

FINAL GLIDE

THE MAGAZINE OF THE OXFORD GLIDING CLUB

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Edited by Phil Hawkins

DOUBLE VICTORY FOR GORDON CRAIG

OGC pilot Gordon Craig was the surprise winner of the Irish Open Class National competition this summer, and followed this up by a convincing win at the Dunstable Regional.

He formerly worked in Northern Ireland and has friends at the Ulster gliding club. One friend had entered the Irish Nationals and Gordon had initially agreed to crew, but was then persuaded to enter himself. One important aspect of this decision was the discovery that the ferry crossing from near Stranraer was £6 cheaper with a trailer than without!

The competition was held near Kilkenny in south central Eire, about a hour's drive southwest of Dublin. The weather was moist if not actually wet, and most days were spoiled by over-convection, but there were two reasonable racing days with tasks of around 180km. Soaring conditions seemed unaffected by the presence of two vast (and very wet) peat bogs nearby. The peat is cut by machines to supply nearby power stations.

There were 12 gliders in the competition - apart from Gordon's LS-4 these included a Discus, LS-3, ASW-17, ASW-20, two Astirs, DG-400 and a K-18. Apart from the Ulster club and another at Dublin, the airfield at Kilkenny, shared with powered aircraft, is the only other site in Ireland at which any gliding is done on a regular basis.

Gordon's trophy is a magnificent ornate cup about two feet high. It was apparently donated to the Kilkenny club by a film crew during the making of *The Blue Max* to compensate for the inconvenience and disruption caused.

Following this success Gordon entered the UK Standard Class National competition at Lasham, but

was disappointed at his 22nd placing in a field of 45. The competition had 5 flying days and conditions were fairly windy.

The Dunstable contest, however, proved a different story. Gordon won the first two days and remained in the lead for the entire week. The weather was much better with flying on 8 days, of which 7 were scored. Two 300km tasks were set during the week. Pilots were encouraged to put their gliders on the grid at 8.30am each day, which on the first day meant towing out in fog!

OGC pilot Cris Emson finished in overall second place in his Std Cirrus, whilst Enstone pilot Tony Cox (DG-300) was third. Cris had a good week winning two days, including the last day.

On this last day the three friends arranged team flying between themselves, hoping to avoid any silly mistakes. In fact it improved Tony's placing from fifth to third. Tony thought that the competition was friendly although the organisation was perhaps not as good as it could have been. He said that the daily scores were often not available until 10pm and sometimes not until the following morning.

Next year's Standard Class National competition will be held at Bicester.

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"A Lovely Pair"

INTER CLUB LEAGUE

Those of you who don't bother with the Inter Club League are really missing out on a lot of fun. Apart from the flying, League meetings are great social events, giving crews and families the opportunity to meet at unfamiliar sites, see new gliders and operational methods, and make new friends.

Martin "Haste" Hastings and John Hanlon both won tasks at the Aquila meeting, giving us an early lead. The Stratford weekend was unfortunately washed out again, but the OGC mee' was a great success. Tom Lamb and Phil Hawkins both won tasks giving the Mini-Nimbus maximum points for that weekend. Some crews arrived on the preceding Friday evening and the barbecues were well attended.

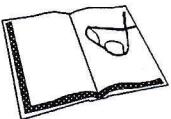
The Acro went to the Bidford meeting - Phil and Graham managed to land it out twice in three launches, once in a ploughed field like the surface of the Moon, followed by an exhausting retrieve - thanks to Chris Reynolds and Jack Miller. Overall the weekend was poor for soaring although some OGC members made wave flights on Saturday, and Richie Toon from the Cosford club reached 13,600ft. Once again the OGC tent village and the evening barbecues made it a meeting to remember.

No tasks were set on the first day of the Cosford meeting, but the team took chance to visit the Air Museum. As well as old airliners and military aircraft outside there are three big hangars full of wartime aircraft and experimental projects such as the gigantic TSR-2 which never flew. Also a missile collection including German V-1 and V-2 rockets on their original launchers, and a fascinating wartime missile with wings made of die-cast concrete around metal spars.

The Wrekin club at Cosford had arranged a barbecue with a very good live rock/blues band for the Saturday night. Deafening but wonderful!

The Sunday task was a real novelty for the competitors - free distance towards the southeast, if only you could scratch away from the site and reach the good weather downwind. John Hanlon landed at Booker and Phil Hawkins reached RAF Odiham, two more good wins in the intermediate and pundit classes.

Team captain Chris Reynolds writes on the ICL Final weekend at Nymphenfield - see inside...



EDITORIAL

What is your opinion of your own log book? To some pilots it is a necessary evil, folded in half and stuffed in the back pocket, produced when the instructor wants it. You scribble as little as possible in it, and don't really care whether the figures add up or not.

Well, that may be an exaggeration but I have seen some tatty examples in my time. If you are like me, your log book is the exact opposite - neat entries, kept in plastic covers, an object to treasure. One of your few possessions which would be quite irreplaceable if it ever went up in smoke.

After Silver C it is more or less up to you whether you keep a log book or not, but I'm sure I always will. I'm now on number

although the first four have fewer pages than the type in common use today. One curious difference between those early log books and the current type is to be found in the "Instructions for Use" inside the front cover. The old books include "R" as one of the types of launch, meaning Rocket assisted!

I have always ignored one instruction in that list, the one which says a number of similar flights on the same day should be entered as one line. This may be useful for busy instructors, but I find every flight is a new experience and I have something different to write about it.

I have always entered more columns on the right hand page of my log books as well. In the early days I added the instructor initials, circuit direction, launch altitude and cloud conditions, but only the third column survived beyond log book number 6. The very latest offering from the BGA is a log book with a column for kilometres flown, but I haven't used one of those yet.

Now, the big question, how much do you write in your log book about each flight? Before the end of log book number one I had realised that one-line entries were just not enough. By the time my first 50km came round (log book number 3) I had already started to use whole pages on memorable flights. My last half dozen log books (36 pages each) have averaged about 80 flights.

Another good question - do you keep your barograph traces? Do you have any barograph traces to keep? When I first joined the club it was part of the D.I. on each glider to put in a smoked barograph for the day. In those days there were four club gliders and four club barographs. So I have the barograph trace from my very first thermal climb on 3 May 1975. And since I first became a private owner, it is

very unusual for me to fly without a barograph, because a log book entry without a trace looks somehow - bleak.

So, I hear you ask, what can I write about my flights? Here we go then, some examples from the archives:

"Passenger flight with Peter Brooks. Some zero" (Flight 1, K-13, 28 Sept 1974).

"Max 8,700ft (cloudbase 7,500ft). First cloud climb ended in disaster - lost control. All the best clouds were east of Bicester so no use. Sideslipped in from about 6,500ft." (Flight 331, Skylark 4, 15 August 1976).

"Max. 3,200ft below cloud. Thermalling in thick snow with up to 4 Bicester gliders near Launton. Set compass course back to Weston, still in a blizzard. Snow then turned to rain about 1,800ft. Terrible landing." (Flight 396, Astir, 10 April 1977).

"First flight in type [Cirrus]. On such a short flight [5 mins] there wasn't much chance to get used to it but I need to be slightly more forward in the seat. Approach OK at 50 knots but poor round-out. The airfield was waterlogged and the entire glider got plastered in muddy water". (Flight 551, 14 March 1981).

"Slightly lucky here to find some sort of slow updraught in front of an approaching shower. Reached 4000ft under a featureless grey canopy, then punched forward through the thinnest part of the rain. Too wet to stay up after that." (Flight 634, Cirrus, 24 April 1983).

"Virtually no wind and the sun was very warm. First climb went to 3,200ft under a faint cloud, then found another east of Bicester reaching 3,500ft. No more clouds after that but the slow gentle thermals persisted for hours. Even 2hrs after I landed it was still thermic. Never known an October day like it!" (Flight 861, Cirrus, 2 Oct 1988 - blue day).

"Competition Day 1 [at Enstone]. 134km task to Pitsford, Southam. Strong SW wind but clouds were good with 4000ft base and 5-6 knots. Rough but exciting. Easy cruise on first leg with downwind component, then a cloud climb to 6,500ft just on the NW edge of Northampton. Cruised around the reservoir, then began beating back into wind at about 70 knots. Once below cloudbase once more the dolphins were close enough so that I reached Southam without turning. Last climb just after that, with about 2 turns 10 miles out for a top-up. Brilliant visibility today - all the Welsh hills could be seen. Much better weather than forecast. Score 767 points (day winner). Speed with wind-adjusted handicap: 118 kph!" (Flight 898, Cirrus, 12 August 1989).

"Winch problem at Weston so went to Enstone to try their new winch. 255km task to Market Harborough, Woburn Abbey, Lutterworth. Launched into a slow thermal but gradually things perked up and I started after the second good climb. Tony Cox (DG-300) and Richard Hall (Pik 20E) also set off. The first leg was marked by blue and murkiness on the left, good clouds on the right. Good climbs at Banbury and Naseby got me to TP1 with no problems. Second leg even better although visibility generally poor. Good climb between Wellingborough and Pitsford Lake, and another one to 5000ft just before TP2. Third leg began with extended dolphins. Next good climbs west of Northampton. Clouds thinned out again within 10 miles of TP3. Slow climb south of Rugby on the way home with next thermal at Daventry under increasing layer cloud. Very slow rise to final glide height near Chipping Warden. 200lbs water kept on all round. Task time 3hr 14min." (Flight 1000, Mini-Nimbus, 28 June 1992).

Well, I hope you get the idea. Whether you are a novice or a pundit, remember what you want to end up with is something to make you smile when you are old and past it!

Phil Hawkins

NEW CONSTITUTION

Included with this issue of *Final Glide* is your copy of the latest Club Rules and Constitution, which was debated at great length at last year's AGM (members only).

Compared with the previous reprint of 1974, the main changes have taken place in the section dealing with classes of membership. The obsolete category of life membership was deleted, and provisional membership was extended from 6 months to 12 months. Note that the entrance fee mentioned on page 4 is currently zero.

The Student membership category is also new, and there were slight changes to the "Liability for Damage" section (pages 6-7).

The constitution will now be included in new member starter packs.



HOW I DUN IT

Persistence pays off in the end. If you put up with all those frustrating days when you are in the right place at the wrong time, or the wrong place at the right time, then sooner or later things will click. They did for Brian Payne, and this is (as far as I know) the furthest distance ever soared by any OGC member...

Saturday May 1st was a day I'd been anticipating for some time as it was day 1 of a 7-day instructors soaring course at Bicester. I took the DG-100 251 and Martin Cooper was there with the Club's Astir DMH.

After what seemed like weeks of naff weather it all turned good for that week and we flew every single day. There were some days when wind or rain would otherwise have been something of a deterrent, but Rollings and McAndrew said "Here's a task, GO!" So we went. Where we went and how we fared is another story except to note that according to Martin no-one in their right mind follows Brian in 251. Something to do with a complete disregard for compass readings.

Tuesday May 4th was a good day and the cast for Wednesday was even better with high pressure settling and light winds. Gordon Craig, was grovelling for a day off to have a go at a biggie and Haste called in from work too. Meanwhile we on the course were wondering what dastardly task the dynamic duo would dream up for us. 300km looked OK with 500km a distinct possibility.

Well, I didn't achieve 300km or 500km. Why not? On Tuesday evening National Coach Graham McAndrew sidled up to me and asked: "Tomorrow looks like being a good day, do you want to come on a 750km in the DG-500?"

What a chance! What a decision! Go for the flight of a lifetime or decline and go for 500km myself? I chose the former as I reckoned that 500km days would come again but the chance to navigate a pilot of Graham's ability around 750km and maybe beat Chris Rollings' National record was a great learning opportunity and an adventure not to be missed.

"Be here early tomorrow," said Graham, so at 8.15am I was there complete with sarnies, bananas, water bottle, pee bags and Kagoule (be prepared!) The sky was blue and sunny with good visibility and with increasing excitement the 22 metre DG-500 two seater was readied. EW barographs, GPS and loggers connected and declaration written and photographed. One cup of tea, two pees, a lesson in GPS button pushing and I was ready.

Graham wasn't. The only Cu to be seen at 9.15am was at about Chinnor so we paced about until Cu started appearing on track somewhere south. We took off behind Barrie at 9.45am and 10 minutes later released at combination Vne of 90kt, 3200ft overhead the airfield. A pull up to best glide speed of about 55kt gave us nearly 4000ft and off we went, dead flat air, Cu in the infinite distance with the expectation of visiting Petersfield, Welshpool, York and 780km later back at Bicester...

I pushed some GPS buttons and was informed that Petersfield was 57nm (nautical miles). Fat chance, I thought privately as the Cu seemed as distant as ever. However 48:1 gets you a long way and near Wheatley we reached the Cu at cloudbase and climbed 1000ft at 3kt before setting course for Didcot. Dead smooth air again to 2500ft over the main chimney, but we're in luck and up we go in bumpy lift to over 3500ft in cloud. One more long flat glide to Chieveley services, another cloud climb and we're feeling much more optimistic with wispy Cu en route every few miles. We soon pass Lasham where they're all lined up waiting to go, but no-one yet airborne and we've already done 80km!

Nearing the first turn-point the clouds are good, the visibility is great and I concentrate on sending P1 in the right direction. Just like magic the TP is where the GPS said, 1/4 mile past, turn and shoot, push GPS buttons again and only 129nm to Welshpool.

Conditions are now getting settled with predictable clouds and climbs. McCready up from zero to 2kt and we do well until meeting the first spread-out area of the day between Andover and Marlborough which slows us up a bit. But then we have Cu and blue to Cirencester and we've increased our speed to 107kph from Petersfield.

"It really was frustrating to break off 8-10 knots at FL43 with at least another 1500ft to cloudbase."

Clouds are shallow and sparse but very white over the Severn valley and we slow down at Cheltenham to get higher before pressing on. Thus turns out to be a mistake as the thermals are now up to 8kt and better so McCready goes up to 3 and we dolphin to Great Malvern in great style. Up to Welshpool it is good but not great and our second leg disappoints Graham at only 82kph. However it's only 2.30pm and we've flown 344km already so program GPS for York (only 199.58nm) and press on.

This leg is where yours truly has to earn his ticket as those of you who've studied the 1/2 million map between Birmingham and Manchester will know. I hadn't, but I soon got the message. No use following the GPS saying fly 028deg 'cos that's forbidden airspace so it's back to looking out as usual and doing what Martin Cooper believes I can't! Daventry CTA imposes a FL45 lid on a large chunk of airspace here so with my altimeter subscale at 1013.2 I read off the last few hundred feet of climbs, aiming to get us as high as possible, leaving thermals on track without airspace infringement. It really is frustrating to break off 8-10kt at FL43 with at least another 1500ft to cloudbase.

This mid-afternoon period is the best of the day and despite the airspace restriction we average over 90kph to Alton Towers. From here we can use a bit of FL55 airspace to Matlock and press on with the Peak District to the left and Sheffield

right. My cup of tea has been sending discomfort signals for some time so I spend the next 50km persuading reluctant plumbing that a freezer bag is an OK place to go! Apologies to Sheffield!

Ahead, as we fly off the 1/2 million South of England chart, is an enormous area of spread-out cloud as far as we can see from east to west with no visible sunny patches on the ground beyond. Oh dear! Graham selects McCready zero on the LNAV and presses on with less haste towards Castleford power station. At 2000ft we climb at 8kt, horizon on, until at 5500ft having been forcibly ejected three times from the narrow, violent thermal we push on into the gloom. York is in sight ahead under 8/8 clag and some sunshine on the ground about 20 miles beyond.

This adventure is becoming less exciting. I study York from 1800ft with the magnetic appeal of the racecourse nearby and Rufforth airfield a few miles to the west. Does Bob McLean at Glaser-Dirks UK do B&B? I cajole, bully and swear at Graham to keep us airborne and he finally obliges with a 2kt climb over York Minster.

After what seems an age we reach 5000ft, take the photo, wave goodbye to Bob McLean and set off south on the exact GPS heading of 185deg on the grounds that there was absolutely nothing else to aim at. It's 5.20pm, I'm freezing cold (0deg at 4000ft) and it's only 123nm to Bicester but at least we're on the homeward leg.

Well, that slowed us up to only 67kph from Welshpool to York and now it's a case of surviving as long as possible. P1 thinks the task is still on if the weather is still soarable when we finally escape the clag, encouragingly we get another power station climb of 6kt near Burn GC, then press on over Doncaster and alongside Finningley. Now it's final decision time as west of track towards the Peak District it's still overcast and gloomy whereas east of track there is a little sunshine and three power stations conveniently aligned north-south along the river Trent.

After these the air is dead as the proverbial Dodo. We glide off into weak sunshine, even weaker thermals and an inevitable outlanding. Hospitality is becoming first consideration now as leaving Newark-on-Trent we reach Syerston at 2000ft at 6.15pm. A local scratch produces a miserable 1kt so with a pee and hot coffee (in that order) high on the agenda we land having completed 648km in 8½ hours at 76kph.

Whilst making our final despondent descent we get Haste on the radio, on final glide of his successful 500km Diamond Distance flight. He despatches Pete Stratton in a tug who retrieves us to Bicester at dusk, where, suitably refreshed, we ponder on what might have been. What does National Coach Graham have to do, to fly a faster 750km than Senior National Coach Chris?

Quite a lot, actually. Chris Rollings in an ASH-25 flew 773km on 3rd July 1990 in 8hr 20min at 92.34kph. What a ride that must have been!

A LOVELY PAIR

Since completing my Silver badge in September 1992 my gliding career had taken a nosedive. After a winter lay-off which lasted until May I realised that I would have to buy a share in something if I was to get sufficient hours of flying in with the limited time available to me. Kevin Duthie and I bought quarter shares in the K-6CR when Simon Hogg moved up to the Astir.

That was at the beginning of June, and ever since then I had been waiting for the chance to get my money's worth out of the plane. Two months later I had done only 5 circuits and one local soaring flight, and was beginning to get desperate. However, Dick Carter rang me up on the evening of 12 August and said the weather looked good and why didn't I give it one last try.

Everyone was out early on Friday 13th and the talk was of 500k's, but I settled for 100km and chose Didcot-Silverstone. This was a good task for a beginner as the halfway point would take me past Weston giving me the chance of abandoning if I was not happy with my progress.

The forecast wind was 15kt, 225deg, but because of my limited soaring skills I decided to ignore traditional logic and go upwind first, only allowing myself to do the longer downwind leg if satisfied with my progress into wind. I had also called Southern Airmet and discovered that high cloud coming in from the southwest would weaken climbs in the afternoon so better to use the SW sector early on.

The flight itself was pretty uneventful, which should not be too surprising as Phil Hawkins was demolishing a 500k in a little over 6hrs. I went slowly and got round in 3hrs and because I was having so much fun and had a sandwich and a chocolate bar still to eat, I continued on to Blenheim, practising my "dolphin" flying and centring thermals over the lakes at the Palace.

I landed at 16.30 hrs ahead of the pack and was de-rigged and away in time to get home and put the kids to bed, adding to my score on the domestic ladder. Roger Pitman had meanwhile achieved all three Silver legs (but didn't get back from Sackville Farm until 1am). Both Peter Awcock and Chris Buck did the distance and height legs. Peter soared most of the way back from Husbands Bosworth and landed at Bicester, whilst Chris aerotowed back from Sackville Farm.

On the following Tuesday (17 August) myself, Dick Carter and John Gibbons set off for Edge Hill for a day we thought would go blue but didn't. Half the OGC was there, all of them with silly grins on

their faces, chattering about where they were planning to go. I decided to try Worcester - Cheltenham - Edge Hill and launched into a largely blue sky at 12.40.

The 7.5 litre engine winch was an experience. I seemed to be climbing vertically in order to keep the ASI back at 55 knots (50 just wasn't possible). I found lift immediately but couldn't get higher than 2,500ft. The sky was weird as it seemed that clouds were only being formed at the end of a thermal event so I found lift in the blue but rarely under clouds. I decided to stay local until I got a climb to at least 3,500ft and spent the time trying to orientate myself to ground features from my map.

However the need to stay airborne kept interrupting my studies so that by 13.30 hrs I was becoming unhappy about going anywhere. I tried tiptoeing down track but each time the climbs proved unreliable and I fled back to Edge Hill. Finally I got a climb to nearly 4,000ft and decided to abandon Worcester and go upwind to Banbury.

Off I went with the sky getting better all the time and the clouds now proving a reliable indicator of lift. I moved on then via a dying stubble fire to Milton Keynes and turned north towards Northampton.

My navigation was a bit vague. I worked on the principle that if I saw nothing else I should spot Milton Keynes, and I should certainly be able to use the M1 as an easy marker to limit my eastward progress.

I passed slightly west of Northampton and turned north-west to overfly the radio aerials at Daventry before turning for home.

The sky ahead was now rather devoid of cumulus and some high cloud meant that the ground was no longer dappled in light and shade. I glided on towards a rather distant cloud north of Chipping Warden and got a small climb there but was down to 2,400ft a little further on before hooking a good climb up to 5,000ft which ensured I would get home.

Throughout the trip, the abundance of fields of freshly cut hay for landing in was greatly reassuring. Back over Edge Hill I indulged in a bit of tail-chasing with Howard Stone in the Pilatus and flew over to Shipston-on-Stour to peek at the Cotswolds before landing back after 4hr 45min aloft.

The thing that surprised me about both of these flights, and which prompted me to write about them, was how straightforward they were. If you choose the right conditions, there really is not too much to fear from the smaller tasks so,

Mike O'N

for those who like me are just starting down the road towards cross-country flying, I would suggest the following as likely to tip the odds in your favour:

Good vis. - with luck you will see one TP from another.

Good track - consider a task whose halfway point takes you back over your base. Makes task seem smaller and gives you the option of abandoning.

Easy Navigation - choose good, easy landmarks.

High cloudbase - and stay high if possible.

Light wind - some wind is useful, both for into-wind flying practice and for shortening field landing approaches. Consider flying upwind leg first to gauge your progress before committing downwind.

Choose late summer - plenty of stubble fields / cut hay fields to land in. Red stress!

The little K6 has definitely given me my money's worth. There is no other way I could have been sure of jumping in and going. As it was, each task cost me one winch launch! Terry Cain has just decided to sell his half and will accept concurrent offers for quarter shares so don't miss out!

For myself, it's back to domestic chores and happy memories!

FORTHCOMING EVENTS

Aquila GC have challenged us to a Quiz Night which will be held at the Crown Hotel in Brackley market place, at 7.30pm on Friday 12th November. The quiz will consist of at least ten rounds of ten questions each. Team questions only, and we need four members for the team. Everyone is welcome on the night to heckle, er, spectate that is, and there will be a buffet afterwards with quiches and pies, sausage rolls and chicken etc. The cost will be £5 per head. Book your place with Chris Reynolds by November 1st at the latest. There is likely to be a return match later in the winter, at a venue of our choosing.

The Annual General Meeting this year will be on Saturday 20th November. Please make sure that any nominations for the committee posts and various officers are made in good time. A notice has been posted in the clubroom.

CLUB LADDER 1992-93

Martin "Haste" Hastings was the clear winner this year, with a 500km and two 300km flights to his credit. Twenty pilots entered flights in the Ladder this season, the leading results being as follows:

M Hastings	6,764
G Craig	5,448
P Hawkins	5,076
J Giddins	3,498
F Boyce	3,454
S Evans	3,183
C Emson	3,131
A Barnes	2,329
A Jenkins	2,034
G Barrett	2,027
M Cooper	2,027

and 9 other pilots

Four 500km flights were made this year, one of these on 4th May by Haste, Gordon Craig and Steve Evans. Martin Cooper also did 300km on this day. The other 500km was by Phil Hawkins on 13 August.

Four other successful 300km flights were made, two by Haste and one each by Andy Barnes and John Giddins. Andy actually landed a few km short of Edge Hill but got his Gold Distance. Cris Emson and Howard Stone flew 305km in the Acro during a 500km attempt.

The fastest handicapped speeds this year were recorded by Graham Barrett in a K-13 (84.9kph) and by Haste (86.4kph). The latter also logged the longest flight time, spending 7hr 25min on his 500km.

The total distance logged was 14,717km, slightly down on last year, but still nothing like the real total because so

many pilots don't bother to enter their flights in the cross country book. On the other hand the "persistence" award goes easily to Andy Barnes who entered no fewer than 13 flights. Here is the distance league table:

DG-202	515	2,361	(Km)
Cirrus	278	2,207	
K-6e	577	1,835	
DG-100	251	1,492	
LS-4	224	1,479	
Mini-Nimbus	147	1,405	
Pilatus DRP		724	
Astir DMH		635	
Libelle	184	620	
LS-6c	486	501	
Acro EZE		474	
Cirrus EEN		312	
K-6CR FWA		218	
Libelle CLV		155	
K-13 CCE		104	
Skylark 4 BNK		66	
K-8 CYZ		66	
K-8 HFW		63	

THE ASTON DOWN "MINI-COMP"

The weather for the Mini-Comp week (26-31 July) was not as good as last year. The beginning of the week was dull and windy with some rain at times each day, but there were various things to do like swimming in Cirencester and Swindon. The Swindon pool is under a big domed roof and has a wave machine and flume pipes.

We also made a little expedition to Weston-Super-Mare to sample the seaside attractions such as air cushion hockey and Tenpin bowling. Is there anyone out there who would like to organise an OGC Tenpin tournament?

The two best flying days were Wednesday and Friday. On Wednesday the big ships had a four-legged task around Blenheim, Broadway and Little Rissington. Only the local Nimbus 3 pundit got round, as the small slice of good weather prevented lesser gliders from reaching final glide height at the last convective clouds many miles to the east. However Tom Lamb got back as far as Northleach, and Haste was a few miles closer than that. Cris Emson and Chrissy Milner landed the Acro at Enstone.

On Friday the weather was better. Task setter Paul Gentil gave us a task with

about a dozen TPs to choose from, ranging from Ludlow, Hereford, Daventry and Reading. Phil Hawkins won the open class with 7 turning points totalling 337km, arriving back at Aston Down at 5pm in a heavy shower. Haste also got back with a total of about 200km. Andy Barnes won the sport class with a 290km flight including cloud climbs to 8000ft, although he was caught out by the rain at the end of the day and landed at Little Rissington. John Hanlon and Chris Reynolds kept the Acro airborne for about 6hrs, landing out near Swindon.

Going into the last day, Phil and Tom were in the lead in the open class, and Andy Barnes was in the lead in the sport class. The weather, however, couldn't make up its mind whether to be soarable or not. In the end the OGC pilots wimped out, but some local heroes set off late in the day to scratch downwind, scoring enough distance points to topple both OGC pilots from their positions. Serves them right!

Quite an enjoyable week although more flying would have been nice. Many of the Oxford crew gave up and went home midweek although most came back when the weather perked up a bit.

NOTES FROM COMMITTEE MEETINGS

Aircraft: New audio units have now been purchased, but the one in K-8 CYZ had to be returned for repair. The Astir now has a "Delcomm" radio. New seat harnesses have been obtained for both K-8s and will be fitted during C of A.

During the summer, the committee raised the two-seater launch fee to £3 in line with single-seater launches.

The committee also wants all members to know that Club gliders, if being used for a specific task, are free after the first 3 hours. The most you can be charged for a cross-country flight e.g. in the Inter Club League is £36 plus launch.

Site: The hangar door wheels are causing concern apparently due to uneven wear. There is a plan to repair or replace them without having to take the doors off.

The barbecue roof construction has proceeded during the summer and is now almost complete.

The diesel fuel tanks have been raised on their blocks, making refuelling easier.

Administration: Postal delivery to the Club is an occasional problem. Our mail is often mixed in with RAFSPA's and delivered to them. Will Duty instructors please ask if they have any of our mail when setting up for the day.

Various schools and other organisations have been given free flights as raffle prizes etc. Most of the time they contact us out of the blue to ask. At least this proves that people are aware of us. The price is small for the publicity gained.

The Coventry GC at Husbands Bosworth have offered members of other BGA clubs up to 21 days free reciprocal membership in any one year. We have made a similar offer to them.

Will all members please take note that when witnessing a new member who pays his or her £120 fee, please ensure that address details are entered into the blue book which should be kept in the red cash box. This is to ensure that new members are entered onto the membership list without delay.

Ground equipment: The two-wheel axle on the winch has been completed.

The launch point vehicle is to be equipped with a telephone. Outgoing calls (except 999) will be barred but it should prove invaluable for anyone wanting to contact the Club at a time when nobody is in the clubroom. For example on a fine afternoon in winter, if you ring the Club and get no reply, does it mean there is nobody there, or does it mean half a dozen members are enjoying themselves out on the field?

EXTRACTS FROM ENSTONE EAGLES NEWSLETTER No. 8

The club have now legitimised their previous "gentleman's agreement" with the landlords by signing a 14-year lease. Areas covered by the lease include the existing control tower and its surroundings, the access road to the north/south runway, and the east/west grass strip which is now 50 metres wide and extends the full length of the main runway. There is a plan to build a hard track along the south side of the grass strip.

The north/south runway will be shared by the club, Oxfordshire Sportflying and Rollright Transport. The club has won financial recompense from the landlords for the occasional Saturday/Sunday or Bank Holiday markets which are held on this runway.

The rent for all this is £5,500 for the first year rising by £500 a year for the next four years.

The Club are building on the success of the lease negotiations (which have taken some years to complete) by a major review of policy on fleet, ground equipment, buildings and other facilities. It is interesting to note that whilst the Enstone clubhouse and toilets etc are at least as good as ours, they are thought to be in need of improvement. OGC are miles ahead in hangar, workshop and launch point vehicle facilities, however.

"Winch No. 2 had another cylinder head failure which seems to be a product of old age rather than the way we are using the winch. New cylinder heads are no longer available. It is proposed that the engine is started some minutes before a launch is required so that the working temperature is reached before full power is called for. This should reduce the sharp hot/cold cycle to which the heads are subjected, and thus provide greater reliability."

There is a fascinating description of the Horsa troop-carrying glider from WW2, written by David Carter, and I hope he won't mind me quoting from it. For instance, did you know how big these things were? Wingspan 88ft, chord 16ft, total length 67ft. The tip of the rudder was 20ft off the ground and the wingtips 11ft. Best L/D fully loaded with 29 troops and 2 pilots was about 13 and occurred at 83 knots. The L/D reduced to 5 with full landing flap.

Vne was 165 knots, whilst the stall occurred at 60 knots fully loaded and 47 knots empty. The controls were distinctly ineffective below 85 knots and extremely stiff above 120 knots, making life on tow very tiring for the pilot. Nevertheless, 10-hour tows to North Africa were used in preparation for the invasion of Sicily. The highest recorded altitude for a Horsa was

20,000ft over Windsor, from where the glider got back to Netheravon.

David Carter continues: "Snatch pickups were judged successful under trial conditions but were never used in action. In theory it could be used to ferry empty gliders back from their landing sites, where a tug could not land, back to the UK for possible re-use. A rope would be strung across two poles 12ft high and connected back to the Horsa 300ft behind and 10° to one side. A Dakota fitted with a braked winch in the fuselage would come steaming in at high speed 20ft off the ground, snagging the cable off the poles. The winch drum would then run out and be progressively braked until the Horsa became airborne, at which point the cable, now some 1000 yards long would be wound in to about 150 yards, preferably before the loop snagged something on the ground!"

Acceleration rates experienced by the Horsa during this manoeuvre were comparable to a modern winch launch, about 150 yards being required for takeoff.

"The main reason this technique was never used probably has something to do with the fact that most glider landings in occupied territory tended to be of the controlled crash variety and thus the glider was in no fit state to go anywhere."

NATIONAL LADDER

As some of you may have noticed, there were some slight changes to the Ladder rules this year, which naturally turned up in the post immediately after I had detailed the old rules in the last issue of *Final Glide*.

The main difference is that you can no longer deduct 2% from your handicap if you are flying "dry" in a glider capable of carrying ballast. There were also a fair number of revisions to the handicap figures themselves. Those which affect OGC gliders are:

DG200 (with and without tips), Mini-Nimbus and Pilatus handicaps were all reduced by 2% making equivalent flights worth more points for 1992-93 compared to previous years. On the other hand the Pirat handicap was increased by 2% making points harder to come by. Those interested in doing cross-countries in the T21 (bearing in mind we have no trailer) should relish the news of a 5% reduction in handicap from 53 to 48.

There is a proposed further revision of the Ladder rules for the 1993-94 season which starts on 1st October 1993. The main revolutionary difference here is that you will no longer have to complete a declared task in order to score speed points as well as distance points.

The calculation for flights which are declared and completed is the same, but for a declared task which is incomplete, or for an undeclared task, you will still get 75% of the speed points. In addition, distance flights which result in a successful badge claim, even if not ending at a declared point, will be awarded full speed points.

This change has been made specifically to encourage larger task declarations by making the 'penalty' for landing out less severe. This means that it is even more important for flights entered in the cross-country book to include TIMES please, otherwise you will lose out drastically on points next year.

The tatty old cross-country book itself has now come to the end of its life after 16 years, and a new one in a strong cover will be provided for next year! Please look after it - at this rate it will have to last until 2009!

As at 6th August, a number of BGA annual trophies still look vulnerable, particularly the De Havilland trophy for maximum height (only 10,900ft) and the California in England trophy for the longest flight by a female (305km). A full list of the trophy contenders will be posted in the clubhouse.

Upper Heyford: it was announced on 10th May that the last USAF aircraft will leave the site in January 1994, and the site will be sold off for business development later in the year. This goes further than the previous plan whereby the airfield would be re-activated for a few weeks each year for training exercises. The phrase used in the 10th May announcement was "whatever happens will not be used as an airfield".

Postcombe GC: the recent planning application for a new gliding club near the M40 at Postcombe was rejected by South Oxfordshire District Council, by nine votes to two. Even a trial period of two years during which local residents' reactions could be assessed, was rejected.

The main objections given were noise and disturbance to horses and dogs on bridleways, at Aston Park Stud and at the nearby headquarters of Hearing Dogs for the Deaf.

Brian Spreckley will be making an appeal against this decision, although no date for the appeal has yet been fixed. If you wish to support (or oppose) the appeal write to Dept of the Environment, Room 10/02, Tollgate House, Houlton St, Bristol BS2 9DJ before November 2nd, quoting this gigantic DOE reference: APP/Q3115/A/93/228737.

NEW MEMBERS



We welcome the following new members since the last issue of *Final Glide*:

Mike Williams, furniture restorer from Abingdon.

Stephen McGurdy, art director from Upper Heyford.

Alan Hadwin, electronics engineer from Didcot.

Alan Lapworth, meteorologist from Sharnbrook, Beds.

John Ford from Clifton Hampden.

Andy Harrison from Naphill.

Coincidentally, both of the 'Alans' messrs Hadwin and Lapworth are rejoiners having done some flying with us in previous years.

At present we are trying a new system to keep track of new members. If you witness a new member paying his/her first subscription, please make sure that the "New member record book" is filled in, as well as the membership application form. The book should be kept in the red cash box.

The problem in the past has been that the membership application forms have a depressing tendency to get lost, which means that some new members don't get onto the membership list. Without membership numbers they don't receive membership cards (or *Final Glide*) and can't get car passes either.

At present we have three members in this unfortunate category. Their surnames are **Field**, **Fox** and **Belton**. We have no address or first name for these people. If you know either of them, or see them at the launch point, please ask them to write in the new member book. Our apologies to them in advance.

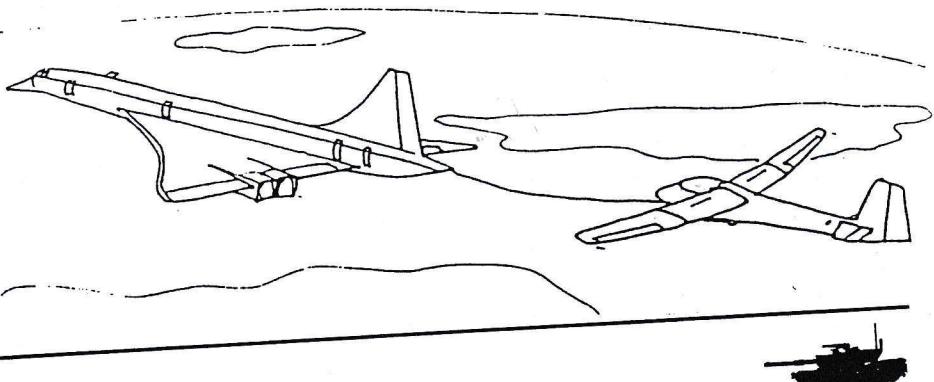
WANTED

Members to paint and/or repair the Club trailers. The K-13 trailer is in a particularly poor state at present.

Clean rags for general workshop use, polishing etc.

Caption Competition

Prize to be awarded at the AGM. Send your entries to Chris Buck.



CFI'S TURN...

The soaring year has come to an end and so has my stint as CFI. So, it is with some sadness (happiness?) that I make my last entry in this column.

We have three new assistant instructors: Andy Barnes, Andy Butterfield and Howard Stone who will be terrifying you in the near future. Please go easy on them until they have acquired the usual steel nerves.

A recent incident prompts me to remind all solo pilots that there MUST be a serviceable radio in every glider flying from Weston and that pilots must listen out on 130.1 MHz. Any pilot who infringes the Para's DZ and cannot be moved by radio will be grounded on his return. (Landing out will be no escape!)

The times of high winds are approaching so may I remind everyone to assess the wind gradient on the day they are flying and adjust their circuit accordingly. The approach aiming point should be WELL into the field and turns below 400 feet are out. If you are in any doubt about your ability to cope, have a flight with an instructor, it's no disgrace and you may learn something new.

You may have heard of the latest fatal spinning accident involving a Puchaz two seater. The BGA suggest that pilots flying this aircraft should exercise caution when spinning as it spins rather easily and requires the full recovery procedure under some conditions. In particular if the stick is held back in a spin the glider will not recover with rudder alone. Although we don't have a Puchaz at Weston, you may get to fly

one elsewhere so please make sure you have the FULL recovery drill in your mind: Full opposite rudder against the spin direction, slight pause, stick steadily forward until spinning stops (with a Puchaz this may mean virtually up to the instrument panel) then centralise the rudder, level the wings and recover from the dive. Remember also that you can expect a height loss of at least 100 feet per turn in the spin plus up to 500 in the recovery. I can tell you from personal experience that there is a great reluctance to push the stick very far forwards in a glider with a reclined seating position that is spinning steeply. In some gliders it is necessary to overcome this reluctance to leave the spin at all!

Finally, I would like to offer Chris Emson, CFI elect, best wishes for the future and I hope you find his contributions to this column wonderfully scintillating as mine have been.

Steve Evans

SWEATSHIRTS

Neil Turner is taking orders for OGC Sweatshirts, with the small OGC logo in multi-coloured embroidery instead of a printed logo. Sweatshirt colours are navy blue, royal blue, black, bottle green, burgundy and red. Usual sizes i.e. normal, big and extra-baggy. The price will be about £16 but we need a batch of at least 15 so get your order in now.

INTER CLUB LEAGUE FINAL

This year the teams at the final, held on the Bank Holiday weekend 28–30 August, were Nympsfield (the hosts), Dunstable, Booker, Mendip (Halesland) and ourselves.

Saturday was overcast at Nympsfield with a few sunny patches, making it difficult to get away, but the weather was much better further inland to the east, so I am told as I spent 1hr at 1000ft trying to stay airborne in a gaggle of 7 or 8 gliders all within 500ft. Brian Payne didn't manage to leave the site either.

(Added by Phil: I completed a 208km task to Kingsclere and back via Didcot. The weather for the major part of the task area was pretty good, but scratching away from Nympsfield the beginning, and groping back through the murk at the end, were both fairly hairy. I wasted several minutes at 1500ft over Aston Down trying to get a few hundred feet extra, so that I could find my way back to Nympsfield, when in actual fact I was well in all the time. Andy Davis only beat me by about 15 minutes so I could have come quite close to him with a bit more local knowledge.)

Thanks to Neil and Sue for supplying the crew with home-made biscuits during tedious hours listening to the radio!

On Sunday the weather was slightly better but there were large gaps between thermals requiring a desperate dash to Aston Down to get into better conditions (much like the day before). All our pilots, however, landed out. Jack Miller got round Northleach and landed near Cirencester, and John Hanlon nearly got round but had to land at Aston Down on the way back in to Nympsfield. Graham also landed out, near South Cerney.

As well as the inevitable barbecue and a good disco, Nympsfield had arranged an all-comers (and very drunken) skittles match in the evening, which I won!

The Aquila crew team must have had new sweatshirts which rendered them invisible all weekend, but they said they would be there, so they must have been!

Monday was the best day of the weekend. All the OGC team managed to get round, Andy Barnes

showing the top Nympsfield novice a clean pair of heels. The task was Northleach and back which Andy won easily, and it featured a spectacular finish. After crossing the upwind hedge at Vne he followed the lumpy contours of the field at hedge-top height (or less) until he crossed the finish line, then he opened his brakes and landed ahead!

As the K6e was towed back past the finish line tower, the competition director and his assistants were applauding enthusiastically, and offered Andy free life membership of the club!

Tony Boyce's finish, on the other hand, was a little more cautious. After crossing the line at 1500ft he was asked if he intended to land at another airfield! Tom Lamb also got round the intermediate task in the Mini-Nimbus.

Overall we came equal 4th with Mendip. Nympsfield won the competition for the 4th year in a row.

Chris Reynolds

WOULD YOU LIKE AN OGC WATCH?



The basic model has a quartz movement with gold or chrome finish and strong plastic strap, and the OGC logo on the face. Price around £17.50. Or perhaps a divers type watch, also featuring the OGC logo, waterproof with stopwatch and calendar functions, 2 year warranty for £29.99? The minimum order quantity for the Club as a whole may be too much for us, but if you are interested see Neil Turner.

CLUB EXPEDITIONS:

The Talgarth trip at the beginning of September was uncharacteristically warm, dry and calm. A good week for camping, hill walking and barbecues, but no wave flying, and only one day when the ridge worked a bit in a northerly wind. A film crew picked that day to shoot scenes from a period drama on the hilltop. The sight of the Acro whizzing along the hill must have made a disconcerting backdrop to key shots of the hero in his flowing cape as he galloped on his white horse.

The editor has heard little about the expedition to Sutton Bank except that not much flying was done. Will someone please send in a report on Lleweni Parc?

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