remarkable aerobatic display by Guy Westgate in the Fox and tug pilot Paul Barker. The aileron roll soon after take-off caught the attention of the crowd and the subsequent aerobatics held it. We have added a motor Falke to our fleet to speed up the learning process for *ab initios*.

Peter J Holloway

Staffordshire (Seighford)

THANKS to the continuing good weather, a number of memorable soaring flights were completed in August and September. Rob Lockett flew 380km and 500km (Std Cirrus), Andy Oultram a 300km (DG400) to complete his Gold, Colin Ratcliffe 300km (Ventus), Derek Heaton (K-6) and Paul Hodgetts (Std Cirrus) 200km. Nick Rolfe completed his 100km Part 1; Alan Jolly and Dave Sandells did Silver distance. Thanks to Dave Bullock for visiting the club with the BGA Falke. This allowed Steve Brindley and Brian Layt to complete their Cross-Country Endorsements – thanks to Roger Bostock for instructing. A number of members enjoyed the two-seater competition with the club's K-21. Thanks to Paul Cooper for organising the annual trip to Milfield and to the club for their usual hospitality. Although the weather was a little disappointing, there were a couple of wave climbs to 12,000ft. Thanks to Glyn and Louise, we enjoyed a superb Hangar Dance. Thanks to Dave Gill for continuing hard work on our website. The annual dinner is in February 2004 – see our website at www.staffordshiregliding.co.uk for details.

Paul (Barney) Crump



Hjalmar Wincentzen of **Southdown** soloed in August after just 19 training flights and two aptitude flights

Stratford on Avon (Snitterfield)

MORE pilots than ever are competing in the new Club Badge Ladder to encourage pilot development. The results at the end of September: 1, Chris Bingham; 2, Andy Balkwill; 3, Mark Parsons; 4, Paul McAuley; 5, John Dickinson and Nick Jaffray; 6, Laura Maks (Maksymowicz). Congratulations to them all. Robert Barlow, Richard Ellis, Mike Rayne and John Young have gone solo, and Jonty Boddington and Rob Martin have re-soloed. John Dickinson, Nick Jaffray and Stephen Farmer have Silver Badges and Richard Maks, Mike Corfield, Chris Bingham, Jonty Boddington and Graham MacMillan have Silver legs. The final results of the Cross-Country Ladder are: 1, Dave Benton; 2, Phil Pickett; 3, Mike Coffee, giving a record total of 23,750km flown from Snitterfield – a truly remarkable achievement given the number of blue days. Well done to Mark Parsons on his two 300km, and to Andy Balkwill on his 300km and Assistant Rating. We have recorded more than 11 300km flights, with the fastest by Dave Benton at 102km/h. Site improvements continue as funds allow; a new generator is on order.

Harry Williams

Surrey & Hampshire (Lasham)

THIS summer's list of badge claims has grown, headed by Shaun Lapworth's full Silver in one K-8 flight, followed by a 500km in a Grob 102 *Hors Concours* in the Nationals. The Silver-in-one-flight achievement was repeated by Andy Palmer; Mike Rubin flew a first 300km that included a "channel crossing" to Bembridge on the Isle of Wight. The list of badge flights from Bronze legs to Diamond distances is too long to print – congratulations to everyone, especially this season's many new S&H members. The fleet has flown more hours in 2003 than for many years. With generous sponsorship from our insurer Terry Joint, we sent Richard Verrall and Nick Smith to the Juniors with a Discus and an ASW 19. Several members enjoyed good wave on the expedition to Aboyne in October.

Graham Prophet

The Soaring Centre (Hus Bos)

CONGRATULATIONS to Glenn Davis and Steve Pozerskis, who have gone solo. David Hodgson and Brian Scaysbrook have flown Gold distance/Diamond goal. Roy Carter, Patrick Musto, Stephen Flowitt-Hill, John Woodcock and Pete Chapman have all completed Silver. Martin Turnham has his Bronze. Well done to Richard Blackmore, Alan Kangurs, Lou Glover and H Lewis, who flew as a team at Poitiers this summer, and came 2nd in the European two-seater competition. The club will be holding its annual dinner and prizegiving on Saturday, January 10, 2004.

Siobhan Crabb

Trent Valley (Kirton in Lindsey)

WHAT a great year it has been with many pilots attaining distance flights. Congratulations to Pat Sellars on his

Silver distance and to Steve Nock on going solo at the age of 16. Our pilots have been flying in the Club Class Nationals, the Northern Regionals and the Pocklington two-seater comp, with varying success. Autumn expeditions have been organised to Portmoak and Aboyne, although sadly the former wasn't too successful because of bad weather.

Janet Nicholson

Ulster (Bellarena)

IN spite of generally unfavourable conditions in September, Ricky Logan's was among a flurry of notable cross-countries, completing a 170km triangle, with Harry Hanna achieving a 100km. The club safari to Kerry proved to be another enjoyable soaring event, and the odd hostelry was visited for good measure! As part of the Ulster Aviation Society's weekend celebration of a 100 years of aviation the club provided a static glider display at Langford Lodge, which drew a lot of interest and some genuine follow-up enquiries. Thanks to Ricky Logan for making his glider available at relatively short notice. Unfortunately, poor weather on the Sunday prevented the planned fly-in of the Dimona and Venture motorgliders. Congratulations to Finbarr Cochrane on going solo.

Seamus Doran

Vale of White Horse (Sandhill Farm)

THIS has been a really good year for us, in terms of weather and membership. We have a respectable number of *ab initios*, who are now progressing fast. Recent badge claims include Bill Bolton's Silver (with a local five hours and a week later going to Lasham for his 500km), and Mike Leach, who got his Gold distance/Diamond goal on a Lasham-Hereford triangle, although he really made us all sweat with the most marginally in-sector turning point photograph at Hereford. We are planning to try to make the most of the wave, usually weak but fun to play with, that occurs from time to time over our site, and thinking about mounting an expedition to a real wave site.

Graham Turner

Welland (Lyveden)

AT the head of our trailer park is a dramatic sad sculpture of steel framework and incinerated aluminium, wood and fabric – the combination of shorting electricity and Slingsby Dart. The late summer saw good scores on the National Ladder, Laura Lindell's NPPL, Mark Rushton's Diamond goal, John Strzebrakowski's Diamond distance; Sharon Tolson and James Levi have soloed and the first batch of R/T licences is appearing. Both badge flights weathered the frustrations of limited OO availability (at other clubs) and we would like to initiate an OO recruitment drive. We have had small expeditions to The Long Mynd, Sutton Bank, and Dishforth and winter activities are in preparation.

Strzeb



Stephen Pozerskis of **Hus Bos** is congratulated after being sent solo by Andy Parrish (Frank Stevens)



"What was wrong with the old tug?" The Discus waits for an aerotow from Trent Valley's new C17 towplane...

Wyvern (Upavon)

WHAT an excellent summer this has been! In June, six members completed 300km flights on one day, and later, having just gained his Cross-Country Endorsement, Will Davis did his first 500km, Silver Badge, first flight landing and first retrieve all in one eventful flight. Martin Hardy took his SHK round 500km to achieve his long-held aim of all three Diamond flights in wooden gliders. Darren Gay completed Silver in Spain. Will Chappel went solo, and Brian Penfold, sent unexpectedly by the Duty Instructor to attempt his first Gold distance, completed the task, commenting: "I only came up to the club to polish my glider!" The summer solstice fell on a Saturday so we were able to celebrate the Longest Day by gliding from dawn to dusk. In a bid to relieve Jamie Sage of his record of being the first in the air, John Bradley secretly rigged in the small hours and towed out his DG-400 SLMG. But Jamie, also independent of the duty launch team, taxied the club Motor Falke T61 out at 0321UT, 30 minutes before sunrise, with a warm engine and so took off first to view thousands of solstice revellers at Stonehenge. Allan Tribe won the Sports Class in the Inter-Services – well done!

Andy Gibson

York (Rufforth)

GOOD autumn weather has led to a spate of Bronze legs, and Craig Olley and Rod Wellbourne have done their Bronze and Cross-Country Endorsements. The University of York has recruited record numbers of new members at the freshers' fair. We are actively seeking another K-13. We have had a few weeks operating with only one tug whilst the other has some re-covering work and its C of A. Our BIs have been working extremely hard, and our other instructors have been doing a sterling job keeping up the high standards when training our many P2s. This has together resulted in record income this season, and is a credit to all members, including those who help look after the many visitors.

Mike Cohler

Yorkshire (Sutton Bank)

MEMBERS have achieved great things in August and September; even October has not dampened their efforts. Congratulations to Marian Stanley (100km part 1), Gary Harvey (Gold distance/Diamond goal), Roger Bishop and George Rowden (re-solo), Nick Bamforth (who stormed to Silver in two months, claiming his five hours and Silver height on August 19), John Marsh (Bronze papers), and Andy Hatfield (solo). Further afield, Spain saw Kelly Janski gain Gold distance/Diamond goal, and at Aboyne James Ewence reached Diamond height. Bryony Hicks got her Gold height here. Kelly has taken over the post of clubhouse director. It is with great sadness that the club marked the passing of Daphne Sharpe. Daphne has contributed enormously to the success of our club: she will be sadly missed, and fondly remembered.

Alex May

BGA Badges

No	Pilot	Club (place of flight)	Date	No	Pilot	Club (place of flight)	Date	No	Pilot	Club (place of flight)	Date
BGA 750km DIPLOMA				2-2949	Martin White	Wolds (Bicester)	14/8/03				
41	Bob Grieve	Norfolk – 752.8km	15/8/03	2-2950	Tom Edwards	Portsmouth Naval	15/8/03	Amelia Nash	London	16/8/03	
DIAMOND BADGE				2-2951	John Klunder	Derby & Lincs	14/8/03	Richard Brickwood	Cambridge	20/8/03	
647	Gerald English	Surrey & Hants	15/8/03	2-2952	Michael Howey	Burn	16/8/03	James Lawn	Norfolk	20/8/03	
648	Vivien Haley	Essex & Suffolk	14/8/03	2-2953	Martin Bradley	Kent	20/8/03	Kelly Janski	Yorkshire (Fuente)	8/8/03	
649	Luke Hornsey	Chilterns (Bicester)	14/8/03	2-2954	Roddy Maddocks	Shenington	15/8/03	Simon Boyden	Kestrel (Lasham)	15/8/03	
650	Phil Sturley	Chilterns (Bicester)	14/8/03	2-2955	Helena Brogden	Cotswold	20/8/03	Alexander Ramsey	The Soaring Centre	15/8/03	
651	Julian Fack	Midland	15/8/03	2-2956	David Hodgson	The Soaring Centre	15/8/03	Roger Fielding	Derby & Lincs	15/8/03	
652	Philip Duffin	ESGC (Tocumwal)	7/2/03	2-2957	Michael Rubin	Lasham	30/8/03	James Clarke	Shalbourne (Bicester)	15/8/03	
653	Ray Weston	Bicester	14/8/03	2-2958	Peter Belcher	Cambridge	16/8/03	Thomas Rose	London	14/8/03	
654	Bob Grieve	Norfolk	15/8/03	2-2959	Ian Agutter	Essex & Suffolk	15/8/03	Tom Edwards	Portsmouth Naval	15/8/03	
Diamond Distance				2-2960	Brian Crow	South Wales	15/8/03	John Klunder	Derby & Lincs	14/8/03	
1-925	Andrew James	South Wales	11/7/03	2-2961	Roger Lennard	London	15/8/03	Michael Howey	Burn	16/8/03	
1-926	Oliver Peters	Bicester	11/7/03	2-2962	Brian Scaysbrooke	The Soaring Centre	30/8/03	Martin Bradley	Kent	20/8/03	
1-927	Russell Francis	Bristol & Glos	11/7/03	2-2963	Gary Nuttall	Booker	16/8/03	Roddy Maddocks	Shenington	15/8/03	
1-928	Gerald English	Surrey & Hants	15/8/03	2-2964	Christopher Huck	Cotswold	16/8/03	Helena Brogden	Cotswold	20/8/03	
1-929	Vivien Haley	Essex & Suffolk	14/8/03	2-2965	Gary Harvey	Yorkshire	15/8/03	David Hodgson	The Soaring Centre	15/8/03	
1-930	Garry Coppin	Lasham	14/8/03	2-2966	Michael Collins	Cambridge	14/8/03	Michael Rubin	Lasham	30/8/03	
1-931	Luke Hornsey	Chilterns (Bicester)	14/8/03	2-2967	Alison Mulder	Bristol & Glos	30/8/03	Peter Belcher	Cambridge	16/8/03	
1-932	Nick Aram	Bicester	14/8/03	2-2968	John Baxter	Lasham	15/8/03	Ian Agutter	Essex & Suffolk	15/8/03	
1-933	Ray Weston	Bicester	14/8/03	2-2969	Timothy Davies	Norfolk (Gransden)	30/8/03	Brian Crow	South Wales	15/8/03	
1-934	Gavin Davidson	Bicester	14/8/03	2-2970	Alastair Harrison	Oxford (Nympsfield)	30/8/03	Trevor Bainbridge	Shenington	15/8/03	
1-935	Albert Freeborn	Portsmouth (Bicester)	15/8/03	2-2971	Anthony Hoskins	Southdown (Nympsfield)	30/8/03	Roger Lennard	London	15/8/03	
1-936	John Strzebi	Welland (Long Mynd)	15/8/03	2-2972	Nicola Marchant	Lasham	30/8/03	Brian Scaysbrooke	The Soaring Centre	30/8/03	
1-937	Graham French	Fenland (Bicester)	14/8/03	2-2973	John Wright	Lasham	30/8/03	Gary Nuttall	Booker	16/8/03	
1-938	Timothy Webb	Bicester	14/8/03	2-2974	Steve Codd	Shenington	30/8/03	Christopher Huck	Cotswold	16/8/03	
1-939	Mike Cater	The Soaring Centre	14/8/03	2-2975	Richard Verrall	Lasham	30/8/03	Gary Harvey	Yorkshire	15/8/03	
1-940	Jeremy Davis	Cambridge	14/8/03	2-2976	Richard Penman	Heron (Bicester)	15/8/03	Michael Collins	Cambridge	14/8/03	
1-941	Peter Gallagher	Cranwell ((Bicester)	15/8/03	2-2977	Robert Linee	Dorset	30/8/03	Alison Mulder	Bristol & Glos	30/8/03	
1-942	Colin Hunt	Lasham	15/8/03	Diamond Height				John Baxter	Lasham	15/8/03	
1-943	Phil Sturley	Chilterns (Bicester)	14/8/03	3-1612	Will Harris	Cambridge (Portmoak)	3/4/03	Timothy Davies	Norfolk (Gransden)	30/8/03	
1-944	Stuart Naylor	Fulmar (Bicester)	14/8/03	GOLD BADGE				Anthony Hoskins	Southdown (Nympsfield)	30/8/03	
1-945	Mark Rogers	Anglia (Bicester)	14/8/03	2283	Edwin Leach	Essex & Suffolk	20/7/03	Gareth Baker	Cranwell	14/8/03	
1-946	Julian Fack	Midland	15/8/03	2284	Andrew Hall	Anglia (Tibenharn)	31/8/03	Nicola Marchant	Lasham	30/8/03	
1-947	Martin White	Wolds (Bicester)	14/8/03	2285	Trevor Mills	London	12/7/03	John Wright	Lasham	30/8/03	
1-948	Mark Roberts	Anglia (Bicester)	14/8/03	2286	Peter Waugh	Portsmouth (Ocana)	26/6/03	Steve Codd	Shenington	30/8/03	
1-949	Graham Thomas	The Soaring Centre	15/8/03	2287	ME Hahnfeld	Southdown (La Motte)	22/6/03	Richard Verrall	Lasham	30/8/03	
1-950	Derek Lay	Fenland (Bicester)	15/8/03	2288	Tess Whiting	Shenington	16/8/03	Richard Penman	Heron (Bicester)	15/8/03	
1-951	Alan Head	Cambridge	14/8/03	2289	Andrew Oultram	Staffordshire	15/8/03	Robert Linee	Dorset	30/8/03	
1-952	Trevor Cook	Fulmar (Bicester)	14/8/03	2290	Peter Carpenter	Kent	20/8/03	Gold Height			
1-953	David Smith	Bicester	14/8/03	2291	Roger Fielding	Derby & Lincs	15/8/03	Will Harris	Cambridge (Portmoak)	3/4/03	
1-954	John Dawson	Bannewdown	30/8/03	2292	James Clarke	Shalbourne (Bicester)	15/8/03	ME Hahnfeld	Southdown (La Motte)	22/6/03	
1-955	Peter Healy	Lasham	15/8/03	2293	Thomas Rose	London	14/8/03	David Sutton	Sackville (Sisteron)	22/6/03	
1-956	Philip Duffin	ESGC (Tocumwal)	7/2/03	2294	Tom Edwards	Portsmouth Naval	15/8/03	Philip Harris	Four Counties (Portmoak)	30/3/03	
1-957	Paul Kaye	Cambridge	14/8/03	2295	Ian Agutter	Essex & Suffolk	15/8/03	SILVER BADGE			
1-958	Bob Grieve	Norfolk	15/8/03	2296	Brian Crow	South Wales	15/8/03	11259	Philip Beddow	Essex	19/7/03
1-959	Janet Birch	Cambridge	14/8/03	2297	Gary Nuttall	Booker	16/8/03	11260	David Burton	Derby & Lincs	22/6/03
Diamond Goal				2298	Gary Harvey	Yorkshire	15/8/03	11261	Mark Szymkiewicz	Bicester	29/6/03
2-2924	Mark Parsons	Stratford	12/7/03	2299	Anthony Hoskins	Southdown (Nympsfield)	30/8/03	11262	Geoffrey Purcell	Shalbourne	28/6/03
2-2925	Edwin Leach	Essex & Suffolk	20/7/03	2300	Richard Penman	Heron (Bicester)	15/8/03	11263	David Morgan	Bicester	11/7/03
2-2926	Andrew Hall	Anglia (Tibenharn)	31/8/03	2301	Robert Linee	Dorset	30/8/03	11264	Paul Nock	Trent Valley	12/7/03
2-2927	Trevor Mills	London	12/7/03	Gold Distance				11265	Daniel Welch	Staffordshire	2/8/03
2-2928	Chris Edwards	Bristol & Glos	12/7/03	Mark Parsons	Stratford	12/7/03		11266	Alan Bamford	Imperial College	2/8/03
2-2929	Chris Pollard	Norfolk	20/7/03	Edwin Leach	Essex & Suffolk	20/7/03		11267	Simon Cattle	London	7/8/03
2-2930	Richard Slater	South Wales	12/7/03	Andrew Hall	Anglia (Tibenharn)	31/8/03		11268	Anthony Machin	Burn	2/8/03
2-2931	Jonathan Sherman	Shenington	16/8/03	Trevor Mills	London	12/7/03		11269	Norman Slater	Bath, Wilts & N Dorset	28/8/03
2-2932	Peter Andrews	The Soaring Centre	14/8/03	Chris Edwards	Bristol & Glos	12/7/03		11270	Roger Wells	Cranwell	20/7/03
2-2933	Gavin Davidson	Bicester	14/8/03	Chris Pollard	Norfolk	20/7/03		11271	Paul Machacek	Needwood Forest	16/8/03
2-2934	Andy Balkwill	Stratford	16/8/03	Peter Waugh	Portsmouth (Ocana)	26/6/03		11272	David Sandells	Staffordshire	15/8/03
2-2935	Andrew Oultram	Staffordshire	15/8/03	Tony Cronshaw	Cambridge	14/8/03		11273	David Bamforth	Yorkshire	19/8/03
2-2936	Peter Carpenter	Kent	20/8/03	Tess Whiting	Shenington	16/8/03		11274	Marcus Willett	Newark & Notts	26/8/03
2-2937	Dave Keith	Shenington	14/8/03	Richard Slater	South Wales	12/7/03		11275	Barry Woodman	Aquila	28/6/03
2-2938	Michael Borrowdale	Lasham	20/8/03	Jonathan Sherman	Shenington	16/8/03		11276	Colin Hoare	Southdown	15/6/03
2-2939	Timothy Webb	Bicester	14/8/03	Gavin Davidson	Bicester	14/8/03		11277	John Hampson	Essex	28/7/03
2-2940	Peter Gallagher	Cranwell (Bicester)	15/8/03	Andy Balkwill	Stratford	16/8/03		11278	Graham Maynard	South Wales	15/8/03
2-2941	Richard Brickwood	Cambridge	20/8/03	Andrew Oultram	Staffordshire	15/8/03		11279	Robin Birch	Cotswold	15/8/03
2-2942	James Lawn	Norfolk	20/8/03	Peter Carpenter	Kent	20/8/03		11280	Andrew Peet	Cleavelands	16/8/03
2-2943	Kelly Janski	Yorkshire (Fuente)	8/8/03	Dave Keith	Shenington	14/8/03		11281	Douglas Wass	Dukeries	29/6/03
2-2944	Simon Boyden	Kestrel (Lasham)	15/8/03	Michael Borrowdale	Lasham	20/8/03		11282	John Watkinson	Denbigh	2/8/03
2-2945	Alexander Ramsey	The Soaring Centre	15/8/03	Timothy Web	Bicester	14/8/03		11283	Stephen Ruffell	Wolds	14/8/03
2-2946	Roger Fielding	Derby & Lincs	15/8/03	Peter Gallagher	Cranwell (Bicester)	15/8/03		11284	Geoffrey Childs	Nene Valley	14/8/03
2-2947	James Clarke	Shalbourne (Bicester)	15/8/03	Sarah Platt	Midland (Bicester)	14/8/03		11285	Peter Chapman	The Soaring Centre	30/8/03
2-2948	Thomas Rose	London	14/8/03	No Pilot Club (place of flight) Date				11286	Graham McMellin	Chilterns	30/8/03
								11287	Graham Cronin	Portsmouth Naval	31/8/03
								11288	Geoff Weston	Southdown	24/6/03

11289	Mark Lavender	Booker	16/8/03
11290	Gerald Birt	Cotswold	16/8/03
11291	Roy Carter	The Soaring Centre	20/8/03
11292	Robert Makin	Derby & Lancs	14/8/03
11293	Bruce Wainwright	Bicester	16/8/03
11294	Dean Eden	Bowland Forest	15/8/03
11295	Brian Brown	Borders	16/8/03
11296	David Youngs	Lasham	30/8/03
11297	Gary Pullen	Lasham	1/9/03
11298	Darren Gay	Wyvern	6/7/03
11299	Gary Prior	Booker	15/8/03
11300	Tim Bartsch	Kent	30/8/03
11301	Jonathan Woodcock	The Soaring Centre	12/7/03
11302	Gareth Jones	Cambridge	20/8/03
11303	Ayala Liran	Shalbourne	30/8/03
11304	Nigel Cottrell	East Sussex	30/8/03
11305	Andrew Sampson	London	31/8/03
11306	William Hosie	Devon & Somerset	20/8/03
11307	George Sanderson	Cambridge	16/8/03
11308	Simon Calvert	Oxford	30/8/03
11309	Timothy Linde	Dorset	30/8/03
11310	Andrew Moore	Shenington	16/8/03
11311	Paul Fleck	Lasham	15/8/03
11312	Les Mills	Kent	2/9/03
11313	Stephen Flowitt-Hill	The Soaring Centre	30/8/03
11314	Phillip Burton	Norfolk	9/4/03
11315	Patrick Sellar	Trent Valley	30/8/03
11316	Alan Jolly	Staffordshire	3/9/03
11317	Martin Hands	Buckminster	15/8/03
11318	Philip Crabb	Kent	15/8/03
11319	Alex Jones	Cotswold	19/8/03
11320	Henk Altmann	Oxford	30/8/03
11321	Kevin Knipps	Cranwell	7/9/03
11322	Siegfried Vallei	Shalbourne	31/8/03
11323	Robin Joy	Mendip	30/8/03
11324	Gail Stevens	Bicester	19/9/03
11325	Nigel Dickenson	Bowland Forest	2/8/03
11326	Robert Welch	Scottish	23/9/03

BGA 100KM DIPLOMA

Pt 1	Geoffrey Searle	Stratford	11/7/03
Pls1&2*	Peter Carpenter	Kent	12/7/03
Pt 2	Robert Leacroft	The Soaring Centre	20/8/03
Pt 1	Tony Lintott	The Soaring Centre	20/8/03
Pt 1	Mark Lavender	Booker	16/8/03
Pt 1	Chris Sterritt	Lasham	20/8/03
Pls1&2	Brian Brown	Borders	16/8/03
Pt 1	Lee Francis	Kent	21/8/03
Pt 1	Russell Fletcher	Lasham	30/8/03
Pt 1	Nick Rolfe	Staffordshire	15/8/03
Pt 1	Nigel Cottrell	East Sussex	30/8/03
Pt 1	Nigel Burke	Yorkshire	24/8/03
Pt 2	Jeffrey Heard	Staffordshire	15/8/03
Pt 1	Frederick Jackson	Scottish	20/8/03
Pt 1	Adrian Noble	Bicester	12/7/03

AEROBATIC BADGES

Brian Scougall	Standard Known	14/6/03
David Foster	Standard Known	4/8/03
Stewart Otterburn	Standard Known	31/5/03
David Bye	Standard Known	14/9/03

CAN YOU HELP?

I AM trying to locate the following issues of *The Sailplane and Glider*, S&G's predecessor, to complete the editorial archive and my own personal set of the magazine. If you are able to help us find any of them (for donation or sale) please contact editor@sailplaneandgliding.co.uk or call me on 01453 889580.

Volume 1 (1930-31): issues 1, 2, 3, 4, 5, 6, 8, 9, 10, 16, 17, 18, 20, 22, 23, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42. **Volume 2 (1931):** issues 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. **Volume 3 (1932):** issues 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16. **Volume 4 (1933):** issue 18. **Volume 5 (1934):** issues 2 (Feb); 3 (Mar); 4 (Apr); 7(Jul); 9 (Sept); 10 (Oct). **Volume 12 (1944):** issues 1 (Feb); 7 (Aug); 11 (Dec).

Many thanks to all who have already helped. **Helen Evans**

Accident/incident summaries by Dave Wright

AIRCRAFT	DATE	PILOT(S)						
Ref	Type	BGA No	Damage	Time	Place	Age	Injury	P1 Hours

080 SZD 3772 Minor 21-Jun-03 Currock Hill 56 None 414 None 0
Puchacz

In zero wind conditions the tug seemed not to be accelerating normally so the pilot retarded the throttle then changed his mind as there was little space to stop. As the tug lifted off he realised he was in danger of hitting trees so released the glider and climbed away. The glider P1 skilfully landed the glider in a field with only minor damage.

081	Astir CS	4797	Minor	14-Jun-03	Rattlesden	18	None	5
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The pilot, who previously had landing problems on this type, rounded out too high with airbrakes extended. This resulted in a very heavy landing, which was not reported. The glider flew once again before an alert pilot reported rubbing noises during his control checks. Removal of the seat pan revealed a cracked aluminium main frame.

082	K-8	-	None	Jul-03	Incident Rpt	78	None	137
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After 30 minutes soaring the pilot found he had difficulty rolling to the right. As he had sufficient control to he decided to land. Later inspection showed a second battery had lodged in the lower fuselage limiting the right aileron control. It is not known if this had fallen from the battery holder after a previous flight or fallen off the seat.

083	Vega	2576	Minor	13-Jul-03	Nr North Marsham	-	None	1929
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During a field landing on a competition flight the pilot misjudged his circuit and the wind speed and direction. As a result he approached too high and was unable to stop before hitting a fence and groundlooping his glider.

084	LS4	4393	Minor	24-Jul-03	Nympsfield	63	None	600
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The pilot got low and returned to the ridge at 200ft. He turned in a gust but then sank lower and made a hurried, downwind, straight-in approach to the airfield. In his haste he forgot to lower the wheel and landed on the fuselage on the rough end of the airfield, causing minor damage.

085	PIK 20B	2153	Minor	21-Jun-03	Letcombe Regis	42	None	324
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During a field landing the pilot was distracted by trees on the approach and power lines across the middle of his chosen field. As a result he touched down earlier than intended in an area of long grass. The wing caught in the grass and caused a ground loop.

086	ASW 19	4294	Write off	05-Jul-03	Easterton	48	Serious	65
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The glider was launched with a very slight tailwind. It took off normally but the pilot did not rotate into the climb as she thought it was too slow. As she abandoned the launch at about 100ft it is believed that a passing thermal increased the tailwind and caused a stall which resulted in a heavy nose-down impact that injured the pilot's spine.

087	Pegasus	4140	Minor	21-Jun-03	Marston Lincs	56	None	110
-----	---------	------	-------	-----------	---------------	----	------	-----

The pilot had to make a field landing and chose an acceptable stubble field. After flying over it for "one last check" he started his circuit but, initially out of position, he cramped it and landed fast and too far down the field. To avoid running into the far hedge, he groundlooped the glider but still hit it with the tail at low speed.

088	SZD	2992	Minor	16-Jul-03	Aboyne	32	None	0.1
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The course student flew well on his check flights and was considered fit for first solo. His flight went well until during the approach when he gradually reduced the airbrake, which led to a series of balloons and oscillations. The glider overshot the runway and rolled down a slope causing slight damage.

089	Std Libelle	-	Minor	Aug-03	Incident Rpt	-	None	-
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Whilst towing his glider to the launchpoint behind a car the pilot turned too early and caught one wing on a trailer. The other wing was damaged when it swung around into the back of the car.

090	Discus	-	Minor	28-Jun-03	Nr Salisbury	54	None	397
-----	--------	---	-------	-----------	--------------	----	------	-----

During a cross-country the pilot had difficulty staying up and had to land in an area of poor fields. Leaving his selection rather late he was unable to fly around his chosen field and failed to notice a row of fence posts across it. He finally saw these during round-out and had to groundloop the glider to avoid them.

091	Nimbus 3	-	Minor	Jul-03	Incident Rpt	-	None	1087
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The glider was launched diagonally across the strip to reduce the effect of a 10kt crosswind. The pilot could not hold the wings level due to full waterballast and swung to the left before releasing. The tug was pulled right and got airborne as it passed near a glider and its retrieve crew causing the rope to hit its wing and fin.

092	PA25 Pawnee Tug	G-CMGC	Minor	26-Jul-03	Long Mynd	47	None	844
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Due to obstructions on the airfield and the proximity of footpaths the tug pilot had to make a curved approach. Nearing the airfield he saw a pedestrian near his intended landing area and so continued the turn lower than normal. This, combined with a reduced power setting resulted in a one-wheel landing during which the wingtip hit the ground.

093	K-8	1458	Minor	28-Jul-03	Burn	43	None	2
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This was the early solo pilot's first flight in the K-8 and he was fully briefed. After a good launch and short flight he rejoined the circuit to land. During the approach it appears that he failed to monitor the airspeed and the effect of the wind gradient. As he tried to round out the glider stalled in from several feet above the ground.

094	K-21	2887	Minor	03-Aug-03	Burn	52	Minor	53
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As the pilot rotated the glider into the climb at between 20 and 50 feet the winch power failed. The brakes were seen to momentarily open then close and the cable was released. The glider adopted a steep nose-down attitude and failed to fully level out before the nosewheel hit the ground.

095	K-21	4105	None	15-Jul-03	Portmoak	47	Minor	1500
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P1 held the cable release in preparation for a simulated low-level cable break exercise. Before the glider reached the height for this the cable released, probably due to the tension applied to the release. P2 lowered the nose and opened the brakes before P1 could move his hand from the release and a very heavy landing resulted.

096	Astir	SH7	Minor	23-Jun-03	Lasham	46	None	81
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After a successful lead-and-follow the pilot decided to land back next to the hangar. A little tired after his flight and distracted by another glider near his intended landing area, he misjudged his roundout and landed heavily, damaging the undercarriage.

Accident/incident summaries (continued from p63)

097	Bergfalke IV	3551	Minor	05-Jul-03	Llantisillio	58	None	92
				1344				

The glider was taking off from a 2-metre wide strip cut through the hay crop. The winch cable had been laid to one side of the strip and as the launch commenced one wing dropped and caught in the crop. Before the pilot could release the glider swung through 300° and landed heavily, sustaining minor damage.

098	K-13	4633	Minor	15-Jun-03	Keovil	63	None	554
				1053		56	None	0

The student had been having problems with his roundout and landings but had been improving. During this flight he flew a normal approach at 55kt with airbrake extended. Approaching the airfield he rounded out too high and P1 attempted to talk him through the problem. However, the glider stalled before P1 took over and a heavy landing resulted.

099	Libelle	5004	Write off	27-Jul-03	Nr Feshie	47	Serious	200
				1400				

On a cross-country flight through difficult terrain the pilot had to make a field landing. His first two choices of field were later found to be in crop so, at about 1,000ft and in the turbulence of a valley, he started looking for another. During his low circuit the glider spun in off the final turn and he was seriously injured.

100	SZD	2022	Minor	16-Aug-03	Feshiebridge	66	None	1500
	Puchacz			1315			Minor	-

The glider was being aerotowed on a hot day into a 2kt headwind and lifted off normally. However, after the tug lifted off it sank back on to the ground then became airborne again. With trees looming up the tug pilot released and climbed away. The glider P1 pulled up over the trees and was unfortunate to hit a pile of rocks in his field landing.

101	PA25	G-BAUC	None	30-Jul-03	Parham	53	None	1000
	Pawnee Tug			1830				

The tug had been taken off line for a 50hour check and had returned to service without the tug log sheet to show how many tows had been performed. It was thought that there was enough fuel on board for two more tows but during the launch the engine stopped. The tug pilot landed in a nearby clear strip and the glider turned back to the airfield.

102	DG-505	4754	Minor	12-Aug-03	Nr Chipping	48	None	1500
				1630	Norton	35	None	300

While on a competition flight the pilot had to make a field landing in a cut crop field. After a normal touchdown the glider ran across some tracks, some 4 inches deep in soft earth. The glider's undercarriage collapsed when a weld in the mechanism failed. Inspection suggested that it had been failing for some time.

103	Discus	-	Minor	-Aug-03	Incident Rpt	-	None	539

While trailing the Discus behind his car, using "one man tow-out gear", the instructor failed to allow sufficient clearance when passing another glider. The trailing edge of the port wing hit the side of the parked glider's rudder. See also report 105 - four days later!

104	SZD	3830	Minor	06-Aug-03	Husbands	56	None	867
	Puchacz			-	Bosworth	15	None	0

During the landing run the glider hit a hole in the old concrete runway that crossed the normal landing run. The unsprung nose wheel damaged the plywood bulkhead ahead of the front seat causing the aileron drive quadrant to foul. This was found during the next "pre-flight" but could have gone unnoticed without removal of a cover panel.

105	SZD Junior	-	Minor	Aug-03	Incident Rpt	-	None	65

While towing the glider back to the hangar the pilot had to pass through a 20-metre gap between glider trailers. Using "one man tow-out gear" he was distracted by talking to his passenger and allowed the wing tip to hit a trailer. Applying the brakes caused the glider to detach from the car causing further damage. See also report 103.

106	ASW 20L	4448	Minor	16-Aug-03	Burford	72	None	1229
				1625				

While 200km into a cross-country task the pilot had to make a field landing. He failed to lower the wheel and landed on the fuselage belly, causing minor damage. He has resolved to be more careful with his pre-landing checks.

107	LS8	-	Substantial	02-Aug-03	Husbands	26	Minor	-
				1730	Bosworth			

During a marginal competition final glide the pilot encountered heavy sink and, having no height or speed in hand, could not clear trees before reaching the airfield. The glider hit the top of the trees causing it to stall into a quarry and sustain substantial damage. The pilot was fortunate to escape with minor bruising to his back.

108	Janus A	4647	Substantial	01-Aug-03	Pately Bridge	55	Serious	1900
				1447		63	Minor	-

While on a competition flight P1 became low over unlandable country and so finally made for a suitable field downwind. He flew a straight, flat approach towards smoothly rising ground and "floated" in ground effect due to the 10kt tailwind. The glider touched down 25 metres short of a stone wall, which it hit at speed. P1 was very seriously injured.

109	Super Blanik	3633	Write off	27-Aug-03	Cross Hayes	68	Serious	-
				1408			Serious	0

The glider was seen to make a normal training circuit and approach until it failed to round out and impacted the ground in a nose-down attitude. Both pilots sustained serious back injuries, more especially P1 in the back seat who had to be cut free and airlifted to hospital.

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Please remember that, if you are emailing text, your advert may not appear unless we have received payment by the deadline

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Black and white photographs: £6 extra
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