

# Sailplane & Gliding



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October ~ November 2000  
Volume 51 No 5

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The project has so far cost a fortune – "between one million and ten million DM" is all they'll say – and created an extreme machine: the Eta. At 30.9m – that's 101.38ft – it's the largest soaring sailplane in the world. See p30 for our preliminary report. Thanks to Aerokurier/Gerhard Marzinzik for the photos

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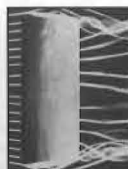
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# The future of our airspace

IN MY LAST column I mentioned the Transport Bill going through the House of Lords, and, in particular, the future arrangements for a regulator of National Air Traffic Services (NATS).

The BGA and other airport bodies were well represented in the debate and our thanks go particularly to Lord Trefgarne for his input. Subsequently, through the initiative and direct involvement of Lembit Opik MP, our parliamentary spokesman, I met on July 25 with Chris Mullin MP, the Minister for Aviation at the Department of the Environment, Transport and the Regions.

The purpose of the meeting was to seek assurances on the role and powers of an independent regulator of NATS, and also to raise our concerns at what is, or appears to be happening to airspace in parts of Europe to the detriment of gliding. The Minister's letter, following that meeting, is published here (see above right).

The letter is helpful as far as it goes. As

## 'The BGA continues to be recognised as a significant voice in national policy'

with any such letters they can be criticised for what they do not say as much as what they do say, and one can always wish the commitments would go a lot further. The reality is that no one can ever give an unlimited undertaking, which is why the Minister ends up by saying: "I cannot rule out the possibility of change in the future". This is why we must always be extremely vigilant and ensure our views are represented effectively. The BGA continues to be recognised as a significant voice in matters of national policy on the use of airspace. We have asked to be a member of the new Stakeholders Council (who invents these awful populist titles?), and certainly we shall be watching closely any developments emanating from the European Commission.

**'FOLLOWING our meeting on 25 July, I would like to confirm the Department's position on the future of gliding in the UK once National Air Traffic Services is established as a private-public partnership.**

- **The Civil Aviation Authority and not NATS will be the regulatory body for airspace policy and charging. There are no plans to change the existing regime applicable to gliding operations in the UK.**

- **There will be full consultation with stakeholders (Stakeholders Council) before any changes are made.**

- **The Department is not aware of any concrete plans in Europe to enlarge controlled airspace significantly. The European Commission is considering airspace issues in its Single Sky initiative. However, this work is concerned primarily with seeking ways to optimise the use of existing controlled airspace and to improve co-ordination and co-operation between airspace users. The Commission's proposals are scheduled to be presented to Ministers by the end of this year or early in 2001. DETR intends to seek the views of interested parties on these European Commission proposals and we will include your organisation in the list of consultees.**

**In short, nothing in the plans for the Public Private Partnership of NATS will affect the status quo of gliding but, naturally, I cannot rule out the possibility of changes in the future.'**

Lembit also took the initiative to set up a meeting on August 30 with Kate Hoey MP, the Minister for Sport, to explain the need for proper funding of gliding. So long as the tally of medals at International level tends to be a key criteria for gaining funding from central sources, then the results from the European Gliding Championships near Berlin this summer were most timely. Congratulations to Steve Jones on becoming European 15-Metre champion, and to Dave Watt and Al Kay on coming 2nd and 5th respectively. What impressed me particularly was the very close team flying of the 15-Metre Class pilots. Their start and finish times were invariably within seconds of each other.

Lastly, I was greatly encouraged by the depth of mature talent at the Junior championships at Weston-on-the-Green at the end of August. Here one could meet keen and skillful young pilots who will be the international champions of tomorrow. Two of them, Richard Hood and Pete Masson, together with Afandi Darlington, a "recently-retired"

Junior pilot, have been selected for the British Team in the – age unlimited – Club Class World Championships in Australia next January. All these young pilots are the leaders of our sport in the years to come, along with others who are not top competition pilots. All should be given every encouragement at their home clubs to take on responsibilities that will ensure their long-term involvement in gliding, not least by being the ambassadors to recruit more members to our sport. Club committees – use their talents to best advantage!

**David Roberts, Chairman  
British Gliding Association**  
[d.g.roberts@lineone.net](mailto:d.g.roberts@lineone.net)

*David is very grateful to the many friends in gliding who have sent him their good wishes following his recent illness. He is on the mend and looking forward to getting back to work and leading the BGA. His main frustration was being grounded during the only part of the summer that seemed soarable for more than a day – and missing his annual trip to the French Alps*

## Tug pilot scheme being established

THE INITIAL team of examiners for tug pilot revalidation is being set up following the Civil Aviation Authority's (CAA) acceptance in full of the British Gliding Association's proposals.

Without the BGA scheme, all tug pilots would have had to have a two-yearly "instructional flight" with a JAR-FCL approved Flight Instructor or a Class Rating Instructor. The CAA agreed that BGA Tug Pilot Instructors, even without these ratings, would be well-qualified to conduct such flights.

The scheme, which will have its own Regional Examiners, will be under the direct supervision and management of the BGA

Instructors Committee. Alan Meredith, from Lasham, has been announced as Chief Tug Pilot Instructor Examiner. A team of approximately 30 tug pilot instructors will be formally appointed by the BGA soon.

The Association's negotiating team of Terry Slater, Max Bacon and Peter Hearne continues to discuss a number of other issues with the CAA, including:

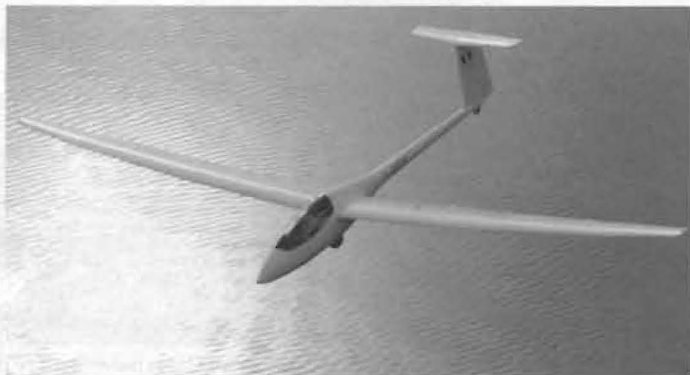
- the new national PPL (the BGA is proposing a ten-hour conversion route for holders of the Glider Pilot's Licence, ie, current pilots who hold Bronze C and Cross-Country Endorsement);
- medical requirements for UK PPL SLMGs;
- a proposal for devolved regulation of

BGA-operated self-launching motorgliders (SLMG); self-launching sailplanes (SLS) and self-sustaining sailplanes (SSS).

Terry Slater emphasised the cordial and constructive nature of the meetings. "Most of the discussions," he said, "centre on how the BGA can self-regulate, via devolved authority, more than we do at present. The heads of three out of four CAA departments at Gatwick are themselves active recreational pilots and so are very well able to appreciate our interests and concerns."

The BGA has also agreed with the CAA that a standing committee be set up to both review and renew the Association's various exemptions on a regular basis.

THIS new Italian glider, which may be available as a kit at a possible cost of c. \$24,000 (US), had its maiden flight in July. The V1/2, registered I-VIPK, has been designed by V Pajno to fill the gap between training and cross-country machines. It is seen over the lake at Varese during one of its test flights



## That was the week that was

"WHAT a washout"... "the worst summer I can remember" ... words that have been echoing around clubhouses up and down the country. But Bidford and Parham held task weeks from July 16-23 – probably the best week of 2000...

**Bidford's** week was run by Frank Jeynes (below, centre). Matthew Weinle (left) and Simon Waterfall (right) both flew their first 300s on training flights in Frank's newly-arrived Duo Discus, 377, contributing to a seven-day club total of 15,000km. Visits were made to faraway places like Ely



Cathedral and Shepton Mallett. 300kms were flown by Rob Moseley, Keith Edmunds, Pete Freeman (2), Richard Palmer (3) and Mark Clayton. Mark got his 50km earlier in the week, along with Mike Powell-Brett, who also managed Silver height. Bill

Inglis got Diamond distance while Lynn Taylor went solo and did Bronze legs. Andy Scaife got Silver duration. Frank Jeynes, Chris Morris, Mike Pope and Justin Wills enjoyed many flights between 300 and 600km, clocking up over 35 hours each under cloudbases of up to 5,500ft. It's been a busy summer for that new Duo, 377: owners Rod Witter, Mike Pope, Bob Starmer and Frank Jeynes took it up to the Pocklington Two-Seater Comp – and won.

The course at **Parham** had looked less than hopeful, with the Farnborough Air Show apparently blocking all routes to the north, and the weather forecast unexciting. In fact, it was probably the most successful cross-country week in the club's history. A call to Farnborough gave a flight path over Popham (and you know about the weather).

Among many memorable flights were 300s from Geoff Stilgoe, Paul Barker and Bob Adam; a splendid 520km Diamond goal from Phil Kirk – and Paul Fritche took a day off work to fly the fastest 500 of the week just to keep the club on its toes.

Pride of place went to former BGA chairman Dick Dixon who flew 2,580km in five flights – averaging 516km a flight at around 72km/h. The longest amounted to 647km (Gt Malvern-Cambridge W-Cheltenham E). His total time, in LS-6c DD, was 35 hours 32 mins and, during the week, he ventured to Bath, Leicester and Gransden Lodge.

### Lottery results

Winners of the July draw included:

**J Edyvean (first prize)** £62.00  
Runners-up

E Smith £12.40  
JE Bowman £12.40  
C Bainbridge £12.40  
AW Doughty £12.40

Winners of the August draw were:

**C Garton (first prize)** £62.00  
Runners-up

M Brockington £12.40  
A Mason £12.40  
P Perry £12.40  
P Gray £12.40  
D Siegfried £12.40

### Comps winners

CONGRATULATIONS to the winners of the following BGA-rated competitions:

<i>Denis Campbell</i>	<i>Booker A Class</i>
<i>Iain Evans</i>	<i>Northern Open Class</i>
<i>Bob Fox</i>	<i>Northern Sport Class</i>
<i>Basil Fairston</i>	<i>Gransden Club Class</i>
<i>Brian Marsh</i>	<i>Gransden Sport Class</i>
<i>Alistair Nunn</i>	<i>Booker B Class</i>
<i>Henry &amp; Matt Rebbeck</i>	<i>Dunstable Green Class</i>
<i>Jay Rebbeck</i>	<i>Juniors</i>
<i>Nick Tillett</i>	<i>Dunstable Blue Class</i>

There will be a round-up of the year's results plus further comp reports and the ratings list in the December-January issue of *S&G*.

## In brief

One of Britain's youngest gliding teams has been selected – and needs sponsorship. Pete Masson, Richard Hood and Afandi Darlington will fly the Club Class World Championship at Gawler, South Australia in January 2001. If you're interested in helping them – in cash or kind – please email [sponsorship@glidingteam.co.uk](mailto:sponsorship@glidingteam.co.uk) or call Marilyn Hood on 01400 281648.

Spanish accident investigations continue into the deaths of two British glider pilots, Philip Lever (Lasham) and Derek Holland (Yorkshire GC), in unrelated accidents in Spain this August. Philip was flying a two-seater with his father, also called Philip, who parachuted to safety.

The DG-1000 made its first flight on July 28. This two-seater has two modes: 18m and 20m. A flapped, cross-country version is planned and, eventually, a motorglider. A flight test will feature in a future *S&G*.

An Airprox report has been filed between a glider and an Airbus A321 on approach into Stansted. The incident, at approximately 4,000ft, took place at 13.20hrs on August 7.

The "red nose" airborne trials by the BGA and RAFGSA have been completed. Initial analysis is that there were no differences in detection distances between the motorglider with the dayglo patches (totalling 1/3 span) and the "normal" motorglider. Full results will be published in a future issue of *S&G*.

Landing techniques will be the subject of a GASCo safety seminar on November 25 at the RAF Museum, Hendon. Details from 01634 200203 or GASCo, Rochester Airport, Maidstone Road, Chatham ME5 9SD.

One in ten submissions to the GA CHIRP – General Aviation Confidential Human Factors Incident Reporting Programme – comes from glider pilots. The programme is designed to aid confidential reporting on safety-related issues. *GA Feedback* can be viewed at [www.chirp.dircon.co.uk](http://www.chirp.dircon.co.uk) – which also tells you how to submit reports. See *Confidential incident reports for glider pilots*, April-May 2000, p59, for more details.

Specialist brokers Clowes Insurance Group have launched [cumulusgliderinsurance.com](http://cumulusgliderinsurance.com) offering an online quoting facility for their Cumulus Glider Insurance product.

A Channel 4 programme, *Watercolour Challenge*, presented by Hannah Gordon and featuring Cotswold GC, is due to be broadcast on December 19. The challenge to the artists was to paint a scene of gliders at Aston Down.



SO, WHO needed a retrieve from Heathrow? It certainly does appear to be a trailer where no glider should be. And it is built by Shirenewton. But examine that 4ft high suspension more closely. What you see is, in fact, the latest in ground-handling training kit for airport staff. Iain Evans was asked to build this monster simulator – called the Enterprise – after a training company director saw Shirenewton's ad in S&G. Airside Training aims to reduce the anxiety of trainees, who would otherwise have to prac-

tise on "live" aircraft, as well as to prevent costly damage to airliners. Glider trailers, apparently, offer just the right configuration to simulate a passenger jet's undercarriage. Airlines such as KLM and British Midland are interested in the new device, ATC/CAA approved for towing training at Heathrow; Air France are already using it to train push-back drivers. An even more impressive Mark II version is planned... but Iain won't be drawn on the price. More than it costs to house your Cirrus, we suspect

## Diary dates – 2001 comps, safety evenings

**THE 2001 calendar** from the Competitions Committee, as at September 1, 2000.

<b>Club Class Worlds</b>	Gawler	<b>January 15-26</b>
Overseas Championships	Spain	May 14-25
Eastern Regionals	Tibemham	May 26-June 3
Club Class Nationals	Hus Bos	June 16-24
<b>18-Metre Worlds</b>	<b>Lillo</b>	<b>June 18-July 1</b>
<b>World Class Worlds</b>	<b>Lillo</b>	<b>June</b>
15-Metre Nationals	Booker	June 30-July 8
Enterprise	North Hill	July
18-Metre Nationals	Tibemham	July 14-22
Open Class Nationals	Lasham	July 28-August 5
Regionals	Lasham	July 28-August 5
Northern Regionals	Sutton Bank	July 28-Aug 5
<b>Women's Worlds</b>	<b>Lithuania</b>	<b>August</b>
Junior Worlds	France	August 5-19
Standard Nationals	Nympsfield	August 11-19
Inter-services Regionals	Bicester	TBA
Regionals	Dunstable	TBA
Regionals	Gransden Lodge	TBA
Two-seater comp	Pocklington	August 19-26
Junior Championships	Aston Down	Aug 25-Sept 2
<b>Worlds</b>	<b>Mafikeng</b>	<b>December 18-31</b>

**CAA Safety Evenings** have been arranged by as follows. Glider pilots are encouraged to attend. Most of the events are free and start at 19.30hrs, lasting for two to three hours. Please contact the organisers or venue for exact details:

**October 3**  
October 5  
October 17  
October 18  
October 24  
October 25  
October 26  
October 31  
**November 1**  
November 7  
November 21  
November 22  
November 23  
November 28  
November 29  
November 30  
**December 4**  
December 5  
December 6

**Westcott**  
Peterborough/Sibson  
Sandown, Isle of Wight  
Panshangar  
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Wolverhampton  
**Shobdon**  
Wellingborough  
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Haverfordwest  
Keevil  
Barton  
Mona  
Oxford  
**Carlisle**  
RAF Kinloss  
Wick

**Bucks Microlight Club**  
Walkbury Flying Club  
Specialist Flying School  
East Herts Flying School  
Terminal Building  
Aerodrome  
Western Air Training  
Halfpenny Green Flight Centre  
**Herefordshire Aero Club**  
Northants Microlights  
Aerodrome  
HaverfordWest School of Flying  
Bannerdown GC  
Lancashire Aero Club  
Mona Flying Club  
Oxford Air Training School  
**Aerodrome**  
Moray Flying Club  
Far North Aviation

### Disappointing season for the ladder-climbers

THE disappointing first half of the season has been followed by an equally disappointing second half. That said, the pilots of the Bristol and Gloucestershire GC have done exceedingly well to top each of the Ladders although, at the time of writing, they are being chased hard by London and Cambridge pilots. First submissions for the 2000/2001 season, please, by the end of March 2001.

**John Bridge, National Ladder Steward**

#### Open Ladder

	Pilot	Club	Score	Flights
1	Mike Strathern	Bristol & Gloucestershire	8716	4
2	Bill Craig	London	7834	4
3	Mike Young	Cambridge	7277	4
4	John White	Booker	7134	4

#### Weekend Ladder

1	Tim Macfadyen	Bristol & Gloucestershire	5811	4
2	John Bridge	Cambridge	5116	4
3	Mark Newland-Smith	London	4981	4
4	Steve Nutley	Scottish Gliding Union	4972	4

#### Junior Ladder

1	Jonathan Meyer	Bristol & Gloucestershire	4165	4
2	James Clark	Cambridge	3370	4
3	Richard Hood	Four Counties	3131	4

### You must be joking!

FLYING a K-13 with a children's car seat in the back? You must be joking...

Oh yes, it happened, and in Germany, too, where they are said to do everything more thoroughly.

The rear seat stick was removed, but the chair slid forward, blocked the stick fitting – and suddenly the free movement of the elevator was gone.

Luckily it didn't end in an accident, but even so...

Think before you fly with young children. Will they enjoy it? Can they look over the cockpit edge? Generally, children under nine can't.

If you think you can responsibly fly with them, then at least make sure they can't submarine and their straps are adjusted properly. A couple of telephone directories is not the answer, and nor are those nice soft cushions!

*Courtesy of Bruno Zijp/Thermiek*

## The dangers of blind obedience

I was very interested to read David Urpeth's account of a trainee pilot who put the glider into a vertical dive during a stall recovery exercise (August-September, p60).

I had a similar experience about seven years ago. Then completely new to gliding, I made a great effort to do exactly what the instructor said. This was fine until we were on to stall recovery and he said that when the nose drops I should move the stick forward. My little grey cells figured that if I did this the elevator would hoist the tail at the very time that the nose was falling and we would be vertical in less than three seconds. As we approached vertical self-discipline became depleted: I would have hauled back on the stick if my instructor hadn't. At lunch I learned another trainee had done the same. Another student suggested we had been guilty of "Blind Obedience". Instead of moving the stick all the way forward to the "BO" position we should only go a little in front of the mid-point, just to show respect.

Some training accidents could be partly due to a tendency to exaggerate, to emphasise the importance of certain directions. Eventually the exaggeration becomes the standard text. This would carry a risk in the event of an over-enthusiastic response by the trainee. I would like the experts to consider an instruction along the lines: "When the nose drops you should use the stick to stabilise the angle of dive at 45° to the horizontal. This will give us an acceleration of 12kts/sec so we will be able to start to pull out of the dive within about two seconds."

**John Puntis, ASHURST, Southampton**

## Old, bold pilots

Anent the recent correspondence on old,



bold pilots, I think we in the Wednesday group of the Cotswold GC have some claim to fame. Dick Goldup (above, front) at 82, and myself (81) occasionally fly together – when we're not flying solo – in the club K-13, having a combined age of 163 years. Dick is the oldest club member; I'm one pace behind. However, the group which meets every Wednesday come hail, rain or shine, has no shortage of geriatrics: its members are all over 65 and many are in their late 70s. Not claiming any record – just that ageism rules OK on Wednesdays at our club!

**Alf Blacklin, STONEHOUSE, Glos**

## Remarkable retrieve

I was called to the launch caravan to hear those stomach-churning words: "Granville (my syndicate partner) has landed out; he says it has good access". Oh yeah, I thought, remembering a nightmarish retrieve of my own when I was saved by the intervention of Lord Apsley of the Bathurst estate.

Granville had found this field between the river Rother, a railway and an A road; it was flat with a large – initially locked – gate. When I got there, our Libelle was in deep grass near the now-open gate: Granville had got the key from the farmer (an ex-Lasham pilot). The field was a source of wonder: it

had a railway station at one corner along with an award-winning restaurant, too posh for crew. Fortunately, in the other corner was an Olde English pub with room to park a trailer. All this, plus a bus stop and a boatyard giving river rides – it's a wonder he hadn't slipped quietly away with such options. The field yielded another surprise: as we packed the last trestle we were visited by nine bright-red Hawks trailing red, white, and blue smoke. But the best was yet to come. When we returned the key, his wife confided: "I can't understand why your friend didn't use our *airstrip* just over there!"

**Gerry Gair, UCKFIELD, East Sussex**

## Winpilot on the web

With reference to the advert on p6 of the June-July issue, I would like to point out that Crabb Computing and Sierra Skyware Inc (USA) have no connection with Cambridge Aero Instruments or RD Aviation Ltd. At no time did Cambridge or RD Aviation ask permission to use a direct competitor's name – Winpilot – as part of a website address. We are somewhat bemused by it, but there is little we can do.

**Paul Crabb, Crabb Computing  
Jerry Plaszwiecki, Sierra Skyware Inc.**

*Jeremy Pratt, RD Aviation's Managing Director, replies: With no affront intended to Paul or Jerry, I suspect most readers will need an old S&G to recall what this was all about! While some gamesmanship may have been employed (after all, it's a competitive business), we never intended to bemuse or annoy. So – for the record – to know more about Cambridge's Palm-NAV please see [www.rdaviation.com](http://www.rdaviation.com) Meantime, my offer to pass on the domain name in question was rejected – any takers?!*

## Gliding must recruit young at 14, before it's too late

Gliding in this country is ageing and elitist, male-dominated, declining almost exponentially and, due to polarisation of skills and resources, those left with the money and time to participate are gravitating to fewer of the larger clubs which have rapidly taken on the air of golf clubs. The only time the needs of young people are discussed is when deciding how to draft a Lottery application form to get somebody else to pay for a flashy new Duo Discus, so you don't have to give up that flashy 4x4 in the car park.

As this sport is quite obviously not socially and sexually inclusive, is it any wonder that kids could not give a flying fart for it? That is the reason why young people over 16 are not interested: there is nothing in it for them, at most clubs they are not even welcome, and every other activity their limited time allows is not only 'cool' but falling over itself to recruit them.

Due to the draconian dictates of the outdated 1947 Air Navigation Order, in this country young people must be 16 to fly solo and enjoy a meaningful stake in this sport. *We are trying to recruit them when it is already too late!* At 16, young people have all of the world and his dog on their backs. They are engaged in their GCSEs with all the pressure to ensure grades for a future place at Uni. All media marketing is focussed on them attempting early establishment of brand imagery. Drug culture and peer pressure to do things that are

"cool" and hormones that are going bananas, with getting laid very much on the top of the agenda.

The simple answer is get them in and get them solo at 14: they have ample time during the summer holidays, they are fit, capable and keen to show what they can do. They can drive winches, retrieve cars, operate radios, rig gliders and most of all they can fly the pants off people only 10 years older; some of my best and most receptive students have been 14 and under and by far the best was an 11-year-old girl! I have heard many of the ridiculous "old fart" arguments as to why young people of 14 should not fly solo, ballasting being the most ridiculous (both my daughters at 14 were as heavy as their mother) and additional ballast is required for light pilots whatever their age. But this is merely the misguided conservative elements of our sport determined to maintain control and hold onto the tiller until we hit the rocks. The 14 solo has always applied in many European countries and there is no evidence they have any safety issue. The time for change is now, we have the opportunity of a lifetime under the JARs to change this ridiculous piece of legislation and give our sport the opportunity to thrive in the future. If we push for the 14 solo, we have the opportunity of doubling the flying membership of the BGA by 2020. If we do not, there simply is no future.

**Tim Wiltshire, GREAT STEEPING, Lincolnshire**

# Instructors: the debate continues

## What is being done?

The question many people want answered about Graham Morris's article *How good are your instructors?* (June-July, p22) is: "What is being done about the proposals?"

Graham has provided a personal view, but as he is a Regional Examiner and member of the BGA Instructors Committee I suspect his views will form the basis of discussion within that committee. Particularly as Terry Slater, the Chairman of the committee has lent support (August-September, p9) to Graham's ideas and proposals. If the Instructors Committee decides collectively to adopt some or all of Graham's recommendations these will need to be presented to the BGA Executive Committee for endorsement, rejection or modification as they would represent a significant change from current policy.

What concerns me, and many others, is the impact that such changes might have on certain clubs, especially those that are small in membership, weekend-only, or where the volunteer instructors do not have the same opportunities to do the amount of flying that Graham insists is required as a minimum. There are implications of a financial burden on individuals. There is a danger of only the larger clubs being able to provide the environment in which the minimum qualifications can be achieved by individual instructors. This in turn might lead to a polarisation of instructing at larger clubs or "regional centres".

We must find solutions that keep clubs bound together in the BGA for the greater good. This may mean adopting more flexible annual qualification minima, depending on the circumstances of the individual or his/her club.

I would hope the long democratic tradition of the BGA is upheld and the issues raised by Graham are properly debated. Perhaps the Club Chairman's conferences in the autumn would be an appropriate venue for such a debate?

**Richard Yerburch, WARMINSTER, Wiltshire**

## Is the tail wagging the dog?

Having read the letter by Graham Morris, which was supported by Terry Slater, Chairman of the Instructors Committee, I am dismayed.

Where is this all going? The BGA was set up by its member clubs to service the needs of those clubs and their members, not to generate jobs for the boys in a central flying school. To denude some clubs of local training facilities, which their members need and to further concentrate expertise in the main gliding centres will I believe just lead to the further polarisation of our movement and the even greater dissatisfaction of the more remote clubs. No account seems to have been taken of the effect this would have on

## How good are your instructors?

Not good enough if they don't do sufficient solo flying, says Graham Morris. He offers a personal view of the problem

*From the June-July issue of Sailplane & Gliding*

the day-to-day operation of the remaining clubs, not to speak of their futures.

To spread the workload on to people with specialist knowledge the BGA Executive set up a number of sub-committees of which the Instructors Committee is one.

However, in doing so, they have spawned a mechanism which is capable of destroying the democratic nature of our movement. Despite the weight and authority which seems to be behind these proposals, I do not believe that these have the backing of the BGA membership. And as far as I am aware, they have not been floated with the Executive Committee. In short, the dog has been given a tail which seems intent on wagging the dog.

I can already hear their wails, seeking to justify their claims with calls for best practice, under the banner of "We know what is best for you, we are beyond criticism, for we more than anyone, know what is right". They know every club, every circumstance and every member's needs. They know it all. We should be so grateful!

**Malcolm Sanderson, DUNS, Berwickshire**

## Ask the pupils

My friend Graham Morris may well be right that a certain amount of hands-on flying is necessary to maintain an instructor's ability to fly the two-seater adequately. However, it seems to me that skill in this direction could be gauged a lot more accurately by the occasional flight with the CFI than by searching log books for some arbitrary number of solo hours.

In any case, the most relevant practice comes from flying the two-seater during the course of instructing; doing demonstrations, taking over to prevent situations from getting out of hand and doing the bits the early pupils have not yet reached.

But flying ability is only one aspect of instructing. The instructor also needs a good grasp of theory, excellent airmanship and above all the ability to teach. This last covers a multitude of personal attributes and is, I believe, very difficult for an examiner to assess.

When an instructor is pretending to

instruct an examiner, he is only play acting and he is likely to be completely different with a real pupil.

Soon after I qualified as an instructor many years ago, I decided to learn to fly powered planes. I learned more about how and how not to instruct from the experience of being on the receiving end again than I had got from my instructors' course, and I had no difficulty in rating the power instructors from "excellent" through "good" and "fair" to "I would never fly with him again". And going back even further to when I first learned to glide, we pupils knew very well who were the good and bad instructors.

I believe the proof of the pudding is in the eating, not in arbitrary criteria.

Consequently, I don't think that you can begin to answer the question "How good are our instructors?" until you have found out what the pupils think.

**Ken Brown, PORTISHEAD, Bristol**

## What does solo time add?

The responses to Graham Morris's article were predictable, but a little disappointing. The only real criticism was his proposals were felt to be unrealistic from the instructor's point of view. There are two further issues to examine.

Firstly, what benefits does an instructor bring from solo flying to assist his student?

1. Ability to fly the glider? YES.
2. Ability to teach thermalling? YES
3. Ability to demonstrate manoeuvres such as turning, take offs/landings? YES
4. Ability to demonstrate further manoeuvre such as stalling, spinning, circuits, cable breaks? NO.
5. Ability to verbally present the exercises throughout the syllabus? NO
6. Ability to identify/correct problems? NO
7. Knowledge of the training syllabus? NO

Solo flying, obviously, is essential for some of the training. However, increasing solo hours will make no difference to 4 to 7, and little to 1 to 3. So why on earth should it make such a difference that he can be considered "adequate" or "inadequate"?

Even those who may agree with Graham must know that the likelihood of many instructors being able to comply with this are remote; this leads to my second point.

As gliding appears to be becoming polarised between cross-country soaring in high-performance sailplanes, and those who want to keep gliding as a viable hobby for all, is there a view that it should become an elitist sport, with training only carried out by the very best instructors?

If so, the existing instructor corps will decrease. Those not involved with instructing will have something to say if their subscriptions rise to cover the costs of employing instructors.

May I repeat an idea already proposed?



Don't lay down policy which will alienate a lot of people. Instead, assess instructors by annual tests carried out by CFIs or their deputies.

YOU set the test for what you require, basing it entirely on the ability to teach safely and well. The instructor passes or fails on this ability, not his solo hours.

If he passes, you have cleared another instructor to continue his work. If he fails, you have achieved the safety factor you require. Surely this is the only proper way to retain instructors?

**Nigel Pringle, ALTON, Hampshire**

### There's more to it than flying

Nobody will dissent from Graham's basic tenet that more flying helps to make a better pilot. And we would all wish instructors to be as good pilots as possible. But there are other factors that go into the mix. I would identify:

1. Communication skills are needed not just to teach various exercises but also to encourage and monitor developing pilots to fly safely and ambitiously.

2. Experience does count for a great deal: a current instructor may have done little cross-country or solo flying in the past few years, but have a wealth of significant flying in his or her career on which to draw, and will continue to offer excellent instruction passing that on.

3. Judgment is another factor: to put it baldly, the go-for-it and press-on character which makes a good cross-country pilot may not be best suited for supervising a busy launchpoint as weather deteriorates.

Graham's article nowhere recognises that there is more to being an instructor than just the flying. Indeed, as an instructor becomes more senior, much of the work – supervisory, administrative, and exemplary – is done on the ground. Competence in these areas is important in a good instructor.

**Peter Denman, CO KILDARE, Ireland**

### How good am I?

The article by Graham Morris seems to have touched a sensitive nerve. I guess most conscientious instructors appreciate the need to stay highly current and to be self-critical as Terry Slater emphasises, so they feel a twinge of guilt when the constraints of time and cost make the standard too hard to maintain, and adopt a slightly defensive posture. Few will ever experience the exquisite satisfaction of being wholly "at one with the aircraft" achieved through intensive and prolonged flying.

The Basic Instructor (a title many detest for its denigrating overtones) is often the first point of contact with potential members. A gifted teacher in the early flights will work toward building confidence and trust. Some instructors may not have this gift. Is that a contributory factor in the low yield of new members derived from trial lessons?

C. Harwood states that about one third of his pupils never touch the controls! Leaving aside amazement at such a high fraction, I cannot support a proposition that the essentially conservative and repetitive type of flying involved could count as solo time.

Even after sacrificing competing interests, an imbalance can remain. My answer is to try to visit other sites, and fly in unfamiliar aircraft with a good pilot, current on type. The difference between his flying and your own attempts can be humbling! Another thing I do is to subject myself to formal aerobatic training at intervals, to be challenged by the highest level of discipline, precision, and work rate possible. Then I ask not: "How good are your instructors?" but: "How good am I?" It is relatively easy to organise day trips or a weekend without destroying holidays and family, and I think these exercises expose weaknesses, and benefit awareness and handling skills very effectively. Try it if you cannot satisfy solo targets. Finally, remember pupils are influenced by instructors' behaviour outside the cockpit. I

could relate some appalling examples – but that would fill another page.

**Eric Smith, BRISTOL**

### Age limit for instructors

Having read Graham Morris's article with great interest, I should confess my self-interest. I have been an assistant instructor since April 1997. Instructing has given me immense pleasure (competence is for others to judge) but the current year has so far seen 35hrs and 200 launches of instructing plus 80hrs solo and 3,400km. The reason? I am retired. My club, Booker, needs me, especially in the low season when we have fewer professionals, but in September it lost my services because I am 70, fitness proved by a Class 2 medical notwithstanding. When I approached Terry Slater for confirmation that only Full Rated instructors can continue beyond 70, he expressed sympathy but said he is bound by the rules. I entirely agree that all instructors must be fully competent and there is no doubt that, as the years go by, our abilities become less, but it is hard to see that an age limit is appropriate. There must be some very fit, capable 75s and under-70s who are not.

It is essential that we give newcomers every encouragement, including providing instruction on days and at times convenient to them. Retired people can help. Continued competence can be assessed independently to avoid the problem of a CFI having to de-rate an old friend (or, worse, failing to de-rate him) by requiring an annual check by a Regional Examiner after a given age. It would often be worth the club's while to pay the expenses. Having a rule is always easier than taking a decision and multiple decisions are worse. However it would be good to know that the BGA Committee are prepared to consider the matter.

Do any other S&G readers feel strongly enough, for or against, to write a letter?

**Ted Coles, STEVENAGE, Herts**

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## Ye Olde Nimbus 2

With reference to Ian Dunkley's *Back to Basics* article (August-September, p18), I agree with many of the points made – but then I would, I am a VGC member. The Vintage movement has much to offer. I hope other readers will consider joining this friendly and supportive club.

In answer to the *Vintage Glider Group's guilty secret*, I admit I have that honour: to fly two of the best, a Weihe and LS-8. Aren't I lucky!

Incidentally, I remember a Vintage trip to the Wachtersburgh, in Germany, where Ian's Nimbus 2 had the phrase "Ye olde" put in front of the "Nimbus 2" motif on the front fuselage, in order to make the plastic ship acceptable. For many years a ship 25 years old was considered vintage. Perhaps his Nimbus is now worthy of consideration!

**Keith Green, GUILDFORD, Surrey**

## Handicap badges, too

As I am a Swallow pilot, Ian Dunkley's article certainly strikes a chord with me. Wooden ships can be as much fun as anything else in the sky, and equally rewarding.

There's something more of a challenge trying to get to the next thermal at 43kts in a T-45 than an ASH 25 storming along at twice the speed, particularly into wind on a breezy day. Of course, that's why for cross-country competitions and so on, there's a formula based on the notional performance of the aircraft.

Given that handicapping and performance formulae reflect the difference in ease between various gliders, why don't we have the same for badges such as Silver? When Silver was introduced, doubtless 50km was a notable flight, whereas today it's a couple of thermals' worth in the average hot ship. Okay, it's not down to us and there are all sorts of rules, but it's worth bearing in mind.

**Grant Williams, BLOXWICH, W. Midlands**

## Serious Enterprise

As someone involved in competitions 25-30 years ago, I have been following Nationals and Regionals this season. We all know the weather has been dreadful (please don't blame *weatherjack!*), but there have been missed opportunities. The way competitions are structured, directors have no choice. It does seem ludicrous that costly equipment lies idle; pilots, crews and organisers give up valuable time – and achieve next to nothing!

Comps require gliders to local soar for up to an hour before the start. This is nothing new, but fields of more than 50 did not occur in my day. Smaller weather windows could be utilised, and, when pilots realised it was likely to be a distance task, they could simply set off. This was not always fair, but at least they flew. Now, unless scrupulous fairness is probable, they don't go. But is it fair to declare a Champion on just one task?

What do people do in normal club flying? They take off when they can, fly as far as they think possible, and try to get home. The

## Back to Barbara Cartland

Many readers responded to the photo of Barbara Cartland on p59 of the August-September issue. Fred Marsh, of the Royal Aero Club, identified the person next to Barbara Cartland as Edward Mole, founder member of the BGA, and very kindly put S&G in touch with Mrs Liz Mole, his widow. She plans to do some more research to identify the occasion, saying: "I have a feeling it was when they managed to drop a rope and it carved up a few cars!" In the meantime, we show Edward Mole receiving a mascot from Miss Cartland (right).

The photograph on p59 shows Barbara Cartland in front of a BAC VII glider. As there is writing under the wings it was, no doubt, operated by one of the air display companies that operated around UK in the 1930s. See my book *British Gliders & Sailplanes 1922-1970* for further details.

**Norman H Ellison, SEATTLE, United States**

The solution to your Barbara Cartland picture is very easy. The man in the trench coat on Barbara's right is Edward Mole, a 25 year-old RAF officer, and the glider is a BAC VII. Mole was involved in UK gliding from about 1928. He was introduced to Barbara Cartland by a squadron colleague in early 1931 and persuaded her to sponsor him in a competition for a £1,000 prize offered by the Daily Mail for the first glider to cross the English Channel.

The Mail anticipated a newsworthy summer of glider splash-downs in the Channel, but Mole's plan was to tow the BAC,

suggestion – courtesy of my wife – is simple. When fair racing cannot be guaranteed, set an Enterprise-style task. This would not be part of the overall results, but at least people could fly if they wished – and I bet most would. You would have a Regional Winner (four competition days), and an – unrated – Enterprising winner (two days).

I would suggest that Enterprising tasks are simple, and automatic following a formal scrub. Go as far as you can round a maximum of say, four TPs totally of your own choosing, and aim to get back. Getting back could be scored as a simple percentage bonus, or according to the Assigned Area rules (for those who understand them!). This is more or less the old Free Distance in a new guise – and that used to be fun.

**Jack Harrison, jack.harrison@virgin.net**

## Car insurance: are you covered?

Recently, car insurance policies with sufficient cover for glider pilots driving their car on an airfield have been harder to find. I believe it is time to wake up insurance companies. I feel it would be useful if all pilots phoned up as many as they can (especially freephone numbers), asked for a quote and after getting a price, find out if covered "air-



designed by Lowe Wylde, to 12,000ft and glide across. Unfortunately the extra weight of the "lash up" tow gear on the Cirrus Moth tow plane prevented it getting above 6,000ft. When the competition opened, Robert Kronfeld towed to 12,000ft above Boulogne, landed near Dover and won the prize.

Mole then flew the BAC VII at various air displays, carrying the first glider mail – a letter from one town's Mayor to another – before writing it off in August 1931 in an inverted crash on a ridge near Brighton, flying it in a gale. Like many intrepid aviators of his day, he escaped without a scratch – and Miss Cartland apparently forgave him.

The story, and that of how he claimed the (still extant) world record of 147 consecutive loops in a glider, in Egypt in 1938, is told in his autobiography *Happy Landings*, published by Airlife in 1984.

**Mel Eastburn, MILTON KEYNES, Northants**

side". If not, the pilot should ask them why not, then tell them the policy is no good or ask them to send out the quote. The pilot can send back note to the company saying policy is no good excluding "airside" and asking them to reconsider the decision.

**R Brain, CHIPPENHAM, Wiltshire**

## Reconnaissance flights

My thanks to Mike Moxon, who with his letter and photograph of archaeological markings from the air (August-September, p11) has given me cover to go gliding almost as much as I like in the eyes of my wife, who became a "mature" archaeology graduate only six weeks before she qualified for her State pension. Now all I have to do is say I am flying an exploratory reconnaissance and promise that she'll get the credit among her fellow stones-and-bones buffs if I actually find anything new (or very old, if you see what I mean). Mike brought his Kirby Kite over to the Ulster GC some years ago and should come again: Ireland, North and South, is absolutely littered with traces of pre-Christian and later settlements which can add interest to the task of making Irish convection actually work.

**Bob Rodwell, BALLYHERBERT, Co Down**

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# Here be dragons

## Roger Coote, BGA Development Officer, reports on developments in North Wales, feedback and chairmen's conferences

### North Wales GC

IF YOU take the M54 out of Birmingham, join the A5 through Oswestry and Llangollen then climb over the mountains through the Horseshoe Pass, you will see before you a large expanse of green with a yellow winch standing in the corner. Overhead, gliders will be soaring.

Here is a site which is breaking new ground in many ways.

**North Wales GC**, having lost its former site due to the sale of Bryn Gwyn Bach Farm, joined forces with the **Vale of Clwyd GC** to operate from this completely new site near Llantysilio mountain, between Llangollen and Ruthin.

The site has enormous potential for hill soaring, mountain lee wave and thermals from south-facing mountains, especially the bare scree-slopes of "Worlds End" – adjoining the Horseshoe Pass. If you have a penchant for big country and for wild places, out where the dragons live, then this is for you!

The club's early days at Llantysilio have not been without problems. The initial application for planning permission was rejected but the club has been advised to appeal against that decision and a public inquiry is scheduled for December 19.

Meanwhile, flying is allowed to continue. Subject to the planning Appeal being upheld, the club will be able to enjoy both spectacular soaring and magnificent scenery, albeit under somewhat spartan conditions.

We have yet to see how this site will develop in soaring terms. By their very nature, mountain sites do experience from time to time some restrictions due to low cloud and high winds, but the members of North Wales GC are a hardy bunch and it is my bet that Llantysilio will soon be recognised as one of the best wave sites south of the Forth Bridge. I believe its future will be studded with Diamonds.

### Denbigh GC

IN THE spring of 1999, Keith Lewis and John Dean started up a new gliding club at Lleweni Parc in North Wales. They took a calculated risk as they had only 12 months' security of tenure and a fleet consisting initially of one K-7 two-seater training glider. Now, 18 months later, **Denbigh GC** has grown to 64 members and has three two-seaters and 15 privately-owned aircraft based on the site. A party was held at Lleweni Parc on August 12 to celebrate signing a 15-year lease, conferring significant long-term security on the club as an independent voluntary organisation.

Members contributed to a flying bursary, consisting of 12 months' free membership and flying, presented to a promising young member, Sally Conyers. The club has also decided to make a contribution to a local charity and made presentations to two other members, Emil Vanderville on his 80th birthday and to Bill Gray, who was giving up gliding after 55 years in the sport, more than 50 of which have been as an instructor.

Further investment is being planned in a new winch, a tug aircraft and a hangar in which members can leave their own gliders rigged.

Much has already been written about the

superb ridge and wave soaring conditions to be found in the Vale of Clwyd. Visiting pilots are always welcome. Ring John or Keith on 01745 813774.

### Consultation

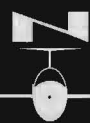
MANY thanks for your response to my questions about the minimum solo age for gliding and about the proposed Significant Areas for Sport (SASP) planning designation. Thanks also for the many opinions about improving membership retention. Views on the minimum solo age were varied and not without a note of caution. It was pointed out that teenagers frequently cause annoyance by "showing off" with motor vehicles, jet-skis, etc and that the same tendencies in aircraft can be catastrophic. Encouraging but controlling the natural exuberance of youth places a very heavy demand on supervision. That provides food for thought which should perhaps be the subject of further discussion at the Chairmen's Conferences before we lobby to change the Air Navigation Order?

### Chairmen's Conferences

ONE outcome of the BGA's recent meeting with Kate Hoey, Minister for Sport (as S&G went to press – full report next issue) is that club chairmen will be contacted and asked to write to their MPs to provide support for their governing body on a number of political issues.

The content of the letters will be discussed at the Chairmen's Conferences, along with the BGA's Strategic Plan, 2001-2005.

Conference dates have now been confirmed for Lasham on Saturday, October 28 and Pocklington on the following Saturday, November 4. These are planned to give a good geographic spread to make it easier for chairmen to attend. The Association is committed to better communication with clubs over strategies and policies, and the forum provided by these events is one of the mechanisms for achieving this. We look forward to seeing you there.



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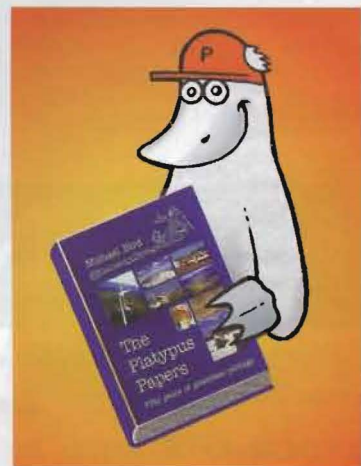
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# TAIL FEATHERS



## Gliders that may be all too final

MAKING resolutions is a foolish thing at any time, and making them in public is even more foolish. Thus my passionate statement in this column years ago that I would never return to the Alps was betrayed numerous times afterwards, much to the consternation of many who thought it was safe to go back there. My perfectly valid excuse was that circumstances had changed: I now flew in a two-seater and usually with someone who knew the Alps much better than I did, such as Bill Malpas or Jacques Noël, so that the terror and the ignorance (which gave rise to the terror) were mitigated.

Bearing in mind my inability to keep that vow and other similar silly public promises, I shall not say that I shall never fly in competitions again. But I did decide last January to give this season's contests a miss,



*I have not felt the slightest bit deprived*

to see how much of a wrenching deprivation it would be. I have not felt the slightest bit deprived, as you may guess. The good weather carefully avoided any national contest up to the time of writing (August 17). For instance, those people fortunate enough to have gliders with detachable tips were able to enter two separate Nationals – and succeeded in getting a total of three contest days out of 18.

But I didn't know that the weather would be so bad when I tore up my Nationals application form. So why give up, even for the briefest pause, the battle of wits that I have loved for so long? (*Apart from not having won anything since 1962, you mean? Ed.*) Well, I had in recent years increasingly got the feeling that in national

events big gliders were getting as close to each other in gaggles as little gliders, without enjoying the same rate of roll and, considering the ages of some pilots, without the same speedy reaction-times in moments of imminent dingery. (The spell-checker has given up at this word, derived of course from ding, which the spell-checker accepts.)

I don't much like being asked to inspect other pilots' gliders from close quarters after a collision, to advise them on whether they should jump: it's a rather heavy responsibility if you think about it. It occurs to me that pilots are estimating closeness to other gliders by their ability to read the other chaps' facial expressions (concentration, joy, rage, fear, surprise, indifference, obliviousness, lobotomy etc) without regard to their respective wingspans, and that therefore big gliders are getting even closer to each other than the little ones. That is probably paranoid nonsense, but an analysis of GPS loggers could resolve the debate.

One bold young pilot said to me that wild horses would not drag out of him the names, commonly circulated within his crowd, of the people who should be avoided by anyone wishing to grow old gracefully. Wild horses might not drag the names out of him, but a few pints of lager did. Somewhat to my chagrin, I was not on the list. Even more to my chagrin, but less to my surprise, I wasn't on the list of pilots to follow either. I think I may have been on the "harmless leech" list, or even the "occasionally inspired scratcher" list, but these are not categories that youths ambitious of contest success or longevity bother to memorise.

Before it appears that, like M Sartre, I am merely saying "Hell is Other People", I should say that increasingly close proximity to other pilots during competitions is not my sole concern. I must also mention increasingly close proximity to a range of hard objects such as trees, telegraph poles, power lines, cowsheds, and cows of both sexes, resulting from an obsessive urge to reach the finish line at any cost. One ground-effect finish at Lasham in 1998 put not a scratch on the glider but some deep scars on my soul. If you say: "How can you do a ground-effect approach into Lasham when the famous line of trees bars the

way?" all I can say is that the application of landing-flap at the right moment will balloon the glider up a good 100ft even at quite modest speeds. Don't try this trick at home, kids, just take my word for it.

(It does occur to me that it is possible that nothing about my flying or other people's has really changed: it's just that I am more aware of the hazards of comps as I get much older and slightly wiser, and as the urge to live forever creeps upon me.)

## New outlets for the will to win

Platypus's competitive impulse, however, was this year not frustrated, but satisfied by taking every opportunity to chalk up big distances for the National Ladder, and four flights totalling around 2,200km made me feel the season did have its high points. Most of the great days occurred outside competitions in small clusters of excellence that vanished as inexplicably as they arrived. I am not saying good riddance to contests, but I do like being able to take off and start when I wish. It is great not have to wait for two or three hours of soarable weather to pass by, thermals that are lost to mankind forever, like champagne callously spilled into the sand. I mention this epiphany on the phone to Hans-Werner Grosse and he says, "Ah, you've come to your senses at last!"

One advantage for those few of us who are numerate (which regrettably excludes the editors of *The Times* and the *Scientific American*, and the entire British Government) is that we can be consoled by knowing that this dreadful year for competitions was the last year of the old millennium, and not the first year of the new millennium. Somehow that makes it feel a lot better, doesn't it now?

## Arrested by Constables

When I set out for home the morning after giving an after-dinner speech at the Essex & Suffolk Gliding Club a year ago, I did my usual thing. Rather than consult a map or, humiliation of humiliations, actually stop my big BMW, wind down the window and ask somebody local the way, I insisted on navigating myself back to London by eyeballing the azimuth of the sun. Of which there was none. So I resorted to trying to observe on which side of the trees



the moss was growing; it's a neat trick if you can do that at 95mph. Before I was expelled, or "let go" from the Boy Scouts (not for any sordid offence, I rush to assure you, but for a consistent level of unpreparedness that threatened to bring the whole movement and its famous motto into disrepute) I was told the moss grew on the west side, exposed to soggy Atlantic breezes. No wonder so many Brits got lost in the wastes of Australia in the last century (yes, I mean the Nineteenth) what with the dire shortage of trees, moss and soggy Atlantic breezes. "Ah yes," you might interrupt rudely, as you would, "but plenty of sun down there." Indeed so, but when the sun is smack over you (or smack under you, if you like) its azimuth is not easy to work out. And you have to remember the sun flies backwards in those parts, which



"let go" from the Boy Scouts

maybe the explorers, who pre-dated Baden-Powell and the Boy Scouts but would most certainly have been "let go", forgot.

(I'm lost, too. Where the Heck is all this leading? Ed.)

Search me, I haven't written it yet\*. Oh yes, London steadily receded instead of advancing, and I found myself rolling into the village of Dedham, the name of which struck a bell. Of course, I said to myself, Dedham Vale, scene of Constable's most famous paintings, such as The Hay Wain.

\* Though *The Times* may not be able to count, it excels in the arts. The inspiration for the piece about Constable was the September 24, 1999 and August 8, 2000 editions of *The Times*, which in their turn were inspired by Dr John Thorne, director of Climate and Atmospheric Research Group at Birmingham University (just across the road from my old school) and author of *John Constable's Skies*

This, as you all know, shows a wagon stuck right in the middle of a ford, stuck so long that the artist could sharply delineate every wheel-spoke. The rustics on the old wagon would have got soaked if I'd come zooming through in my Beemer just then, I can tell you. Fords I treat with cavalier contempt; John Constable wouldn't have been able to delineate my wheel-spokes. You would have needed Turner, who loved machines that were just a blur on the landscape. (*Get on with it, Ed.*)

The point (*There is one? Bloomin' hooray! Ed.*) is that John Constable (1776-1837) should be the glider pilot's favourite painter, since he is acknowledged as the only artist to depict clouds and the rest of Nature so accurately that meteorologists can date some pictures from weather records of the period.

Incidentally (*Here we go again. Ed.*) whatever else you say about them, meteorologists are quite terrific when it comes to describing the past. Have you noticed that on television nowadays they spend increasing amounts of time on a new trick? They utter meticulously accurate statements that make you nod your head, saying, "Gosh, he's absolutely right!" Then you realise that they have been talking about the last 24 hours' weather, not the next 24 hours. They are hoping you won't notice, and with my concentration-span they are right. If I don't video-tape a forecast I can't remember a thing two minutes later. In fact, my record for forgetting what a TV forecaster has told me, despite devoting rapt attention to every word and image, is about seven seconds. Radio forecasts, devoid of images, are worse still: each word seems to erase itself as it is uttered. There is a special zone in my brain that does that without fail. The neuro-scientists are queuing up for my cerebellum when I've done with it.

Now in Edinburgh, which claims the world's most beautiful street (cheating really: one side of Prince's Street isn't street at all, but scenery) there is an exhibition of Constable's Clouds, which I hope to see and would ask all gliding Scots to visit. Most other painters stuck clouds in as a back-cloth, an afterthought, simply to fill in an otherwise flat and uninteresting expanse



niche-market specialists

of blue. Their clouds bore no relation to the light and shade on the ground, or to the atmosphere of the moment, or the season of the year. (They probably bought them in from niche-market specialists. Painting all over Europe was much like Birmingham small industry for centuries. Some people did only hands or ears, while others were fantastic with velvet sleeves or lace collars, and starved when the Puritans got in. With clouds I bet they said, "Luigi does a tasteful line in alto-cirrus, but for a really scary cum nim go to Alphonso's studio; only 30 doubloons per square cubit, lightning extra." Except that such precise terminology was not used until Luke Howard, a London chemist, gave us our present classification of clouds in 1803, a year after Constable exhibited his first picture at the Royal Academy.) Other painters failed to give the clouds perspective and make them soar back over the heads of the viewers. Constable's clouds give a sense of height and distance and therefore of space, which is what landscape is about.

The heart-breaking thing about those classic cloudscapes is that they remind us glider pilots that all that lovely lift was going to waste for hundreds of years, and nobody was around to enjoy it. Well, nobody except millions of buzzards, eagles, storks, swallows, swifts, hawks, ospreys –

(Sorry, that's enough, I'm out of space – Ed.)

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# LS-9

Jochen Ewald flies a long-awaited motorglider with a familiar look



**I**T LOOKS like a cross between an LS-4 and LS-6 and has an engine in the back – this is the LS-9, the new motorglider to roll out from the factory of Rolladen-Schneider.

Although the prototype first flew five years ago, it was powered by a two-stroke Rotax engine which shortly after was taken out of production. Like most other self-launcher manufacturers, Schneider turned to the powerful, new fluid-cooled 55hp Solo 2625 engine. As this motor was new, LS decided not to force the speed of production, but to test it thoroughly first. Now the LS-9, designed by chief engineer Wolfe Lemke, is going into production.

Basically, its main elements are well known. The fuselage comes from the LS-4 and has been widened a little at the

rear to accommodate the engine. The big, 5in main wheel has been placed further forward to prevent the aircraft nodding onto its nose when using the engine on soft surfaces. The angle of attack when the glider on the ground is also slightly higher than normal on LS machines.

A combined winch/aerotow hook has been installed half-way between the wheel and nose; as it's further forward than the normal c of g hook, winch

launch heights are likely to be about 15 per cent lower. The tailwheel has been elegantly integrated into the rudder for good aerodynamics.

The four-piece wings with their long flaperons are taken from the LS-6 18w moulds. Wing area is 11.4sq m and the aspect ratio is 28.4; to take the weight of the engine, however, the spars had to be strengthened. The leading edge has also been stiffened to avoid possible flutter problems.

The 55hp Solo 2625, two-stroke, twin-cylinder engine is mounted at the bottom of the propeller mast and drives the blades via a toothed belt.

The LS-4 cockpit will already be familiar to many pilots, but it has had mountings added for the flap lever. Like all modern flapped LS designs, the flaps

are taken to the positive setting when the airbrakes are opened. In the LS-9, a stop is placed at the 0° flap position to avoid overloading the wings by pulling out the airbrakes and flaps at high speed.

The flap lever might be a little more comfortable if it was placed a little further forward as pilots with long arms might find their elbow restricted when they move to the 'L' position.

Close to the canopy frame there's an emergency fuel cock and the fuse switches for the electrical system. Two batteries are used, a big one for the engine starter and systems and a small one for the avionics. The larger of the two is charged by the engine and in turn charges the smaller one via a diode. Pushing one of the fuses runs a built-in refuelling pump which enables you to top up the 23-litre tank with 1:50 mixture from a can beside the fuselage.

The canopy itself has a Röger hook at the rear to aid jettisoning of the canopy without hurting the pilot. LS plans to offer the NOAH emergency exit system, which is basically a cushion which inflates by pressurised air after the canopy has been ditched and the straps undone, to lift the pilot above the cockpit wall so that he or she can simply roll over the side.

All the instruments, lights, switches and the throttle are well grouped together in the lower (fixed) panel of the instrument mushroom. The upper part of the panel has room for the usual instruments plus a stall warning lamp with a horn. Both are only active when the engine is out, to help the pilot differentiate stick-shake from propeller turbulence or a stall.

During the first few yards of taxiing pilots used only to damped tailwheels might find that with the wheel in the rudder they oversteer a little, but they will soon get used to it and find it very accurate. Both wingtips have small wheel to aid taxiing.

I took off at Speyer using the flap setting recommended, +10°, but with a strong crosswind you can use negative flap then



*The tailwheel is elegantly integrated into the rudder*

switch to +10 after levelling the wings. Even at +10, though, I found the long flaperons so effective that the wings can be levelled after a few metres of ground run. The take-off run itself is short and the LS-9 climbs steeply at 90km/h with a climb rate of 3.5m/s with the engine at 6,000rpm. On the warm summer day I flew, it took a little less than five minutes to reach 1,000m.

In horizontal flight, the LS-9 reaches 160km/h with the engine at max rpm, but these engines are not really designed to do this. The best way to get the most distance from your fuel and give the engine a long life is to use the saw-tooth system: climb with full power, stop, retract the engine and then glide. Flown this way, the LS-9's 23 litres of fuel could give a 500km flight.

### Firing up the engine

Full power stall speed with flaps at 10° is reached at about 72km/h, the stall warning sounds at 78km/h.

To stop the propeller after the ignition is switched off, you have to slow down to below 90km/h. To lower it into the fuselage it's necessary to pull back a locking lever until resistance is felt and then accelerate to 120km/h where the prop will turn slowly until the correct vertical position is reached and the locking lever can be swung home completely. After checking its position in the mirror the engine and propeller can then be lowered into the fuselage. To fire it up in flight, you can either

use the starter or accelerate to 150km/h.

With the engine away and flying at a weight of 470kg I found all the controls well harmonised. The wings are relatively stiff, so it's easy to feel the thermals. The big flaperons don't have much friction and give no feedback about the lifting force of thermal bubbles. That meant I could put the LS-9 into a thermal then fly hands off.

The thermal flap setting of +10 degrees at 95km/h gives a 45° to 45° roll rate of about 4.5 secs, quite nifty for an 18-metre glider. Generally, though, in weak-medium thermals, I found it best to fly with about 30° of bank at 85-90km/h.

As far as performance is concerned, there should be only a marginal difference between the LS-9 and the LS-6 18w.

Landing the LS-9 is easy with effective airbrakes and flaps set to L. Recommended speed is 100km/h for the fully-laden glider, but at my weight I found 95km/h quite satisfactory. Sideslipping is possible and effective without significant trim changes. During steeper sideslipping the rudder is "blown out" a little as with many gliders with large rudders, but only low forces are needed to bring it back.

Landings can be fully held off, but at touchdown you have to pay attention to the directional control of the tailwheel as it's in the rudder – on the ground you need much less rudder to steer than in the air. The undercarriage is well sprung and the wheelbrake – on the rudder pedals – is effective, but it needs a lot of foot pressure to overcome the strong spring intended to stop pilots braking unconsciously during take-off.

With the LS-9, Schneider has finally offered the motorglider many LS pilots have been looking forward to and it should be among the top of its peers. It might have taken five years to go into serial production and bring LS-6 18w performance to the class, but it has been worth the wait.

*Photos by Jochen Ewald, with Werner Scholz flying the LS-9 for the aerial shots. Please send an SAE to S&G if you would like to see Jochen's full report*



*The LS-9 cockpit will be familiar to all LS-4 pilots*



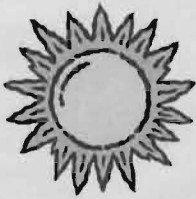
*The 55hp engine shown in its working position*



*The lower panel with the Ilec engine control instrument*

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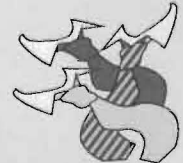


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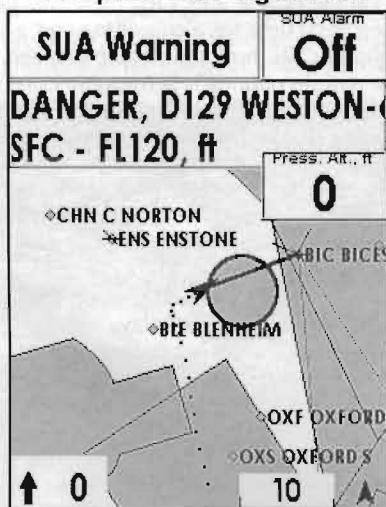


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## One K-21's epic journey

**Team leader Dennis Maddocks describes how – and why – seven members of Wrekin GC made an epic trip from (almost) Land's End to John O'Groats**

**A**FTER six months of planning, the start of Aerotow 2000 was just hours away. As soon as the Red Arrows closed the Cosford airshow, seven intrepid people would depart on an epic trip. On hearing this, the Swordfish display pilot sitting in front of me asked the person next to him: "why?" Good question, I thought.

It began when a neighbour's illness made me start thinking about the things we take for granted – like gliding. The CFI of the Wrekin Gliding Club, Mick Davis, and myself had flown a motorglider around the UK a few years earlier and I considered getting people to sponsor another trip. However, to make it a success we needed to get people en-route involved and that needed an incentive. So, I thought, why not tow a glider around the UK giving trial lessons to raise money for the Anthony Nolan Bone Marrow Trust? The club sceptics just laughed; Mick realised I was serious. We set a start date of June 18 for a flight from Land's End to John O'Groats, and began planning.

Just as the anticipation was beginning to grow, tragedy struck. Team member Julian Pazski died when the club's Chipmunk crashed on take-off in March. He'd had a heart attack. His death had a major impact



*Dennis Maddocks (tuggie/instructor) with, in glider, BI Andy Done, at Campbeltown. Other team members were: Mike Osborn, Mick Davis (instructors/tuggies); Mike Robinson, Steve Riddington (both tuggies) and Pete Morgan (van driver). They used Cleveland's GC's Chipmunk, G-BCCX, and Steve's Auster G-AGVG with Wrekin's K-21, R22. The photos, nearly all by Mick, illustrate some of their northern adventures*

on us all. For a while, as you'd expect, Aerotow 2000 seemed less important and we came very close to cancelling the whole thing. For one thing, we had no tug. But by mid-April we had made the decision to continue.

So, after spending June 18 at the airshow, we set off for St Athan spot on time. ATC kindly stayed open in order to liaise on our behalf with Cardiff. It was a beautiful evening, and we flew four people raising £360. Becky Canlett's squeal of approval as I looped her on the last flight ended a memorable day. Once the aircraft were in

bed the magnificent seven, still in flying suits, retired to the pub for a well-earned drink. (The reason for the flying suits was that people always judge a book by its cover. You can have as much experience as you like but the public will always go to the growbag first.)

Our intention for **Monday**, June 19, was to route via Chivenor and St Mawgan to Land's End. But at Chivenor Steve and Mick in the Auster told me visibility was not that good on the way in and a fog bank was just off the coast. Time for a cup of tea and a few phone calls (how did people manage before mobile phones?). St Mawgan confirmed that the weather was marginal, but improving slowly. However, if the sun came out, the sea breeze could bring in the fog off the coast. Ouch! Worse was to come: a phone call to Land's End revealed a 400ft cloudbase with little chance of it lifting. A tough decision. The only answer was to miss Land's End and pick up the route at Merryfield on **Tuesday**.

Yeovilton had gone out of their way to allow us to use their relief landing ground at Merryfield and had closed it to all other traffic for the duration of our visit. From there we went to Kemble. On both trips we encountered a lowering cloudbase on the final few miles as a front moved slowly north-east. But within 30 minutes of landing at Kemble, the cloud had almost gone, the visibility was over 20km and five BI flights produced more income for the trust. The hospitality here was a major highlight



Left: Gloom at Denbigh.



Above: brilliant sunshine at Oban, home of Connell GC

The flight to Oban past Ben Nevis (above) was in a sky with unlimited visibility

of the trip. Kemble Management Ltd in the guise of Paul and David Dowell, donated £150 and gave us the keys to the tower for the night. Steve slept in the ladies toilet to get away from the snoring, or so he said!

On **Wednesday** we detoured to Cosford and Tatenhill before arriving at Syerston, where we flew two BIs before a 50-minute transit to Sutton Bank. The glider released over the white horse and found some lift to finish the day in style. Once our van arrived it was down to Thirsk for a well-deserved balti and a beer.

**Thursday** was planned as a rest day apart from a visit to Linton in the evening. We had hoped to fly the ridge but it dawned overcast with the wind from the south.

Andy dug out a remote-controlled glider and along with Pete went off to find a bit of ridge lift. All they found was rain and an hour later two bedraggled figures emerged, muttering, from the gloom. By 17.00 the weather had cleared and I was in the tower at Linton following

the tug combination's slow progress on radar. Another two BIs were flown.

**Friday** proved to be an interesting day, which could have ended a lot worse for me. It was my turn as P1 in the glider, with

rows of gleaming black Tucanos, some with engines running.

The circuit was so busy that we had to wait 20 minutes for permission to line up the combination on the runway. Once air-

borne we settled into the transit at 2,500ft for Northumbria GC, Currock Hill. A rope break is always possible so we both monitored the fields available. Although the glider could land anywhere on Currock Hill's east-west strip, the brief for the tug was to land west of the windsock. We released 2,000ft above the field and although Pete mentioned the initial high sink rate I didn't register it, as it quickly returned to normal.

My priority was to get on the ground and check out the landing area for Mike. I started to set up a left-hand circuit and suddenly found tremendous sink. My next decision proved to be far better: a quick turn towards the airfield rescued the situation, ensuring



Team members' perspective on the Blackpool tower was rather different to most trippers'

Pete in the back. The wind was from the north with gusts up to 28kts expected. The tow out to Linton's runway 28 was an experience in itself, straight down the flightline, at walking pace, between two



Andy Done (rear seat) took this photo of himself and Pete Morgan near Oban



Feshiebridge, home of the Cairngorm GC, was reached in superb conditions

➤ we did not get caught on the wrong side of power cables that were rapidly growing in size. The sink decreased, and I was able to land, albeit well up the field. I've flown enough ridge sites to know about curlover and should have concentrated on my own flying. Mike was more than capable of looking after himself. We parked the aircraft and waited for conditions to ease. We did manage one BI flight at 18.00, but it was still rough, so we reluctantly cancelled the remaining flights and departed for Borders GC and, eventually, Portmoak. With Andy in the back, we released into weak wave, gained 1,000ft and finished with aerobatics over the loch before landing just after 22.00.

On **Saturday** we got to Leuchars and were keen to carry on to Aboyne and Kinloss, but the weather was up to its tricks with low cloud on our intended route. Therefore we resorted to plan B, drank loads of coffee in ATC and pestered the life out of the poor met man. Another problem was that Leuchars were expecting rather a lot of F18s to arrive who had just tanked across the pond. As the weather finally improved, the combination departed, a mere five minutes before five F18s broke into the circuit. At Aboyne, Andy and Pete were amazed at the pencil-thin runways, which I am told are just a little wider than the undercarriage on a Piper Cub. We made it to Kinloss that evening.

We had six to fly at Wick and they all agreed to fly on **Sunday**, so that we could make the most of the weather. Rick Jones, CFI of Fulmar GC, kindly took on the role of soup dragon. We departed Kinloss at 10.45 with a 3,000ft cloudbase. Not for the first time on the trip we were wearing life jackets and looking for the shortest route over the wet stuff. The transit was fairly straightforward, though at times the landout options were limited. We raised a staggering £823 at Wick, giving Liz Oman, who had raised the most money, a flight to remember around John O'Groats. We departed south-bound under yet another lowering cloud-base. By the time we reached Inverness the weather had improved dramatically and we landed at Feshiebridge, home of Cairngorm GC, in superb conditions and amended our plans to continue to Oban. Another good decision: the flight there past Ben Nevis was in a cloudless sky with unlimited visibility. Words cannot describe the breathtaking views. Mick and I, leading in G-CX, had flown the route in a motorglider in 1997 in similar conditions. We arrived at Oban in the early evening to wonderful hospitality from Connel GC.

By **Monday**, June 26, the team was well ahead of schedule, with most of us in need

of a rest. Our next BI flights were due on the 29th at Samlesbury. The weather was still good so we launched the fleet for a photo shoot and flew some of our hosts in the Auster. On Tuesday, the met at West Freugh suggested a trough out to the west could bring in some low cloud and drizzle. We agreed to move south while we could. After Campbeltown we called in at West Freugh for fuel, before a night stop at Dumfries & District GC. Falgunzeon is a large clearing among trees at the top of a hill and the landing area is a compacted sand track, which Mike R couldn't quite believe. As I was in the K-21 and it was still thermic I stayed airborne. Ten minutes later it was frustrating to be called down to meet the local press. We were also able to renew our acquaintance with Julian's brother Kaz Pazski, a club member. The contrast between clubs we visited was quite remarkable: Borders with its modern facilities; Falgunzeon struggling with the bare necessities. But what every club had in abundance was nice people willing to help in any way they could despite, sometimes, very little notice.



*"Connel GC were amazed to see us. Before we knew what was happening they made us a three-course meal, and beer and whisky were on the table. To say we were treated well would be an understatement. "If only we knew you were coming," they told us..."*

**Wednesday** involved more transit flying as we headed south back into England. We called in at Barrow/Walney Island before continuing to Woodvale.

By **Thursday** we were keen to get going again as we had not flown any BIs since Wick. The weather was good enough for the short transit back to Samlesbury. Jeff Wood of 635 VGS and Linda Crawford of the Trust met us. The three people we flew enjoyed it despite the poor visibility and we flew back to Woodvale with another £400 pledged. As soon as we landed at Woodvale we began more BI flights, with my brother in law and his friends raising £860 between them. We were delighted at having raised £1,260 for the trust in about five hours. What better justification could we have that idea was a good one?

On **Friday**, as the Chipmunk was needed at Dishforth the following day, we decided to return it early and use the Auster for the final few tows of the project. With the

Auster in the lead, flown by Mick and Mike R, I followed in G CX "protecting their six," satisfied at the way things had gone and at the same time thinking of Julian. He would have loved it.

We left the Chipmunk at Linton for collection and flew back across the Pennines for the glider. The weather was still not brilliant for the transit to Denbigh GC in North Wales, so Mike O as an ex "Lleweni Parc" CFI led the combination. As Mick and I drove past Queensferry we could see the weather was poor and half-expected to find they had returned to Woodvale. However, Mike O's local knowledge paid off and they were on their third cup of tea as we arrived. Wrekin GC wave fly from Denbigh twice a year and know the site and people very well. So we were very disappointed at the prospect of having to cancel the BI flights we hoped to give. However, the weather did improve and we were able to finish them off in style. Everyone was tired so rather than the big last night celebration we settled for fish and chips while consuming the last of the beer from the van.

**Saturday:** so near home and the weather nailed us at last. The forecast was for low cloud and heavy rain all day. Mike R and Andy had commitments, so I reluctantly drove them back to Cosford. I spent a few hours at home then started the return trip expecting to stay another night at Denbigh. Suddenly, out of the gloom came a ray of sunlight and I realised things were getting better. By the time I arrived in Denbigh it had improved enough to at least have a look. Mick and I jumped in the Auster and flew down the valley towards Ruthin. The problem was the hills between the Cheshire

plain and us. We agreed that if we couldn't go under the cloud we could definitely go over. Which is exactly what we did. I released from tow over Cosford at just after 19.00 and completed a couple of loops over the hanger before landing.

We were satisfied to have completed a very difficult challenge, not only on time, but safely.

The statistics for Aerotow 2000 make interesting reading. We flew 1,550nm in 13 days, averaging about 25hrs flying in each of the powered aircraft. The glider clocked up nearly 40hrs and we landed at 27 locations, flying 46 BI flights. As a result, a cheque for just over £5,000 will be presented to the trust: 50 people can be added to the bone marrow register. As a team we all enjoyed the experience and are very grateful to everyone who helped us make Aerotow 2000 a success.

When I next see that Swordfish pilot, I will ask him: "why not?"





# GLIDING EVENT OF THE YEAR

## BGA ANNUAL CONFERENCE AGM & DINNER

Saturday 17<sup>th</sup> February 2001  
Eastwood Hall, Nottingham

### → IT'S FREE

Starting around 9:30am, and continuing until about 6pm, the 2001 Annual BGA Conference and AGM will (again) be packed full of interesting talks and discussions.

There will be an exhibition running alongside (including the latest gliders).

As usual, it's FREE!!

### → DINNER DANCE

Tickets for the Dinner in the evening are now available. As usual, there will be live entertainment after dinner. The cost of the Dinner Dance this year is £22, but book early.

Lunch will also be available for a hot and cold buffet (pre-bookings are required, and will cost £10.95).

### → CONFERENCE CENTRE INCLUDES LEISURE FACILITIES

This year the event is being moved to the Eastwood Hall Conference Centre, Eastwood, near Nottingham. For more information on the venue, the Conference Centre has its own web page: [www.hayley-conf.co.uk/pages/eastwood.html](http://www.hayley-conf.co.uk/pages/eastwood.html)

The Conference Centre offers full facilities, including a free leisure centre (indoor swimming pool, Jacuzzi, fitness centre, snooker).

For those wishing to stay, we recommend an early booking. The room cost is the same as last year: £60 per room (based on 2 sharing).

### → BOOK EARLY TO AVOID DISAPPOINTMENT

For more information or to book lunch & dinner tickets, contact:  
Claire Emson on 01280 705741 or mobile 07808 614993; email: [claire@eventia.co.uk](mailto:claire@eventia.co.uk)

Check out the web site by following the link from: [www.oxford-gliding-club.co.uk](http://www.oxford-gliding-club.co.uk)  
or from the BGA web pages.

***To book accommodation, contact the Eastwood Hall Conference Centre directly  
Telephone 01773 532532 Fax 01773 532533 quoting "BGA Conference and Dinner"***

# An all-time classic

**Nan Worrell takes a highly personal and nostalgic look at a star of the Sixties – the K-6**

**H**HEY, FORGET diamonds, dogs or money – a K-6 is truly a girl's best friend. In my case it's a K-6CR (number 772) which I have owned for a decade, having imported it from Switzerland when K-6s were a scarce commodity in the UK. Times have changed and it is easier now to find a K-6 for sale, but the pleasure of flying such a docile and elegant machine never ends.

There can be few people gliding today who haven't, at some time, experienced the sheer joy of flying a K-6 and if anyone tries to tell you that they're only suitable for local soaring they couldn't be more wrong. I have managed a Diamond goal flight in mine as well as a number of competition flights of similar length while others have flown a Diamond distance in theirs (and without going abroad to do so, too!).

I must admit that I do now also have a share in a Discus (another elegant, and docile glider, but that's another story) but the K-6 will always be my first and greatest love.

Incidentally, if you've never had the pleasure of flying a K-6 then beg, steal or borrow to make sure you do.

## History

The K-6 was first produced by that great German glider manufacturer Alexander Schleicher in the late 1950s. It is of conventional wooden construction with a ply and fabric covering. The designer was Rudolf Kaiser, who, incidentally, designed



Rudolph Kaiser is said to have designed the first K-6 to get his Gold Badge

All photos: the white planes picture co.

all of the Schleicher gliders that carry the K designation. Rudolf Kaiser is reputed to have designed the first K-6 in order to gain his Gold Badge, probably little knowing at the time that the K-6 would become one of the great production classics.

The series began with a 14-metre wingspan K-6 followed by the 15-metre K-6B to meet newly-revised Standard Class regulations. The K-6B was constructed with a main skid and the K-6BR was a later variant with a main wheel (a wheel being a 'rad' in German). The K-6B won the OSTIV prize for the best Standard Class design at the 1958 World Championships in Leszno, Poland. The K-6C was a further development of the K-6B and incorporated a number of minor improvements, including a modified wing root, and more of the wing was covered with plywood. Some models of the K-6CR were built with an all-moving tailplane and these were designated as K-6CRPEs (PE stands for "pendulum

elevator"). This modification was later introduced into the K-6E design. There was also a K-6D which had a strengthened main spar (to meet Belgian construction specifications, can you believe?).

In 1963 Kaiser designed the K-10, which was a modified version of the K-6CR. Only 12 were built before the K-6E was designed and around 390 were built between 1965 and 1970. The reason for Kaiser's return to the K-6 numbering sequence with the E is lost in the mists of time. The K-6E was the last significant development of the K-6 series. Compared to the CR, the E has a longer canopy, lower fuselage, modified leading-edge profile and that all-moving tailplane. These modifications were enough to give a substantial improvement in its performance, increasing the best glide from around 29:1 to 33:1 and making the K-6E one of the hottest ships of its time.

In total, more than 1,300 K-6s were built (predominantly K-6CRs). Many are still flown in locations across the world, with around 70 flying in the US and some 700 or more gracing the skies over Germany. Should you ever happen upon an ESK-6 this is one of the very rare models built under licence in Australia by Edmund Schneider Pty Ltd. It is a modified version of the K-6CR for Australian conditions including the use of spruce instead of pine for construction and modifications to the canopy and main wheel.

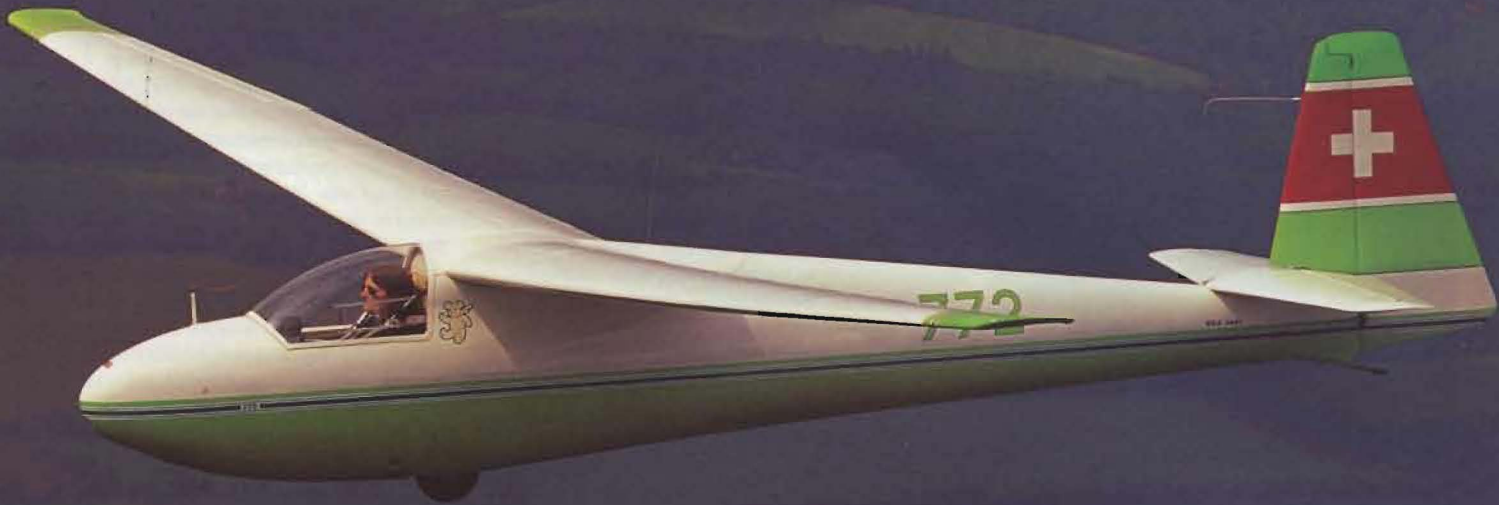
## About 772

Of the 800 or so K-6B/CRs to be built, mine does represent the height of luxury, even if I say so myself. At some time in its history 772 must have been owned by someone who lavished much time and energy on a series of modifications which make it one of the most comfortable K-6s around. The inside of the cockpit is furnished with an upholstered fibreglass lining and a contoured seat which makes long flights quite possible without any attendant bum-ache. Over the decade I have owned 772, with a lot of help from friends, I have continued the tradition of modifications, which have further improved the comfort and ease of flying. These include improved instrumentation (audio vario, GPS), a fin-mounted total energy tube and even in-flight comfort arrangements (female-adapted, of course). What more could a girl want?

In the early half of the 1960s K-6s were a common participant in competitions across the world. Heinz Huth of Germany won the Standard Class at the 1960 German and 1963 Argentinian World Championships in a K-6, while Hans Werner Grosse was the



"If you've never had the pleasure of flying a K-6," says Nan, "then beg, steal or borrow to make sure you do." For more detail about how it handles, turn over to K-6 in flight is a positive delight on p29



*Nan Worrell in 772, which she has flown for more than 300 hours. Her most memorable flight was a dog-leg to St Neot's and back from Lasham – launching at 13.45hrs. "By the time I got to St Neot's it was 16.30," she says, "and I was very seriously asking myself what on earth I was doing in the middle of Cambridgeshire so late in the day..."*

highest-scoring pilot at the 1965 US Nationals when flying a K-6E as a guest there. A number of records have also been set by pilots flying K-6s including, in 1964, American pilot Wally Scott – who flew his K-6CR to a world goal of 837kms. Wally later flew his K-6E some 888km to win the 1967 Barringer Trophy.

In the UK, 500km flights in a K-6E are rare but not unheard of, although a long soaring day and a fair degree of skill and perseverance are required. For example, Adrian Emck of Lasham completed a 500km double O/R via Leicester Forest East, Newbury Racecourse and Northampton West from Lasham (a total distance of 509km) in July 1996 in a time of 8 hours and 34 minutes. This success followed 17 failed attempts during which Adrian covered some 3,680kms in a total time of 86 hours.

A 500km flight in a K-6CR is that bit more difficult as there is a definite gap between the two machines in performance. This is

reflected in their handicaps (84 for a K-6CR and 90 for a K-6E). Nevertheless, Tim Macfadyen, now CFI at Nympsfield, during the magnificent summer of '76 (are you old enough to remember that far back?), managed a 500km triangle from Nympsfield via Crewkerne and Melton

**'In 1964, Wally Scott flew his K-6CR to a world goal record of 837km'**

Mowbray on July 22 in a time of 9 hours and 45 minutes in his K-6CR, Buttercup (211). This glider, which is still flying today at Aston Down, was equipped with only a PZL vario and, of course, no GPS.

My own most memorable flight in 772 was a 294km dog-leg to St Neot's from Lasham, via Bicester on the way out and Didcot on the way back, during the Lasham Regionals in 1998. Now, who on earth would set a 294km task, I can hear you all ask – but someone did!

Fortunately for me I already had a

Diamond goal under my belt so, with a late start predicted, 294kms seemed a lot further than I actually wanted to go that day anyway. However, I'd paid my entry fee and my crew seemed pretty cool about a possible retrieve from Cambridgeshire so at about 13:45hrs I launched into what was quite a reasonable sky. Much of the day had, of course, already gone. I flew steadily and happily until I got to Cranfield and started meeting other competitors who had already turned St Neot's and were on their way back. That was when a huge dose of depression set in. Nevertheless, I gritted my teeth and carried on to the TP.

By the time I got to St Neot's it was 4:30pm and I was very seriously asking myself what on earth I was doing in the middle of Cambridgeshire so late in the day.

Fortunately, there were still a few stragglers milling around the TP (mainly gliders who had started after the grid had launched) and that, at least, gave me some comfort. The return trip was a case of



*Nan's much-modified K-6 has an audio variometer, GPS and fin-mounted total energy tube...*



*The inside of Nan's cockpit has an upholstered fibreglass lining and contoured seat for comfort*



*772's distinctive colour scheme has the UK comp number on the fus and Swiss markings on the fin*



The K-6 is a stalwart at clubs across the UK: 558, left, dates from 1966 and belongs to Eric Lowe of Essex & Suffolk GC. He has 30 solo flights/eight hours, his syndicate partner Kim Smith did Bronze in it and 16-year-old Paul Hibbard has an insurance share.

Although a rare sight now at Regionals, K-6s remain true to their contest heritage. At Trent Valley GC this August, four took part in a wooden comp (with a Pirat, Dart and K-13). Johnny Kitchen takes up the story:

*"Vot – it is made of vud" – as my old Dutch friend Bun de Wilde once exclaimed after I returned from a cross-country in the K-6: not an epic, but a cross-country nevertheless. So one dismal October evening the idea of a wooden comp was not so much born as stolen from Bidford, who have been doing it for years.*

*Of ten wooden gliders on site, seven entered, with pilots ranging from pre-Silver, to Full-Rated instructors, and superb prizes from Rex Flint, Sue Bootland, Janet*

*Nicholson and insurance guru/K6E pilot Stephen Hill. All I needed now was the weather!*

*Saturday, Aug 12 looked like it might just be the day my hopes were pinned on and, sure enough, it was.*

*A 126km triangle, set by CFI Paul Holland (Kirtton–Pocklington–Burn) was completed in fine style by five of the magnificent seven. Paul James managed 80km, a highly-creditable first cross-country. I landed the K-13 out after 70km (I should have just read the map and let Norman do the flying).*

*Steve Wilkinson (Dart) and Andrew Turk (K6CR) were joint winners with Gordon Bowes (K6E) second and Jeannette Kitchen (K6CR) third place. The booby prize went to Dave Bienasz for flying the task the wrong way. Though Sunday was scrubbed, the Wooden Cup was a success. If you'd like to steal this idea – which I stole anyway – feel free; and if I can help, you've only to ask: 01472 600770 or Johnny@10up.Greatescape.net*

➤ progressing from airfield to airfield ever mindful that the day could finish at any moment and an aerotow home would save my crew a long retrieve.

However, I steadily made progress back towards Lasham and when I turned Didcot at about 18:30 with a reasonable sky still ahead of me and a tailwind behind, I felt the glimmer of a chance that I might make it home. I tip-toed down past Aldermaston and found that one last climb to the north of Basingstoke which just assured me of my final glide home (thank you, John Willie, your final glide calculator has never let me down). I finally crossed the finish line at 19:15pm to loud cheers (apparently) from my long-suffering crew, who had had a few

outings that week already. All I can say is thank goodness it was only 294km – 300 might just have been 6km too far!

So, for those of you who have flown a K-6, I hope I have evoked some pleasant memories. For those of you who haven't yet, I hope you will be sufficiently inspired to get your bottom into one at the first opportunity. For those of you who do it all the time – see you up there!  
*Nan Worrell has a Gold Badge, Diamond goal and has been gliding at Lasham for the last 12 years although she says it feels more like a lifetime. She has flown some 600 hours – well over half of them in her K-6. Apart from 772 she has shares in a Discus (P5) and a T-21 (993).*

### Further information

**If you haven't had enough history, nostalgia or inspiration there are some good websites. One of my favourites is [www.sifow.com](http://www.sifow.com) (span is for wimps) owned by pilots from Buckminster. Another is [www.soaring-team.de](http://www.soaring-team.de) – a German site owned by a family of K-6 devotees and despite any language barriers well worth a visit, if only for their photographs and obvious passion for their glider. There is Schleicher's own website, [alexander-schleicher.de](http://alexander-schleicher.de) (again in German). Finally, George Moffat's wonderful book *Winning on the Wind* provides an insight into the competition world of the 1960s and 1970s**

## Now *that's* what I call a downwind dash

I AM VERY proud that I managed to do my Gold distance flight – which is an old-fashioned task – in the old-fashioned way. That is, from a bungy launch, in a K-6CR. In a straight line, too.

I'm not quite so proud of the fact that it took me five years and 700 launches to get there... and a 30kt tailwind on the day.

The venue was the Long Mynd task week and vintage rally, August 1985, and the task set for the day was Long Mynd-Worcester (to go around airspace)-Great Yarmouth (North Denes airfield).

As usual, the interesting things about the flight were the problems and mistakes. To start with, the last thing a Gold distance aspirant needs is a partner who demands to fly the glider today. NOW! Then there was the little problem of finding a crew to retrieve me from Great Yarmouth to the Mynd – not a pleasant trip in 2000, worse then. I was fortunate at the time to have a glamorous, persuasive girlfriend (long since traded in for a faster model) who found me a crew – by the simple expedient of going into the men's bunkroom and just dragging some poor guy out of bed. At least, that's what she told me.

Meanwhile, I am sorting my partner out to

fly. Those of you not familiar with the Mynd on a howling westerly day will be relieved to know that we get into the glider safely hidden in the wind shadow of the hangar, strap in, open the brakes and then tow out gently to the bungy meadow. Imagine our surprise when we get to the launch point to discover that it is actually windy enough to hand launch the gliders – which is why the bungy rope is nowhere to be seen despite the gliders going up and down the ridge.

We declined the offer of a hand launch on the grounds that it would be just too embarrassing if it all went horribly wrong. (Write the report in your head before you go off to have the accident and if it makes you look like a complete idiot don't do it!) So, after finding the bungy, my syndicate partner indulged in a spot of light local soaring with the locals and vintage boys, incidentally getting the wings covered in bugs – thanks.

I did all the running around that you did in those days – maps, barographs, sticky tape, declarations, camera, etc. (If only it was as simple as that now. How long have YOU spent setting up the latest logger/palm computer/software combination in your LS-8?) Eventually my syndicate partner lands and I strap in to go.

The rest was easy: lob off the hillside, in and out of cloud (I could cloud-fly OK in the old K-6), overshoot the Worcester TP (no GPS in those days), so flog back into wind for an hour or so, then turn tail and go east. When I got to North Denes they had dug the whole airfield up to improve drainage. At this point I recalled something about not reading the NOTAMs – good job the K-6 would fit into the tiny untouched corner that was available. 325km in 4hrs 15mins; 76km/h sounds quick, but not if you remember that 30kt tailwind.

It took forever to get back to (a) the Mynd and (b) home. Those were the days. And the hero of the story is of course the K-6CR, the best glider I ever had... etc, etc. So what did I do next? Sold it, of course, ungrateful oik that I was.

*G Dale (right), who is CFI of Booker, has since owned a Std Libelle; a DG 202-17; a Std Libelle (the same one, again); a Jantar 1; an ASW 17; an ASW 24; and a DG 100. He no longer has a share in a glider*



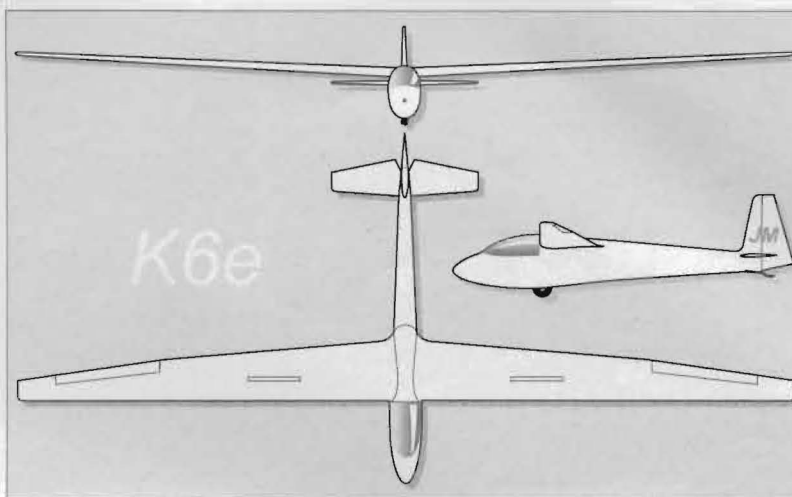
# K-6 in flight is a positive delight

THE K-6 $\epsilon$  was developed in c. 1964 from the previous K-6CR and incorporated a number of improvements. Major differences are the slightly revised wing section, the wing set lower on the fuselage, reduced fuselage cross-sectional area, a vastly improved and deeper canopy, and an all-flying tail.

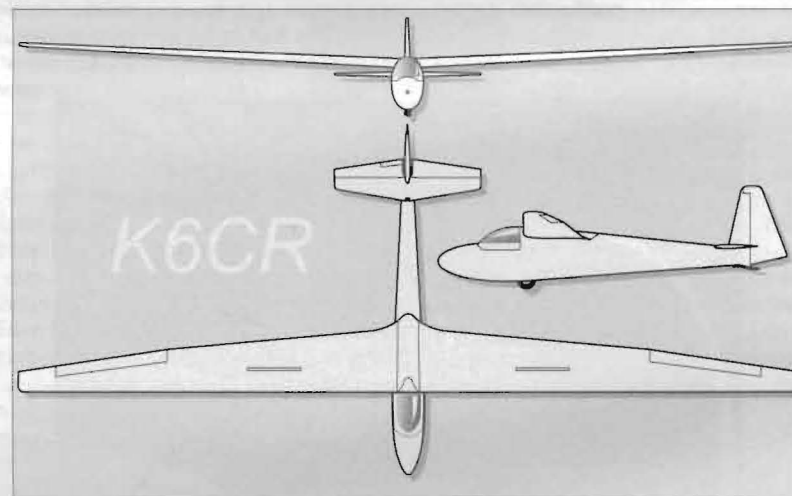
These changes resulted in a better minimum sink rate, several extra points on the glide angle and a marginally flatter polar than the CR. Both are of conventional wooden construction, but the  $\epsilon$  has more thin GRP for non load-bearing items like fairings, the nose cone and a large part of the forward under-fuselage below the keel. The same stuff has been used to mould what seems an unbelievably flimsy seat, clearly designed to accommodate a more cumbersome parachute than you can buy currently. The cockpit isn't the roomiest you'll ever come across; if you are very tall or unusually bulky you simply won't fit.

Rigging is straightforward but to avoid damage it's best to use three people. The wings aren't particularly heavy, but the critical move is placing the root end on to the fuselage without damaging the under-surface fairing, which is attached to the fuselage. Unlike many modern gliders, nothing self-connects except the all-flying tail, and even that requires the insertion of a critical locking pin through a hole in the starboard tailplane and the appropriately-located hole in the torque tube from the port half. There was a mandatory extension to this tube, which suggests that there were problems early on!

When younger and stronger I flew a Skylark 3, a glider with a ponderous roll rate and all the handling qualities of a substantial Victorian sofa. The  $\epsilon$ , to continue the cherial (*sic*) comparison, is more an elegant, minimalist wooden dining chair (my first thought was "bar stool," but that suggests a lack of control), and its positive responses and good roll rate are a delight. Handling is similar to the best contemporary GRP, if less crisp. It is not a glider for ham-fisted or very inexperienced pilots, nor any-



	K-6/K-6A	K-6B, BR, CR	K-10	K-6E
Manufacturer	Schleicher	Schleicher/others	Schleicher	Schleicher
Made from/to	1955-1957	1958-1968	1963-1964	1965-1972
Approx. no. built	c 50	c 800	c 12	c 390
Span (m)	14/14.4	15	15	15
Wing area (m <sup>2</sup> )	12.2	12.4	12.5	12.4
Empty weight (kg)	180	185	210	190
Max AUW (kg)	300	300	320	300
Wing loading (kg/m <sup>2</sup> )	24.65	24.4	25.5	24.2
Min sink rate in m/s	0.68 at 72km/h	0.65, 72km/h	0.70, 71km/h	0.62, 69km/h
Min sink rate in kts:	1.3 at 39 kts	1.3, 39kts	1.4, 38kts	1.2, 37kts
Best glide	29	29	32	33



one tempted to doze off out of sheer cockpit boredom (viz K-21). It has to be flown all the time if conditions are even moderately bumpy, and the rather stiff wings help it bob about like the proverbial cork.

Despite that, since the control forces are low and the responses good, flying requires little physical effort – more of a constant fidget than a bout of Sumo wrestling. The airbrakes are good and approach control is easy. There isn't too much warning of the stall, indeed, the major clue apart from the stick position is changes in the noise level just behind the pilot's head, and the glider

will spin if provoked.

Most of the idiosyncrasies of the  $\epsilon$  are to do with the all-flying tail. Many CRs had an aerodynamic trimmer (ineffective, if I remember correctly) but the  $\epsilon$  has a spring trimmer attached to the stick, there to assist stability and provide elevator feel. With the trimmer friction nut disengaged, the elevator loads at the lower end of the speed range are virtually non-existent. K-6Es rarely need to go much faster than 75kt (55-65 would be normal on a good day) – just as well, because the trimmer can't counteract the strong tendency to pitch up which develops at higher speeds; at 100kt the forward pressure required on the stick is considerable. As a result, the stick forces in aerobatic manoeuvres are often not what other gliders might lead you to expect. For example, during the last part of the recovery from a loop you have to push to stop the glider tightening up too much of its own accord. Though a truly excellent soaring machine, the  $\epsilon$  is not good for aerobatics – whatever it says on the placard. The all-flying tail lends itself to PIOs during take-off, particularly on aerotow.

In common with most gliders which have a metal skid and sit tail down when the pilot's on board, and despite the effectiveness of the rudder, crosswind and/or slightly downwind take-offs on hard surfaces can very easily go wildly astray. The

offset c of g hook doesn't help either. There is little or no tendency for the glider to self-centre on aerotow. Because K-6s sit very low, they are all susceptible to ground damage.

Despite these somewhat negative points, anybody who has ever owned a K-6 $\epsilon$  remembers them with great affection. Speaking for myself, apart from the fact that ours simply won't go fast enough for long enough, it's more like owning a slightly eccentric but good natured and attractive pet than a glider.

Diagrams and text by Steve Longland

# There is no substitute for 30.9m



The world's biggest sailplane flew for the first time this summer. Nick Wall reports

aerokurier photo: Gerhard Marzinzik

IF THERE'S no substitute for span, there can be nothing better than Eta. At 30.9m it's the biggest sporting glider ever built, bigger even than Robert Kronfeld's amazing 98ft 10in-span Austria of 1929.

For the first time in 70 years the skies over Germany have witnessed the sight of a 100ft-span sailplane soaring through the air, as Hans-Werner Grosse flew the prototype Eta from near the Wasserkuppe to his home base in Lubeck.

"It was a day when nothing else was soaring cross-country in the whole of northern Germany," he comments, with pride in the new machine's performance.

Eta's first flight, in late July, was the outcome of a five-year dream for a group of the world's top pilots. They had wanted to build the ultimate self-launching two-seater that should make circling virtually unnecessary, leading to higher cross-country speeds and greater distances flown.

And that meant building it big. Current Open Class gliders are 25 metres, with a few specially extended to 27 metres – the limit that current fuselages can accommodate. Eta's designer, Dr Reiner Kickert, was part of the Akaflieg team that worked on the SB-13 flying wing. In his spare time, he has also helped to extend an ASH 25 to 27 metres – a type certification in Germany – and, unofficially, to 28 (with a lighter fuselage).

"During these projects we noticed this

is the limit of what we can do with the aircraft we already have," he says. Hence the decision to build Eta – which is the Greek letter for efficiency. Design and production started just four years ago. To make the idea work, new wings had to be designed: it wasn't enough to strengthen

and affect high speed performance. The wing has newly-designed laminar aerofoils and an aspect ratio of 51 without unacceptable reduction of the average wing chord and a relative thickness of 13.2 per cent. For comparison, most Open Class gliders have aspect ratios of around 40 with a relative profile thickness of more than 14 per cent. To achieve a wing loading of 51kg/m<sup>2</sup> (10lb/sq ft), Eta's max weight is 920kg (2029lb).

To ensure it would handle well, and thus extract the most performance, the wing planform has a sudden increase of the chord of the outer wing section which means that stall behaviour and controllability are improved, and opposite aileron in steep turns should be virtually unnecessary.

With such a slender wing, fatigue life was an important concern and carbon fibre was used to improve torsional stiffness.

A test specimen of wing was subjected to 42,000hrs of flight simulation, giving an approved lifetime for Eta of 14,000hrs – exceeding the usual glider lifetime by 2,000hrs. Another problem the designers faced was the risk of thermal expansion of long metal control runs. To get around this, carbon rods were used.

The new materials required extensive testing, which in turn delayed Eta's first flight by 18 months. "Of course, during the tests, some things went wrong and we learned of some problems we had not



The bespoke cockpit means that a tiny panel can be used in the rear to aid visibility

and extend current Open Class wings. That's because with such a large span it had to achieve two main goals: a very high glide ratio at slow and medium speeds plus good handling for safe and easy flying.

To improve the slow and medium speed performance meant a wing with high aspect ratio to reduce induced drag. But the conundrum was that if the wing chord was too small, it would mean a worsening of the profile drag and thus adversely

thought of before," says Dr Kickert. "But during development work those problems were solved".

As Eta was such a complex project, the team decided to use expertise from a range of companies to build various parts. The fuselage and spar caps were by Walter Binder, who also fitted the familiar 64hp Solo engine at Flugmotorenbau in Ostheim/Rhön; the wings were manufactured at Glasfaser-Flugzeug-Service-Streifeneder GmbH, while the metal parts and fittings were made at Wolf-Hirth GmbH in Kirchheim/Teck.

As far as performance goes, the team has been reluctant to publish a single L/D figure until air tests are complete and a full speed polar can be drawn up. Generally, though, the biggest performance gain will be at low speeds with a reduced, but still significant, gain at higher speeds.

And, after the first few flights, everyone concerned seems happy that the prototype, although 80kg too heavy, is living up to

Aerokurier photo: Gerhard Marzinzik



A 15-metre span glider fits comfortably under one wing of D-KETA – whose span is 30.9m/101.38ft

their expectations. The first model – with, of course, HW on the fin – belongs to Hans-Werner Grosse, and five other Etas will be built for the original group of investors: Erwin Müller, Hartmut Lodes, Dr Jan Krüger, Bruno Gantenbrink and Umberto Mantica. Fuselage number two (which will be at least 30kg lighter) has already been laid-up. The price hasn't been made public, but series production will

start as orders come in after the first six have been made for the original investors. "We think this is a good aircraft and there is demand since it has been almost 15 years since you can buy a really new Open Class glider," says Dr Kickert.

As S&G went to press, Hans-Werner Grosse had logged eight hours in Eta, while Walter Binder has flown more than 30, making measurements and improvements.

Hans-Werner Grosse speaks with the enthusiasm of a man who has seen the realisation of a dream. "We get the feeling

that we really have a winner," he says.

And how does he feel about comparisons with Kronfeld's Austria (see below)? "I hope we would end a different way!" he replies.

Watch out for more on Eta by Mike Bird, who has been keeping S&G in touch with the glider's development. S&G's thanks are also due to Gerhard Marzinzik and Aerokurier for letting us use their photos

## Soaring giant from 70 years ago

ROBERT Kronfeld's Austria, named after his country, designed by Dr Kupper and unveiled in spring 1930, is comparable to the Eta in both size and conception.

Like Eta, the Austria was inspired by leading pilots seeking "further development in the building of high-efficiency sailplanes". The wings were innovative as well as huge, using variable camber.

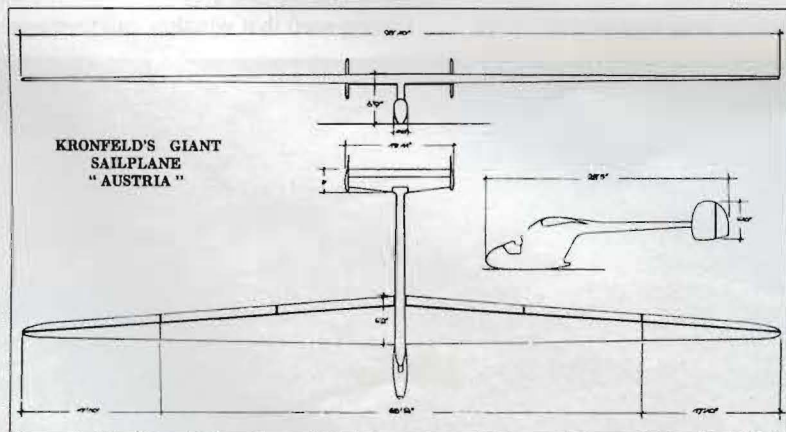
"The wing," says the record-breaking pilot in *Kronfeld on Gliding And Soaring*, "has very pointed tips and a pronounced camber: it is built in four parts. To obviate any possibility of jamming which might be caused by the great flexibility of this cantilever wing, the ailerons are divided into six flaps and are operated separately. Like the rudder and elevators, these are constructed of steel tubing covered with fabric and



Bill Kronfeld, a glider pilot, gave Lasham this plaque of his father

hinged on ball-bearings. The surface of the wing itself is entirely covered over with highly-varnished plywood, while all the gaps between the fixed and moving surfaces, and in particular the ailerons, have been carefully eliminated. The rudder is composed of two parts, each of which is affixed with its fin to the outer ends of the tailplane. By a special arrangement it is possible to move the two rudders in opposite directions by means of pedals, and thus to have an exceedingly effective air brake which enables the machine to be landed in restricted spaces."

The experimental glider, four times costlier than his previous one, came to an ignominious end in the early 1930s: it broke up in cloud. Kronfeld parachuted to safety. His son Bill and grandson Simon still fly gliders.



The Austria was flown in front of 10,000 spectators at Hanworth Park, UK, on June 28, 1930



The Austria in flight, courtesy of Peter F Selinger

**W**INGLETS are a standard feature on many new sailplanes available today, but not many pilots understand how they work. This article aims to explain simply how these devices improve the performance of your glider, why they are the shape they are and some of the design compromises that are made when optimising them.

It does not tell you how to design a winglet – for more detailed information, you should see references [1], [2] and [3].

## The wing as a lifting surface

Lift is obtained by reducing the air pressure above the wing and increasing it below. This is achieved by a combination of aerofoil shape and angle of attack. Towards the outer end of the wing this pressure differential has to reduce to zero at the wingtip, which results in both a reduction of lift and an outward flow from the high-pressure zone “round the wingtip” to the low-pressure zone above, starting the rotation that forms the trailing vortices behind the glider. Figures 1 and 2 (below) show this wingtip flow rolling up.

The air behind the wing is energetically stirred up into two powerful trailing vortices which manifest themselves as a drag force known as “induced drag” or “lift dependent drag”. Why is this?

It's all to do with the energy put into the air by the glider. Consider a glider flying through totally calm air. Initially the air is at rest, but when the glider has flown through it the air is stirred up in the manner shown in Figure 3 (facing page, bottom left). Overall the air is given a net “push” or momentum change downwards equivalent to the weight of the glider – this inescapable truth is also known as Newton's Second Law of Motion. The amount of “push” is equivalent to mass of air displaced ( $m$ ) multiplied by the downwards velocity change ( $v$ ), that is, the product  $mv$ .

However, the vortical flow induced by the trailing vortices has also imparted kinetic energy into the air behind the glider which is proportional to the mass of air displaced multiplied by the SQUARE of the velocity change. This kinetic energy in the cross-flow plane is a wasteful by-product of



## How and why do winglets work? Afandi Darlington, glider pilot and aeronautical engineer, explains the science of drag reduction

generating the lift, sometimes called lift “induced,” and is equal to the work done on the air by the “induced” drag force. Given that this kinetic energy is bad, how can we reduce it?



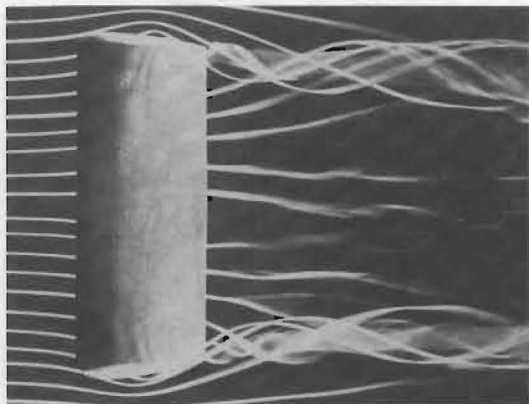
*Afandi Darlington, a Lasham pilot, leads the design team for the wings of the world's largest airliner*

The simple answer is to increase the glider's span, so that a larger mass of air is given a smaller push downwards. If we increase the glider's span from 15m to 18m and keep the glider's weight fixed,  $m$  is increased,  $v$  is reduced, lift ( $=mv$ ) is constant but kinetic energy – and therefore the induced drag – is reduced by 30 per cent. Figure 4 (facing page, bottom right) shows a component drag breakdown

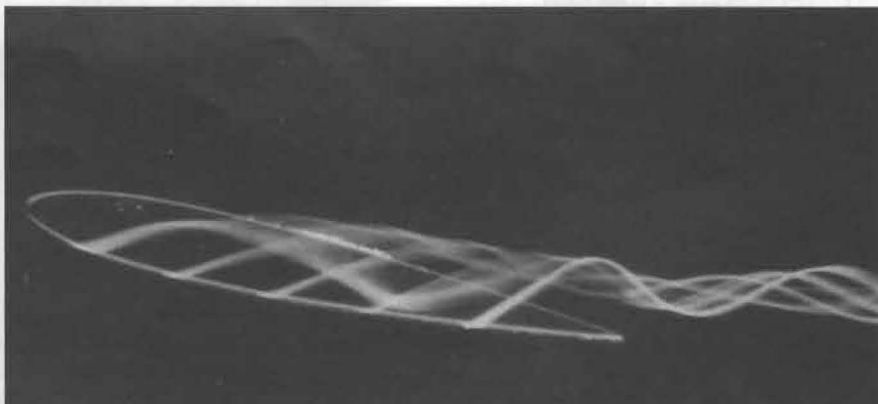
against speed for the ASW 27 15m racing glider. Since at the speed for best L/D the induced drag accounts for half of the glider's total drag, a 30 per cent reduction in induced drag is worth 15 per cent of the total drag, or an increase in best glide angle of about five points (after accounting for the additional profile drag of the tip extensions) for a 48:1 glider – so this is a rather powerful effect.

If the glider's span is fixed to say, 15m, for a competition class, how else can we involve a larger mass of air in the lift-generation process? One answer is simply to bend the end of the wing up to form a winglet, which blocks the rollup of airflow around the wingtip and diffuses it vertically over the height of the winglet. This reduces velocities in the trailing vortices behind the glider and so reduces wake kinetic energy whilst still producing the same overall lift: a larger mass of air is given a smaller push. It can be shown analytically that for a certain size of wingtip extension, a family of winglets exists with different lengths and cant angles that give the same reduction in induced drag. Figure 5 (facing page, top) shows this equivalent family for a 50cm-tall vertical winglet on an ASW 27, all giving a total drag reduction of about 3.4 per cent at the speed for best L/D.

Having seen that winglets can give a



*Figure 1: Plan view of tip vortex rolling up*



*Figure 2: Side view of tip vortex rolling up. It is seen to separate well before the trailing edge*



drag reduction when the trailing vortices are strong (that is, at low flying speeds), what shape should they take? At high speeds the curves in figure 4 show that the induced drag forms a small part of the total drag; profile drag of the wings, fuselage and tail has become the dominating factor. So, even if a winglet gives a large reduction in induced drag of say 10 per cent, this ceases to pay for the profile drag of the winglet itself. The point at which these balance is called the crossover speed – above this speed the winglet reduces the glider's performance. In order to increase the crossover speed to around 85kt it can be shown that the winglet mean chord should be kept quite small – for the ASW 27 it was set to only 11cm [ref. 1]. Careful aerodynamic design is required to ensure that the slender winglet does not stall in thermalling flight when it is working hardest, through appropriate selection of winglet aerofoil section and twist. Adding winglets has been shown in wind tunnel tests to increase the region of wing laminar flow close to the wingtip, and also usually improves handling characteristics.

A similar design choice must be made on winglet height: taller ones give a bigger drag reduction at low speeds but will increase the penalty at speeds above the crossover speed. Very large one-metre tall winglets were tried on an ASW 19 in Germany in the early 1980s [ref. 3] which gave a good drag reduction of more than 2 points on max L/D but were poor performers at higher speeds. Current designs at 0.5m tall (ASW 27b, LS-1f) seem a better compromise in practice, avoiding the flutter problems that taller winglets can give.

### Structural considerations

Adding winglets to a wing increases the aerodynamic loading over the outer wing which in turn increases wing bending moments (and hence wing stresses) in the wing structure; typically a glider winglet

will increase wing root bending moment by about 2% in normal unaccelerated flight. However, large areas of the wing are sized by static loads in the 5.6g manoeuvre case (see your glider's flight envelope) and once wing flexibility effects are taken into

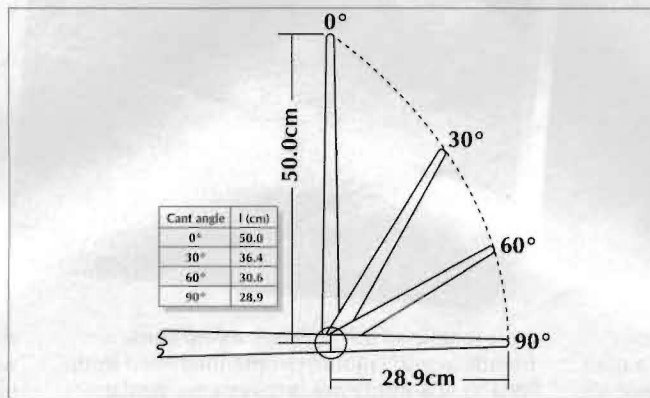


Figure 5: Winglet sizes for a constant drag reduction

account (Figure 6, below) one finds that the winglet sideforce vector may pass below the wing root, which reduces loads in this critical root area compared to the winglet-off case.

The rearwards shift in sectional centre of

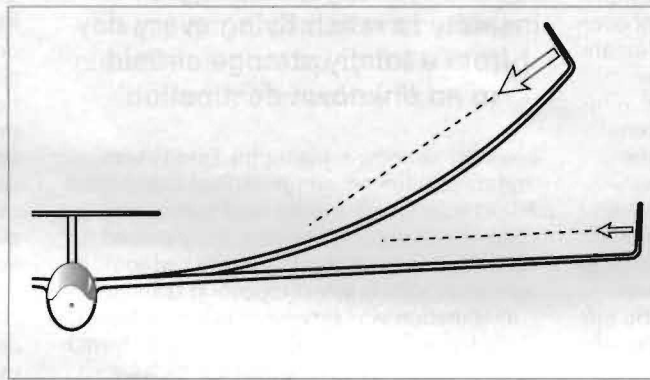


Figure 6: Flexibility effects on winglet load vector

pressure over the outermost part of the wing will also cause the wing to twist further nose down with a winglet fitted, which will also reduce loads. However, loads are still higher over the outer wing,

so a reduction in VNE may be required to keep the loads down to acceptable levels with a winglet fitted, unless sufficient strength reserves exist in the wing structure. As loads analysis is a complicated area, it is necessary to involve the original sailplane manufacturer in any winglet modification to ensure that these issues are properly understood. On a new design, additional loads can be accommodated by changing the wing composite lay-up to strengthen the structure if sufficient margin does not exist.

### Conclusion

If properly designed, winglets can produce a small but useful performance improvement at low to medium speeds, by reducing the intensity of the glider's trailing vortices. Proper design means careful aerodynamic consideration of the winglet planform, aerofoil section and setting angle. The extra

loads generated by the winglet must be accounted for either through exploitation of structural strength reserves in the wing or by adding structural reinforcement.

If you've got this far I hope you're wiser on winglets!

*Afandi flies an LS-1f – to which he has added winglets – at Lasham. He has 900hrs and is a British Team member for the 2001 Club Class World Gliding Championships. A Chartered Engineer, he leads a team at Airbus designing the wings for the A3XX 550-seat airliner.*

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  2. *Induced drag and Winglets* – R. Eppler, 1995, Technical Soaring, Vol XX, No 2.
  3. *Einfluss von Winglets auf die Flugeigenschaften eines Segelflugzeugs der Standardklasse U*. Dressler, 1982, DFVLR internal report.
- Figs 1, 2 and 3 from An Album of Fluid Motion, by Milton Van Dyke, The Parabolic Press.*  
*Figs 4, 5 and 6 enhanced by Steve Longland.*  
*Other photographs: the white planes picture co.*

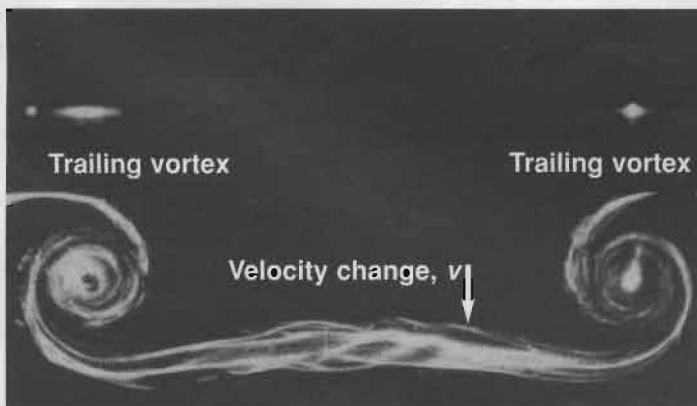


Figure 3: Cross-section of flowfield behind glider (cross-flow plane).

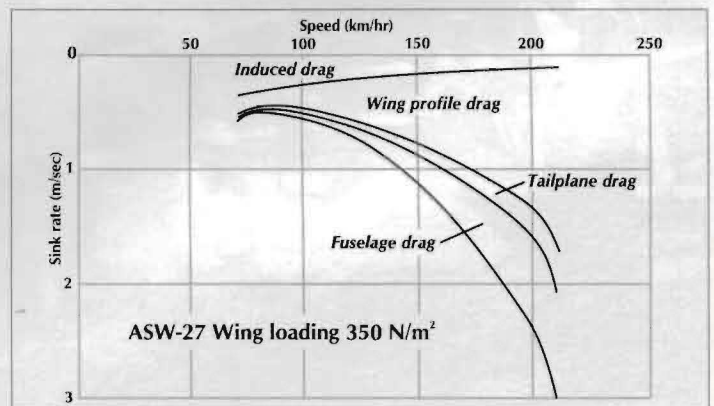


Figure 4: ASW 27 drag breakdown



# Have t – will

Forget Eurorailing: Diana and Phil went Eurogliding this

**Y**OU COULDN'T really blame the guards for being dubious. When a man spends his working life providing security for a disused and dilapidated Russian air base in the old East Germany, the last thing he expects to find on the runway is a strangely-dressed English woman with a motorless plane. And when she claims to be flying from Holland to Berlin and Paris and back, some conspiracy seems certain. But how, in my rather wobbly German, was I to explain Euroglide 2000?

In principle, Euroglide is a simple idea, a 2000km race run biennially by the Eindhoven GC. TPs this year were Lusse (near Berlin) and Issoudun, with a control TP at Dahlemer Binz, to take us round Belgian airspace.

After the first day's launch at Eindhoven, each team is on their own, to manage the task as they think best, flying as far as they can each day, and taking off the next day to continue the task. Ten days are allowed to complete the race – which seems like enough until you get near the end of the time and realise that bad weather is closing in. You are allowed 300km credits to trail forward along track, with a maximum of 100km on any day.

My husband, Phil, and I did Euroglide in 1996 and found it to be our sort of flying, but

a bit lonely, so this time we asked some friends along. Finding people interested in the idea took a little time. It takes a particular type of insanity to relish flying every day from a totally strange airfield to an unknown destination, drive or fly unpredictable distances each day and not to be quite certain where the next meal or bed is going to be, nor even which language you will use to buy dinner.

Julian Fack turned out to have the right

**'It takes a particular type of insanity to relish flying every day from a totally strange airfield to an unknown destination'**

breed of insanity, bringing his Duo Discus and three other Mynd pilots, Paul Garnham, Nick Heriz-Smith and Richard Stanley, to share the flying and crewing. They proved to have the resourcefulness, energy and spirit of adventure which this competition demands.

Preparation was extensive: our new kit included a quick-rig tent, German and French charts and an aerial designed for high speed driving. We studied the charts at length (but not sufficiently, as it turned out), marked the

maps and loaded the GPS with gliding clubs where we might get launches. Eventually we packed the car and trailer with all the things we have discovered, from previous rallies and Euroglides, to be absolutely essential, and set off for Eindhoven.

After a night at Pam and Gerrit Kurstjens' house, we spent a day fettling and planning, before a briefing, mainly in Dutch, with Pam translating the more important parts for us.

**Tuesday.** We arrived at Eindhoven to learn shortly before a midday launch that Berlin would be the first TP. It was a blue and not highly soarable day, but the track was roughly downwind and at least there would be other gliders to mark thermals. Phil took this first flight, gagging in weak conditions not being my strong point, and announced that he was setting off shortly after I was ready to roll, in company with 494 crew. Various confusions made us leave Eindhoven 30 minutes after the pilots and, in spite of the poor conditions, we very soon found ourselves falling behind.

After 150 miles' hard driving, we were catching up the gliders and 494 announced an imminent landing. Phil carried on and I eventually caught him up at 19.00hrs at Oerlinghausen. We agreed to stop there, knowing we still had to de-rig, pitch the tent,



Above: some places visited by the pilots in Euroglide, a biennial race run by the club at Eindhoven

Left: Mynd pilots on the grid at Eindhoven with Duo Discus 494

Right: the route taken by 494 and LS-8 618

Map: Steve Longland (after an original from Julian Fack)

Photo of Blomberg: Diana King

All other photos: Paul Garnham



# Trailers travel

Phil King and a company of Myndites this summer. Diana explains



find dinner and get to bed before doing it all again the next day (and the next, and the next...). Local lift kept Phil airborne to guide me in to the airfield, so that I drove in the gate as he touched down.

Oerlinghausen is huge. We estimated 100 gliders on site, tightly packed and suspended from the roofs in 5 large hangars, with 2 more hangars (garages?) full of trailers tidily parked in numbered slots. We awoke on **Wednesday** to a poor forecast and eventually resigned ourselves to a rest day, watching some huge cum-nims building. 494 joined us, along with a number of other teams, having used some of their credits to drive from their landing point to where they could get a launch.

**Thursday.** The weather looked similar. When a clearance broke, there was a big scramble to launch: an ASW 27 won the prize for being the quickest to react to the changing conditions. We followed, only to create our very own grid squat with about six other Eurogliders. The tugs were taken off line in a strengthening crosswind, but after a long period of everyone hoping that someone else would show the way, a tiny soarable patch arrived and we rushed to take a winch launch. Several of the others, including 494, managed to catch the soarable window and

make a few miles. I was at the back of the queue and could only manage 10 minutes. Frustrated, we derigged the glider and pitched the tent again.

**Friday.** Time was passing and we had still done only 230km. We trailed to join 494 at Blomberg Borkhausen, a delightful little site surrounded by woods, where we took tugs behind a Super Dimona. By the time I launched, Nick in 494 was reporting 3-4kt climbs and a cloud base of 4000ft amsl. After

**'As I approached the TP, I found very good conditions, with cloudbase now up to 6,000ft and climbs averaging 5kts'**

an inept 20 minutes, I climbed from circuit height and was on my way at last. For the first section of the flight, there was a series of lowish wooded ridges running across track, with flat crop-covered valleys between. Not a lot of landing options, but with gliding clubs close to the route and good climbs popping off the ridges, we didn't have to worry too much about outlanding possibilities.

As I approached the Lusse TP, I found very good conditions, with cloud base now up to

6,000ft and climbs occasionally averaging 5kts. I went round the turn by GPS, set off on the second leg and then saw another airfield with gliders on it about two miles further south. Confused, and to be on the safe side, I went round that as well: 2,000km is a long way to go only to find you've muffed the TPs.

The tentative destination which Phil and I had agreed was Laucha, on the second leg to the south-west of Leipzig; I hadn't properly prepared the route beyond that. It was clear it would be possible to go further, perhaps even as far as the Wasserkuppe, but I was getting tired and cold. I kept bashing into wind while I tried to decide how long to go on. Suddenly I realised that, through inattention, I had got quite low and there wasn't any obvious good climb in reach. Finding the only field for miles, I scratched hopefully at a succession of clouds, until one finally produced a good climb and I stayed with it back to 4,000ft. But the long flight and low scrape had sapped my determination; as I came to Allstedt airfield, a rather grim-looking disused military base, I decided I had had enough and called Phil to say I was landing.

Unfortunately, I thought I was at Bad Frankenhausen, about 15 miles away, so he went there. By the time I realised my mistake, he wasn't picking up my radio signal. When I landed, the mobile wasn't picking up a signal either. The guards arrived very quickly. Could I use a telephone? No. Could I walk to the village to telephone? No. My German improved rapidly as I tried to explain the situation, but these guys were giving me the jitters. Maybe I had the same effect on them. They put me in their car and drove past a load of derelict bunkers and other military buildings to the old control tower. Up some rickety stairs to the top, where at last, from one corner, I managed to speak briefly to Phil and tell him where I really was. Next question. Could I walk to the road to meet Phil? No. I must stay at the control tower. I explained why it was important. They had a long conversation. I suppose they must have concluded that I wasn't dangerous, only mad, and they suddenly said: "we will take you to the road".

In the car again, to drive to a high locked gate, where they stopped. "We need



➤ to be by the road, outside the gate, so that my husband can see us." No.

I was beginning to feel like a prisoner of war. Perhaps no-one had told them the Iron Curtain had come down. I explained again. Reluctantly, they found the keys and I was on the roadside at last. Phil arrived quite soon, we were escorted to the glider, de-rigged hastily and shown off the premises. We headed for Bad Frankenhausen, a cheap meal and a welcome bed.

**Saturday.** Phil launched with several other Euroglide teams into the best-looking sky so far. He got going very quickly and I followed. As usual, I dropped behind quite soon, but picked up the last message: "Drive like \*\*\*\* for France!" I knew roughly where we were heading and drove for hours, faintly hearing just one brief exchange between 618 and 494 which seemed to say that they were crossing the Rhine in more difficult conditions.

Two hours later I got the message on my mobile that both 618 and 494 were at Wustweiler. Directions from 494's crew brought me to yet another grassy, pretty hillside site and a welcome cup of tea.

**Sunday.** We watched a blue sky for signs of anything. The locals sent a motorglider up to sniff. Gliders at nearby Marpingen winch-launched. Around mid-day, they started going round in circles. After an hour our group optimist said the circles were getting higher. Phil and Nick agreed to try the day. We pushed the gliders right to the end of the short, 20-metre wide grass strip, the locals helped the tug by pulling on both tips of the Duo, and they staggered into the air, turning right just off the ground to avoid the trees at the far end. The crews settled down to wait. After a while both gliders reached an impossible height of 3,000ft and instructed us to roll. We drove slowly, listening to the patter of pair flying: "... Bubbling... Good air... bad air... I'll try the sandpit if you go for the supermarket car park... this field by the blocks of flats looks all right... half a knot..." We watched them as they defied gravity for nearly four hours to add 60km to our total distance and finally ran them to ground just in France, where the locals celebrated our arrival with beer, coffee and a large rhubarb flan.

**Monday.** Nancy Malzeville: a huge airfield where we took winch launches and set course for Troyes, running a gauntlet of military jets from nearby Ochey. Approaching Troyes I was just below glide to the airfield, and losing out, the air apparently dead. I knew where the field was and had landed there before, but couldn't see it. The last 20km were tense, flying as accurately as I could and trying not to look at the crop-filled fields, the biggest tangle of wires and pylons I have ever seen, and then the outskirts of Troyes town. 494 had gone on to



### To take part in Euroglide, you need:

- stamina, physical fitness and a sense of humour
- A reliable and familiar glass glider, with 760-channel radio, GPS and logger
- A reliable and safe driver/car/trailer
- Plenty of cross-country and field landing experience, including some overseas
- At least two people, ideally sharing the driving and flying
- If possible, someone who can speak one or more relevant languages

### Expenses include:

- Entry fee (approx £100)
- Return Channel crossing for car/trailer
- Launch fees for about 10 flights
- 12 days' living costs (camping/hotels)
- Costs for 3,000–4,000 miles' driving

[www.iae.nl/users/eaczc](http://www.iae.nl/users/eaczc) – under 'euroglide'

St Florentin. It had been a very hot day again. I changed course a few degrees to cross the town as I approached the airfield and was rewarded by a tiny burble of lift. A turn was just feasible. The lift strengthened. After a few turns it averaged 3kts. I climbed to 6,000ft and headed for St Florentin, arriving to find ten other Eurogliders there.

**Tuesday.** Ten teams gridded ourselves in reverse handicap order. I was one of the last to launch, found a good climb over the airfield, set off, found nothing, came back, climbed again, set off again, reached Auxerre 28km down track – and landed at the airfield there. A follow-me van came out and towed me in and then went back for three other Eurogliders, including 494. As flights of less than 30km don't count, we had to go back to St Florentin. It was beginning to feel like snakes and ladders.

**Wednesday.** The day looked good and we hoped Phil and Julian might get round the TP and part of the way back, so the

crews drove a short distance to wait. To Auxerre airfield, in fact, which we knew was high enough for good radio reception, large enough to park two trailers, and, most importantly, equipped with an air-conditioned café. Too good to be true? Dead right. One coffee later, the pilots told us to roll. 494 came to a halt at Cosne-sur-Loire, still 83km short of Issoudun. Phil managed 35km more. We all drove to Issoudun, where we met a dejected Dutch team who had crashed their car nearby and were waiting for repairs.

**Thursday.** We had to be at Eindhoven by Saturday and we still had 645km to fly. Phil and I had 160km credits in hand, but 494 had used nearly 100km in the first two days. Tactics were starting to be important. We launched into a reasonable, though not wonderful, sky, with a big bonus of the wind behind us. The kilometres slipped past as we worked our way round two large military areas and into Chalons.

**Friday** morning, we needed a good flight if we were to have any chance of finishing. The sky looked similar to Thursday, but turned out to be not so good. Phil managed to get away, but 494, trying to catch the bottom of a bubble Phil was in, found themselves in a field only 20km from Chalons. Phil and I pressed on. A small hitch when we discovered (not for the first time) that a key waypoint was not in our GPS: Dahlemer Binz itself! Fortunately we could both look up the co-ordinates.

At Dahlemer Binz we met several teams who had been stuck there for some days. The final leg would be into the strong west wind which had helped us along the third leg. This had discouraged them from moving on.

The next morning, our last day, it was raining. We shared their pessimism. After it cleared, it was the sort of day when you might conceivably make a respectable downwind flight, especially in country not covered in trees. There are a lot of trees on the German-Belgian border. We still had enough credits to finish by road, and we decided that it was the only thing to do. It was raining again as we arrived back at Eindhoven, some small consolation that we had made the right decision.

Gerrit Kurstjens was among the local members there to greet us. He had completed the task in his Nimbus 4T in six days, just half the time it took us, but I doubt if he had more fun than we did.

Abiding memories? The immense variety of weather and landscapes we experienced. The locals at all the clubs along the way, who offered hospitality and assistance and, in many cases, turned out especially to launch us. And, as usual with gliding, the feeling that there is so much more to see and to learn. Next time, we tell ourselves, we will be even better prepared. ✈



Diana, who flies 618 from Snitterfield and Shobdon, catching up on paperwork

# Soaring the spine of Italy

David Wardrop describes the visit he, Dave Chappell, Adrian Hatton made to Rieti, thanks to the Ted Lysakowski Trust

**R**IETI, the *Centro Nazionale di Volo a Vela*, is around 70km north-east of Rome. It hosted the 1985 World and the 1994 European Championships, and will host the Worlds again in 2003. It is easy to see why: located in a broad valley, to the west are foothills (a barrier to sea breezes), and to the north, east and south are the Apennines, which form the backbone of Italy.

The organisation was superb. The well-structured course began with first briefing at 08.30hrs, followed by the main task and met briefing, and glider allocation at 09.30. The single-seater fleet consisted of well-maintained DG 300s and an LS-4, with a DG 500-20m, a Janus and several Grob Acros used for dual training. Flying started from noon with a competition-style grid.

The course flying was mainly lead-and-follow, a perfect introduction to the area. Alessandro Bruttini's excellence as an instructor and a soaring pilot meant everyone was continually challenged, promoting constant decision-making. As the week progressed, and our own confidence and Alex's confidence in us grew, the initial lead and follow evolved into a leapfrog style similar to that used by the British team, which enabled each of us to help each other fly faster and further. And after a hard day's flying, Rieti offered the perfect way to relax: a swimming pool.

After a rather disappointing English June, Rieti was the perfect antidote. The first two days' conditions unfortunately restricted us to the valley but from then onwards the beauty of Italian soaring came into its own.

Most of the tasks ran along the length of the Apennines. Day 3 was fairly typical – a 430km task, turning Assisi to the north and Pescasseroli to the south. With an 8,000ft cloudbase and straight runs of up to 60km, we averaged 100km/h in spectacular conditions, although a lowering cloudbase beyond Monte Velino meant we were unable to turn our southernmost turnpoint. This was certainly the first time that any of us have had to turn back because 8,000ft was too low.

The most memorable flight came on the



Dave Chappell, flying from Rieti, examines a promising-looking sky. The trio flew seven out of eight possible days

## Ted Lysakowski Memorial Trust

Trust awards for 2000 included:

1. A mountain-flying course at Rieti (see left);
2. A cross-country course donated by Lasham Gliding Society, awarded to George Dadd; use of a glider was donated by Surrey & Hants GC;
3. Two-seater competition experience shared by Mick Burrows and Nigel Perry in a glider lent by Hugh Kindell. They benefited from tuition offered by Chris Garton, Andy Davis and G Dale.

The trustees say they are overwhelmed by the support of so many people and extend their thanks to them.

Application forms for the 2001 awards are available from your CFI or from: [george\\_metcalf@uk.ibm.com](mailto:george_metcalf@uk.ibm.com)

Friday. A 500km was declared (Pescasseroli-Valfabbrica-Celano-Rieti); conditions on the first leg were superb. After Luco Dei Marsi, we encountered the sea breeze which rolls in from both sides of Italy, creating a convergence which enabled us to climb at 10kts to 10,000ft: the climbs were going higher but we had to push on. We then ran for the next 100km without turning, pushing east through the beautiful Gran Sasso. Unfortunately, a building cu-nim over Rieti meant a frantic dash for home, forcing us to curtail our attempt. The memory of flying at 90kts along the side of a towering convergence more than made up for the disappointment.

Although conditions were superb, we were constantly reminded of the safety margins needed to enjoy mountain flying. Once, when dying conditions in the Foligno valley separated the team, I found myself at 19.00 approaching a marginal final glide with 4,000ft mountains between me and Rieti. After much radio discussion

with Alex, we decided it was best to abort the glide as the area ahead was unlandable – a disappointing decision but the risks had far outweighed the gains.

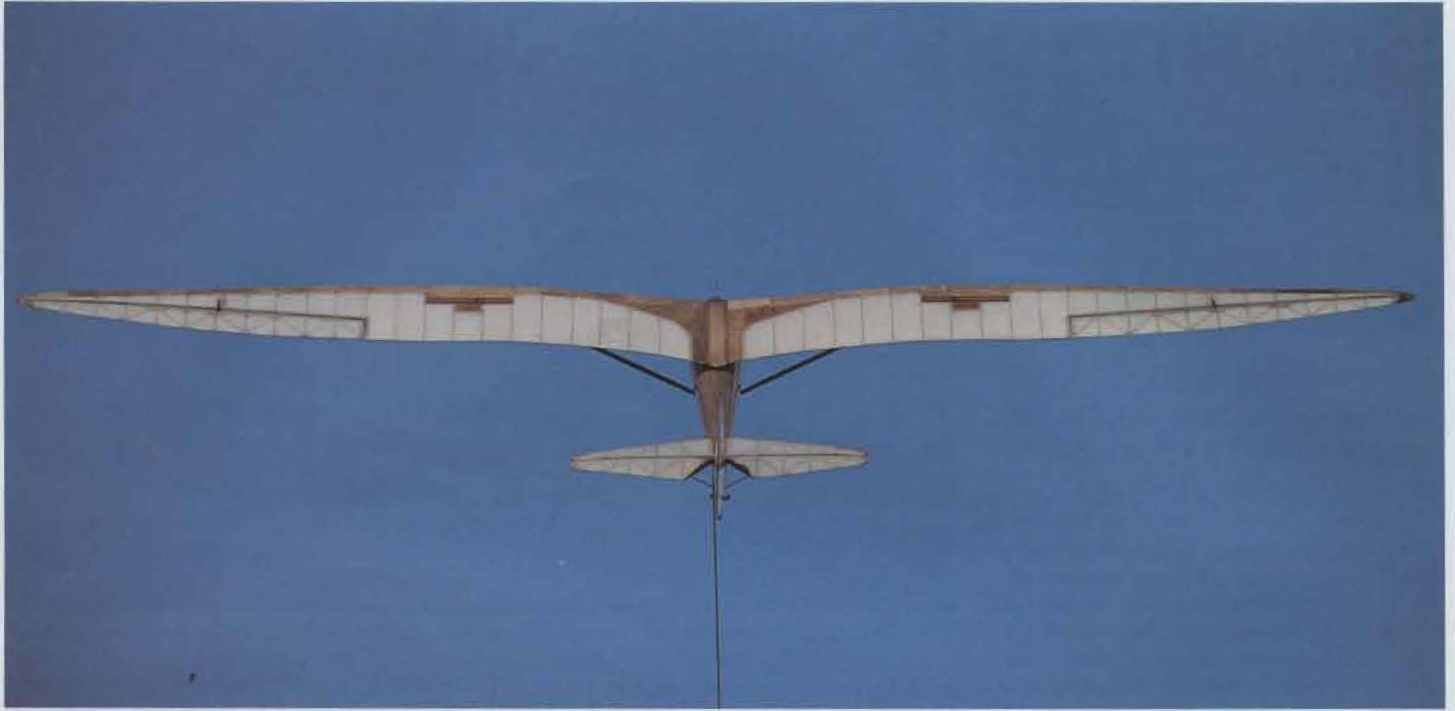
The retrieve that followed almost made it worthwhile. Alex ably demonstrated the Italian driving temperament, setting a new land-speed record for a car-glider trailer combination through the mountain roads. We were all then invited by the local flying club to an annual town festival where we enjoyed a huge feast and the local wines. Finally, at 01.00, we arrived home.

As an introduction to mountain soaring, Rieti was superb, and it was also a fantastic challenge for those more experienced in mountain conditions. During our stay we completed over 2,000km of cross-country each, flying seven days out of eight. Even when we could not leave the valley we enjoyed good flights, including a local 100km triangle at an average speed of 133km/h while dry – my mandate for the flight had been to only take climbs if they were off the clock. Rieti offers the chance of big distances and high speeds in ridge, thermal and wave with flights of 900km or more possible even early in the season.

The course was a resounding success and we would all like to thank in particular Krystyna, and all those involved with the Ted Lysakowski awards, for their hard work. We would also like to thank the staff of the Rieti gliding club for a memorable eight days. The club was extremely friendly and is very keen for more English pilots to fly in Italy, with courses available throughout the year and an openness to bringing your own glider.

Although we may have been the first English people to attend a course there, I sincerely hope that we are not the last.

To find out more about Rieti feel free to contact me: [davidwardrop@yahoo.com](mailto:davidwardrop@yahoo.com) or the club at [aeccvv@libero.it](mailto:aeccvv@libero.it) or see [www.italand.com/aeccvv/](http://www.italand.com/aeccvv/) tel: + 39 0746-202138 fax: + 39 0746-203127



Top and above: does this Kirby Kite look more beautiful in the air or on the ground?



Grunau Baby 3 D-6004, seen winching, came to Tibenham from Germany  
All photographs on this page by kind permission of Paul Jackson



The first glass-fibre sailplane: the Akaflieg FS-24 Phoenix, one of eight built. The type's maiden flight was in 1957. It has a max L/D of 40 and a 16m wingspan



First-time Japanese visitors brought two gliders: a 1964 Hagiwara H-23C-2 and this 1963 Hagiwara H-22-B3, a two-seater trainer with a max L/D of 15.4. Of 36 made, three remain

# Vintage stuff

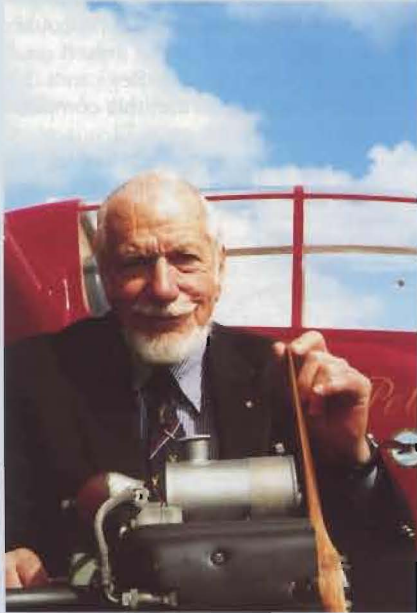
More than 80 gliders from 16 nations visited Tibenham for the 28th Vintage Glider Club International Rally...



*This Condor, above right, came to Norfolk from Germany (photo: Paul Jackson)*

*Ken Wallis, left, who opened the rally on July 29, was reunited with a Petrel he had flown in 1947 – when he had added a starter motor salvaged from an early jet engine to it. The engine's petrol tank looks like a tin can...*

*The International Vintage Sailplane Meet at Elmira, USA was from July 1-9. Geoff Moore took this photo there of a Schweizer TG-2 brought by Dan Armstrong and George and Jeff Byard*



*The Petrel, now without an engine, at the Lasham 50th weekend. It turns heads wherever it goes – and the International Rally was no exception (the white planes picture co.)*

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## Self-proclaimed recreational pilot Chris Davison describes his first Regionals

THERE are many things on my list of life skills I would like to have but frankly can't be bothered to go through the pain of acquiring: speaking French, playing the guitar, communicating with the children, that sort of thing.

It was, therefore, something of a twang on the conscience strings when a friend said he was entering a Regionals. I would love to be one of those pilots who disappear at 11:00 on an overcast day, to come back seven hours later having been to places I have barely heard of. If he could do it, so could I. Thus I found myself on the entry list of the Hus Bos Regionals. I mean, just how difficult can this competition lark be?

As a virgin in the competitive sense, there were a number of nagging questions. Not big, important issues like: "Do I have the slightest aptitude for racing?" but silly, niggly things. What is start line procedure? Do I need a landing certificate if I land out? Where do I get a radio licence from? I knew there were things I didn't know, I just had no idea what they were. Fortunately, I knew where the answers lay: in the *Competition Handbook*.

Unfortunately, as I came to understand, this is rather like a Victorian sex manual. While the information it contains may be technically correct, you still have very little idea of what you are supposed to do once you have read it. Undeterred, I went to that source of worldly knowledge, the internet, and asked for guidance. As the days ticked by I built up a rough idea of what I had to do.

And so the eve of competition arrived. Wow! Where did this village spring from? Caravans, tents, buildings, trailers, a huge marquee. Pilots told of the week just gone: 300s, 500s and high cloudbases. I began to think I might actually enjoy this. Helen Cheetham kindly took me through the rite of passage known as registration. Maps, logger (and cables and power), calibration charts, details of insurance, radio and competition licences, and appendix 5 of that handbook filled in. I collected my things, noted that briefing was at 10:00, smiled at the blue sky and set off home.

09:35 Saturday was a shock. Not so much the overcast sky, more the message on the whiteboard outside the clubhouse that read GRID BEFORE BRIEFING in large red letters. Grid in 25 minutes? Where was this clause in the local rules? I was saved by a Tannoy announcement dropping the requirement. Close call! We (I have crew now) rigged and readied ourselves (shared responsibility) for the briefing... 51 pilots, 51 crew, assorted kids and the organisers are a lot of people in a tent, even a big one. Tables and benches with assigned places, three huge blackboards with the weather, site details and the task: this was a serious

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# Fields and dreams

operation! Immediate nerves were settled by the relaxed briefing and the fact that the British summer was throwing another blinder – rebrief at 13:00 due to poor weather. At last I could have a cup of tea.

I will not bore you with details of the first four days: a cycle of rig, brief, grid, wait, wait a bit more, scrub, moan about the weather and de-rig was broken only by a really enjoyable talk by Richard Blackmore on Assigned Area Tasks. The forecast was bad, getting worse, with the odd glimpse of thunder. Deep joy.

Day 5: the impressive grid, three gliders wide and 17 rows deep, was formed with the usual gaps where the pundits would slide in at the last minute. But today, two tasks were set: an optimistic 193km and the B task – still frankly daunting at 138km. Maps were marked, gliders were watered and we all waited. A sniffer went to see if the sky could support 51 gliders... it could, just! The director announced the B task and it was all systems go: 51 gliders launched in 42 minutes by eight tugs. That's three times busier than Heathrow! My abiding memory of the whole comp is just how nervous I was waiting for this first launch. Once airborne, we shared three or four thermals, leisurely climbing and, I suppose, enjoying the view. Then came a single radio message: "The start line for the Midland Regionals is now open." Instantly, the leisurely climbing became a frenzy of diving and weaving, 130.1 was jammed with "Hus Bos start, Delta Seven, two zero" messages; the thermals emptied as gliders poured over the line. Oh well, in for a penny, in for a pound... I called start. I was now a competition pilot.

When, some hours later, I landed at the second TP, Edgehill, I realised I was not alone: 19 gliders had landed in 5 minutes, which had been a shock, apparently. All told, 37 gliders landed out, with winner David Booth doing the task in a shade over an hour and a half. I still have no idea how you can fly 138km in 94 minutes on a day that would normally have you offering to drive the winch. For the record, I finished a remarkable 16th, beating 25 gliders. Not bad for 12.6m of span and a tummy full of butterflies. Maybe this contest lark wasn't so difficult after all!

Over the next few days I would learn an awful lot. The first thing was that, in a competition, it's not the position you finish in that counts, it's how many points you score. So on day 6, as one of five gliders not to complete the 156km task, I was duly dumped from 16th to 48th! My mistake? Trying to get to the 3,500ft maximum start height locally, when the weather down track was better. Most pilots started over an hour before me. I clawed my way around



Pilot Chris Davison with crew (left) in front of AC-4 CD1 at the Hus Bos Regionals. "Thanks to my long-suffering father, Ian, for crewing," says Chris. "I'll make it back next time!"

the first TP and ran out of lift. It didn't look quite so straightforward any more.

Thursday – a task of 185km – for the big gliders, not the little ones! Down track looked grey, but not as grey as the rain to the west. In order to keep clear of cloud, the maximum start height was 2,000ft... are they mad? I start picking fields at 2,000ft! This is unreal, 51 gliders heading out into the gloom and too close to the fields for my liking at least. Everyone landed out, but to be fair on the task-setters, the ASH 25 failed to get home only by 800m. I landed in a 120-acre ploughed field, 30km from the start and 1km from the closest point we could get the trailer. Another field landing under my belt, experience of pushing myself to do unnatural things, and the solace of beating seven gliders – including an LS-8 and a Ventus 2 – without adjusting for my handicap... You have to take every crumb of comfort you can get at the wrong end of the results list!

The Regionals were on a roll now: rain was still forecast and the skies were grey,

## **'My abiding memory is just how nervous I was...'**

but we were going flying. Day 8 and a 150km O/R with a choice of three TPs, in case one was rained out. In the air, I knew I had enough height to get to Edgehill (again!) and from there could plan my next step. Another learning point: I had forgotten the headwind and the fact that Edgehill is – er – a hill and, therefore, higher than Hus Bos! I landed 2km short. Three fields in three days, a freshly-cut grass meadow next to road and farmhouse. Tea, cake and the nicest family you could hope to meet. Only three gliders got back and I went further than a Discus. I wonder if the BGA will accept counting the gliders you beat as an alternative scoring system?

The last day: 318km... Hello nerves, again! 21 gliders in my pre-start thermal, all dancing around a huge invisible handbag as we waited for cloudbase to rise.

When the start opened, the dance floor quickly emptied and the queue for the exit began. The first 40km were good, the next 40 were OK, then I began to meet gliders coming the other way. Hus Bos gliders. As I thermalled at 2,500ft, one passed maybe 500ft below, paused briefly to establish how poor my climb was, then carried on without a second thought. Just how demoralising is that when you have yet to reach the first TP? When I eventually got there, high cloud had arrived. In the distance the good weather was being gobbled up by the high cover. I pressed on, no other option. After much scrabbling around, the final glide into Bicester was thought-provoking: 24km to go, 2,500ft, a crosswind and overcast skies. Picking fields ALL the way I made it with height to spare. If only I had used 2,500ft from cloudbase in the earlier good weather, I could have covered 24km of potential thermals and climbed in the really good ones, rather than messing around in the chaff. Next time... Final reckoning for the day: 31 gliders got back, I did 165km and added another eight scalps, ignoring handicap. Finished with an aero-tow retrieve; back in time for prizегiving.

Overall winner Nick Hackett summed up the experience in his final speech. We had flown on days when normally we would have left the gliders in their boxes, and pushed ourselves to new limits. I learned a huge amount, mainly how much more I still have to learn! Having the confidence to reject poor lift, knowing when to press on and when to wait, knowing when poor lift is better than no lift! Best part? Looking back and saying: yes, I set off at 2,000ft into nothing and survived. What do I wish I had known beforehand? Just how helpful and friendly everyone was. Biggest lesson? Stop messing around in weak thermals and try using the glide function of the glider. Finally, the acid question: would I do it again? Just you try and stop me!

1 Nick Hackett; 2 Brian Marsh;  
3 Richard Blackmore/Chris Simpson

# Champion of Europe

**Fatherhood and flying haven't stopped Pete Harvey confiding in his diary. S&G's extracts include Steve Jones' triumph at the European Championships**

**SATURDAY** – Arrived in Lusse, just south-west of Berlin, after the usual overnight epic drive. Actually John Hoskins, my nearly-trusty crew did the driving – dragging our LS-8 – while I pretended to sleep.

After the Wall went down, the crafty gliding Berliners nipped out and bagged this huge airfield, then plonked some immense hangars upon it. The facilities are superb; the welcome warm and friendly. With all of Germany (East and West) plus most of Poland to play in, we just wanted the usual high cloudbases and romping conditions, which the venue and time of year were famous for.

**Sunday** Go flying. Not from Lusse – it's shut. Another gliding club 50km away. Fall off the *slooooooowww* tow at 800ft before it spins, then grovel away from 500ft to join up with Dave Watt and explore towards the north-west: huge fields, huge forests and flat as a pancake to the horizon.

**Monday** Most of the other Brits have now arrived. The other Standard Class pilots are Ed Johnston and Tim Scott – both with brand-new ASW 28s and trailers. I said I wasn't worried, but took the unusual step of cleaning my trailer. They looked good and flew well, the gliders that is: Tim and Ed don't look good. The 15-Metre team were Dave Watt, Steve Jones and Al Kay, with Mike Young and Ken Hartley our Open Class pundits. Bob Bickers is team manager. There's much debate about the rules, particularly the interpretations and ambiguities. The organisers are generally fair, but Bob ends up correctly wording the intention in English for the use of all.

**Tuesday-Friday** Practice week. Varied conditions, from classic UK to the classic UK comp weather. Chris (darling wife) and Charley (darling daughter) fly out to



Christine Harvey

Brits discuss tactics on the grid. Note above, with 110, the dutiful crew of champion Steve Jones (above right)

provide encouragement. Charley (just 2 years old) mistakenly suggests: "Daddy's been farting around with the glider." Must make a note to discuss with wife...

Rules become even more ambiguous, particularly Assigned Area Tasks (AATs). Next time, we should employ a lawyer.

**Saturday** Opening ceremony in local town. Not usual oompah band, but long-legged dancing girls. Tassles, too. We parade around lots. Charley and Bob get their mugs in the press. Charley celebrates by whacking one of the dignitaries with the Team Britain banner. Showing her respect for authority already. Gulp.

**Sunday** We're off. Great for the 15-Metre Class, less so for us little 'uns and the Open Class. Bruno Gantenbrink – top German Open Class pilot – entertains us by flying off in his hot air balloon from outside the airfield restaurant. Luke (Dave's crew) hops in as the balloon takes off. Smart move. Shame about Dave's car keys in his pocket though...

**Monday** POST task for the Standard Class – not a good day to land out, I discover. Last for the day – but then, who wants to be mediocre? Moral of the story is don't follow cloud streets too close to the Berlin airspace (disqualified for infringing airspace – no buffer zone)! Ed and Tim do well, collecting 2nd and 3rd for the day. The usual weather, we're told, is north-easterlies. Instead we're in a north-westerly flow (weather from UK, we're constantly reminded at briefings) which ensures a low cloudbase and the strong possibility of rain. No danger of homesickness, then.

**Tuesday** In the groove now. Poland is visited in excellent conditions. Huge open-cast coal mines at the border eradicate all signs of life for miles, and nearby power stations make Didcot seem insignificant. Tim and Ed are outclimbing me, but I'm outrunning them. Either way, we try to team fly, but seem to get parted. After racing around for miles, sea air for the last 50km brings everyone together – *everyone*.

the white planes picture co.



British Team Coach Al Kay, team-flying with Steve Jones and Dave Watt, came 5th in the 15-Metre Class

Christine Harvey



Seventeen Wilgas launched the grid quickly – except when grounded for a tailplane bolt replacement

the white planes picture co.



Dave Watt, Silver Medallist in the 15-Metre Class. The team-flying practice clearly paid off for the 15m pilots



**15-Metre Class (36 entrants)**

1	Steve Jones	GBR	Ventus 2a 110	6731
2	Dave Watt	GBR	Ventus 2a DW	6675
3	Göran Ax	SWE	ASW 2	6611
5	Al Kay	GBR	Ventus 2a K1	6595

**Standard Class (46 entrants)**

1	Jean Marc Caillard	FRA	Discus 2a EF	6310
2	Herbert Weiss	GER	LS-8 3Y	6241
3	Riccardo Briigliadori	ITA	Discus 2 LB	6189
11	Paul Crabb	IRL	LS-8 C64	6017
12	Ed Johnston	GBR	ASW 28 28	6007
13	Tim Scott	GBR	ASW 28 Z1	5949
21	Steve Crabb	IRL	LS-8 C65	5762
28	Pete Harvey	GBR	LS-8 H2	5512

**Open Class (21 entrants)**

1	Bruno Gantenbrink	GER	Nimbus 4 YY	7272
2	Uli Schwenk	GER	ASW22BL KS	7184
3	Holger Karow	GER	Nimbus 4 X	7008
17	Mike Young	GBR	Nimbus 4 N1	5861
21	Ken Hartley	GBR	Nimbus 3 J15	4943



Above: Tim Scott, Pete Harvey, Ed Johnston



Mike Young



Ken Hartley

Ghastly gaggles, with the brave and lucky collecting the points for fast transition of the final slow run home.

**Wednesday** Fall off tow as my Wilga out-climbs me. There were several complaints about the Wilga tows. With gliders at max weight, tows below 60kts were very uncomfortable. The Wilgas however, were content at 50kts and this caused some problems, compounded by ropes short enough to tow your car with. The tuggies were a great team and once educated to our fussy ways provided reliable service. 17 Wilgas also looked great on the grid and cleared the field very quickly.

Tried slipping the LS-8 in the lumpy thermals and sticking its nose in the air. Transforms the climb: am suddenly going up like an ASW 28. Only took me 18 months to sort that out and everyone says: "Oh yes, thought everyone knew that?"

**Friday** Mike wins the day, flying an AAT. He needed cheering up, plus a nice calendar and vintage champagne. Don't we all? Actually, not: the Teletubb- sorry, 15-Metre - team are doing very well, with Dave Watt first, Steve 3rd and Al 7th.

**Saturday** Racing tasks for all classes. The Open Class are sent off around Berlin - over 580km, but encounter eight-eighths grot at 50km. A huge grovel follows. Our 15-metre chaps faced a similar challenge. They survived, but the key German challengers landed out - almost a dream arrangement for team UK. Steve takes the lead, Dave is 2nd and Al 5th.

*Rain. Wet (UK) variety. Lasts for days, or maybe months. I forget.*

**Tuesday** Sun's out. We rejoice, rig and romp in superb conditions. The usual sea air close to Lusse again slows progress at the end, with the customary desperate gaggles. At least landing out (not that we do) is merely an inconvenience - the fields are huge and most of the crop cut. In fact, being East-Germany-as-was, the land is mostly agriculture or forest. The towns are

**"I ran out of ideas, so flew over the edge of a cloud shadow - it worked!"**

small, friendly and cheap. Trabants are still in evidence, but most have been lowered, given wide wheels and a mean paint job to go with the cloud of smoke. Be quite a pull back in Milton Keynes - and would probably fit in the trailer. Must look into it.

The sandy soil quickly dries and thermals get cracking very soon after the sun appears. It's a superb, safe, open flying area, with damage limited to minor under-carriage knocks. Not bad for 120 gliders. Mike and I discuss flying each other's gliders. Bob's moustache twitches a little too much, so we behave. Shortish task for all: a close finish, but little overall change.

**Wednesday** Superb conditions. We race to Poland and back, but once again the sea air (or what seems like it) reduces us all to gaggles 40km from home. Ed almost lands

out, but manages to scrape up from 700ft: "I ran out of ideas, so flew over the edge of a cloud shadow - it worked!" Standard hang-gliding procedure - who told him? In the end, those who were brave and didn't land out got the points. We drink beer in the hangar and observe the surreal sight of truckloads of Wilga tailplanes leaving the airfield...

**Thursday** Rain again. The Wilgas are grounded. That means we have one tug to launch 120 gliders, if the rain clears. We don't know if we should be doing a rain dance or a sun dance. Steve's doing a rain dance: he's leading the 15-metres. In the morning, Wilga tailplanes start to reappear and the weather improves. We grid and watch the Open Class launch in a 20kt crosswind. The gliders go sideways, but the Wilgas continue ahead, with Mike and Ken's Nimbuses almost uprooting trees on their initial climbout. In the end they're all called back and the day is scrubbed.

**Friday** Rig, brief, grid, wait, scrub. *The End.* Not a great finish, unless your name's Steve Jones. He won the 15-metres, with Dave Watt 3rd. Well done, chaps. The team GB atmosphere has been superb: crews, wives, girlfriends, Bob and pilots all mucking in cheerfully. The organisation at Lusse was great (cheap too), and seemed out to ensure a safe, fair meet not profiting from the pilots. Well done, Lusse!

Apparently I'm not getting a Trabant, after all.

For more information: [www.egc2000.de](http://www.egc2000.de)



Serious stuff on the grid: Steve Jones (in the foreground) and Dave Watt take a look at the task



Dave Watt, Silver Medallist (left); Steve Jones, 15-Metre European Champion (centre); Göran Ax, Bronze (right)



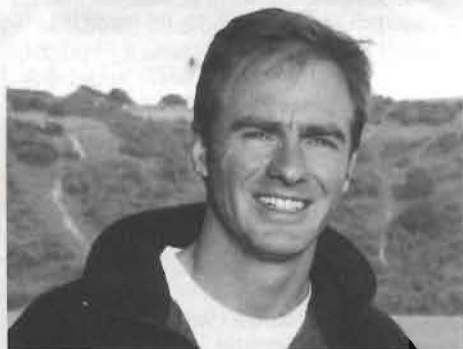
Unlike in F1, glider pilots drink the champagne and anoint champions with... is that water from a kettle, Pete?

# Rain stopped play

THIS YEAR'S Standard Class Nationals will long be remembered by its unfortunate participants and organisers – though they'd probably rather forget it.

On Friday, July 7, they enjoyed the sun and observed with pleasure the well-defined, medium-sized cu. They should have known better. The only sunlight visible for the next eight days illuminated, briefly, the tops of shower clouds.

Carr Withall, directing in London GC's 70th anniversary year, told the first briefing that Saturday wasn't promising. "Sunday and Monday look awful," he added. With



Mike Young, Standard Class Champion at Dunstable

hindsight, he could have said: "as do Tuesday, Wednesday, Thursday, Friday and next Saturday".

For days, pilots and crew practised rigging, gridding, wiping rain off wings, and smiling in the face of adversity. With the help of an excellent talk from Paul Crabb, they also mugged up on Assigned Area Tasks: some were set, but none flown.

At Thursday's briefing, the week's day prizes were doled out – a bottle of wine for each competitor. Pilots who had flown the 18-Metre Nationals took masochistic pleasure in counting the number of consecutive scrubbed days (the grand total eventually came to 13). On Saturday, the grid finally launched – but couldn't get away. So Sunday's soarable weather came as something of a shock. Win a day, win a comp: a 256km racing task round Oxford, Kingsclere and Mursley. It was the start of a superb five days in which no rated comps were scheduled. Bidford's task week, however, had plenty of 500s: Justin Wills, taking part, did four in a row.

Unkind observers joke that the Standards was the only competition where the end-



of-comp party was held before the contest started – can readers with long memories confirm or deny this?

**Helen Evans**

1 Mike Young, 1000; 2 Leigh Wells, 993; 3 Pete Sheard, 991; 4 Martyn Wells, 974; 5 Peter Coward, 949; 6 Paul Shelton, 947; 7 Alan Clarke, 943; 8 Ken Barker, 929; 9 Russell Cheetham, 925; 10 Tim Scott, 922

**For results of BGA-rated comps and year 2000 ratings, see the next S&G**

## Inter-services get seven contest days

THE RAFGSA again successfully ran the ISRGC (Inter-Services Regional Gliding Competition) this year – at Bicester, from August 8-17. The trailers and caravans arrived in sunshine and the competitors were looking forward to racing tasks.

The Met had other thoughts, however. The competition was officially opened by Sqd Ldr Tootell – then the first day was officially scrubbed.

The challenges the British weather was to provide over the next week were not going to stop Director Ken Sparkes somehow achieving seven contest days in the Open Class and six in the Sport Class.

Days one and two proved to be a real struggle, with all pilots landing out – even on one Sports Class task of 85.6km. Day three, though, was a racing day (238.4km, Open Class; 157km, Sport Class). Open Class finishers did more than 100km/h. The finish line was exciting with many gliders returning together. Many stories were told in the bar that night. Director, pilots and

crews were all happy people.

Day 4 looked like a day for badge tasks – 503km (Open) and 303.6km (Sport) were set. But cu did not develop as hoped on this very hot, blue day and just two pilots – Tony Head and Jessica Pennant, in the Sports Class – made it back. Despite this, many pilots were discussing the highs and lows of their long flights. Lots of them spent six to seven hours in the cockpit.

Day five was another racing day. The director was heard to say: "There is a slot out there and I want to be in it!" Were all the pilots racing back to beat the forecast showers?

Al McNamara (Open Class) did 183.2km at 114.2km/h, winning the day. Day six had similar conditions, with most pilots starting early to avoid threatened showers, and slightly lower speeds were achieved. K-21s occupied the top three Sports Class slots – and eventually the overall rankings, too.

Day seven was difficult for director and pilots. There was just a small window of

good weather, which enabled the Open Class to achieve a competition day (309.7km task), but the Sports Class pilots were rained on. They managed to get airborne, but none flew cross-country. It proved to be an exciting climax for the Open Class, as many of the main players landed out, ensuring a nail-biting finish.

On behalf of all the pilots and the RAFGSA, Phil Sturley, Chairman of the RAFGSA, thanked Ken Sparkes and his team for a well-run, accident-free and enjoyable competition. Ken made particular mention of Hugh Brookes for his superb contribution as meteorologist. As the results show, it isn't about winning all the time: but about consistency.

Open Class: 1 Peter Stafford-Allen, 4622; 2 Dave Chappell, 4304; 3 Jamie Allen, 4248. Sports Class: 1 Jessica Pennant, 2683; 2 Terry Mitchell, 2640; 3 Ron Smith, 2565.

**Yvonne Elliott**

# UK weather in France

ENTERPRISE was the first competition I ever entered. It was a good choice – the rule book is so much thinner than the BGA *Competition Handbook* and is therefore easier to follow. In fact, there is only one written rule: "In order to avoid any unpleasantness in what is meant to be enterprising, challenging and fun, there will be no objections or complaints". How very refreshing!

Some 12 years later, at Chauvigny (right), I decided to join again. The rule was unchanged and the philosophy of enabling everyone to fly at every opportunity very much intact.

So, how does it work in practice? At the daily briefing John Fielden (Mr Enterprise) set a task or two, along with the scoring method for the day. Fortunately, for the less mathematically-able he also made it clear in words of one syllable whether this was speed or distance-weighted. On speed days it is important to stick to a selected task, but on distance days it is quite all right to go and clock up the kilometres any way you care to go (they don't call it

Enterprise for nothing). Launching was available whenever you wanted to go and timing was from take-off so there was little risk of gaggles. There was much chatting among the pilots prior to take-off about the best way to handle each

task, when you might expect tactics to be kept quiet. This was probably the most relaxed comp I have flown.

We managed only four contest days (was 2000 the worst season ever?), the first two won by Nick Gaunt and Peter Poole; the others by Alistair McGregor, who won the competition comfortably in his Turbo Discus. Second and third overall were Les Blows and John Hart. There were prizes for everyone: the French hospitality was second to none and they certainly won the singing at the end-of-comp party.

The organisation was so spectacularly good I must mention one or two key names. John



John Herring

Fielden remains true to the original philosophy and does an impossible amount of work behind the scenes, assisted by his able team. The whole idea of taking the show to Chauvigny was made real by Barry and Mo Meeks, who kept us all informed of developments in the lead-up from their winter base in New Zealand, and on arrival in France had us all fixed up with French licences in no time. They also cooked excellent food for us every night and towed us by day.

Enterprise is provisionally booked to return to North Hill in July 2001. Why not give it a go?

**Jill Burry**



Bernard Smyth

# A good week for the boys

EXCITED by blue sky and cu on the first Saturday of the Rolex Western Regionals at Nympsfield, Director Tim Macfadyen sent the 38 competitors on a 313.9km task (Chieveley – Kettering). He was punished by having to retrieve his wife, Geryl, a competitor, from the far TP – after he'd recovered from a phone call about "someone baling out of a glider". It turned out to be a paraglider soaring our ridge.

Meanwhile, landouts prompted the local police to follow up reports of "a glider in difficulties". We gently explained that

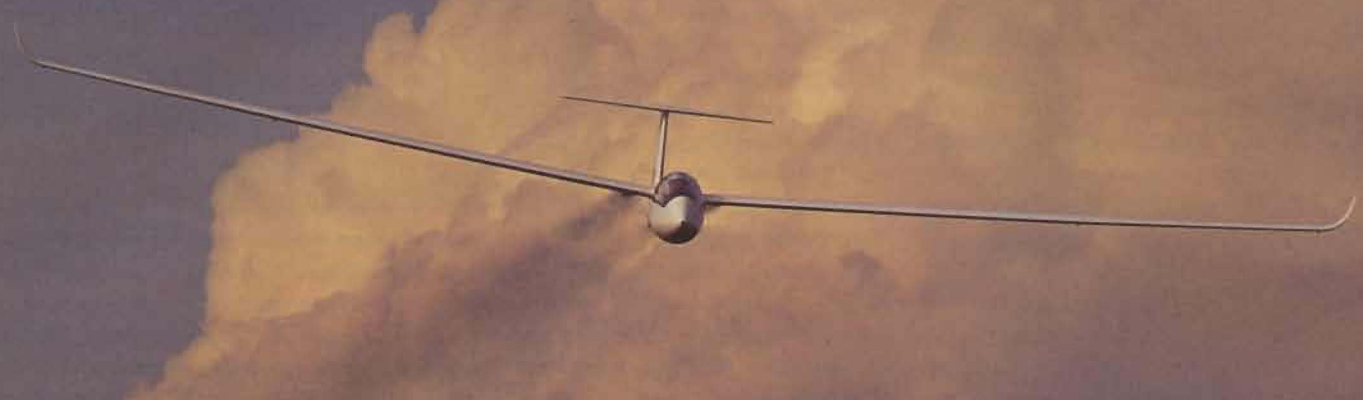
37 gliders were in difficulties. The heroes of Duo Discus 494, though, managed to roll over the line... just. Well done, Paul Stanley. (We know what you said when you heard Andy Davis in the other Duo land out: you're lucky it isn't printable.)

Then we had several miserable days, ended on Thursday, August 10, by a three-hour Assigned Area Task (AAT). "A what?" asked some pilots. Others, with experience of previous, even wetter comps, had had plenty of map-marking practice and set off happily. The best distance was around

240km, by Leigh Wells. His impressive emergence from the lee of the ridge – how did he do that? – was one of five finishes.

A straightforward 270km race on Friday (Bradford-on-Avon – Basingstoke – Heyford Station) made the most of the best weather we had. Mike Strathern won at 99.4km/h; nearly everyone got home, including newbie competitor Hywel Moss, after 19.00hrs.

Another AAT the next day made it a four-day comp. A remote start zone (Tetbury) and remote relights (Aston Down) gave the start line something to think about. Two gliders got back. Perhaps we should have had remote finishes, too. The best distance was around 215km from Leigh Wells (of Shenington) and Jeremy Hood (of Four Counties). Team flying, they even used secondary logger evidence in a bid to score the same. On the last day, Leigh landed 200m closer home than Jeremy, after task time had run out. This difference didn't affect the provisional scores but after re-scoring Leigh was one point ahead. He collected first prize from sponsor Richard Deacon (*seen above left*). Leigh's verdict? "A good week for the boys." **Helen Evans**  
 1 Leigh Wells, 3504; 2 Jeremy Hood, 3503; 3 Ben Flewett, 3392; 4 John Tanner/Gav Goudie, 3358; 5 Paul Stanley, 3331.



# Lasham 2000

All photos: the white planes picture co.

**It was only fitting, says Wendy Durham, that Lasham should host competitions in some of the best weather of its 50th year**

**W**HEN everyone woke up, Saturday August 19 – which was forecast to have thundery rain followed by showers – looked dreadful. But by 09.30 it was clear that this had been and gone, and we were now into Sunday's forecast.

By noon, after an opening ceremony by Diana Britten, over 100 competitors were milling about on the grid, impatient to get into a sky full of streeting cumulus, which stretched as far as the eye could see. Day 1 tasks were: 254.3km, Devizes-Winslow (Nationals); 219.1km to Pewsey-Calvert (Regionals A); and 164.1km, Andover-Oxford East (Regionals B). Conditions were not all plain sailing, however – particularly on the longer, Nationals, task. Cirrus was affecting convection, and one by one the outlanding reports trickled in.

All B class competitors got home, with David Draper day winner on handicap. David Williams won the A class: "It was quite simple really," he said, modestly. "I just followed a big ASW 22, and when I lost him I turned round and came home!"

The Nationals had 21 finishers, with Pete Harvey winning the day (and devaluing it) at 119.7km/h. He said: "I was pair-flying with Russell (Cheetham), and we timed the start right, but out on the first leg I felt I wasn't climbing very well, so I tried not to – although I still did more than the three circles that Ed Johnston claims he made... Round most of the task, as Russell and I were among the latest starters, we had lots of markers, which helped tremendously, and I'd like to ask everyone if they'd please do it again for us today?"



Ed Johnston, 15-Metre National Champion for 2000

**Day 2, Sunday.** Cirrus from the Bay of Biscay threatened otherwise fairly good conditions: a weak ridge in the Channel, instability moving in from the west later, and 5-6,000ft cloudbases.

Chris Garton set 431.6km, Birdlip-Earith-Oxford East (Nationals); 324.1km, Hungerford-Lyveden-Goring (A); and 259.7km, Welford-Bozeat-Goring (B).

Everyone started early, by just after 13.00. Again, the Regionals had the best of it. By 16.00 the first were home, with Tim Parker's ASW 22BL leading the pack.

He lost out on handicap, however; Martin Judkins won: "What gave me the best climb," said Martin, "was what looked like a stubble fire, until I realised from the number of fire engines and the size of the thermal that the whole farm was ablaze!" Al Nunn won the B class: "I went fast," he said, helpfully, "and came home first."

The Nationals had a harder time in East Anglia. Day winner Dave Allison (LS-8) told a joke rather than describing his 91.9km/h flight... Pete Harvey's landout ruined his day and his comp.

**Day 3, Monday.** An encouraging forecast, although with a high probability of afternoon thunderstorms. Cloudbases were 4,000ft-plus, with 4-5kt thermals, but the window was small if the worst storms were to be avoided. Chris Garton's short, sharp racing tasks were a masterpiece: 190.2km, Hungerford-Calvert (Nationals); Welford-Westcott (A); Welford-Didcot (B).

As the last few competitors set off, the temperature at Lasham dropped several degrees: a huge shower lumbered past to the south, with others developing around us. Conditions on task were excellent in parts and dreadful in others. Early starters really did have the advantage. The first returners – B class – were home by 13.15 (yes, really!) and as they streamed across the line, a highly-amused sniffer from Gransden advised her director to launch his grid, as Lasham already had finishers... Regionals A winner was Chris Starkey; in the B class, Alan Eckton took the day.

Nationals day winner Pete Harvey could not recover his earlier standing, leaving Steve Jones first, with Russell Cheetham and Ed Johnston very close behind. Richard Smith didn't quite make it back: "I'm feeling very confident at Newbury," he said, "with the lead gaggle, already 500ft above

#### 15-Metre Nationals

1	Ed Johnston	5079
2	Phil Jones	4933
3	Graham McAndrew	4795
4	Russell Cheetham	4739
5	Gary Stingemore	4682
6	Pete Harvey	4671
6	Steve Jones	4671
8	Richard Browne	4542
9	Graham Smith	4520
10	Peter Sheard	4490

#### Regionals A Class

1	Chris Starkey	4849
2	Ralph Jones	4552
3	Martin Judkins	4545

#### Regionals B Class

1	Eric Smith	4308
2	Al Nunn	4298
3	David Draper	4016



Above: Phil Jones, who came 2nd  
Right: winner Ed Johnston, LS-6 721



Lasham's CFI Graham McAndrew  
came third in its Golden Jubilee year

final glide. Heavy rain as I push on under grey sky. The gaggle 300ft above me looks over-conservative... then I realise something's wrong. Over the motorway at 850ft – must slow down, although I should still have 500ft in hand. Aim at the gap in the trees to the east of the clubhouse. Dump the water. It's getting worse – wheel down at 100ft as I skim a field full of surprised cows and into a field 100 yards from the finish line. I can hear the Tannoy clearly....Then I see an LS-6 coming in to join me. He's forgotten his wheel and his airbrakes, but with his fuselage scraping the stubble, he'll still stop before he hits the hedge. Then he pulls up – and, propelled by nothing other than willpower, staggers over the trailers and disappears. On the radio, I hear the tower: *Line, 721: good finish. Unbelievable.*

Later, I find that the Lasham to which I had been gliding is set in my computer at just 3ft amsl. I had been 600ft too low for over 50km and hadn't even noticed!"

**Day 4, Tuesday.** Today was different, with much dryer air and 4-5kt thermals, though the ubiquitous cirrus would probably affect conditions locally. Tasks were: 403.5km, Skeffington-Chatteris-Calvert (Nationals); 340km, Silverstone-Upwood-Didcot (A) and Pitsford-Oxford East, 258.2kms (B).

Steve Jones, Nationals day winner at 109.3km/h, said: "With all the cirrus about, we just couldn't work out the best time to start, and after hanging around for a while we ended up making a purely arbitrary decision that we really ought to go. Then we realised that everyone else already had!" Steve was still ahead of Russell, in turn leading Ed Johnston. But Phil Jones, Dave Allison, Graham McAndrew, Mike Strathern and Martyn Wells were all in contention, and the result was by no means a foregone conclusion...

In the Regionals A class, Chris Starkey won again, consolidating his 300-point lead over Ralph Jones; Eric Smith took the day – and the lead – in the B class.

**Day 5, Wednesday.** With the low moving east, strong winds along the south coast would affect Lasham, but lighter winds and better conditions to the north would allow the largest tasks of the week for all three

classes: 480kms, Calvert-Welshpool-Heyford Station (Nationals); 306km, Banbury-Kettering-Welford (B), and 350km, Calvert-Hereford Cathedral (A).

Ed Johnston won the Nationals day: "I started low and behind the main gaggle," he said, "and until we were half-way to Welshpool, the faster half of the gaggle were pulling away. Ironically, the flight started to turn around when the weather deteriorated. At Droitwich, cloudbase and thermal strengths went down, but by following the streets and valleys I pretty much ran straight on to Welshpool without turning. There we ran into everyone in the comp. Many were quite cautious, but with improving weather ahead, I pushed a little and suddenly found myself with Russell Cheetham and Pete Harvey out in front.



Jon Meyer, left, with title contender Russell Cheetham

We had a great streeting run from Ludlow to Evesham, then I took a small diversion south. That gave me two good cells that kept me at cloudbase (now approaching 5,000ft) then, pressing on, I found two more 6kt climbs that got me to Heyford. Turning south, I thought I had won the day, and decided not to try to win it again! I accepted a solid 3kts at Abingdon and a healthy top-up at Newbury. After heavy sink all the way home, I was very pleased to have been so cautious!"

The leader board changed again: Steve Jones landed out, letting Russell in at the top, only five points ahead of Ed. Regionals A was won by Chris Starkey – now nearly 450 points ahead overall. Al Nunn took the

day – but not the lead – in the B class.

**Day 6, Thursday.** Different again: hot, blue, with thermals under 5kts – and not many of them! It just wasn't good enough to get everyone home, or to allow the scrubbed B class a chance of a task. The Nationals, (sent Westcott-Devizes) all landed along the last leg, with Keith Nicholson (LS-8 SKI) crawling furthest for 182.9kms, followed by Robbie Knight with 182.2kms. Leading positions, for once, remained unchanged.

A lone finisher – Alan Baker's Discus – crossed the line from Regionals A, who had been to Didcot-Marlborough, leaving Chris Starkey and Bill Murray 1st and 2nd.

**Day 7 (Day 6, Regionals B), Sunday.** Different again: a trough to the west and showers, and 2-3kt thermals. The Nationals went to Oxford East-Olney-Heyford Station; the Regionals A, Oxford South-Hungerford; and the B, Thame-Membury. Launching and getting them away was tricky – the moist air kept cloudbase low – and late starters met far worse conditions. Again there were no finishers.

Phil Jones won the day in the Nationals (175.5kms) but it was Russell Cheetham's turn to land out early and the leader board changed for the last time. Ed Johnston, who had been only 18 points behind Russell, was 5th for the day (164.6kms) and overall winner of 50 competitors, ahead of Phil Jones, 2nd, and Graham McAndrew, 3rd.

In the A class, Ralph Jones got furthest (108.8kms) but Chris Starkey carried off the championship almost 300 points ahead of Ralph, 2nd, and Martin Judkins in 3rd. B class winner was Eric Smith, who won the day and the contest.

Lasham's guest at prizegiving was Judy Leden, three times world champion in two air sports. Following the presentations, Ed Johnston, 15-Metre National Champion, summed up: "The competition as a whole was one of pushing steadily but not too hard on most days, and damage limitation on others. I had the most horrible final glide on Day 3 that only just got me back, and Days 6 and 7 were little better than surviving the mistakes. Fortunately for me, I avoided a costly mistake while all my main competition had one bad day!"

Full results in December-January issue

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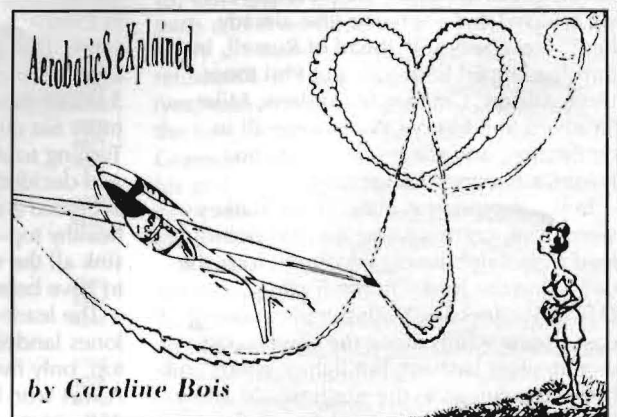
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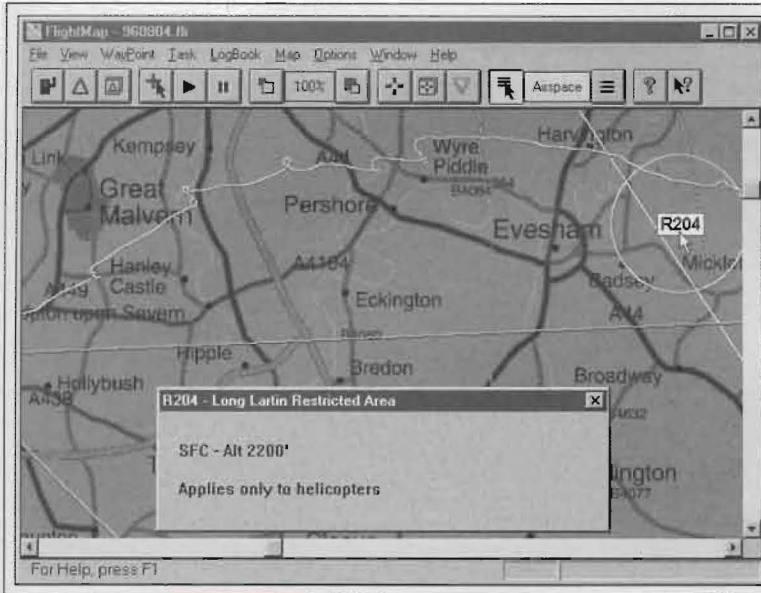
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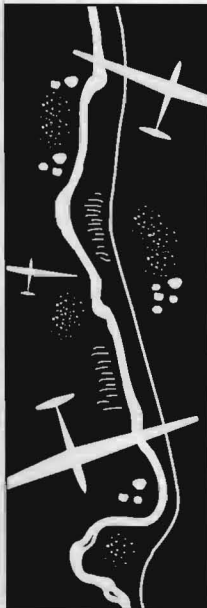
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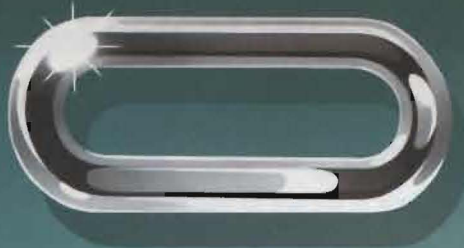
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# Club news

## Angus (Drumshade)

DURING the early summer we had a couple of group flying days for local organisations and companies. Everyone enjoyed their first gliding experience very much. Since the weather let us down on both occasions and there was no soaring, many of the visitors flew for a second time. The T-21 has had much use recently due to the sunny days with little or no wind we have had. This was also the glider on which I went solo on the first of July. My thanks to Allan, Colin, Gus and Les, our instructors, who made this possible. We have had some very good soaring weekends, but Silver distance keeps eluding some of our members.

**Wolf Rossmann**

## Bannerdown (RAF Keevil)

IAN FRANCIS soloed and Mike Small flew his five hours and Silver height. Dave Walker and Chris Lear completed their Silvers. A number of near-300km flights have been done in Gold/Diamond attempts, and several by Richie Arnall at Romorantin. Shellie Dawson's trip to France with Mel gained her a 500km, while Steve Ayres flew his at home, on what seemed an unlikely day. Friday air experience evenings have been a great success thanks to Chris Lear and helpers; the barbecue was made more agreeable by a paved picnic area, courtesy of Bob Brain and Ron Peach.

**Derek Findlay**

## Bath, Wilts & N. Dorset (The Park)

CONGRATULATIONS to Robby Macpherson, one of our junior bursary pilots, who went solo a few days after his sixteenth birthday. Keith Nash soloed on the same day. David Holmyard, ex-RAF helicopter pilot, took only 23 launches to solo. Norman Slater achieved five hours as did Dick Hadlow who completed his Silver. We have recently enjoyed a club soaring week which proved to be the best cross-country week for many years and during which many thousands of kilometres were flown. Bob Hitchin did his Diamond goal and distance in his Nimbus 3. Mike Jenks flew Gold distance and the following day did it again for his first Diamond in his SHK. Congratulations to Bob Hitchin and his team for winning this year's local Inter-Club League. Several new members have joined us recently and there is keen competition among our *ab initios* as the list gets longer.

**Joy Lynch**

## Bicester (RAFGSA Centre)

WE RAN our first JSG aerobatic training course in July. Derren Francis scored highest in a practice competition concluding a week of concentrated aerobatic training. Derren and two of the four other students on the course, run by Ian Tunstall and Jamie Allen, qualified for the BGA Sports Class Aerobatic Badge. Participants agreed that the rewarding aspect of the course was the full involvement as either pilot or critical observer that

Please send your entries to [helen@sandg.dircon.co.uk](mailto:helen@sandg.dircon.co.uk) or Helen Evans, 6 Salop Close, Shrivenham, Swindon SN6 8EN, to arrive by **October 17** for the December-January issue (December 12 for February-March). Photographs – slides or prints from film – are welcome

everyone had to play. No mistakes go unnoticed in aerobatic comps! We hope to hold more dedicated glider aerobatic courses next year. The Inter-Services Competition has again been run from Bicester this year. On the first day, unfortunately, no task could be set, but this was followed by four competition days with one very good racing day when all the pilots got home together. There was much banter in the bar! The uncertainty of the move to Little Rissington continues, with December 2001 looking like the earliest date.

**Yvonne Elliott**

## Bidford (Bidford)

DURING some excellent weather in July, Bidford had a task week whose achievements look more like a year's worth, with a total distance of over 15,000km flown (see page 13). A special thanks to Frank Jeynes, who organised the tasks; and to complete a fabulous week his daughter gave birth to a girl, so he became a grandad too. Since the task week we've also had Steve Minter going solo with a 105-minute flight and we have two new Basic instructors in the form of Bill Inglis and Simon Waterfall. Beat that!

**Nigel Howard**



*Amidst much noise, Cranwell's Kev Morley and Al Docherty (nearest to Janus) explain silent flight to visitors to the Waddington Air Show (Paul Skiera)*

## Booker (Wycombe Air Park)

DESPITE the dreadful summer Ashley Birkbeck and John Turner managed first 500s and, as a result of a very busy training schedule, the following went solo: Chris Bolt, Neil Coggins, Tim Connor, Leo Gough, Alan Gura, Bhavna Patel, Dick Pugh, Errol Reilly, Steve Sowerby, Andy White and last but certainly not least one of our girl cadets, Rachel Howe. In competitions Dave Watt was second (to Steve Jones), in the Europeans and Chris Rollings was third in the Open Nationals. As you read this we will be making final preparations for our annual Aboyne expedition. Deputy CFI Andy Perkins and tuggie Kat Hodges will soon be leaving us for airline pilot training, and I am informed that the other "Booker Climbing Club" will be once again open for business. G will be off to New Zealand again later in the winter. And the ASW 28s have started to arrive.

**Roger Neal**

## Borders (Milfield)

THE CLUB hosted the Scottish Inter-Club League in August, organised by team captain Andy Henderson. Competitors arrived from Feshiebridge, Aboyne and Portmoak (with Highland sending apologies). Cairngorm won the weekend and the contest overall with Borders in second place, one point ahead of Aboyne. A barbecue for over 60 people was held on the Saturday night

and lots of beer consumed. This was our first attempt at organising a competition from the site: our thanks to Roger, Nicki, Leon, Andy Henderson and Andy Bardgett. Everyone enjoyed the experience (must remember to order more beer next time!).

Congratulations go to Andy Carter, CFI of Cairngorm, who gained his Diamond height on the second day with a wave climb to 19,200ft. The two Andies went round the 80km task in the K-21, for fun, just to show it could be done. Our Falke is flying again with a factory-reconditioned engine, Friday flying is proving very popular with those members who have retired, and it will continue into late summer. The proposal to build a large private glider hangar has been accepted by the local council and Brian Brown has the plans well under way.

**Bob Cassidy**

## Bowland Forest (Chipping)

THE club celebrated its 50th anniversary on July 22 with a barbecue and party attended by many current members and quite a few previous ones. Our longest-serving members – John Gibson, Keith Emslie and Gordon Bleasdale – cut the cake. Despite mediocre weather, we have had a good flying year. CFI Geoff Guttery has led a field management team working closely with a drainage expert. We have had a 30 per cent increase in launches this year due, at least in part, to the field being less prone to waterlogging. We have held two successful *ab initio* quick-start courses and a Bronze course that resulted in Walter Postlethwaite, Chris Burrows, Ian Pendlebury, Nigel Dickenson and Dave Maxwell achieving Bronze. To support our increasing membership we have introduced a well-received mentoring scheme that ensures all inexperienced and new members are watched over by more experienced members.

**Reg Wooller**

## Bristol & Gloucestershire (Nympsfield)

LEIGH Wells (LS-8) "won" the Western regionals by going a whisker further than his team-flying mate, Jeremy Hood (LS-8) – they both scored equal points. Alison Mulder and Tim Lean have Cross-Country Endorsements. Best wishes to Mike Harris, our joint winchmaster, who has returned after health problems. He plans more flying and less winching, grass-cutting, and maintenance – jobs which the club owes him a big thank-you. Keith Aldridge is reported to have been reunited with a Hurricane in which he had a prang during the war. The cadets who won our competition for free membership, Daniel Hill and James Prodger, have started flying. We hope for more newbies after our open day on September 17. Two members have glimpsed or heard the "beast of Nympsfield" in the woods alongside the site. A new tea mug designed for the club by Peter Fuller is on sale. Twelve members went to Gap with James Metcalfe and the DG 505 and they want to go back: 6,000km were flown in 157hrs on 34 days out of a possible 42.

**Bernard Smyth**

## Buckminster (Saltby)

DESPITE the continuing mixed weather, the second task/cross-country training week proved productive, with lectures and two-seater cross-countries. We have also had a good crop of Bronze and Silver legs, together with two-hour Cross-Country Endorsement flights. The combined club/BGA stand at the Royal International Air Tattoo produced a number of potential members (an open day is planned for mid-August to introduce them to the club), and saw us providing information on local clubs from people from other parts of the country. In October we'll be travelling north, to Portmoak, which will round off this year's planned events. We will have been to the Pocklington two-seater comp, and hosted the British Glider National Aerobatic Championships in early September. More on those next time.

**Paul Rodwell**

## Burn (Burn)

BURN'S cross-country course was again a huge success despite the poor weather, with Dave Bell, a new BI, flying 200km in his Libelle on a day when most pilots wouldn't even have rigged. Thanks go to Bob Baines for organising and running it. Rod Salmon organised two flying days for more than 60 local schoolchildren at reduced rates. Our thanks to all involved. A hangar "ceilidh" run by Pat and John Stirk – our thanks to them – was enjoyed by villagers and club members alike. We've had 100km flights from Bob Bougen, Stan K, Dave Bell and Mike Howey, Silver height from Rob Nichols, a Silver distance from Dave Slocombe and a Bronze from Richard Cust. Congratulations, all! The red K-13 trailer is now refitted and ready at the time of writing to join the K-21 in the two-seater competition at Pocklington.

**Oilly Peters**

## Cambridge (Gransden Lodge)

BLUEBELL, our T-21, celebrated her 50th birthday with a reunion of many old members, including Ted Warner, who logged tens of thousands of flights in her. Despite the bad weather, plenty of pilots seem to be making progress, including Silver distances (Chris Holland and Will Harris), 100km Diplomas (Paul Browne, David Tew, Jon Holmeifjord and cadet Max Smith – Max flew at 92km/h on his second cross-country!), and 300kms for Steve Turner and Peter Belcher. The single-seat pre-pay and booking system has encouraged pilots of club gliders to go cross-country far more than in previous years. New solo pilots include Mel Noakes, Tim Hughes, Paul Morrow, Andrew Dunn, Martin Gregorie, John O'Connell, Darren Learmonth and Cambridge University GC members Chris Wilson, Mike Hogg and Victor Yung. We are proud to be the home club of the 18-Metre and Standard Class champions, Keith Nicolson and Mike Young.

**John Birch**

## Chilterns (RAF Halton)

OUR TRADITIONAL Longest Day on June 24 combined this year with a '20 Years at Halton' celebration. Faces from the past included Oscar Constable (CFI 1980s, now Bannerdown), Jeff Millward (DCFI 1970s), Bob Lloyd (now at Kent), Eddie Wright (Four Counties), John Burn (Bannerdown), Bob Sharman (Bicester) and Tony Morris. Much in demand was Terry Akermans' newly finished T-21b and visiting experts tried the 26 approach obstacle course. Bar proceedings were started *in absentia* by Jock Manson (CFI 1970s) with a 10-bell ring fine for a badly-arranged diary (clashing SIM Check in the US). Excuses from other ex-CFIs included Open Nationals (Jed Edyvean 92-95) and Falklands (Terry Akerman 95-98). Flying hours correlated closely with endurance at the bar. Steve Wilford's annual task week (July 10-15) had gliders brimming with water and crops for five miles around looking distinctly greener. Peter Mann followed the water into a nearby field with his syndicate LS-7.

**Tony Gee & Dave Sale**

## Clevedons (Dishforth)

CONGRATULATIONS to Stefan Loye, one of our Leeds University students, who has gone solo, despite the added difficulties of having to rig and de-rig the two-seater each weekend. We now, however, have the luxury of club aircraft rigged and (in the case of the tugs) on-site, in our very smart, newly-finished hangar. As a result of all the hard work, and with water, electricity and sewerage in place, we are in a position to host our regular Christmas Wave camp, but unfortunately, on-site accommodation this year will be severely limited. Local B&Bs are plentiful, so don't let that put you off! Contact us on 07779 454124 for further information. We also have a new assistant instructor joining our team of instructors: well done, Mark Tolson.

**Polly Whitehead**



The 50th birthday of **Cambridge's** much-loved T-21, **Bluebell**, was celebrated at a members' reunion, complete with cake. She is seen, in the three blues of Sandy Torrance's paint scheme, looking forward to her next 50 years

## Cotswold (Aston Down)

ONCE AGAIN inclement weather has dominated our flying, giving us less activity than we would have wished in the Open and 18-Metre Nationals at Aston Down. We hope to hold future Nationals with better weather so that pilots can take full advantage of our airfield. Thanks to all the club members who helped the event to run smoothly. Several of our pilots have flown in Regionals and achieved pleasing results. Alistair Harrison has completed his Silver Badge with a flight to Edgehill in the club K-6, and Mark Parker has flown 500km for his Diamond distance in his Discus 2. Our courses continue to prove successful and evening flying remains as popular as ever.

**Frank Birlison**

## Cranwell (RAF Cranwell)

OUR CFI, Mark Evans, led a strong contingent in support of the RAFGSA stand and Aerobatics display team at the Waddington 2000 airshow in late June. Our static-displayed Janus now adorns photo albums from here to China. The club's replacement bus rolled out on time, a tribute to Ged McKnight, Mark Hessewood and many others. Bill Bristow went solo in July and can now combine business with pleasure surveying his crops from a new perspective. In mid-July the GSA display team again flew from Cranwell to perform at the International Air Tattoo at nearby Cottesmore. Charles Skiera helped with on-site information and ground-handling. Drizzle and a low cloudbase marred our local activities again that weekend, but fortunately the Hurricane which arrived here was of the WW2 type, seeking B&B before returning to Duxford.

**Paul Skiera**

## Deeside (Aboyne)

IN SPITE of changeable weather we have had very good wave and thermal conditions recently; two pilots achieved heights of more than 20,000ft in early August. On the Glorious Twelfth one intrepid pilot attempted a Silver distance overlying grouse moors – no sign of lead shot in pilot or glider so far. Congratulations to Bruce Stephenson and Bruce Duncan (solo) – the latter soloed on his 16th birthday and now has Silver height and a Bronze Leg. There are a few places remaining for the wave season. Club communications have advanced thanks to Mark Recht, and our email address is [deeside@glidingclub.co.uk](mailto:deeside@glidingclub.co.uk)

**Sue Heard**

## Denbigh (Denbigh)

EARLY ONE Saturday, WWII fighter pilot Peter Manchett (our safety officer) shared with us the benefits of a decade of soaring Denbigh's 15-mile ridge. Many valleys and fingers make it pretty challenging, with a variety of possible entry points, minimum heights to remember, best faces to go for and faces to avoid for different wind directions. Imagining the wind as a fluid

gave a better idea of the different routes it may take and possible changes in direction and strength. The audience was enthralled, and the easterly wave overhead that morning almost forgotten. After several scenarios were described, we were either sharing another exhilarating flight in Peter's Astir or being briefed for a low-level bombing mission! Thanks Peter for a most enjoyable lecture. In case you're wondering, his Astir's call sign is, of course: Hotel Uniform November. Congratulations to Tom Carey for Silver duration, Martin Jones for Silver height and Rod Witter for setting a new site record of 630km on July 18.

**Martin Jones**

## Derbyshire & Lancashire (Camphill)

DESPITE mixed weather at the Vintage Glider Rally 2000, it was voted a huge success by visitors. As usual the vintage glider crews made the most of what they got: Sunday had abysmal weather up to 18.00hrs, but as soon as it broke, they were rigged and going up the field for what they knew would only be circuits. Congratulations to Bill Elrington who, during the week, flew a Slingsby Sky he had once owned and not seen in many years: he got to more than 6,000ft. Bill, being Bill, said that he'd had a "nice flight". This summer saw the reintroduction of popular and successful members' courses. Recent achievements are Nick McCloud (solo), Trevor Butcher (Bronze), Dave Bailey (Silver distance), John Shannon (Silver duration) and John Klunder (Silver duration and distance). Thanks to all members who have recently taken on maintenance, groundwork and organisation tasks.

**Diane Reid**

## Devon and Somerset (North Hill)

SUDDENLY, it was summer! A completed Silver for Steve Westlake, Cross-Country Endorsement for Anthony Leech, Gold distance and Diamond goals for Barbara Fairclough and Phil Morrison, and Diamond goal for Don Connolly the day after being presented with a new logger by his wife (was she trying to tell him something?). John Bugbee nearly makes it Gold – again (if only he hadn't stopped to admire the view so often). We had an excellent weekend for the Inter-Club, and, one week, cloudbases of more than 4,500ft! And then it was over: hot humid weather came in and we settled back to draw on the inexhaustible supply of optimism we glider pilots are born with. If I half-close my eyes, and fold the weather fax so, I can just see the cold front swooping down across the West Country...

**Phil Morrison**

## Essex (North Weald/Ridgewell)

CONGRATULATIONS to Norman Feakin (solo); Cathy Dellar and Peter Gardner (Bronze legs); and Paul Fournaise, Peter Berridge, Ivan Stirling, Brian Thwaites, John Whitwell and Peter Perry (Cross-Country Endorsements). Our thanks to Norfolk GC and, in



Above: York Gliding Centre's airfield at Rufforth has a 1,200m-long runway

Below: CFI, Mike Cohler, pictured left, congratulates 16-year-old Nick Jefferey on his first solo in the K-7



## Wave and thermal in the Vale of York

YORK Gliding Centre has a long history, with previous existences as the Ouse and Hambletons at several different sites in Yorkshire. It then became the Ouse Gliding Club at Rufforth Airfield after it was sold by the Ministry of Defence, before settling on its current name in the early 1990s. The club finally established permanent roots when it bought the remainder of the site in 1993.

We have an excellent hard runway (18/36) 1,200m long, as well as a 632m runway (24/06) comprising 358m of tarmac with a 274m grass extension at the western end. These allow us to fly all year round even after substantial periods of wet weather. With thermals from spring to autumn, and Pennine wave all year round, members enjoy good soaring conditions.

There is an excellent clubhouse and two main club hangars house the entire club fleet: three two-seaters, three single-seat gliders, two Pawnees and three motorgliders.

Several private motorgliders are kept in purpose-built hangars, and the syndicate gliders are trailed opposite the clubhouse. Most of the maintenance is done in a well-kept workshop on site, and the club winches, tractors and other vehicles are stored in a dedicated MT building.

Our experienced cross-country pilots usually achieve several flights over 300km each year and we often enjoy wave flights in winds from the south-west to the north-west; the club height record is 23,000ft. There is no controlled airspace overhead, the nearest being the Leeds Class D CTR, whilst the Church Fenton and Linton MATZs do not restrict cross-country flights.

The gliding and motorgliding co-exist amicably, and the adjacent microlight pilots and ourselves operate co-operatively.

We have a reputation for being friendly and giving members a good range of safe flying in gliders and motorgliders. Increasing numbers of pilots from other clubs visit us, occasionally to stop mid-cross-country for a coffee on a competition flight! Club glider flying is all weekend and on Wednesdays (other days by arrangement) though we are open for motorgliding every day. We do not charge *bona fide* members of other clubs a reciprocal membership fee.

All in all, members have an excellent airfield with very good facilities, though of course the committee is mindful of the need to develop the fleet. We hope in the future we will have more plastic gliders to add to the Junior and Astir currently owned by the club.

### At a glance ...

#### Launch type & cost:

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#### Club fleet:

K-13, 2xK-7m, K-8, Junior, Astir,  
2xVenture, Falke 2000

Private gliders (motorgliders): 17 (5)

Instructors: 29

Types of lift: thermal, wave

#### Operating days:

gliders: weekends and Wednesdays  
(other days by arrangement)  
motorgliders: seven days a week

#### Contact:

clubhouse: 01904 738694

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Highland CFI Robert Tait with Julian Mainstone (right) after the latter soloed in July (Anne Burgess)

particular Roy (Woody) Woodhouse for his time and good humour in conducting the field landing tests for the latter. Sixteen members are studying for their radio licence (now a requirement at North Weald). With all the wet weather, we have wondered about fitting floats to some of our gliders – it would make a good first flight on type. A sponsored flight, thoroughly enjoyed by an elderly lady, enabled members to raise money for the British Heart Foundation. Sadly, we report the death of Graham De Orfe, who gave us so much of his time and expertise. Our deepest sympathies go to his family (see obituary, p59).

Peter Perry

## Essex & Suffolk (Wormingford)

DESPITE the dimly inconsistent summer, we have at last seen some semblance of good flying weather and some very good long-distance flights. Andy Sanderson and Chris Bailey both did 500km for Diamond distance (commiserations to two compatriots who, respectively, fell out at 496km and missed a TP sector). Robby Nunn and Brian Smith both flew 300km for Gold. Other accomplishments are Keiron Boost, Kim Smith and Steve Cocks (Bronze); George Green and Eric Hibbard (Silver) and Eric and Colin Neill (100km Diplomas). As I write, the scene is glorious. We are hosting our leg of the Inter-Club, so there are lots of aircraft, and two tugs dragging a comp grid into the air (unusually for us – we're allowed to fly power for one week a year). We sent our recently-refurbished T-21 to sniff out conditions along with one of our K-13s. Both have stayed up but when you consider that the four occupants have probably got the thick end of 90 years' experience so they should. I bet half the grid doesn't... PS: it didn't (but we won the weekend, and for the *n*th year the league, too.)

Steve Jones

## Fenland (RAF Marham)

OUR SKYLAUNCH winch went to Tibenham for the



What's the collective noun for ex-CFIs? Five of Mendip's six came to its 25th: in chronological order from left, are Jim Martin, Peter Turner, Barry Hogarth, Ron Perry and Peter Moorehead. Peter Griffiths is missing (Keith Simmons)

Vintage rally. A number of members also took and flew their gliders and great fun was had by all who took part. Congratulations to Peter Stafford-Allen who won the Open Class at the Inter-Services at Bicester. We say farewell to Al and Chrissy Thomson who are moving to Wales, and thank both of them for their invaluable help over the years. They will be married (at last) by the time this goes to print and everyone wishes them luck for the future. An expedition is planned to Portmoak in October. It is with sadness that we report the untimely death of John Saunders (see obituary, p59).

AJ Padgett

## Four Counties (Syerston)

OUR NEW tea bus is now finished and provides a place for the kids to play as well as great facilities for refreshments. Thanks to everyone who worked so hard to convert it, especially Tony Povey, Phil Hutchison and Dave Palmer. I hope to have some memorable flights to report from our soaring week in August which will be in a couple of weeks from the time of writing.

Sue Armstrong

## Highland (Easterton)

WE ARE now realising the benefit of having Fulmar's tug permanently on site at Easterton, thanks to tug pilots Angie Veitch and Malcolm Parsons. Suddenly the wave that has always been there is much more accessible. We are sorry to lose Mick and Karen Seward from Fulmar who did so much for Highland during their time in Moray. Our Enterprise Task week saw disappointing weather, with only one real competition day, won by Steve Young in his Ventus 2T. Well done to David Chalmers, who completed his task in the club K-21. During the week the new hangar had its first real test and housed the tug and seven gliders including the ASH 25 with plenty of room for more. Congratulations to Julian Mainstone and Colin Borthwick on going solo.

Teresa Tait

## Imperial College (Lasham)

A NEW COMMITTEE has been appointed, with myself as Captain, to start running the show in October. University Full Colours went to Chris Smart and Luke Rebbeck for commitment and achievement respectively; Half Colours for commitment went to Duncan Ashley and me. Luke is in the British Junior team. Chris and Hemraj have Silver Badges and will be competing in their first Junior Nationals, along with experienced Juniors pilot Luke. Duncan, now Bronze, plans to complete his Cross-country Endorsement in the Inter-University Week at Hus-Bos, which icGC finally got round to entering this year! Two of our ex-students, Afandi Darlington and Pete Masson, will go to the Club Class Worlds in Australia – good luck, guys. We had traditional summer course weather (rain and low cloud), but found other ways of amusing ourselves...

Hemraj Nithianandarajah

## Kent (Challock)

WE WERE saddened to hear of the death of a very popular member, Dennis Hardwick, following an illness. We recently hosted a reunion day for founder and existing "senior" members during which a good time was had by all. A few weeks later saw a international rendezvous meeting of the Vintage GC. Although the weather was disappointing, flying took place on several days with good soaring conditions on the Wednesday. We were also visited on the same day by a couple of Tiger Moths and a Stampe from Headcorn. These aircraft rounded the day off nicely with a display of formation flying at dusk.

Caroline Whitbread

## Lakes (Walney)

NOT MUCH luck with the weather though we have had quite a few good flying weekends. One of our newer members, Dave Heron, has gone solo after just 21 flights: well done to him. Several club members



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# Club news

have been on a flying expedition to Fuentemilanos near Segovia, Spain. They soaked up some sun and sangria and, oh, did some flying, too. We are all looking forward to autumn and the wave season: a couple of the members can attempt Silver distance using the good lift we get when the north-westerly winds blow.

**Peter Seddon**

## Lasham (Lasham)

FRANK Horridge, the director of Three Counties Aero Engineering, is retiring and his company will be vacating the tug hangar. We thank Frank and his team for all their work on our tugs over many years. July was a record month for cross-country flights. The total distance flown was 37,000km from 144 flights, an average distance of 257km. David Innes flew 651km (8hrs, 20mins), David Masson 640km (9hr 40mins) and Nick Hughes 600km (8hrs 40mins). Twelve 500km were flown, with eight 400kms, and 38 300kms. Congratulations to Afandi Darlington and Peter Masson for being included in the British senior gliding team for the Club Class World Championships to be held in Gawler, Australia; and to Steve Jones on becoming European Champion in the 15-Metre Class.

**Tony Segal**

## London (Dunstable)

WELL DONE, Pete Harvey, Open Class National Champion. A good atmosphere prevailed throughout our own Standard Class Nationals (despite only one flying day) due to Carr Withall and team maintaining morale throughout a really trying time. A group of nine pilots, one tug and two gliders, led by Robin May, has just returned from a fabulous trip to Ontur and surrounds. You can see their outstanding photographs at [www.may.ukf.net](http://www.may.ukf.net) Our membership is increasing (our thanks to Mr and Mrs Lodge and Mr and Mrs Newland-Smith). JJ did 1,300km in one week's lead-and-follow course. Thirty of us will invade Talgarth in October. Andy Roch has bravely stepped into Harry Middleton's shoes while he's on the mend (hurry back, Harry).

**AH**

## Mendip (Halesland)

THE CELEBRATION of our 25th anniversary was blessed with superb weather and rated a huge success. Guest of honour Roger Coote and wife Jenny were among the 51 guests and former members who flew during the day. The flying fees at 1975 rates were an added attraction. The cake was cut by our first CFI, Jim Martin. Five of our six CFIs, some of whom served more than one term, were in attendance. In contrast, our Family Day was a non-starter when a blustery north easterly prevented flying. Our fingers are firmly crossed for the August open day. New soloists are David Edwardes from our fixed-price scheme and Roger Bayliss, who re-soloed after a gap of "just" 45 years.

**Keith Simmons**

## Midland (The Long Mynd)

FOR THOSE who weren't at work or on non-gliding holidays July 16-19 was *it*, yielding a crop of 300, 400 and 500km flights (the latter by Nick Heriz Smith, Paul Stanley with Geoff Rowson, in the Duo Discus, and Iain Evans). Rod Hawley flew 400km in his K-6, and Rose Johnson 300km in a K-23. Richard Billany gained Silver height and duration, Toby Neal Silver distance – and the course got tired of being told: "It isn't always like this." The Duo team had a great time at Euroglide (see p34) and intend to go again. A crowd of Mynd pilots enjoyed the Northerns, Iain Evans winning the Open Class. The Duo (it gets everywhere) is back from the Nympsfield Regionals having achieved 5th place (Stanley/Rowson). We won Rockpolishers and will take part in the Inter-Club finals. In August, Rose Johnson wandered off on a 400km, saying she couldn't go far as she was on call for work...

**Ann Parry**

## Needwood Forest (Cross Hayes)

OUR SECOND club flying week was considerably more successful than the weather forecast predicted, much to the relief of all. We had some first solos, with Ian Roberts being sent solo by his mother on his 16th birthday. Terry Middleton did his first solo a few days later, at 66 a full half-century older than Ian. Ian and Terry swiftly began to accrue Bronze legs, with Joe Wright adding a solo and a Bronze leg, Phil Harvey a Bronze leg and Gareth Evans a Bronze Badge. Not to be outdone, Garth Lawley took an eight-hour local soaring flight to ensure he got his instructor hours in for the year! We had a successful summer barbecue, and our new cadets are now well into their flying training.

**Grant Williams**

## Nene Valley (Upwood)

MARTIN Reynolds has returned from down South and is now the club chairman, replacing Peter Blacker. The end of the clubhouse works programme is drawing nearer. Our open day was a great success: with help from BBC Look East TV and radio coverage, instructors, with the assistance of nearly all the members, managed to fly 60-70 people. Our Friday evening group sessions have gone well thanks to a small group of stalwarts. The task week, starting July 29, was successful. Several members achieved their aims. On the one poor day, Steve Codd organised a successful spring-clean of the site and hangar. The end-of-week barbecue went well.

**John Pike**



*David Hill, chairman of Norfolk GC with the electronic flag which opened Vintage Glide 2000. See also p38*

## Newark & Notts (Winthorpe)

DESPITE the really dire weather there has been some soaring at the club. The K-7 has been refurbished and should be rebuilt before the end of the season. Recent new soloes include: Adam Archer (who joins Nicola Greenfield as another soloing on or near their 16th birthday), Mike Willett, Peter Jordan and Paul Howard. Marcus Willett recently gained his Silver height. A task week is planned for August so fingers crossed for the terrific weather we had last year. The club celebrates its 25th anniversary on September 23 with a dinner dance at the adjoining showground. All are welcome, in particular past members of the club. Contact Julie Starling or Lisa Caudwell at the club on 01636 707151 for details.

**Chris Dring**

## Norfolk (Tibham)

THE BIG event has been the International Vintage GC Rally (see also p38). Over 80 gliders and 145 pilots from 16 different countries took part, with a total of around 350 people booked in. It was a tremendous undertaking and a great many people worked very hard to make it the success it undoubtedly was. There were more than 1,000 launches, 200 of them on one day, including many by the Danish-owned two-seater 2G

glider, which gives rides to anyone prepared to pay the launch fee. A great atmosphere existed throughout. The club owes a particular debt of gratitude to the small committee which organised and planned the event. The whole club was delighted when member for 30 years Ivan Broom signed up for our cross-country course and completed his Silver by flying the distance.

Congratulations, too, to Phil Sillet for completing his with height and duration, and to Matt Cook, who went to Spain and got Diamond goal and distance, too.

**Bonnie Wade**

## Oxford (RAF Weston on the Green)

BY DINT of fabulous flying, bad weather and just turning up, Cris "Dolly" Emson, Matt "OO" Gage, Martin "shaken not stirred" Hastings, Phill "Hawkeye" Hawkins, Maz "wee Georgie" Makari, Howard "the hands" Stone, Steve "the wheels" Veness and Simon "call me Simon" Walker, managed to get further, faster and stay up later than all the other clubs in the Inter-Club League. Now there's just the trivial matter of the final to get through. Simon also found time to soar up and down some ridge for ever, to complete his Silver. The club's longest-day, dawn-til-dusk fly-fest happened in June, coincidentally the same month as last year, and enough insomniacs turned up to get in 113 launches. Thanks to Nicky Beresford for waking everybody up and all those who helped with the barbecued breakfast.

**Steve McCurdy**

## Peterborough & Spalding (Crowland)

THE FIRST week of our Flying Fortnight in August was mixed but the second week improved vastly: Bronze and Silver legs were achieved under 5,000ft-plus cloudbases. The Inter-Club League was on the middle weekend. We welcomed pilots and crews from Norfolk, Essex & Suffolk, Rattlesden and Cambridge. Steve Bradford (Kestrel 19, Norfolk) won the intermediate class on both days after flying in from Tibham on the Friday to claim Snoopy. Jim Crowhurst was best in wood, his Skylark 4 doing 177km at 49km/h. Congratulations to: Sheena Fear and Mike Edwards (Basic Instructors); Gerry Pybus (Silver distance – 120km O/R – to get the badge); Dave Mason (Silver distance); Chris Beaumont (Silver distance and height); Shaun McLaughlin (Silver height); and Paul Barnwell, Joan Pybus and Sylvia Sharman (two-hour flights). Chris Hatton rescued the club's honour by flying to Tibham to save Snoopy an O/R to Norfolk.

**Pete Goulding**

## Portsmouth Naval (Lee on Solent)

CONGRATULATIONS to Keith Walters for taking the pink Nimbus around a 500km for his third Diamond and to Chris Penniford for his five hours. The summer has seen conversions aplenty: Anne Patterson and Claire Willson flew the K-8; Jon Taylor, the Junior; Jeremy Sargent the Astir, whilst I sampled the delights of Discus flying. A large contingent is off to the Gransden Regionals, and the Astir and Discus will be flown at the Junior Nationals by Jim Clarke and Henry Freeborn.

**Pete Smith**

## Scottish Gliding Centre (Portmoak)

ALTHOUGH the weather this summer has been somewhat mixed, there have been some really good days. Usually the longest flights here are flown at least partly in wave, but John Galloway managed to fly a 500km entirely in thermals. We think this is the first time this has ever been done from Portmoak. The wave hasn't been had either with Chris Robinson and Tony Shelton reaching 17,000ft, and Steve Nutley 15,000ft on various cross-countries. Congratulations also to Guy Hall for completing his Bronze, and his Silver with a 50km to Aberfoyle, and to Richard Lucas for his Silver height. We are looking forward to the start of our visitor season in the autumn.

**Neil Irving**



### Shalbourne Soaring Society (Rivar Hill)

UNFORTUNATELY, our planning application for occasional aerotowing has been turned down despite a fair report from the EHO on noise levels. We are considering whether to appeal. Negotiations continue with our landlord about a long-term lease. Congratulations to Andy Kaiser and Bruce Forbes (solo); and Bill Orson and Martin Jones for Silver distance (Martin completing his Silver Badge). Our August task week started with a bang: our main Tost winch's crankshaft failed! Thanks go to Upavon – we decamped there until several members installed a new engine. Martin Jones won the prize for the best performance in wood and Ken Porter was the overall winner in his Duo Discus (what a surprise!). Dave and Kay Draper, Michael Edmonds, Jerry Pack and Liz Sparrow entered the Regionals at Husbands Bosworth and managed creditable positions. (Incidentally, Dave had by this time acquired his Cirrus so didn't have to share the Astir with his wife.) Our publicity drive continued with a further visit from the local newspaper.

Clive Harder

### Shenington (Shenington)

BRIEF spells of good weather have brought many achievements. Alan and Trish Langlands have re-soloed and Jon Luisada and Tony Parker have Bronze Badges and Cross-Country Endorsements. Dave Gould has completed his Silver with a duration flight, while Jane Jervis completed hers with height and duration. Dave le Maistre, Mike Thompson, David Keith and Kath Barnes have Silver duration; Trevor Bainbridge and Tony Parker flew Silver distance; Mike Thompson, Kath Barnes, David Keith, Tim Parker and Trevor Bainbridge all gained Silver height. We made the local papers with a static glider display in Banbury town centre, to recruit more members. Our annual visitors from Bowland Forest are taking part in our task week in mid August. Visitors are always welcome. Call the office for details or visit <http://freespace.virgin.net/fisher.m/sgc>

Tess Whiting

### Southdown (Parham)

WE WON the South Eastern Inter-Club League thanks to the efforts of Nigel and Anna Maxey who organised and motivated the squad. Thus inspired, evening course pupils Mike Hasluck, Phil Wiltshire, Andy Wood and Nigel Perkins have joined the ranks of the solo pilots and Bill Pain gained his Silver duration. One of the nicest things to happen this summer was the fortuitous visit of Bert Stryks from Eindhoven, Holland. Not only did he bring a K-4, which he made available to the club, he also turned out to be an excellent canopy doctor. On the day he arrived we had desperate need of his expertise, since the K-6E canopy was newly in pieces. Fixing that little problem has guaranteed him a very warm welcome any time he cares to visit Parham.

Peter Holloway

### South Wales (Usk)

EXCELLENT weather during task week broke the gloom of a poor season with tasks set (and completed) on every day except one. Justin Fitzgerald won pundit class and Hugh Rattray intermediate. Congratulations to Tim Dowle on his first solo, Steve Stokes on his Bronze and Tony Hooper for finally getting his logger to work on a Diamond goal flight.

MPW

### Staffordshire (Seighford)

CONGRATULATIONS to Sally Cooper who went solo shortly after her 16th birthday. Some members enjoyed a week's flying at Bicester. Jeff Heard (K-6E) and Brian Pearson (Std. Cirrus) both completed 300kms; Derek Heaton and Mark Burton 158km (K-6CR); Ian/Lara Davies (Capstan) and Paul Hodgetts (Std Cirrus) did 100km. Graham Burton and Paul Crump now have Cross-Country Endorsements. Joe Westwood has his



David Rhys Jones of Southdown explains the basics of the PIK 20D at the Parham Steam Rally

Bronze. The tug is a worthwhile addition to the club fleet, and should provide a realistic opportunity of reaching the early winter wave. The re-building of a second Tost winch is nearing completion. Glyn Yates ran a very successful aerobatics course at Husbands Bosworth in preparation for the National Aerobatic Championships. Thanks to Pete Wills, Ian Davies and Derek Heaton for instructing on the ab initio course in early August. Publicity events in Crewe and Hanley Park attracted substantial interest for our open days on August 27 and 28 – thanks to Chris Jones and all helpers. Thanks also to Bob Fraser and Mel Chapman who co-ordinate the highly successful Air Experience evenings. We are planning an expedition to Milfield in early October.

Paul (Barney) Crump

### Stratford on Avon (Snitterfield)

BRYN FLOYD completed his Silver in July, followed by his partner, Phil Collier, a week later in their syndicate K-6. Peter Lions achieved Silver duration in the club K-8 and is working towards his Cross-Country Endorsement. The club badge week had very mixed weather but some creditable flights are currently being assessed for inclusion in the club ladder board by Diana King. It seems obvious that Dave Benton is obsessed with the clean, bracing air of the coastal regions with a second dash to the coast – this time, Newquay in Cornwall – to claim the annual seaside trophy awarded at the AGM in October.

Harry Williams

### The Soaring Centre (Husbands Bosworth)

WE HELD a very successful Regionals during July, with five flying days. Congratulations to Nick Hackett (1st), Brian Marsh (2nd) and Richard Blackmore/Chris Simpson (3rd) and the other five club pilots who made it into the top ten. Many, many thanks once again to all those people who kindly gave up their time to help out. Dave Goody, Tom Tresdam, Tony Elliot, Steven Bransgrove, David Rumbold, Chris Shaw, Jeff Cook and Paul Tallet have all gone solo. Roger Castle-Smith has Silver height, Simon Castleman, J Bradiscombe, David Rose and Roger Castle-Smith have Silver duration, and James Hiley flew his Silver distance in his recently-acquired K-6. Tim Buckley completed his second Bronze leg following his first solo. The annual club task week in August was great fun. Congratulations to Dave Booth (1st), Malc Guard (2nd) and Toby Wright (3rd) in the A class, and "Kelly's Heroes" (1st), "Hedgehog Squatting" (2nd) and Mike Cater (3rd) in the B class. Norman James and Peter Davis are this season's first contenders for the seaside trophy. In August they flew the Capstan to the East Coast, landing next to the California beach, near Horsey, Norfolk.

Siobhan Hindley

### Trent Valley (Kirton in Lindsey)

THE WOODEN cup weekend comp was a ray of sunshine in an indifferent season. Andrew Turk, Steve Wilkinson, Gordon Bowes, Jeannette Kitchen, and Dave Bieniasz completed a 126km triangle. Paul James flew 80km and Norman Bowes was the only field landing accompanied by the comp director in the K-13. Several members made a great effort with our dawn-to-dusk flying day and also in representing the club at the Waddington air show. Patrick Holland has an Assistant Instructor rating; Andrew Turk has Silver height and avoided his first field landing 49.5km from the site to make it to Pocklington and Silver distance. Geoff Davey gained Silver height to complete his Silver Badge and Andrew McCann has gone solo. Steve Wilkinson has journeyed to Denmark and bought an immaculate Pik 20D... and I want it!

John Kitchen

### Ulster (Bellarena)

FOR A SMALL club we introduced a remarkable number of young people to gliding this summer, peaking with a three-day midweek session to fly 60 teenagers from a church youth camp. To mid-August, the summer had been memorably grey, but Jimmy Weston completed three O/Rs in his DG 300 to Cookstown, Castleterg and one across the border into Co Donegal, turning at Letterkenny. Mary McSorley is our latest soloist and a particularly welcome one, lady pilots – despite one being an early club mainspring 70 years ago – being almost as rare with us as hen's teeth. Other achievements are a Bronze and Cross-Country Endorsement for Martin Earle, with Stephen Johnson also earning the latter and Brian Irvin completing his Silver with a distance leg from Dunstable to Husbands Bosworth on a holiday visit across the water where, in general, these things are just a tad easier.

Bob Rodwell

### Vale of White Horse (Sandhill Farm)

THE WHOLE club has been shaken by Eric Brown's recent sudden death whilst at the airfield. Eric will be greatly missed. Our thoughts are with his family. (See also obituary, p59.) We have two recent first solos to celebrate, Steve Damarell and Gareth Earle-Payne, and Bill Bolton is sneaking up on his Silver Duration, with 4.5hrs so far. Richard Chapman has also made several attempts on Gold distance, with a number of flights over 200km, but the magic 300km is yet to come.

Graham Turner

### Vectis (Bembridge)

CONGRATULATIONS to Clive Butt and Steve Bransgrove (solo) and John Paris (resoloing 30 years after his last solo glider flight). Good soaring conditions have led to several long flights, mainly restricted to days when several pilots managed to take an early launch before the sea breeze began to make its presence felt. Terry McKinley and Phil Kirby have now completed their Bronze, with Tim Buckley hard on their heels. Three members spent several weeks in Spain, where John Kenny and Martin Parsons each flew 300km. More of our members are spending most of August, in relays, at Husbands Bosworth, where Paul Bateman successfully completed Silver with his five hours, and Chris Stanton gained his BI rating.

Peter Seago

### Welland (Lyveden)

STREB achieved his Gold distance/Diamond goal 300km and other members notched up similar distances in our August task week. Lisa Shepherd did her two-hour flight and Paul Cronk his five hours to finish Silver. Several members took the opportunity of seeing life from a new perspective in Denny Dobson's Extra 300 aerobatic plane (Werner Leutfeld achieved a lifetime's ambition by flying the circuit upside down) or during spins training in the BGA Puchacz. The demonstrator

# Club news

AC-4 was another new type for the logbooks. As is customary, we held reciprocal barbecues with Nene Valley, with several members flying in for their dinner, and a highly successful Quiz Night, with Trish Wells taxing the beer-befuddled brains. Dick Short's team was ultimately victorious. Congratulations to 16-year-old Sarah Curtis on going solo. Sarah's father, Chris, and her grandfather, Eric Reeves, are also both members of the club, so we really are spanning the generations. On a sad note, we record the deaths of two people closely associated with Welland GC: Ken Preston, a past chairman, and Pat Wilcox, the wife of tug pilot, Derek (see also obituaries, facing page)

**Jane Cooper**

## Wrekin (Cosford)

Congratulations to Steve Shearer and Rob Kerslake (solo in June, and Rob is progressing rapidly to Bronze); and Lee Matthews, Andrew Ordish and James Quartermain, who went solo on July 23. Bar takings overtook flying fees in the evening! Congratulations to Dave Voigts on completing his Silver. It is with much sadness that we have just learned that we have lost one of our up-and-coming young pilots in a road accident on August 11. Niall Sullivan had completed his Bronze Badge and Silver height and duration during June. Our immediate thoughts go to Niall's parents, Val and John, and to his younger brother, Aaron.

**Sheila Russon**

## Wyvern (Upavon)

SOMEBODY clearly forgot to book summer this year. We have had a couple of 300km flights by experienced pilots. Early soloists have done well with several Bronze and Endorsement legs claimed. The K-21s have been spending a lot of time in unusual attitudes after the Army members came back from an aerobatics course at Bicester. Surprisingly cold weather kept people away on the longest day in June, although more turned up for the party. Next event is the Barn Dance in October. Ken Marsden, who completed Gold in Spain, has taken over from Kev Fry as bar manager. MT problems were compounded when the Army took back the minibuses we had been using for cable retrieves and runarounds. However, we quickly found a suitable second-hand Land Rover which seems to do the job. We are planning a scheme to properly check out all winch drivers as a safety issue.

**Gavin Deane**

## York Gliding Centre (Rufforth)

CONGRATULATIONS to Nick Jeffery, who went solo in our K-7 on June 25 at the age of 16, and a month later had all his soaring flights for his Cross-Country Endorsement. Congratulations are also due to Darren Cheeseborough, who was the first pilot at Rufforth to go solo on our new fixed-price-to-solo scheme. The K-13 is back in action after a splendid refurbishment supervised by Bob McLean and volunteer help from a

number of willing members. At the end of July the long-awaited soaring conditions finally arrived and gave Conrad Thwaites his Silver duration, and good cross-country flights on a day with 6kts to 5,500ft. It is with sadness that we report the death of Les Grimshaw, one of our long-standing members, after a battle against cancer.

**Mike Cohler**

## Yorkshire (Sutton Bank)

CONGRATULATIONS to: Kelly Janski (Bronze); Steve Ball (Silver distance); Malcolm Winter (Diamond goal); John Russell (Silver); Andy Barnes and Chris Bradley (solo). Another recent notable flight was by Tony Waddop: he managed to complete a 150km triangle with a banana skin on the leading edge! No matter what he did it just wouldn't budge – a case for wipers, perhaps? The Northern Regionals had six competition days (see next issue for full results). Thanks to Andy Wright and his team for making it as successful as ever. The annual task week was in August with badge flights completed and lots of kilometres flown by the 20 members and visitors taking part. The social side was as good as ever, too, with excellent catering by Derek and Liz.

**Marian Stanley**



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# Obituaries

## Eric Brown

### -Vale of the White Horse Gliding Centre

IT IS WITH great sadness that we report the sudden death of Eric Brown (1929-2000). Flying initially from our South Marston site in 1970, watched by his eight-year-old son, Gerry, Eric was instantly hooked. After we moved to Shrivenham in 1985, he began his biggest role at the club, servicing and driving the winches, working tirelessly behind the scenes. He was a popular member enjoying all aspects of club life: solo flying, club expeditions, crewing, task weeks and evening flying - he loved just being there! His enthusiasm was extended, proudly, through his instructor son, Gerry. During many hours spent winching, he learned to perfectly mimic the call of cuckoos heard on site: they not only replied, but were actually seen flying around him - he really was a special man. He had a huge sense of humour. We shall all miss his personality and friendship. We send our sympathies to his family.

Sue Foggan



## Tony Gastor - Oxford GC

MAY THIS year sadly saw the sudden and unexpected passing of Tony Gastor (1927-2000). Tony appeared fit and full of energy, and was looking forward to restoring an old motorbike. He was flying at the club only three days before he was taken to hospital with an inflamed pancreas. Tony's outgoing personality made him a popular member, as the number of OGC members at his funeral attests. As an engineer at Aston Martin, he worked on the design of a successful engine, which helped them to win at Le Mans. He was a keen sailor and owned a boat. When maintaining it became a chore, he turned to gliding. Tony came to us when Brackley GC folded. Like his boat, an old wooden ketch, he preferred gliders made of traditional materials. He couldn't abide the use



of plastic in boats or gliders. Tony's observations of life were never dull. His motto was: "doing things, not having things". Like his beloved T-21, which he flew a week before his death, Tony came out on calm, sunny days, moved slowly but gracefully around the airfield and his old world charm was a magnet for any woman who ventured too near the launch point. Tony, with his unflagging enthusiasm for gliding and the meaning of life, which he passed on to anybody who would listen, will be sorely missed.

Barry Taylor & Steve McCurdy

## Derek Holland - Yorkshire GC

IT IS WITH great sadness that we report the death of Derek Holland (1938-2000) on August 4, in a tragic gliding accident while on holiday in Spain with friends. Derek started gliding many years ago in southern England and in 1983 joined Sutton Bank. For 18 years, he has been a valued member and he will be greatly missed by all who enjoyed his friendship. He worked endlessly for the club both with his instructing and all the jobs he did for us. He died doing what he loved but he had so much more to give. He leaves behind his wife Jill, and children Melanie and Jeremy, as well as his syndicate partners and 957, and all those who admired his endless enthusiasm for the sport of gliding.

Malcolm Silver, Ralph Hudson & Malcolm Winter

## Graham de Orfe - Essex GC

FIRST and foremost, Graham de Orfe (1934-2000) was a family man. With that in mind, we extend our condolences to his family whose great loss we share. Graham came to gliding late in life. He first soloed in 1985. As a younger man he was a keen, competitive motorcyclist. He was a fire fighter. A very quiet, kind man, but a man of courage. The airfield at Ridgewell where his life ended was one of his great loves. His involvement there started in the mid-80s when a group of friends attempted to re-form the Ridgewell club that had disbanded on the death of its founder, Freddie Wiseman. When the field was eventually sold and lease renewal proved impossible, Graham redirected his energy and enthusiasm to the great benefit of the Essex GC. At that time, the club operated from North Weald only, but later bought the field at Ridgewell. As launchmaster, and in many other, untitled, functions, he did an excellent job. More importantly, perhaps because he was an

exceptionally kind and caring person, it was a pleasure to work with him ... so people did! Any words which say he will be greatly missed will be inadequate. In the years to come we will all find too many occasions where, adequate or not, we will be prompted to try to find such words.

David Jones

## Ken Preston - Welland GC

IT IS WITH great sadness that I have to report the death of Major Ken Preston (1926-2000), our past chairman, after a long illness. Ken took up gliding later in life and came to love all aspects of the club. He was particularly effective in his role as the club's PR man, where he used his military background to good effect. He was also a very useful person when dealing with our landlord and the estate. His funeral was attended by many members of the WGC. We express our deepest sympathies to his wife and family.

Ken Wells

## John Saunders - Fenland GC

IT WAS with shock and sadness that members of the club heard of the loss of John Saunders (1933-2000) whilst on holiday with his family in Germany. He suffered a heart attack. I have known John these last six years and found him to be a modest man. On the committee he offered many constructive ideas for the well-being of the club. When you could draw him into talking of his service in the Royal Air Force - he was a retired Squadron Leader - his stories of Hong Kong and weapons command were very interesting. He really was an officer and a gentleman. Our thoughts are with his wife and family.

Alan May

## Pat Wilcox - Welland GC

WE EXTEND our deepest sympathies to Derek Wilcox on the loss of Pat (1934-2000), his wife and true companion. Pat's devotion to Derek was unstinting. She was a familiar figure on the airfield, helping Derek to refuel, tidying the tow rope, and ensuring the tug was always spotlessly clean. Pat never sought attention, but would enjoy a chat if you stopped by the car to see her. During Derek's time as CFI at Cranfield Pat was a guiding influence, providing advice and encouragement to novice instructors anxious to impress their CFI. Pat and Derek's marriage was an example of teamwork at its best. She will be sadly missed.

Jane Cooper

## BGA Certificates

No	Pilot	Club	Date
<b>Diamond distance</b>			
1-819	Richard Arkle	Deeside	3/6/00
1-820	Geoffrey Lyons	Booker	7/6/00
1-821	Edward Coles	London	7/6/00
1-822	Matthew Cooke	Norfolk	23/6/00
<b>Diamond goal</b>			
2-2721	Patrick Gold	Rattlesden	22/8/99
2-2722	Mark Rogers	Anglia	20/4/00
2-2723	Anthony Blanchard	Anglia	20/4/00
2-2724	Ernest Hart	Lasham	5/6/00
2-2725	Michael Dunlop	South Wales	30/4/00
2-2726	Sarah Lee	Rattlesden	15/6/00
2-2727	Richard Walker	Cranwell	10/6/00
<b>GOLD BADGE</b>			
2121	Patrick Gold	Rattlesden	22/8/99
2122	Leigh Wells	Shenington	13/4/00
2123	Michael Dunlop	South Wales	30/4/00
2124	Sarah Lee	Rattlesden	15/6/00
2125	Richard Walker	Cranwell	10/6/00
2126	Tom Goodall	Yorkshire	11/6/00

### Gold distance

Patrick Gold	Rattlesden	22/8/99
Mark Rogers	Anglia	20/4/00
Anthony Blanchard	Anglia	20/4/00
Ernest Hart	Lasham	5/6/00
Michael Dunlop	South Wales	30/4/00
Sarah Lee	Rattlesden	15/6/00
Richard Walker	Cranwell	10/6/00

### Gold height

Leigh Wells	Shenington	13/4/00
Tom Goodall	Yorkshire	11/6/00

### SILVER BADGE

10728	Ivan Broom	Norfolk	24/45/00
10729	Patrick Gold	Rattlesden	1/10/99
10730	Stephen Sanderson	Yorkshire	30/5/00
10731	Keith Hampson	The Soaring Ctr	31/5/00
10732	Robert Cassels	Ridgewell	20/5/00
10733	Wermer Stroud	Wyvern	22/4/00
10734	Stephen Lewis	Dartmoor	7/6/00
10735	Roger Lennard	London	7/6/00
10736	Mark Joyce	Bath, Wilts	7/6/00
10737	William Harris	Cambridge Uni	7/6/00
10738	Albert Ishkanian	London	30/5/00
10739	Philip Sillett	Norfolk	31/5/00
10740	Nigel Howard	Bidford	29/5/00
10741	Neil Collins	Lasham	7/6/00

10742	John Russell	Yorkshire	13/6/00
10743	Stanley Loynes	Cleveland	11/6/00
10744	Simon Walker	Oxford	16/6/00
10745	Julian Reynolds	Bath, Wilts	10/6/00
10746	Ian Bannister	Bowland Forest	24/6/00
10747	Geoffrey Davey	Trent Valley	10/6/00
10748	Christopher Smart	Imperial College	20/5/00
10749	Michael Williams	South Wales	4/6/00
10750	Michael Frost	Cotswold	10/6/00
10751	Hemraj Nithianandarajah	Imperial College	10/6/00
10752	Barry Barnes	Lasham	6/6/00
10753	Colin Neil	Essex & Suffolk	25/6/00
10754	David Rich	North Devon	26/6/00
10755	Eddie Stephenson	Northumbria	30/6/00
10756	Micheal McSorley	Ulster	11/7/00
10757	Jeremy Pook	Buckminster	15/7/00
10758	Alastair Harrison	Cotswold	17/7/00
10759	Jonathan Holmeford	Cambridge	21/7/00
10760	Larry Marks	Lasham	19/7/00
10761	Anthony Cronshaw	Cambridge	17/7/00

### UK CROSS-COUNTRY DIPLOMA

Pt 1	Philip Edgar	Welland	10/6/00
Pt 1	Paul Cooper	Staffordshire	10/6/00

### AEROBATICS

Patrick Farrelly	Sports	28/7/00
Anthony Blanchard	Standard Known	28/7/00

WE'VE all been there. Hot day, what little wind that exists lies in the most useless direction on the airfield, producing the shortest possible launch run. Low launch heights, fragmented blue thermals, no-one gets away. Pilots are frustrated, tempers becoming frayed. The antique that passes as a winch is working hard and motoring the tired cable through the rollers at seemingly-impossible speeds. It's the last straw: launch failures are frequent.

A K-18 pilot had just experienced the worst of the above. He was not very experienced and it had not gone well: his ground roll finished just before hitting the winch. He had plenty of time to reflect on this during the long, hot retrieve down the whole of the field. The launch run was narrow, so the other club members were unimpressed while he held up proceedings. K-18 and pilot were thrown into the air again with undue haste. Never mind: you learn from your mistakes, and the cable never fails twice in a row – does it?

There was an incredible bang and the K-18 was suddenly deprived of forward motion once more. The nose was lowered very rapidly until it was well below the horizon, then nervously the pilot looked ahead. Oh, no! I'm even further down the airfield: I must turn! The pilot applied a large amount of aileron...

Something was missing – airspeed. In his haste, he had not allowed time for the glider to accelerate, then failed to check the airspeed before manoeuvring. Surely it's impossible to spin a docile glider like the K-18? Wrong! An experienced pilot at the launchpoint was horrified to see the nose well down rotating rapidly and commented wide-eyed that the pilot was dead. It was his lucky day. It just so happened that there was a line of telephone wires at the edge of the airfield; in the recovery dive the glider

## Airspeed is life



struck one of the large wires supporting a telegraph pole. Although well nose down, this flicked the glider into an upright attitude, groundlooping it rapidly. The pilot emerged intact, albeit very shaken, and dusted himself down. The only damage to the glider was a huge score mark on the canopy where the wire had dragged across it, then a series of fabric holes down the fuselage produced by the end whipping! At the time, when I received the accident report, I commented that the pilot had used up eight of his nine lives.

The above happened some time ago and I have no idea if the pilot continued with a gliding career. I have been unable to contact him; if he does read this, I hope he will forgive my using his experience to benefit others. This example does illustrate two very important points:

Firstly, the recovery from any launch failure is a drill. It ends when the pilot confirms the glider has achieved adequate flying speed. After that it really doesn't matter what happens as long as there are no turns at low altitude and you land

normally somewhere. If nothing else, at least you will crash in a controlled fashion, rather than uncontrolled as this pilot did.

Secondly, the manner in which the pilot managed to induce his spin is interesting: adverse yaw from deflection of aileron – there was no application of rudder at all. It does not matter how docile a glider might seem, give any wing the correct conditions – steeply banked low down in a wind gradient, say – and a spin will result.

Currently, entering a spin using aileron alone is not taught in the BGA syllabus, but it is the most likely method of producing an inadvertent departure – a consequence of the natural reaction to correct roll. It is the personal opinion of the author that this is a huge gap in current training.

Quite correctly, what is emphasised in all stall recovery training is the need to unload the wing and lower the angle of attack immediately, combined with good circuit discipline not getting you into this situation in the first place. The experience above is included as *Stall and Spin from a Normal Gliding Attitude following a Cable Break*. It does mention turning, but curiously not the part that aileron could play. I find it strange that we cover a number of unusual spin entries by application of rudder in situations unlikely to be encountered. The important point in spinning training is that we should be talking about yaw – it doesn't matter where it comes from. Recognition of the symptoms of an approaching stall is the whole point of stalling training. Despite emphasis on speed control in the circuit, some pilots will find themselves poorly placed in this respect at some stage and

## Ten things to remember before flying

**AUTUMN'S UP!** Let's go wave flying...

But how can you be sure you have enough knowledge to go wave soaring safely? The chance to practise wave soaring during site check flights may not present itself. You may have two or three local soaring flights before the Big Day comes along, and you are just not ready for it. So...

**1** If you are new to wave soaring – leave the glider at home and fly the two-seater with local instructors. Whichever site you choose to fly at, I can guarantee this will pay off in the long run. Even if you are not new to wave soaring, it will probably still pay to heed this!

**2** Cold – hypothermia is a greater threat to your safety than you may realise. Wrap up warm, and start the flight warm! If you are feeling cold before you go flying, you will not recover from this state. If you become cold during the flight, break off your climb

and land as soon as possible.

**3** Cloud – it can sometimes be a good marker for the general alignment of a wave system. But clouds are dynamic: forming and re-forming and drifting. The only safe way to mark, and stay with, lift in wave is by ground reference, flying around it in figures of eight, preventing yourself from drifting. If you get horizontally close to cloud (whether you are above, below or at the cloud level), it is usually because you have drifted downwind. Move into wind, into the gap. Or descend!

**4** Speed and altitude – as a rule of thumb your ASI over-reads by about two per cent per 1,000ft above 10,000ft. This effectively reduces the indicated limitation speeds of your glider (a VNE and max rough air speed of 120kts and 90kts at 10,000ft equals 96kts and 72kts at 20,000ft).

**5** Rotor – occurs at the peaks of the wave

system. It can appear anywhere vertically below the peaks along the length of the system – above as well as below the cloud.

**6** Oxygen – rig up and have oxygen and masks ready before launching. If the day is good, you may have very little time to fuff around with it while you are climbing.

**7** Lookout – preparing instrumentation and oxygen, sandwiches and so on before launching will help reduce eyes-in-cockpit time. In wave, as with any other type of lift, the same pack mentality applies – even at 20,000ft you could be surrounded by dozens of gliders.

**8** Ice – beware ice formation. Exercise controls frequently – including airbrakes. If your canopy frosts over, descend steadily and carefully until it clears, but don't be daft and start climbing again! If the ASI ices up, don't panic. Use your height to experiment with attitudes (approaching

their training should then help them detect approaching disaster. Surely recognition of an uncommanded roll, or reluctance to roll, on application of aileron should be a large part of this? This point was made to me some time ago by a much more experienced, and wiser, instructor. He described the classic final turn fatality: during the turn the wing drops so the pilot applies aileron to correct. The incipient spin that follows produces a nose drop – so the pilot pulls the stick back. The auto-rotation rate then increases: all at 300ft...

The trouble is, of course, it is impossible to teach this in current two-seaters, but does this mean the subject should not be mentioned in the syllabus at all? The Blanik will demonstrate beautiful three-turn spins from an aileron entry. Such gliders are still around, and there are plenty of single-seaters with similar characteristics. Spinning-related gliding accidents remain prominent in the accident statistics: I welcome a debate on the subject.

Finally, following the launch failure what should the K-18 pilot have done?

(1) Unload and lower the nose until it is well below the horizon – hence the glider will accelerate.  
 (2) Pull the release – twice. Any long length of cable retained until this point may help to lower the nose.  
 (3) Wait! Until the glider has accelerated to either approach speed (low down) or normal flying speed (at altitude).

It goes without saying that the approach speed should have been calculated during the E bit of CBSIFTCBE on the ground, likewise the direction of any subsequent turn following the above (if required), taking into account crosswind and the airfield's shape. It's a drill: if you complete it correctly it really doesn't matter what comes next – you will probably be alive.

Martin Durham

## in wave

stall, etc) then descend. Chances are it will not clear before landing (I wouldn't consider it reliable even if it did), so practise with airbrake, too.

**9** Navigation – is extremely difficult beyond about four Oktas of cloud unless you are very familiar with the terrain you plan to fly over. (Normally, wave cross-country flights are carried out above cloud or in the blue). Never set off without fully considering an escape strategy.

**10** Sunshine – in autumn, approaches in the hour before sunset can be treacherous in the low, bright sun. Give yourself plenty of time in the day and, if possible, try to return early rather than later. Remember it can be light at height and dusk at ground level.

*Al Eddie, former CFI at Aboyne, is BGA Regional Safety Officer for Scotland and Northern Ireland*

# Accident/incident summaries

by Dave Wright

AIRCRAFT Ref	Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
67	Pegase	3567	Substantial	14-May-00 13.00	Gransden Lodge	25	None	51
The cable broke at about 100ft on the winch launch, possibly due to over-rotation. The pilot's recovery action probably resulted in a negative-g pushover and the glider struck the ground heavily on the wheel and nose. There was substantial damage to the forward fuselage but the pilot was not injured.								
68	RF3 Motorglider	G-BIPN	Minor	24-Apr-00 14.30	10nm SE Cranwell	60	None	346
The motorglider was climbed to 10,000ft where there was a loud bang and the aircraft shook. A handling check showed no problems but, after a safe landing, an inspection showed that a panel 26x15 inches had been lost from the top of the right tailplane. Vent holes had been covered during re-fabricating and painting. Differential pressure blew it out.								
69	K-7	3344	Substantial	13-May-00 12.05	Gamston	54	None	2
The early solo pilot had a satisfactory check flight and then flew solo. On his second circuit he followed a single-seater which had landed on the grass alongside the runway. He landed on the empty runway but bounced and the glider turned slightly to the left. The pilot was unable to stop it hitting the other glider's wing.								
70	Puchacz		None	17-May-00 16.30	Challock	67 42	Minor None	1,015 0
After a 40-minute ridge flight P1 and his pre-solo student decided to return to the airfield ahead of approaching rain. With a strong tailwind, the downwind leg was quite fast and so the final approach was made with full brake to lose height. P2 rounded out too high and the glider stalled in before P1 could react.								
71	N/A	–	None	May-00	Incident Rpt	64	Minor	–
While the cable was being pulled out onto the runway an experienced member moved to lift it clear of a runway light. He inadvertently stepped into a loop of cable which tightened and knocked him over. Fortunately the tow car was always driven slowly with a nearby member in direct radio contact with the driver who quickly stopped.								
72	T-61 Venture	G-BUIH	Minor	05-Jun-00 15.50	Sutton Bank	57 52	None None	1,403 9
The motorglider was being used for circuit and landing training. The airfield surface was generally firm but with some soft wet patches after recent heavy rain. During one landing, with the engine running, the aircraft hit one and nosed forward, hitting the propeller.								
73	Kestrel 19	1941	Minor	29-May-00 15.00	Burn	56	None	2,500
During a competition cross-country the pilot entered the base of a cloud to take a climb. In strong lift he reached about 10,000ft when he started to experience electric shocks to his right arm. He decided to fly out of the cloud and straightened up. Before emerging at 5,000ft he had several more static shocks but managed to land safely.								
74	LS-8	4671	Substantial	15-May-00 13.40	Dunstable	75	None	436
While returning from a cross-country flight the pilot found he was too low and chose a field. Near to the airfield, he found some weak lift and mistakenly changed his mind and tried to get back. He flew into a hedge some 40ft below the airfield.								
75	Tug	G–	Minor	Jun-00 16.00	Incident Rpt	–	None None	–
A visiting glider pilot had been lined up on the aerotow launch point. This meant the tug had to fly a narrower approach path. The tug pilot overestimated his height and alignment, causing the towrope to hit the boundary fence and the glider's wing.								
76	SHK 1	2363	Minor	30-May-00 14.30	Bury St Edmunds	40	None	969
On a competition cross-country flight the pilot encountered a heavy rain shower, with associated sink, and chose to land in a stubble field. He flew a full airbrake, sideslip approach to land short and increased speed to 65 knots because of the heavy rain and likely gusts. He touched down nearly halfway into the field and ran into the far ditch.								
7	Swallow	924	Write-off	18-Jun-00 14.10	Ridgewell	65	Fatal	213
This FATAL ACCIDENT occurred during a winch launch. At about 150-200ft the glider levelled before rolling slightly to the left and then descending into the ground in a diving turn. The BGA Investigation continues.								
78	DG 300	3303	Substantial	15-Jun-00 15.00	Pickering, N Yorks	46	None	261
While on a cross-country flight the pilot had to make a field landing and chose a partially-cut hay field. To avoid obstructions at the side of the field he landed too near to the uncut portion and caught the wing in the long grass. The resulting groundloop broke the glider's rear fuselage.								
79	Super Cub Tug	G–	None	Jun-00	Incident Rpt	57	None	400
The circuit was busy and the tug pilot was keeping a good lookout and adjusted his circuit. As he selected full flap from half flap (near to the rope release on this particular aircraft) he mistakenly pulled the release before noticing his mistake. The aerotow rope dropped onto a conservatory roof.								
80	Falke Motorglider	G-BVKK	Minor	15-Jun-00 17.00	Saltby	55	None	210
While landing the motorglider bounced and the pilot tried to land again with too much airspeed causing another bounce. On the third attempt the propeller hit the ground and the engine stopped.								
81	LS-3a	2668	Minor	11-Jun-00 14.30	Near Cheltenham	71	None	2480
The pilot had to make a field landing so chose a large, short-cropped field that sloped uphill. He approached at 60kts into what he thought was a 10-15kt wind. There was no wind and he landed well into the field, only to find it sloped down from that point. He had to groundloop the glider to avoid colliding with the far hedge.								
82	Puchacz	3630	Minor	15-Jun-00 16.20	Aboyne	39 55	None None	550 46
After a successful aerotow check flight P2 made a normal landing on the grass runway. During the bumpy ground run he did not hold the stick fully back and as a result the glider pitched down onto the nosewheel. Later inspection found that the fuselage frame behind the nosewheel had broken.								

## Accident/incident summaries (continued from page 61)

AIRCRAFT Ref No	Type	BGA No	Damage	DATE Time	Place	PILOT(S) Age	Injury	P1 Hours
83	K-21	2888	Minor	28-May-00 14.00	Cranwell	62 14	None None	1,335 0
<p>During the first winch launch of the day P1 noticed a build-up of static charge (his hair was standing on end). On touching the cable release he got an electrical shock and took three more before he could release. P2 also experienced a shock. After release the problem stopped. The winch earth lead was replaced.</p>								
84	K-13	1861	Substantial	18-Jun-00 12.45	Rufforth	44 16	None None	97 0
<p>After briefing the student for an "awkward height" cable break exercise P1 released at 400ft. P2 started a turn to the right but, instead of continuing through 360°, he opened the brakes to land on another runway. Too late P1 realised they were committed to land in a restricted space so took over and aimed between fence posts to reduce injury.</p>								
85	DG 500	3880	Substantial	18-Jun-00 11.45	Sutton Bank	63 30	None None	1,327 0
<p>During the aerotow ground run a motorglider suddenly started to cross the take-off path then stopped. Continuing the tow the tug pilot felt the tail being pulled right and up. The glider was out to his right and he quickly decided to release. The glider, whose pilot had been following the tug with a shallow bank in a low turn, landed in crops.</p>								
86	Discus	R53	Minor	15-Jun-00 14.23	Nr Towcester	—	None	148
<p>The visiting pilot was flying during a competition training course. As the lift failed he chose a set-aside, cut crop field in plenty of time. After a normal landing the glider hit a series of ruts, approximately a foot deep, causing it to pitch violently. The glider received minor surface damage.</p>								
87	DG 505	4690	Minor	23-May-00 13.05	Portmoak	49 32	Serious Minor	489 0
<p>This trial lesson flight took place ahead of an approaching rain shower. P1 decided to cut the flight short and returned to the airfield. At about 50ft a strong gust from the right rear quarter caused the glider to stall. P1 recovered but could not prevent a very heavy landing. P2 braked the glider to a halt as P1 had a seriously injured back.</p>								
88	Mistral	4529	Substantial	10-Jun-00 17.10	Lee-on Solent	56	None	106
<p>The pilot was making his first flight on type for nine months when, during the early stages of a winch launch, the left wing dropped and dragged in the grass. The glider took off with the nose very high and the wing still on the ground in a 40° bank. After back-releasing, the wings leveled before a sideways impact. The tail sheared off.</p>								
89	Super Blanik	3635	Substantial	28-Jun-00 13.40	Llandegla	64	None	37
<p>After a normal initial winch launch ground run and lift-off to 10-15ft the pilot found he had insufficient speed to rotate into the climb. He was rather slow to release and the glider dropped heavily onto the ground.</p>								
90	K-13	1508	Minor	18-Jun-00 15.15	Shrivenham	51	Minor Minor	2,112 0
<p>The pre-solo student was flying the winch launch from a 900m strip with a crosswind. At about 30ft the winch engine failed so he quickly lowered the nose but then opened full airbrake, probably subconsciously remembering his briefing about landing ahead in the conditions. The glider struck the ground heavily despite P1 trying to close the brakes.</p>								
91	Discus & Super Cub Tug	4050	Substantial	30-Jun-00 21.10	Lasham	34	None	278
<p>This mid-air collision took place as a glider was coming in to land late in the day and longer into the field than normal. A tug pilot had decided to fly some practice circuits and took-off from the refueling point rather than the normal area and did not see the glider. The propeller cut about 6ft off the glider's wing but both managed to land safely.</p>								
92	ASW 19	2727	Substantial	29-Jun-00	Nympyfield	81	None	158
<p>The visiting pilot had acceptable check flights before flying solo. On a new type he had a poor winch launch and found it very sensitive in pitch. As a result he had a PIO on the approach and failed to round out correctly, landed hard, bounced and destroyed the glider's nose. Rigorous experience checks and tests have been introduced.</p>								
93	Bellanca Tug G—	—	Minor	Jun-00	Incident Rpt	57	None	1,555
<p>The tug pilot "took up slack" then increased power as "all out" was called. The tug slowly pitched over onto its nose and hit the prop despite the pilot cutting the engine. He was used to flying aircraft with toe brakes but this one had heel brakes. It is thought he had touched these as he used the rudder during the take off.</p>								
94	Puchacz	—	Minor	25-Jun-00 17.39	Currock Hill	60	None None	— —
<p>P2 was flying the approach using the elevator while P1 used the airbrakes. P2 did not round out and P1 failed to react in time to prevent a two-point heavy landing. Upon impact the rear stick broke off where it entered the securing block. Improved daily inspections are being made to try and identify weaknesses in controls.</p>								
95	Jantar Std 2	—	None	Apr-00	Incident Rpt	48	None	554
<p>During the pre-landing checks the pilot found the airbrake controls had partially failed. The right brake remained closed and the left only moved from one third to half open. By use of rudder and aileron, to stop a spiral dive, he was able to make a safe landing. The airbrake drive gear mounting had failed inside the right wing.</p>								
96	Puchacz	4717	Minor	10-Jun-00 15.45	Bidford	47 53	None None	92 0
<p>After flying for 90 minutes P1 decided to lose height and sideslipped both left and right. Later, while flying straight and level, the canopy flew open and smashed to pieces. Both pilots confirmed that the canopy lock had been checked but it was considered that it was probably not fully locked. However, modified locking bolts will be fitted.</p>								
97	PW-5	—	Minor	24-Jun-00	Burn	38	None	2
<p>On his third flight on type this early solo pilot found the glider did not accelerate and there was a long ground run before he climbed to 10ft. The chute billowed and the power was cut. The pilot landed ahead but the billowing chute flew above the glider and the cable cut into the wing.</p>								
98	Stemme G-STEM motorglider	—	Minor	02-Jul-00 17.00	Bagby	52 61	None None	1,309 3,200
<p>The large-span motor glider was landing at a strip to refuel en route. The pilot noticed standing crops alongside the runway but thought the wings would be high enough to clear it. During the landing run the right wing dipped causing it to catch in the crop. The ground loop damaged the undercarriage, wing and propeller.</p>								

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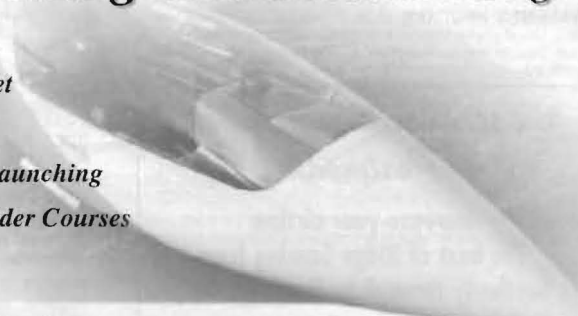
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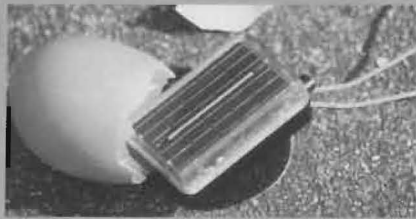
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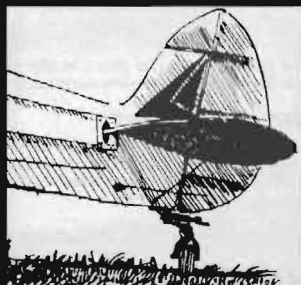
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