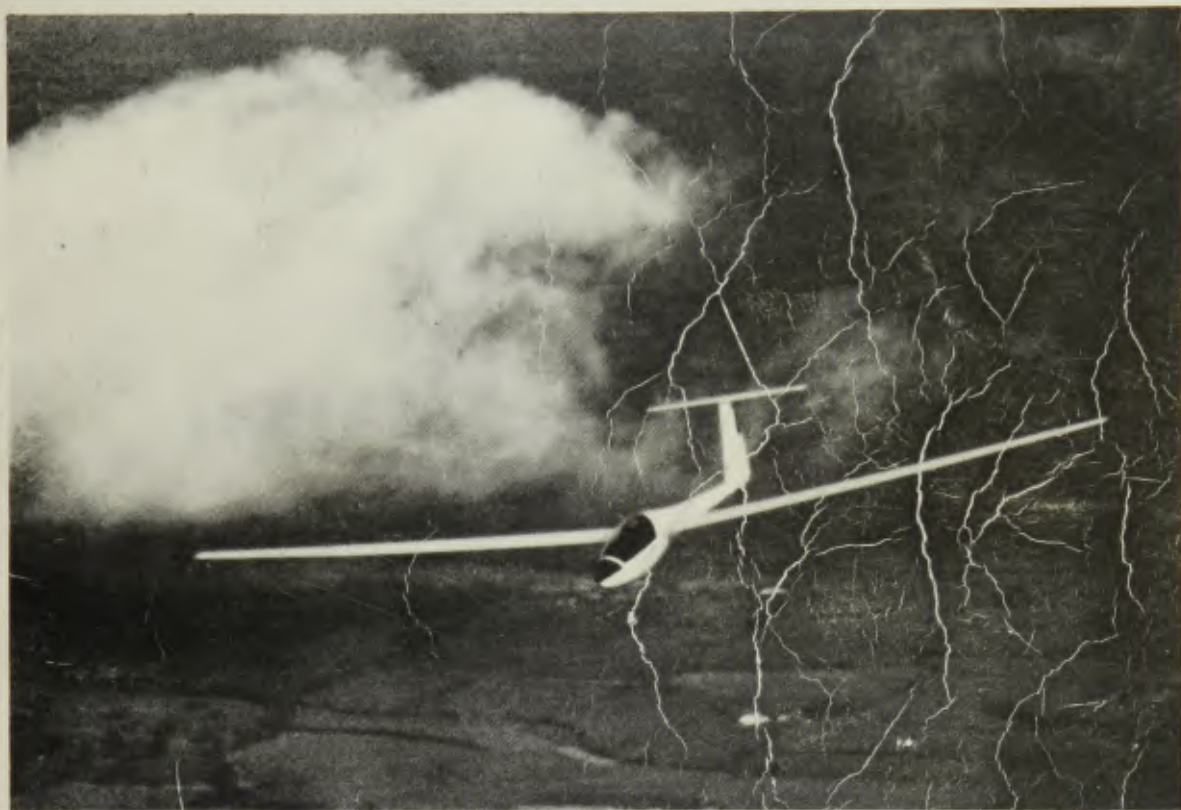

1982-83

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SOARING
YEARBOOK**

Compiled by
Gordon Camp, B.Sc., M.R.AeS

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INDEX TO ADVERTISERS

Air Apparatus & Valve Ltd.	72
Anglo Polish Sailplanes Ltd.	30
Beaumont Aviation Literature	101
Black Mountain Gliding Club	13
British Microlight Aircraft Association	71
Canopy Doctor	32
Conder International Ltd.	18
Coventry Gliding Club	13
Dunkeswell Gliding Club	14
Eurowing	71
Fieldtech Heathrow	80
Flettner Ventilator Ltd.	76
Glider Instruments	80
Gordonair Ltd.	104
Hobbies	28
Irvin G.B. Ltd.	27
JSW Soaring	32
Lasham Gliding Centre	8
London Sailplanes Ltd.	88
Midland Gliding Club	13
Mowbray Vale Insurance	23
Nine Four Aviation Ltd.	28
Oxfordshire Sportflying Club	104
Peterborough Sailplanes	71
Piggott Brothers Ltd.	101
R.E.F. Electronics	101
Ricardo Avionics	24
Sailplane & Gliding	101
Scottish Gliding Union	12
Soaring Equipment Ltd.	32
Waikerie Gliding Club	14
Westley Aircraft	76
Yorkshire Gliding Club	12

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CONTENTS

<i>Page</i>	<i>Section</i>	
5	The Soaring Year	<i>by Justin Wills</i>
9	List of Clubs	
14	Air Cadets Gliding Schools	
15	Circling Technique in Thermals	<i>by Derek Piggott</i>
19	National & International Records	
25	Durham and Back	<i>by Chris Garton</i>
29	World Championships Principal Results	
31	National Championships Leading Results	
33	British Holders of All 3 Diamonds	
34	National Ladder Rules	<i>by Mike Randle</i>
37	Register of Sailplanes	
68	B.G.A. Competition Numbers	
73	Register of Motor-Gliders	
75	The Vintage Glider Club	<i>by Chris Wills</i>
77	212 Km in a Kirby Cadet Mark 1	<i>by John Jeffries</i>
81	Motor-Gliding in the 80's	<i>by John Downes</i>
85	Air Cadets Gliding	
89	Gliding and UK Airspace	
95	Managing the B.G.A.	<i>by Barry Rolfe</i>
97	Structure of the B.G.A.	
98	Past Chairmen of the B.G.A.	
99	B.G.A. Services	
100	B.G.A. Publications	
102	Useful Addresses	
103	Weather Forecast Offices	



KESTREL 19 (courtesy of Daily Telegraph)

THE SOARING YEAR

by Justin Wills

The Ides of March mark the beginning of my soaring year. No classical significance made me choose this date, but rather a modern lack of stoicism. Tales of those hardier than I who, despite the cold and shortened daylight, glean unexpected lift from the steely winter skies elicit my admiration, but not my emulation. Nor do I gadarene to the airfield at the first false dawn of spring; once on a cloudless February day I headed a lemming-like rush and, full of winter warmed memories of last season's heroics, circled off downwind at 500 feet in the Club's Skylark 4. Fortunately common sense then prevailed and I landed safely, if ignominiously, in a muddy field three miles away. Not so another, whose low level attempt to return to the site ended in tragedy. Such days are CFI's nightmares.

But the spring Equinox brings a subtle change in the character of the air. It is still cold, but the thermals can show an unexpected youthful vigour. Weather systems move quickly at this time, and quite often within 36 hours of a substantial snowfall from a passing cold front a really good soaring day occurs. The accompanying north westerly wind may be lighter than it feels, for one's personal assessment of wind strength is directly related to temperature. Freezing level will be low, but provided the pilot can keep his feet warm enough he may enjoy a day of soaring under superb cloudstreets, whose over development ideally is prevented by rapidly rising atmospheric pressure, so that the cumulus march across the skies like perpetually expectant she-bears, yet produce no undesirable offspring.

By mid April the wind may veer to the north east, and more stable conditions occur, which my father used to ascribe to "the break up of the Siberian High." At the outset these spring north easterlies often produce large amounts of stratocumulus, drifting in from the North Sea. However, there is usually good lift to be found even if there is total overcast, and during the day this cloud tends to break, especially in the west.

Interestingly, it can be remarkably difficult to stay up during this transition period, as if the thermals become temporarily demoralised by the change to blue skies. The whole system can persist for some weeks, and towards the end often provides a deeper convective layer with closely spaced thermals marked by shallow cumulus. This weather produced the first 500 km flights in Britain, as well as my own several years later. That day I flew the breadth of England, starting in sight of the North Sea shore, and ending up tracing the sea breeze along the Cornish coast, admiring the tinges of green in the sheltered copses below. A week earlier in similar conditions Hans Werner Grosse had flown from Lubeck to Biarritz

The middle of May finds every glider pilot worth his salt on the

lookout for The Big Day. Everyone is in practice, their gliders fettled and ready for the start of the competition season. Perhaps this is why the weather suddenly appears overcome by shyness at such curiosity in her movements, and takes refuge behind every meteorological calamity known to gliding. Slow moving lows, Atlantic fronts, warm sectors, all occur in frustrating succession. Then, when good conditions finally seem set to arrive they are either spoilt by unexpected over development, or else pass in the night. As if this were not enough, the adventurous pilot who trusts too much is often rewarded with a choice between landing either breast high amidst the alien corn, involving irate farmers (and possibly insurers), or among inquisitive cattle, involving unaccustomed athletics from wingtip to wingtip. But when all is said and done the uneasy knowledge remains : if a good day occurs at this time it will be the best of the year.

High summer : the trees are in full leaf, and the air scented with new mown hay. The winds become predominantly south westerly, and sea breezes a regular occurrence. Whilst conditions may not reach the heights of those in the previous six weeks they also lack their capriciousness, and the long daylight makes flight possible late into the evenings. It is the ideal time for practising speed flying techniques, and the specialists can be heard on the radio every weekend rattling around the bars of their closed circuits. Even wave seems determined not to be excluded from this season of plenty, and great heights have been achieved, particularly in the lee of the Pennines during the approach of a warm front. The weather systems move slowly, and anticyclones can remain overhead for several days, resulting in relaxed mornings while one waits for the thermals to appear, and speculates on whether the girl at the launch point is a new member, or simply one that you don't recognise in a bikini.

Towards the end of July a close interest in matters agricultural develops. The progress of combine harvesters is eagerly monitored as they munch their way across cornfields, like giant caterpillars. Then follow the first brown columns of smoke, and the season of stubble fires has begun. From now until the end of August they will dominate the soaring conditions, providing the strongest thermals of the year. But once again, the best is also the most fickle. All too often the fires act as Sirens, luring pilots to forsake gentle lift and comfortable altitude for their apparent charms. Then they either burn themselves out before one arrives, or else remain perpetually adolescent, smouldering seductively but never producing the conflagration so desired. However, when wooed successfully stubble fires yield exciting turbulent lift full of fierce passionate surges that leave the pilot struggling for control, the cockpit full of their unmistakable acrid scent, and, as evidence of consummation, a black line of soot along the leading edges of the wings.

Autumn has become my favourite soaring time. The competition season is over, and the only excuse for flying is one of pure pleasure.

The days are still warm, but the thermals have a soft feel about them, tending to start late and end early. It is a good time for hill soaring. One of my pleasantest flights occurred in early October on a light north westerly day. I was launched on to the ridge at Chinnor, just as the wreaths of mist from the Oxfordshire plain had risen half way up the Post Office tower. For a couple of hours I floated up and down the hill admiring the glorious reds and golds on the trees so close below. Gradually thermals appeared, and by early afternoon I was able to tiptoe away across the Berkshire Downs towards the south west. Newbury in its sheltered fold produced enough to get me to Inkpen and from there a combination of hill lift and thermal took me to Westbury, where the wind seemed to lose confidence and I sank to the level of the hill top. Several hang gliders were tempted to compete, but subsided gently to the bottom. Finally a thermal came along and bore me off to King Alfred's Tower on the hill overlooking Bruton when more lift gave me hope of reaching Yeovilton. However, 3 miles short I ran into the sea breeze at 700 feet, and very slowly climbed to 4,500 feet, the highest for the day. Furthermore, the lift extended 10 miles to the west, before being cut off by the confluence of marine air from both coasts. Thereafter a long glide into the eye of the setting sun brought me to North Hill with 200 feet to spare, and a landing just as the dew was forming on the wings.

As with life, I aim to end my soaring year cleanly, on a high note. Thus, after a flight such as that just described, I bring parts of the glider into the house. Whilst the last ragged thermals of the old season flee from the forces of winter massing on the horizon outside, I seal this, polish that, and renew the other. By December everything is in its winter quarters awaiting the new season, and I can sit by the fire encouraging myself with the thought : When winter's here, can spring be far behind ?



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ALTAIR G.C.	Coldharbour Farm 51°58N 01°29W	Oxfordshire	
ANGLIA G.C. (RAFGSA)	Wattisham 52°08N 00°57E	Suffolk	Needham Market (0449) 720631, Ext. 299
ANGUS G.C.	Arbroath 56°35N 02°37W	Tayside	Arbroath (0241) 72201
AQUILA G.C.	Hinton-in-the-Hedges 52°02N 01°12W	Northamptonshire	Banbury (0295) 811056
AVON SOARING CENTRE	Bidford 52°08N 01°51W	Warwickshire	Bidford-on-Avon (078988) 2606
AVRO G.C.	Woodford 53°20N 02°10W	Gr. Manchester	
BANNERDOWN G.C. (RAFGSA)	Hullavington 51°31N 02°08W	Wiltshire	Hullavington (06663) 233, Ext.—
BATH & WILTS G.C.	Keovil 51°19N 02°07W	Wiltshire	Keovil (0380) 870411
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BLACKPOOL & FYLDE G.C.	Chipping 53°53N 02°37W	Lancashire	Chipping (09956) 267
BOOKER G.C.	Booker 51°37N 00°48W	Buckinghamshire SL7 3DR	High Wycombe (0494) 29263
BORDERS G.C.	Milfield 55°36N 02°05W	Northumberland	
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BUCKMINSTER G.C.	Saltby 52°50N 00°43W	Leicestershire	Grantham (0476) 860385
CAIRNGORM G.C.	Feshie 57°06N 03°53W	Highland	Kincaig (05404) 339
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CHANNEL G.C.	Deal	Kent	
CHILTERN G.C. (RAFGSA)	Halton 51°48N 00°44W	Buckinghamshire	Wendover (0296) 623535, Ext.—
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		Wiltshire	
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DUNKESWELL G.C.	Dunkeswell 50°52N 03°14W	Devon	Luppitt (040489) 643
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FULMAR G.C. (RAFGSA)	Kinloss 57°39N 03°34W	Grampian	Forres (0309) 72161, Ext.—
HAMBLETONS G.C.	Dishforth 54°08N 01°25W	N. Yorkshire	Boroughbridge (09012) 2147
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HIGHLAND G.C.	Dallachy 57°39N 03°04W	Grampian	Fochabers (0343) 820568
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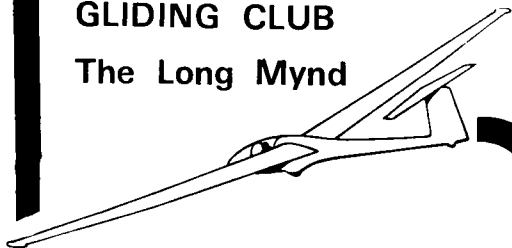
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CIRCLING TECHNIQUE IN THERMALS

by Derek Piggott

Nothing is more frustrating than to take a launch on a perfect day when all the other gliders are up soaring, and then to fall to earth almost as quickly as the tow plane. Yet this is what many beginners manage day after day until they either give up altogether, or take a dual flight with an expert to learn how to use the thermals.

In almost every case the cause of the trouble is that they are not turning steeply enough. Most people realise that the rate of sink of the glider must increase as the angle of bank gets steeper. Quite naturally they conclude that steeper turns cannot possibly be efficient for soaring. Others genuinely believe that they are turning tightly enough when in reality they are only using 10° to 15° of bank.

Many pilots are apprehensive of turning steeply at low speeds for fear of stalling and spinning—mainly because they have never explored stalling thoroughly during their training. You will never make a successful soaring pilot while you are inhibited about steep turns and the first step to overcome this problem is to go up and practice much steeper turns than you think that you will ever use soaring. Try about 60° of bank; unless you measure the angle you get you will probably be nearer to 45° , but that is a step in the right direction. The point about practising very steep turns is that turns of 30° to 40° of bank then seem quite gentle and normal.

Practice slowing down until you can feel the pre-stall buffet and try flying on the edge of the buffet. Then experiment by pulling back further. If you are turning really steeply you will find it difficult to stall sufficiently to drop a wing, and the slightest relaxation of the backward pressure on the stick will effect an instantaneous recovery. Since the stalling speed is so much higher in the well banked turn, the controls remain responsive right up to the moment the wing stalls and any movement forward unstalls the wing immediately giving you full control again. Not so in a gently banked turn. Here the stalling speed is much lower and you have to regain the speed before you get back the good handling after the stall.

You need to know what **your** glider will do when you get it too slow in a tight turn. Most types just buffet and roll slightly but are controllable and even with the stick right back the stall is still undeveloped. A few types will stall sufficiently to drop a wing and try to spin, but this is not normal in modern machines unless excess rudder is being used or the stick is snatched back violently during a turn. Anyway you will not soar well until you can confidently fly to the limit, and you will not have much confidence unless you have explored the behaviour of the glider as it stalls in the turn, not just once, but many, many times.

In most cases the best speed for well banked turns (30° or more) is just above the buffet speed for that angle of bank. In very turbulent conditions you will need a few knots extra to improve the handling and to avoid stalling out in the gusts. Extra speed increases the radius of the turn, preventing you from using the best cores of lift and reducing your chance of staying in a weak small thermal. The speed must be kept down for efficient thermalling, and the way to find the right speed is to get your turn going and then to slow down until you feel the start of the buffet. Then add a few knots and keep to that speed, no faster.

Practice getting into the turns very quickly. If you apply the bank slowly the glider will have flown some distance away from the lift before you get the turn established and you may lose it altogether. It is vital that the turns are concentric or you will move out of the lift. Bank and speed must be constant. If you can turn fairly steeply and accurately this will improve your chances of being in the lift you detected.

Remember the effects of the variometer lag. If you wait for the maximum reading, you have gone well past the area for best lift.

DON'T DELAY, GET TURNING AS SOON AS YOU REALISE THAT YOU ARE IN LIFT. The first turn as you fly into lift is particularly critical. If as you turn the lift turns into sink, only a minimum of height will be lost if you have used a well banked turn. The rate of turn is so high that it takes only a few seconds to make a circle and start to re-centre. Furthermore a well banked turn is much more likely to keep you inside the lift. A gentle turn almost always takes you out into the adjoining sink, and it will cost you dearly as you turn slowly round to a position to straighten up and re-centre.

Expensive elaborate variometers do not have any significant advantage for working thermals. What is essential is good total energy compensation so that errors in maintaining a steady attitude and airspeed do not cause misleading indications on the variometer. Even experts do not keep the speed within a few knots in turbulent conditions. Of course an audio variometer makes it all a little easier and allows you to concentrate more on the attitude.

Even with modern variometers this is a game for quick thinking and quick reactions. However, these are not so essential if you programme some of your actions ahead of time. For example, as you approach under a likely looking cloud you can look around to make sure that you are not close to any other gliders and decide which direction you will turn if you do not get any obvious tipping. You are expecting some slight turbulence as you fly into the edge of the thermal, and as you feel it you can be glancing to check the variometer readings. The instant you feel an upward acceleration and see the vario needle moving up towards the zero you can be ready to apply the bank quickly. Contrast this with the time taken to look around, decide which way to turn, think whether you are going to bother to try a circle and then to apply the bank. By then you may be several hundred yards away from the area of the lift.

Many of the best thermals have the property of self centring a glider which is turning in a well banked turn. This is because of the

effects of the vortex flow which produces an inflow in the lower regions of a thermal bubble. A well-banked turn allows this effect to work and your glider will often find its own way into the best lift if you keep turning steadily. This effect becomes almost non-existent if you turn with less than 20° of bank and often you will miss a strong narrow core altogether if you circle so widely.

Of course if you are flying at 3—4,000 feet the areas of lift are often very large and technique may not seem to matter, but the pilot who searches out the really strong cores wins the day and usually this will involve turning steeply.

A very useful and quick method of centring once you are in lift is just to steepen the turn quickly as you feel any surge of stronger lift. This immediately moves the centre of your turn towards the better area. If you are already in a well banked turn this method involves the ability to enter a very steep turn quickly and to hold it accurately at minimum speed for at least a full circle before opening out gradually to a more reasonable angle of bank. The beauty of this method is that it does not involve any orientation or allowance for variometer lag. If you are skilled enough at instrument flying you can use it to centre on lift in cloud.

Eventually the actual flying of the glider becomes almost automatic and you can give much more attention to the really important job of looking for indications of better lift and making the best use of it. But however experienced you may be it is vital to accept that circling below 500 feet is never without risk. However well you handle the glider there is always the possibility of being fully stalled by a severe gust in the edge of a thermal.

Remember the Tiger Club adage 'ALL AIRCRAFT BITE FOOLS.'

EDITOR'S NOTE :

Derek Piggott is known world wide for his books on gliding.

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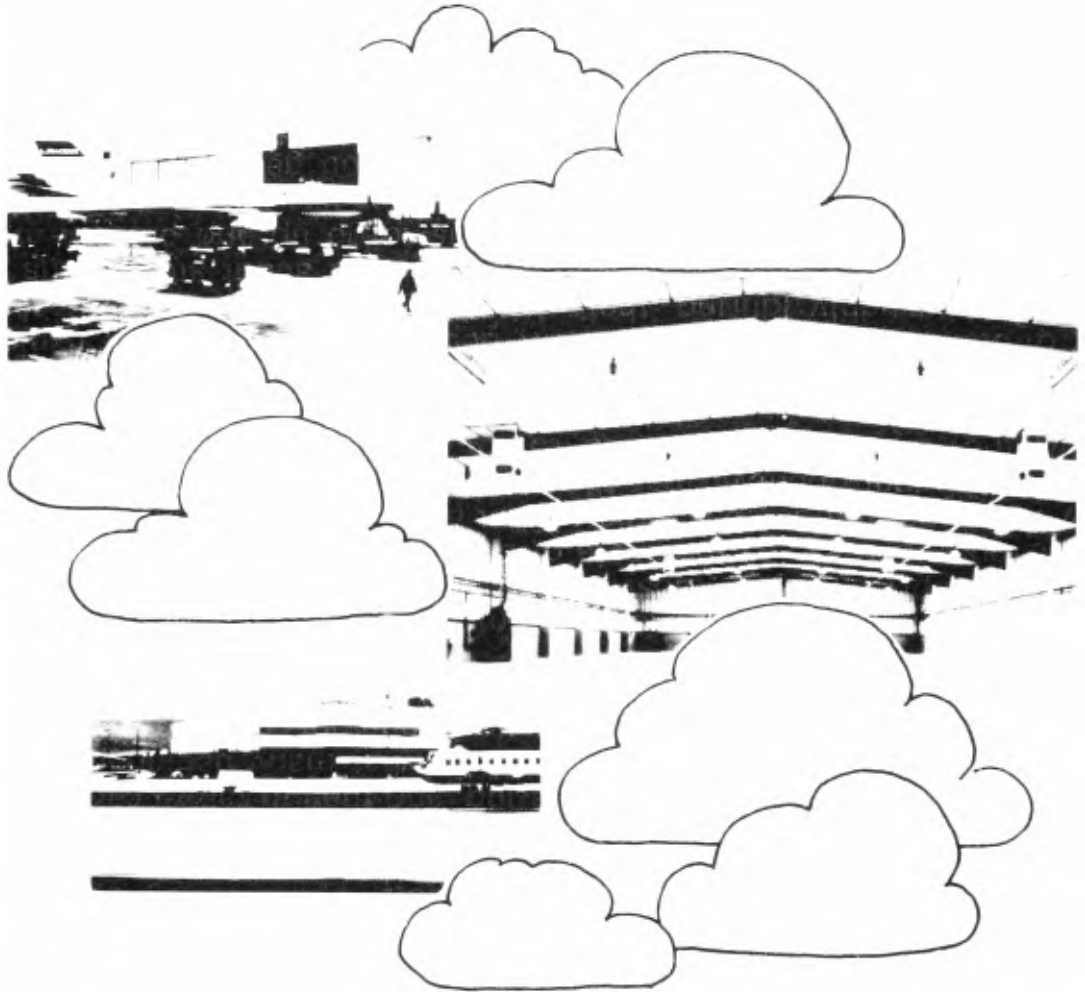
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SOARING RECORDS

INTERNATIONAL RECORDS

SINGLE-SEATERS

Height Gain	12 894m	P. F. Bikle, USA	SGS 1-23E	25 Feb 61
Absolute Altitude	14 102m	P. F. Bikle, USA	SGS 1-23E	25 Feb 61
Straight Distance	1460.8km	H-W. Grosse, W. Germany	ASW-12	25 Apr 72
Goal Distance	1254.26km	B. L. Drake, D. N. Speight, S. H. Georgeson, New Zealand	Nimbus 2	14 Jan 78
Goal & Return	1634.7km	K. H. Striedieck, USA	ASW-17	9 May 77
Triangular Distance	1306.85km	H-W. Grosse, W. Germany (in Australia)	ASW-17	4 Jan 81
100km Triangle	165.35km/h	K. Briegleb, USA	Kestrel 17	18 July 74
300km Triangle	158.67km/h	H-W. Grosse, W. Germany (in Australia)	ASW-17	24 Dec 80
500km Triangle	151.28km/h	G. Eckle, W. Germany (in South Africa)	ASW-17	10 Dec 79
750km Triangle*	144km/h	H-W. Grosse, W. Germany (in Australia)	ASW-17	6 Jan 82
1000km Triangle	145.32km/h	H-W. Grosse, W. Germany (in Australia)	ASW-17	3 Jan 79
1250km Triangle	133.24km/h	H-W. Grosse, W. Germany (in Australia)	ASW-17	9 Dec 80

MULTI-SEATERS

Height Gain	11 680m	S. Josefczak & J. Tarczon, Poland	Bocian	5 Nov 66
Absolute Altitude	13 489m	L. Edgar & H. Klieforth, USA	Pratt Read	19 Mar 52
Straight Distance	970.4km	I. Renner & H. Geissler, Australia	Calif A-21	27 Jan 75
Goal Distance	864.86km	Isabella Gorokhova & Z. Koslova, USSR	Blanik	3 June 67
Goal & Return	1000.88km	T. L. Knauff & R. Gannon, USA	Twin Astir	28 Sep 81
Triangular Distance	1112.62km	H-W. Grosse & H. Kohlmeyer, W. Germany (in Australia)	SB-10	28 Dec 79
100km Triangle	147.19km/h	E. Mouat-Biggs & S. Murray, Sth. Africa	Janus	21 Nov 77
300km Triangle	140.48km/h	E. Muller & O. Schaffner, W. Germany (in South Africa)	Janus	30 Nov 79
500km Triangle	140.06km/h	E. Mouat-Biggs & S. Murray, Sth. Africa	Janus	17 Nov 77
750km Triangle	131.84km/h	H-W. Grosse & H. Kohlmeyer, W. Germany (in Australia)	SB-10	14 Jan 80
1000km Triangle	129.54km/h	H-W. Grosse & H. Kohlmeyer, W. Germany (in Australia)	SB-10	21 Dec 79

SINGLE-SEATERS (WOMEN)

Height Gain	9119m	Anne Burns, G.B. (in South Africa)	Skylark 3B	13 Jan 61
Absolute Altitude	12 637m	Sabrina Jackintell, USA	Astir CS	14 Feb 79
Straight Distance	949.7km	Karla Karel, G.B. (in Australia)	LS-3	20 Jan 80
Goal Distance	731.6km	Tamara Zaiganova, USSR	A-15	29 July 66
Goal & Return	1127.68km	Doris Grove, USA	Nimbus 2	28 Sep 81
Triangular Distance	814.01km	Karla Karel, G.B. (in Australia)	LS-3	9 Jan 80
100km Triangle	139.45km/h	Susan Martin, Australia	LS-3	2 Feb 79
300km Triangle	129.52km/h	Susan Martin, Australia	Ventus	8 Feb 81
500km Triangle	133.14km/h	Susan Martin, Australia	LS-3	29 Jan 79
750km Triangle	95.42km/h	Karla Karel, G.B. (in Australia)	LS-3	24 Jan 79

* Subject to FAI homologation

UNITED KINGDOM RECORDS

SINGLE-SEATERS

Height Gain	10,065m	D. Benton	Nimbus 2	18 Apr 80
Absolute Altitude	11,031m	D. Benton	Nimbus 2	18 Apr 80
Straight Distance	718km	T. J. Wills	Std Libelle	1 Aug 76
Goal Distance	579.36km	H. C. N. Goodhart	Skylark 3	10 May 59
Goal & Return	801.3km	C. Garton	Kestrel 19	22 July 76
Triangular Dist.	606km	C. Garton	Kestrel 19	10 June 76
300km Goal & Ret.	106.4km/h	D. G. Lee	Kestrel 19	17 Aug 75
500km Goal & Ret.	89.7km/h	C. Garton	Kestrel 19	22 July 76
100km Triangle	119.68km/h	T. J. Wills	LS-4	18 Apr 81
200km Triangle	97km/h	R. Jones	Nimbus 2	30 June 75
300km Triangle	105.45km/h	R. Jones	Nimbus 2	29 May 74
400km Triangle	90km/h	D. G. Lee	Kestrel 19	19 May 74
500km Triangle	106.9km/h	R. Jones	Nimbus 2	31 May 75
600km Triangle	88.8km/h	C. Garton	Kestrel 19	10 June 76
100km Goal	128.4km/h	K. A. Harrison	SHK	13 Apr 69
200km Goal	114.3km/h	I. W. Strachan	Skylark 4	2 June 63
300km Goal	132.8km/h	A. H. Warminger	Kestrel 19	24 Apr 76
400km Goal	73.8km/h	T. J. Wills	Std Libelle	7 June 76
500km Goal	90.7km/h	H. C. N. Goodhart	Skylark 3	10 May 59

15m CLASS

200km Triangle	93.49km/h	B. T. Spreckley	ASW-20	14 July 79
300km Triangle	99.46km/h	D. S. Watt	ASW-20 FL	19 May 80

STANDARD CLASS

Straight Distance	718km	T. J. Wills	Std Libelle	1 Aug 76
100km Triangle	119.68km/h	T. J. Wills t	LS-4	18 Apr 81
200km Triangle	96.2km/h	A. J. Stone	Std Cirrus	16 Aug 76
400km Triangle	91.7km/h	S. J. Redman	Std Cirrus	31 May 75
300km Goal	131.1km/h	T. J. Wills	Std Libelle	24 Apr 76
400km Goal	73.8km/h	T. J. Wills	Std Libelle	7 June 76

MULTI-SEATERS

Height Gain	6740m	J. R. Monteith & M. Mahon	Capstan	2 Nov 72
Absolute Altitude	7650m	J. R. Monteith & M. Mahon	Capstan	2 Nov 72
Straight Distance	421.5km	J. S. Fielden & Valerie Fielden	Bergfalke 3	14 Aug 70
Goal Distance	421.5km	J. S. Fielden & Valerie Fielden	Bergfalke 3	14 Aug 70
Goal & Return	407.3km	J. S. Williamson & C. M. Buchanan	Twin Astir	24 Aug 80
300km Goal & Ret.	81.9km/h	J. R. Jeffries & N. Foster	Calif A-21	17 Aug 75
100km Triangle	83.5km/h	J. R. Jeffries & G. Love	Calif A-21	22 Apr 74
200km Triangle	72.8km/h	J. R. Jeffries & A. Kirtly	Calif A 21	5 Aug 74
300km Triangle	85.87km/h	B. Fitchett & A. Miller	Janus	9 May 79
400km Triangle	68.4km/h	J. R. Jeffries & G. Love	Calif A-21	7 May 74
500km Triangle	88.4km/h	J. R. Jeffries & Gillian Case	Calif A-21	31 May 75
100km Goal	96.5km/h	D. B. James & K. O'Riley	Gull 2	27 May 57
200km Goal	77.8km/h	B. J. Willson & H. Daniels	Blanik	11 July 70
300km Goal	69.2km/h	W. A. H. Kahn & J. Williamson	Eagle	12 Apr 58

SINGLE SEATERS (WOMEN)

Height Gain	7833m	Alison Jordan	Astir CS	8 Oct 78
Absolute Altitude	8701m	Alison Jordan	Astir CS	8 Oct 78
Straight Distance	454km	Anne Burns	Skylark 3B	10 May 59
Goal Distance	309km	Anne Burns	Skylark 3B	12 Apr 58
Goal & Return	303km	Angela Smith	K-6E	14 Aug 70
300km Goal & Ret.	60km/h	Anne Burns	Nimbus 2	25 July 75
100km Triangle	80km/h	Anne Burns	Cirrus	14 June 70
200km Triangle	69.3km/h	Anne Burns	Std Austria	22 Aug 64
300km Triangle	76.8km/h	Jane Randle	Kestrel 19	18 Aug 76
400km Triangle	60.6km/h	Anne Burns	SHK	5 Aug 67
500km Triangle	76.1km/h	Anne Burns	Nimbus 2	31 May 75
100km Goal	83km/h	Rika Harwood	Olympia 2B	27 May 57
200km Goal	85.5km/h	Anne Burns	Olympia 419	2 June 63
300km Goal	63.9km/h	Anne Burns	Skylark 3B	12 Apr 58

BRITISH NATIONAL RECORDS

SINGLE-SEATERS

Height Gain	10 065m	D. Benton	Nimbus 2	18 Apr 80
Absolute Altitude	11 500m	H. C. N. Goodhart (in USA)	SGS 1-23	12 May 55
Straight Distance	949.7km	Karla Karel (in Australia)	LS-3	23 Jan 80
Goal Distance	579.36km	H. C. N. Goodhart	Skylark 3	10 May 59
Goal & Return	1000.88km	W. E. Malpas (in USA)	Mini Nimbus	28 Sep 81
Triangular Distance	814.01km	Karla Karel (in Australia)	LS-3	9 Jan 80
300km Goal & Ret.	141.3km/h	E. Pearson (in Rhodesia)	Nimbus 2	25 Oct 75
500km Goal & Ret.	137.63km/h	B. J. G. Pearson (in South Africa)	Nimbus 2	18 Dec 79
100km Triangle	143.3km/h	E. P. Hodge (in Rhodesia)	Std Cirrus	30 Oct 76
300km Triangle	146.8km/h	E. Pearson (in South Africa)	Nimbus 2	30 Nov 76
500km Triangle	131.9km/h	E. Pearson (in Rhodesia)	Nimbus 2	5 Nov 75
750km Triangle	109.8km/h	M. R. Carlton (in South Africa)	Kestrel 19	5 Jan 75

MULTI-SEATERS

Height Gain	9836m	T. J. Wills & B. Iggulden (in N. Zealand)	Twin Astir	13 Jan 82
Absolute Height	10,607m	T. J. Wills & B. Iggulden (in N. Zealand)	Twin Astir	13 Jan 82
Straight Distance	472.43km	M. R. Carlton & M. French (in S. Africa)	Calif A-21	18 Dec 79
Goal Distance	472.43km	M. R. Carlton & M. French (in S. Africa)	Calif A-21	18 Dec 79
Goal & Return	692.02km	M. R. Carlton & C. Greaves (in S. Africa)	Calif A-21	23 Dec 78
Triangular Distance	762.72km	C. M. Greaves & C. Simpson (in S. Africa)	Janus	28 Dec 77
300km Goal & Ret.	105.44km/h	M. R. Carlton & C. Greaves (in S. Africa)	Calif A-21	19 Dec 78
500km Goal & Ret.	113.08km/h	M. R. Carlton & C. Greaves (in S. Africa)	Calif A-21	23 Dec 78
100km Triangle	137.22km/h	M. R. Carlton & Leoni Lawson (in S. Africa)	Calif A-21	27 Dec 78
300km Triangle	112.59km/h	M. R. Carlton & C. Greaves (in S. Africa)	Calif A-21	17 Dec 79
500km Triangle	108km/h	M. R. Carlton & C. Greaves (in S. Africa)	Calif A-21	21 Dec 78
750km Triangle	104.01km/h	C. M. Greaves & C. Simpson (in S. Africa)	Janus	28 Dec 77

SINGLE-SEATERS (WOMEN)

Height Gain	9120m	Anne Burns (in South Africa)	Skylark 3B	13 Jan 61
Absolute Altitude	10 550m	Anne Burns (in South Africa)	Skylark 3B	13 Jan 61
Straight Distance	949.7m	Karla Karel (in Australia)	LS-3	20 Jan 80
Goal Distance	528km	Ann Welch (in Poland)	Jaskolka	20 June 61
Goal & Return	545km	Anne Burns (in South Africa)	Std Austria	6 Jan 66
Triangular Distance	814.01	Karla Karel (in Australia)	LS-3	9 Jan 80
300km Goal & Ret.	107.5km/h	Karla Karel (in South Africa)	ASW-15B	1 Jan 75
500km Goal & Ret.	102.6km/h	Karla Karel (in Rhodesia)	ASW-15B	16 Oct 75
100km Triangle	110.8km/h	Karla Karel (in Rhodesia)	ASW-15B	2 Nov 75
300km Triangle	125.87km/h	Karla Karel (in Australia)	LS-3	12 Feb 80
500km Triangle	120.69km/h	Karla Karel (in Australia)	LS-3	20 Feb 80
750km Triangle	95.42km/h	Karla Karel (in Australia)	LS-3	24 Jan 79

* Subject to homologation

Records criteria : To establish a new record, the existing one must be exceeded by 3% (Heights), 10km (Distance), 2km/h (Closed Circuit speeds), or 5km/h (Goal speeds), as appropriate. For triangular courses, no leg may be less than 28% of the total distance, except that for triangles of 750km or more for International and British National records, or 500km or more for United Kingdom records, no leg may be less than 25% or greater than 45%.

INTERNATIONAL MOTOR GLIDER RECORDS

SINGLE-SEATERS

Height Gain	8923m	G. Cichon, W. Germany	Nimbus 2M	27 May 79
Absolute Altitude	10,408m	G. Cichon, W. Germany	Nimbus 2M	27 May 79
Goal & Ret. Dist.	1008.89km	F. Rueb, W. Germany (in South Africa)	Nimbus 2M	7 Jan 81
Triangular Dist	1013.21km	F. Rueb, W. Germany (in South Africa)	Nimbus 2M	31 Dec 79
100km Triangle	152.16km/h	F. Rueb, W. Germany (in South Africa)	Nimbus 2M	29 Dec 77
300km Triangle	131.75km/h	F. Rueb, W. Germany (in South Africa)	Nimbus 2M	27 Dec 77
500km Triangle	127.51km/h	F. Rueb, W. Germany (in South Africa)	Nimbus 2M	24 Dec 80
750km Triangle	120.21km/h	F. Rueb, W. Germany (in South Africa)	Nimbus 2M	29 Dec 78
1000km Triangle	109.94km/h	F. Rueb, W. Germany (in South Africa)	Nimbus 2M	31 Dec 79

MULTI-SEATERS

Height Gain	4523m	F. Jung & G. Marzinik, W. Germany (in France)	ASK-16	26 Mar 78
Straight Distance	952.53km	W. Binder & K. Heimann, W. Germany	Janus M	16 May 80
Goal Distance	646.42km	G. Jacobs & G. Hüttel, W. Germany	SF-25E	28 Apr 76
Goal & Return Dist.	617.95km*	L. de Preter (Belg.) & D. Sohn (W. Ger.) (in South Africa)	Janus M	29 Dec 81
Triangular Dist.	756km	W. Collee & K. Pummer, W. Germany (in South Africa)	Janus M	31 Dec 79
100km Triangle	128km/h	W. Collee & E. Doerr, W. Germany (in South Africa)	Janus M	15 Jan 80
300km Triangle	129.72km/h	O. Wegscheider & H. Ascher, W. Ger. (in South Africa)	Janus M	12 Dec 80
500km Triangle	111km/h	O. Wegscheider & K. Zuleck, W. Ger. (in South Africa)	Janus M	5 Dec 80
750km Triangle	98.97km/h	W. Collee & K. Pummer, W. Germany (in South Africa)	Janus M	31 Dec 79

UNITED KINGDOM MOTOR GLIDER RECORDS

SINGLE-SEATERS

100km Triangle	57.3km/h	I. W. Strachan	SF-27M	13 June 71
200km Triangle	48.2km/h	I. W. Strachan	SF-27M	23 Aug 76
100km Goal	85.7km/h	I. W. Strachan	SF-27M	16 July 71

MULTI-SEATERS

100km Triangle	35.6km/h	P. T. Ross & H. Daniels	SF-28A	27 June 76
100km Goal	76.2km/h	P. T. Ross & K. Winfield	SF-28A	22 Aug 76
200km Goal	66.3km/h	P. T. Ross & P. Fletcher	SF-28A	18 July 76

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CHRIS GARTON WITH HIS RECORD-BREAKING KESTREL IN 1976.

DURHAM AND BACK

An account of Chris Garton's record breaking out-and-return flight of 801 km from Lasham to Durham Cathedral on July 22nd, 1976 in a Kestrel 19.

(reproduced from 'Sailplane and Gliding' by kind permission of the Editor)

During the afternoon and evening of July 21st, the fresh north-westerly wind began to drop, shower activity decreased and the stratocumulus sheets began to disperse. This steady improvement in soaring conditions was a clear pointer to the prospects for the next day. I left the Kestrel 19 rigged and completed as many as possible of my pre-flight preparations that evening, so that the morning's efforts could be concentrated on selecting the right task and ensuring myself first place in the launch queue.

The concept of the Durham out-and-return had been at the back of my mind for some time. A good soaring day should give nine hours' flying, and my experience of 500 and 600km flights made me confident I could average 90km/h throughout this length of time. The principal reason why flights greater than 600km were not more commonplace, I was convinced was not the strength of the British thermals or the ability of the pilots, but the restricted area of suitable weather usually available other than on late-starting anticyclonic days. So the essentials were to spot the right day, make the correct decision and then stick one's neck out in front of fellow club members. After that, the flying should be straightforward !

And that, more or less, is what happened. By 08.30 on July 22nd, I had confirmed, from the London, Shannon and West Drayton Volmets, that the weather looked promising over almost the whole country. In particular, the Yorkshire airfields were reporting clear skies with light westerly winds.

At 09.25 the first cumulus appeared on the northern horizon. It seemed reluctant to come any closer, so rather than wait any longer and perhaps talk myself into redeclaring a more sensible distance, I decided to take a launch and set off regardless. At 09.52, I released at 3000ft over Lasham to start what proved to be a ten mile glide to the first thermal.

At first I chose to fly conservatively in conditions that were not yet totally reliable, so as not to risk having to jettison waterballast so early in the day. In the first hour I reached Oxford, only 70km, but acceptable in the circumstances.

The north-westerly wind started forming cloudstreets, and from Oxford to Rugby I stopped for only one thermal. At the end of the second hour I was at Leicester, a further 90km. I was already achieving my target cruise speed.

The wind backed to WNW north of Leicester, and streets gave way to isolated clouds. The Trent Valley produced only short-lived thermals, but beyond Nottingham conditions became excellent, with 6-8kt lift up to a 5000ft cloudbase. Passing between Doncaster and Barnsley at the end of the third hour, I had covered another 100km.

Soon after this, the thermals became weaker, more distorted and difficult to use; cloudbase east of Leeds dropped to 4000ft. The wind by now was westerly, and I imagined the shorter land track this air had followed from Morecambe Bay to be the cause of the trouble, aggravated perhaps by some wave interference. At Leeming airfield, the end of the fourth hour had seen only 85km go by. The average, however, remained at 86km/h, and this arithmetic, coupled with the sight of better clouds ahead towards Darlington, spurred me on.

The last 20 miles to Durham were under an overcast sky. I crept into the turning point keeping a wary eye on the sunlit hills to the west, the cathedral was photographed with irreverent haste, and at 14.27 I started to run for home.

In the hope of finding better thermals on the high ground near Sutton Bank, I followed a more easterly initial return track. By now the whole of the Vale of York was covered with magnificent cloudstreets emanating from the Pennines and lying west-east. As they were at right angles to my track, the streets were more of a hindrance than a help, and finding the best lift could be time-consuming. For some time after the streets disappeared, I still found myself going lower than for comfort in search of the right thermal.

South of Worksop, it all became easier again perhaps my flying simply improved — and passing Nottingham at 16.40, with less than 200km to go, and already picking up a slight tailwind, I was beginning to feel confident. But this feeling invariably seems to presage some trouble ahead; and sure enough, there, south of Rugby, lay a huge dead area of stratocumulus and industrial haze. A long glide to Silverstone, an anxious search under a decayed-looking cloud, and a good thermal suddenly materialised over a new patch of sunlight.

The rest was straightforward. At Oxford, with the cloudbase over 6500ft, I allowed myself the luxury of a cloud climb to 7900ft for a comfortable 29 : 1 final glide. Despite the tailwind I still cruised in slowly via the remaining active clouds and it was not until approaching Basingstoke that I could bring myself to burn off nearly 2000ft of excess height. The finish was at 18.48, the elapsed time being eight hours 56 minutes.

In summary, conditions in the south were up with the best of 1976; in the north they were good enough. The day presented no real problems, but the lack of favourable streeting meant it was hard work continually pushing to keep the speed up. I decided not to fly the following day.



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WORLD CHAMPIONSHIPS

PRINCIPAL RESULTS OVER THE LAST 15 YEARS.

(Figures in brackets after Class headings denote number of entrants)

1981 (*Paderborn, W. Germany*)

- | | | |
|-----------------------------|----------------------------|----------------------------|
| OPEN CLASS (12) | STANDARD CLASS (27) | 15 METRE CLASS (42) |
| 1. Lee (G.B.) | 1. Schroeder (France) | 1. Ax (Sweden) |
| 2. Holighaus (W. Germany) | 2. Kristiansen (Norway) | 2. Pettersson (Sweden) |
| 3. Gantenbrink (W. Germany) | 3. Chenevoy (France) | 3. Pare (Holland) |
| | 9. Davis (G.B.) | 4. Fitchett (G.B.) |
| | | 6. Spreckley (G.B.) |

1978 (*Chateauroux, France*)

- | | | |
|-----------------------------|----------------------------|----------------------------|
| OPEN CLASS (24) | STANDARD CLASS (23) | 15 METRE CLASS (32) |
| 1. Lee (G.B.) | 1. Selen (Netherlands) | 1. Reichmann (W. Germany) |
| 2. Gantenbrink (W. Germany) | 2. Brigliadori (Italy) | 2. Striedieck (USA) |
| 3. Henry (France) | 3. Recule (France) | 3. Ax (Sweden) |
| 4. Fitchett (G.B.) | 20. Delafield (G.B.) | 11. White (G.B.) |

1976 (*Räyskälä, Finland*)

- | | |
|------------------------|----------------------------|
| OPEN CLASS (39) | STANDARD CLASS (46) |
| 1. Lee (G.B.) | 1. Renner (Australia) |
| 2. Ziobro (Poland) | 2. Karlsson (Sweden) |
| 3. Muszcynski (Poland) | 3. Burton (G.B.) |
| 18. Fitchett (G.B.) | 12. Jones (G.B.) |

1974 (*Waikerie, Australia*)

- | | |
|------------------------|----------------------------|
| OPEN CLASS (28) | STANDARD CLASS (39) |
| 1. Moffat (USA) | 1. Reichmann (W. Germany) |
| 2. Zegels (Belgium) | 2. Renner (Australia) |
| 3. Grosse (W. Germany) | 3. Kepka (Poland) |
| 10. Delafield (G.B.) | 4. Fitchett (G.B.) |
| 12. Burton (G.B.) | 25. Williamson (G.B.) |

1972 (*Vrsac, Yugoslavia*)

- | | |
|------------------------|----------------------------|
| OPEN CLASS (38) | STANDARD CLASS (51) |
| 1. Ax (Sweden) | 1. Wroblewski (Poland) |
| 2. Wiitanen (Finland) | 2. Rudensky (USSR) |
| 3. Kluk (Poland) | 3. Kepka (Poland) |
| 4. Goodhart (G.B.) | 25. Cardiff (G.B.) |
| 6. Burton (G.B.) | 32. Fitchett (G.B.) |

1970 (*Marfa, USA*)

- | | |
|------------------------|----------------------------|
| OPEN CLASS (39) | STANDARD CLASS (40) |
| 1. Moffat (USA) | 1. Reichmann (W. Germany) |
| 2. Grosse (W. Germany) | 2. Wroblewski (Poland) |
| 3. Mercier (France) | 3. Kepka (Poland) |
| 4. Burton (G.B.) | 17. Gough (G.B.) |
| 7. Delafield (G.B.) | 24. Greaves (G.B.) |

1968 (*Leszno, Poland*)

- | | |
|-------------------------|----------------------------|
| OPEN CLASS (48) | STANDARD CLASS (57) |
| 1. Wödl (Austria) | 1. Smith (USA) |
| 2. Ax (Sweden) | 2. Persson (Sweden) |
| 3. Seiler (Switzerland) | 3. Lindner (W. Germany) |
| 7. Burton (G.B.) | 22. Williamson (G.B.) |
| 16. Goodhart (G.B.) | 30. Innes (G.B.) |



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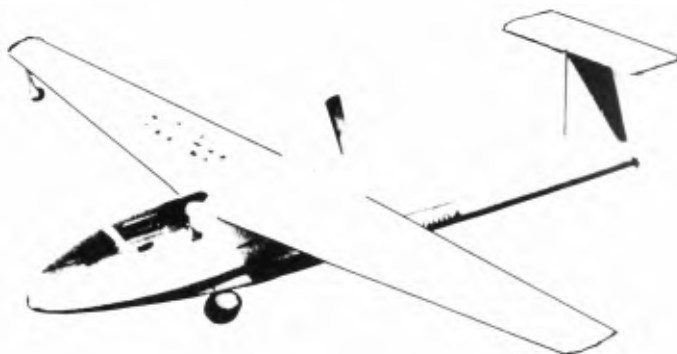
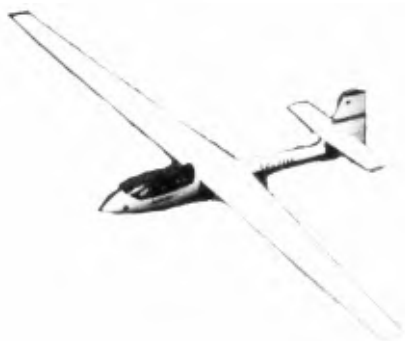


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BRITISH NATIONAL CHAMPIONSHIPS

LEADING RESULTS DURING THE LAST 10 YEARS

1981 (Greenham Common)		(Dunstable)
<i>Open Class (33)</i>		<i>15 Metre Class (47)</i>
1. J. Delafield		1. D. S. Watt
2. R. Jones		2. C. C. Rollings
3. J. D. Glossop		3. B. T. Spreckley
1980 (Lasham)	(Lasham)	(Dunstable)
<i>Open Class (37)</i>	<i>Standard Class (27)</i>	<i>15 Metre Class (45)</i>
1. R. Jones	1. A. J. Davis	1. B. T. Spreckley
2. B. Fitchett	2. E. G. Shephard	2. C. Garton
3. C. Rollings	3. M. D. Wells	3. B. Fitchett
1979 (Dunstable)		
<i>Open Class (13)</i>	<i>Standard Class (20)</i>	<i>15 Metre Class (22)</i>
1. B. Fitchett	1. N. G. Hackett	1. D. S. Watt
2. C. Garton	2. T. E. MacFadyen	2. A. J. Davis
3. J. Delafield	3. E. G. Shephard	3. A. J. Stone
1978 (Lasham)		
<i>Open Class (21)</i>	<i>Standard Class (18)</i>	<i>15 Metre Class (21)</i>
1. B. Fitchett	1. J. Delafield	1. A. J. Davis
2. C. Garton	2. L. S. Hood	2. S. A. White
3. D. G. Lee	3. A. D. Piggott	3. B. T. Spreckley
1977 (Dunstable)		
<i>Open Class (21)</i>	<i>Standard Class (24)</i>	<i>15 Metre Class (4)</i>
1. S. A. White	1. A. J. Stone	1. C. C. Rollings
2. J. Delafield	2. M. D. Wells	2. A. J. Davis
3. J. S. Williamson	3. L. S. Hood	
1976 (Lasham)		
<i>Open Class (26)</i>	<i>Standard Class (31)</i>	
1. J. Delafield	1. S. J. Redman	
2. D. G. Lee	2. J. D. Cardiff	
3. E. R. Lysakowski	3. R. Jones	
1975 (H. Bosworth)		
<i>Open Class (23)</i>	<i>Standard Class (20)</i>	
1. R. Jones	1. R. A. Sandford	
2. S. A. White	2. S. J. Redman	
3. J. S. Williamson	3. G. W. Camp	
1974 (Dunstable)		
<i>Open Class (21)</i>	<i>Standard Class (22)</i>	
1. D. G. Lee	1. R. A. Sandford	
2. J. S. Williamson	2. E. G. Shephard	
3. R. Jones	3. J. D. Cardiff	
1973 (Lasham)		
<i>Open Class (21)</i>	<i>Standard Class (17)</i>	
1. R. Jones	1. B. Fitchett	
2. D. G. Lee	2. R. A. Sandford	
3. J. Delafield	3. J. S. Williamson	
1972 (Shobdon)		
<i>Open Class (18)</i>	<i>Standard Class (23)</i>	
1. J. D. Delafield	1. M. P. Garrod	
2. J. B. Goldsbrough	2. J. D. Cardiff	
3.=L. E. Tanner	3. B. Fitchett	
P. Pozerskis		

Figures in brackets after Class heading denote Number of Entrants

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- | | | |
|-----------------------|-------------------------|----------------------|
| 1955 | | |
| 1. H. C. N. Goodhart | | |
| 1960 | | |
| 2. G. A. J. Goodhart | | |
| 3. P. A. Wills | | |
| 1961 | | |
| 4. Anne Burns | | |
| 5. D. O. Burns | | |
| 6. J. S. Williamson | | |
| 1962 | | |
| 7. P. M. Scott | | |
| 8. A. H. Warming | | |
| 1967 | | |
| 9. P. S. Dawson | | |
| 1968 | | |
| 10. A. W. Gough | | |
| 11. D. B. James | | |
| 1970 | | |
| 12. B. Fitchett | | |
| 13. H. F. Jacques | | |
| 14. J. Cardiff | | |
| 15. A. D. Purnell | | |
| 16. A. A. Maitland | | |
| 17. R. Fortescue | | |
| 18. M. P. Garrod | | |
| 1971 | | |
| 19. H. Hilditch | | |
| 20. C. D. Lovell | | |
| 21. S. A. White | | |
| 22. P. D. Lane | | |
| 1972 | | |
| 23. H. V. Howitt | | |
| 24. B. F. Dobson | | |
| 25. L. S. Poulton | | |
| 1973 | | |
| 26. J. Delafield | | |
| 27. C. M. Greaves | | |
| 28. A. Somerville | | |
| 29. J. B. Goldsbrough | | |
| 30. T. J. Wills | | |
| 31. R. Jones | | |
| 32. H. Orme | | |
| 33. D. G. Lee | | |
| 34. C. Garton | | |
| 35. G. Garlick | | |
| | 1974 | |
| | 36. L. E. Beer | |
| | 37. T. A. M. Bradbury | |
| | 38. F. B. Reilly | |
| | 39. D. V. Zotov | |
| | 40. J. D. J. Glossop | |
| | 41. J. J. Ellis | |
| | 42. G. R. Paddick | |
| | 43. P. N. Loewenstein | |
| | 1975 | |
| | 44. C. R. Simpson | |
| | 45. M. C. Costin | |
| | 46. M. J. Cowburn | |
| | 47. D. W. Lilburn | |
| | 48. J. D. Pickett-Heaps | |
| | 49. S. G. Davies | |
| | 50. W. A. H. Kahn | |
| | 51. D. J. Robertson | |
| | 52. A. A. Vincent | |
| | 53. R. F. Aldous | |
| | 54. M. G. Throssell | |
| | 55. B. T. Spreckley | |
| | 56. C. C. Rollings | |
| | 57. D. C. Austin | |
| | 1976 | |
| | 58. H. Cook | |
| | 59. R. W. A. Miller | |
| | 60. D. W. Evans | |
| | 61. H. F. Brown | |
| | 62. C. J. Woodier | |
| | 63. F. G. Wilson | |
| | 64. T. Pentelow | |
| | 65. T. P. Docherty | |
| | 66. A. T. Kenworthy | |
| | 67. C. R. Hurst | |
| | 68. V. C. Carr | |
| | 69. P. B. E. Thomson | |
| | 70. H. R. Dimock | |
| | 71. D. Cockburn | |
| | 72. R. A. Sandford | |
| | 73. L. E. N. Tanner | |
| | 74. T. J. Ward | |
| | 75. A. E. Kay | |
| | 76. A. S. Miller | |
| | 77. J. H. Bryson | |
| | | 1977 |
| | | 78. A. J. Burton |
| | | 79. M. Randle |
| | | 80. R. Q. Barrett |
| | | 81. H. R. Jarvis |
| | | 82. D. S. Watt |
| | | 83. P. S. Whitehead |
| | | 84. D. J. Freeman |
| | | 85. R. Feakes |
| | | 1978 |
| | | 86. J. Mitchell |
| | | 87. T. E. MacFadyen |
| | | 88. A. B. Crease |
| | | 89. M. Valentine |
| | | 90. G. S. Neumann |
| | | 91. W. E. Malpas |
| | | 92. S. J. Easton |
| | | 93. D. D. Carrow |
| | | 94. D. H. G. Ince |
| | | 1979 |
| | | 95. I. D. Parker |
| | | 96. G. C. Metcalfe |
| | | 97. P. J. Richie |
| | | 98. G. W. Camp |
| | | 99. A. R. Hancock |
| | | 100. C. Dews |
| | | 101. M. R. Carlton |
| | | 102. P. Pozerskis |
| | | 103. P. L. Sears |
| | | 1980 |
| | | 104. C. J. Blackwell |
| | | 105. C. D. Rowland |
| | | 106. L. Bleaken |
| | | 107. M. Bird |
| | | 108. D. R. Campbell |
| | | 109. R. I. Cowderoy |
| | | 110. A. D. Piggott |
| | | 1981 |
| | | 111. M. A. Clarke |
| | | 112. J. H. Odell |
| | | 113. G. Polkinghorne |
| | | 114. C. J. Gildea |
| | | 115. M. T. Sands |
| | | 116. C. G. Starkey |
| | | 117. P. L. Bisgood |

HOLDERS OF UK 750 KM DIPLOMA

- | | | |
|---------------|------------|---|
| 1. C. GARTON | 22 July 76 | Lasham — Durham — Lasham 801km
in Kestrel 19. |
| 2. D. S. WATT | 6 May 80 | Booker — Lasham — Stanhope —
Buckingham 761km in ASW 20L |

NATIONAL LADDER RULES FOR 1982

1. Any pilot who has permission to go cross country is entitled to take part.
2. Flights may be made anywhere in the U.K. in any glider, except that **no flights in any competition** for which entry forms are required may count. Points will only be awarded to the P1 in a two-seater.
3. Gliders are handicapped to take account of the higher speeds which better gliders can achieve, and the larger task they can tackle in the same length of day. The current BGA handicap list will apply for the calculation of all open-ended tasks (hereafter known as si). An adjusted handicap (hereafter known as sh) will apply to all closed circuit tasks.
4. The year starts on Oct. 1st, and ends on the following 30th Sept.
5. There will be two separate ladder competitions :—
 - a) The Open Ladder (for any glider).
 - b) For flights in Club owned gliders only.
6. Total points on each ladder will be the sum of the four best flights in each class. Flights in private gliders may only be entered in 5a, whereas flights in Club gliders may be entered in either list (not both for any one flight). If less than four flights are made, all the scores will be used.
7. Barograph traces will be required by Club Ladder stewards for height gain claims. They are not required for distance and speed flights, the pilot's word being taken regarding rounding of turning points and for flight times.
8. Distance flights must be at least 50km, and comply with the 1% rule to score.
9. **POINTS WILL BE AWARDED AS FOLLOWS :—**
 - a) **Distance marks** (maximum of 3 turning points permitted)
All undeclared flights (completed or not) $\frac{1 \times d \times 100}{si \text{ or sh}}$ points
All declared flights (completed or not) $\frac{2 \times d \times 100}{si \text{ or sh}}$ points
where d = distance flown in km.
si = speed index (applicable to open-ended tasks)
sh = adjusted value of speed index (closed circuit tasks — completed)
(see separate list for values of si and sh)
 - b) **Speed marks** (Declared, completed tasks only)
 - 1) The boundary of the airfield will constitute the start and finish lines.
 - 2) The start line must be crossed at or below 1000 metres above airfield.

- 3) Pilots are required to time their own flights to the nearest minute.
- 4) Points will be awarded as follows (in addition to distance marks) :—

All open ended tasks :—

$$\frac{d \times 100 \times v^2}{si \times 2000}$$

All closed circuit tasks :—

$$\frac{d \times 100 \times v^2}{sh \times 2000}$$

where d = distance flown in km.

v = speed based on **handicapped** distance in km. per hour

$$\text{i.e. } v = \frac{d \times 100 \times 60}{si \text{ (or sh)} \times (\text{elapsed time in mins.})}$$

si (or sh) x (elapsed time in mins.)

- c) **Height gain** (only **two best** on each Ladder may score)

- 1) Height points from one flight cannot be included with distance or speed marks.
- 2) No points may be claimed for flights above 15000 ft. without oxygen.
- 3) Points which may be claimed are **(Gain of height—5000)** (units are ft.). 10

- d) **Radius rule** (uncompleted, declared task)

As per BGA contest rules i.e. the marking distance for the uncompleted leg is the length of that leg less the distance between the landing place and the next turning point.

10. Details of flights must be submitted to Club Ladder Stewards within 1 month of the date of each flight.

11. **National Ladder Awards**

- a) Enigma Trophy. To the pilot scoring the most points in the Open category.
- b) L. DuGarde Peach Trophy. To the pilot scoring the most points in the Club category.
(A pilot can win only one trophy, and if qualifying for both, will win the trophy for which there have been the greatest number of entries).
- c) All points from Open and Club Ladders scored by a club's members are totalled and divided by the number of flying members to give each club a ranking in terms of average points per member. (Trophy pending).

M. RANDLE,
National Ladder Steward



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REGISTER OF SAILPLANES

Currently registered with the B.G.A.

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
AAA	(231)	Scud 2	P. Bourne	Dunstable
AAX	(251)	Kite 1	R. J. Steward	Marchington
ABG	(260)	Rhonsperber	B. Caldwell	Tangmere
ABS	(270)	Grunau Baby 2A	K. Harris	Weston-on-Green
ACF	(283)	Scud 3		Nympsfield
AEM	(337)	Rhonbussard	C. Wills	Booker
AGE	(378)	Gull 1	T. Smallwood	Booker
AGW	(394)	Kite 1	E. A. Hull	Dunstable
AHU	(416)	Viking 1	L. Glover	H. Bosworth
AHW	(418)	Petrel 1	R. Davidson	H. Bosworth
AJW	(442)	Tutor	P. Banting	Dunstable
AKW	(466)	Tutor	D. Kitchen	Tibenham
AKZ	(469)	Tutor	Tutor Syndicate	Cranwell
ALA	(470)	Short Nimbus	Russavia	Duxford
ALW	(490)	H.17	Southdown Aero Services	Lasham
AMK	(503)	Olympia 2	D. T. Staff	(Tyne & Wear)
AML	(504)	Olympia 1	D. Wright	Hadleigh
AMM	(505)	Olympia 2	C. J. Lines	Kirton-Lindsey
AMP	(507)	Olympia 1	K. Catlin	(Bedfordshire)
AMQ	(508)	Olympia 2	I. F. Aitken	(Kent)
AMR	(509)	Olympia 1	Vale of Neath G.C.	Rhigos
AMT	(511)	Olympia 1	J. R. Dickens	(Northamptonshire)
AMU	(512)	Olympia 1	R. Dewhurst	Enstone
AMV	(513)	Olympia 1	P. J. Dennis	(Staffordshire)
AMW	(514)	Olympia 1	G. W. Phillips	H. Bosworth
AMX	(515)	Olympia 1	Oly Syndicate	(Tyne & Wear)
ANZ	(541)	Olympia 2	L. Gibson	(Tyne & Wear)
APC	(544)	Olympia 2	J. Graham	MorrIDGE
APD	(545)	Olympia 2	D. A. Potter	Enstone
APL	(552)	Olympia 1	Edinburgh University G.C.	(Lothian)
APZ	(565)	Gull 4	G. A. Bolton	Cranwell
AQE	(570)	T21B	F. Wiseman	(Essex)
AQH	(573)	T21B	A. Tarnow	Turweston
AQN	(578)	Grunau Baby 2B	J. D. Menzies	(Hants)
ARM	(601)	T21B	Kent G.C.	Challock
ART	(606)	Olympia 2	J. A. Kirsch	Cambridge
ASB	(614)	T21B	I. Donnelly	Aboyne
ASN	(625)	Prefect	Prefect Syndicate	Culdrose
ATA	(636)	T21B	Borders G.C.	Milfield
ATL	(646)	T21B	D. Shadrach	Enstone
ATR	(651)	Petrel 1	M. C. Russell	Duxford
AUG	(666)	T21B	Cambridge University G.C.	Cambridge
AUJ	(668)	T21B	Scottish G.U.	Portmoak
AUP	(673)	T21B	Portsmouth Naval G.C.	Lee-on-Solent
AUU	(678)	Olympia 2	F. W. Ashbee	Parham
AVA	(684)	Scud 3	L. Collins	Dunstable
AVB	(685)	Sky	A. H. Taylor	Lasham
AVC	(686)	Sky	H. Wilson	Lindholme
AVD	(687)	Olympia 2	H. H. T. Wolf	(Kent)
AVF	(689)	Kite 2A	A. Stephenson	Duxford
AVQ	(698)	Sky	C. Golding	Milfield
AVT	(701)	Prefect	A. P. Humpherson	Camphill

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
AWS	(724)	Skylark 2 (Mod.)	P. Davie	Dunstable
AWT	(725)	Skylark 1	P. F. Woodcock	Doncaster
AWU	(726)	Olympia 2	J. T. Gell	(Bedfordshire)
AWX	(729)	Skylark 2	P. Norton	Farnborough
AWY	(730)	Skylark 2	Ulster G.C.	Bellarena
AXB	(733)	Skylark 2	K. Tinkler	(Cambridgeshire)
AXE	(736)	Skylark 3	R. Newton	Long Marston
AXH	(739)	Skylark 3	K. Routledge	Cosford
AXJ	(740)	Eagle 2	R. T. Cole	Lasham
AXL	(742)	Skylark 3	J. Gardiner	Keevil
AXP	(745)	Skylark 2	R. J. Hall	(Cambridgeshire)
AXR	(747)	Skylark 2	I. L. Mitchell-Smith	Kirton-Lindsey
AXU	(750)	Skylark 2	Peterborough & Spalding G.C.	Crowland
AXV	(751)	Kite 2B	D. Richardson	Dunstable
AYD	(759)	Skylark 2	T. E. Russell	(Tyne & Wear)
AYF	(761)	Skylark 3B	L. S. Thorne	Long Marston
AYH	(763)	Skylark 3B	E. Martin	Crowland
AYL	(766)	Skylark 2	C. A. Douglas	(Tyne & Wear)
AYY	(778)	Skylark 2C	H. Johnson	Long Mynd
AZA	(780)	Eagle 3	J. Crewe	Hinton-in-Hedges
AZC	(782)	T21B	D. Johnson	(Gr. London)
AZF	(785)	Prefect	Albatross G.C.	Davidstow
AZG	(786)	T21B	C. Taylor	Dishforth
AZK	(789)	Tutor	Borders G.C.	Milfield
AZP	(793)	Skylark 2	F. T. Greenwood	(Northumberland)
AZR	(795)	Olympia 2	E. Hamill	Doncaster
AZT	(797)	Olympia 2	M. Ward	Kirton-Lindsey
AZY	(802)	Skylark 2/4	J. L. Houghton	Doncaster
AZZ	(803)	Olympia 2	C. R. Kingham	(Tyne & Wear)
BAC	(806)	Skylark 3B	M. Stokeld	Carlton Moor
BAH	(810)	Skylark 2	J. S. Riddock	(Essex)
BAL	(813)	Skylark 3B	R. Hopwood	(Tyne & Wear)
BAM	(814)	Skylark 2	N. W. Prior	(Hertfordshire)
BAW	(823)	Skylark 3B	D. Walters	Keevil
BAY	(825)	Eagle 3	Eagle Syndicate	Cranwell
BAZ	(826)	Skylark 2	D. Ingle	(Tyne & Wear)
BRA	(827)	Skylark 2	J. Cawrey	Camphill
BRB	(828)	Eagle 3	D. Minson	North Hill
BRH	(834)	Olympia 2	A. Langlands	Enstone
BRQ	(841)	Eagle 3	R. J. Knibb	(Tyne & Wear)
BBT	(844)	Skylark 3B	F. Smith	(Dumfr. & Galloway)
BRU	(845)	Skylark 2B	Ouse G.C.	Rufforth
BRW	(847)	Eagle 3	Dorset G.C.	
BCF	(856)	T21B	Upward Bound Trust	Haddenham
BCH	(858)	Tutor	M. Stevens	H. Bosworth
BCK	(860)	Olympia 2B	D. Green	Lasham
BCL	(861)	Skylark 3B	R. Forrest	Enstone
BCP	(864)	Skylark 3B	Borders G.C.	Milfield
BCS	(867)	Skylark 3B	J. D. Henry	Lasham
BCU	(869)	T21B	Connel G.C.	Strathclyde
BCV	(870)	Skylark 3B	R. Merritt	Parham
BCW	(871)	Skylark 3B	Aston University G.C.	Long Marston
BCX	(872)	Skylark 2B	N. Morgan	Tibenham
RCY	(873)	Swallow	Black Mountain G.C.	Talgarth
BDA	(875)	T21B	RRE G.C.	Pershore
BDF	(880)	Eagle 3	G. Edge	Marchington
BDK	(884)	T21B	Avro G.C.	Woodford
BDM	(886)	T21B	D. Kitchen	Tibenham
BDR	(890)	Swallow	G. Wilson	Aboyne

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
BDY	(895)	Tutor	R. Parrick	(Nottinghamshire)
BDX	(896)	Skylark 2	J. S. Millard	Usk
BEA	(899)	Skylark 2B	C. Masters	Hullavington
BEF	(904)	Tutor	D. Chaplin	Sutton Bank
BEL	(909)	Olympia 2B	P. J. Smart	Hadleigh
BEM	(910)	Swallow	E. Sussex G.C.	Ringmer
BEQ	(913)	Skylark 3B	D. S. Jenkins	Perranporth
BER	(914)	Skylark 3B	P. R. Martin	Cambridge
BET	(916)	Skylark 3B	H. Fazackerley	Chipping
BEX	(920)	Skylark 3F	F. Wright	Lasham
BEY	(921)	Swallow	L. Tolkington	(Staffs.)
BEZ	(922)	Skylark 3F	F. A. Van der Molen	(W. Midlands)
BFA	(923)	Skylark 2B	Norwich Soaring Group	Swanton Morley
BFB	(924)	Swallow	F. Wiseman	Cambridge
BFC	(925)	Skylark 3F	R. Schofield	(Yorkshire)
BFD	(926)	T21B	Trent Valley G.C.	Kirton-Lindsey
BFE	(927)	Skylark 3F	Syndicate	North Weald
BFK	(932)	Skylark 3F	Aquila G.C.	Hinton-in-Hedges
BFL	(933)	Skylark 2B	N. A. Urwin	Milfield
BFN	(935)	Olympia 2B	C. Burton	Cambridge
BFP	(936)	Ka 7	Avro G.C.	Woodford
BFS	(939)	Jaskolka	D. W. Carter	Ringmer
BFU	(941)	Jaskolka	N. L. Rotherham	H. Bosworth
BFY	(945)	T21B	P. Lazenby	Sutton Bank
BGB	(948)	T21B	Blackpool G.C.	Chipping
BGD	(950)	Skylark 3F	D. P. White	Nymphsfield
BGH	(954)	Skylark 3F	R. Müller	Portmoak
BGL	(957)	Skylark 3F	I. Robinson	Enstone
BGP	(960)	T21B	T. Hope	Hullavington
BGR	(962)	Olympia 2B	M. J. Faulkner	(Hampshire)
BGT	(964)	Kranich 2	P. Williams	(Warwickshire)
BGX	(968)	Olympia 2B	D. Garrard	(Bedfordshire)
BHC	(973)	Olympia 2B	W. B. Wallace	Perranporth
BHF	(976)	Skylark 3F	Queens University G.C.	Bellarena
BHL	(981)	Skylark 3F	D. Allen	(Leicestershire)
BHQ	(985)	Skylark 3F	Avro G.C.	Woodford
BHS	(987)	Skylark 3F	A. D. Hodges	Talgarth
BJB	(996)	Skylark 3F	F. Eaton	Aston Down
BJC	(997)	Olympia 2B	B. L. Owen	Tibenham
BJD	(998)	Bocian	R. G. Procter	Lasham
BJF	(1000)	T21B	R. Cullum	Kirton-Lindsey
BJJ	(1003)	Swallow	Syndicate	Rattlesden
BJK	(1004)	Skylark 3F	I. H. Hunt	(Essex)
BJQ	(1009)	Capstan	G. Grainger	Long Marston
BJV	(1014)	T21B	Cairnqorm G.C.	Feshie
BJW	(1015)	Skylark 3G	D. Mitchell	(Essex)
BJX	(1016)	Skylark 3G	Syndicate	Chipping
B.IY	(1017)	Swallow	Dorset G.C.	Old Sarum
BKB	(1020)	Swallow	J. Duckworth	(Lancashire)
BKC	(1021)	Weihe	B. Briggs	Cranwell
BKE	(1023)	Skylark 3F	B. Johnson	(Staffordshire)
BKH	(1026)	Ka 2B	R. Brooker	Rattlesden
BKJ	(1027)	Ka 6 CR	Wolds G.C.	Pocklington
BKK	(1028)	Olympia 2B	J. Bradley	Upavon
BKL	(1029)	Olympia 2B	A. J. Liddiard	Lasham
BKM	(1030)	T21 C	C. D. Street	Lasham
BKN	(1031)	Ka 7	Essex & Suffolk G.C.	Hadleigh
BKP	(1032)	Swallow	Norfolk G.C.	Tibenham
BKS	(1035)	Olympia 2B	D. Harris	H. Bosworth

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
BKU	(1037)	Olympia 2B	D. Hovell	Aboyne
BKW	(1039)	Ka 6 CR	Essex & Suffolk G.C.	Hadleigh
BKX	(1040)	Olympia 2B	K. Phipps	(Dorset)
BKZ	(1042)	Swallow	F. Wiseman	(Essex)
BLA	(1043)	Skylark 4	A. Marshal	H. Bosworth
BLC	(1045)	Skylark 4	K. Davis	Challock
BLE	(1047)	Skylark 4	Cullompton G.C.	(Devon)
BLH	(1050)	Skylark 4	M. P. Larvin	(Lancs.)
BLJ	(1051)	Olympia 419	P. Cullen	Usk
BLK	(1052)	Olympia 419	F. Davies	MorrIDGE
BLL	(1053)	Sky	C. G. Stones	(Lincolnshire)
BLN	(1055)	Olympia 2B	Oly Syndicate	Cranwell
BLP	(1056)	Olympia 2B	Blackpool G.C.	Chipping
BLQ	(1057)	Olympia 2B	C. Wheat	Doncaster
BLS	(1059)	Olympia 2B	P. M. Turner	(Cheshire)
BLT	(1060)	Skyark 4	J. Kirby-Smith	(Sussex)
BLU	(1061)	Swallow	Doncaster G.C.	Doncaster
BLW	(1063)	Skylark 4	Dorset G.C.	Old Sarum
BLZ	(1066)	Skylark 4	A. P. Goodfellow	Tibenham
BMB	(1068)	Skylark 4	P. B. Lingfield	Long Marston
BME	(1071)	Tutor	M. P. Kemp	Challock
BML	(1077)	Swallow	J. R. Crompton	North Hill
BMM	(1078)	Bocian	Syndicate	H. Bosworth
BMQ	(1081)	T21 B	L. Glover	H. Bosworth
BMU	(1085)	T21 B	Stratford-on-Avon G.C.	Long Marston
BMW	(1087)	Skyark 4	L. Early	Tibenham
BMX	(1088)	Skyark 4	M. Tigwell	Farnborough
BMY	(1089)	Skyark 4	Kent G.C.	Challock
BMZ	(1090)	Foka 3	M. N. Bishop	Challock
BNC	(1093)	Weihe	A. Coates	Duxford
BND	(1094)	Ka 6 CR	D. R. Steveley	Dunstable
BNE	(1095)	Skylark 4	Oxford G.C.	Weston-on-Green
BNH	(1098)	Ka 6 CR	C. McEwen	S. Marston
BNK	(1100)	Skylark 4	M. C. Moxon	Weston-on-Green
BNM	(1102)	Skylark 4	S. Cross	(Essex)
BNN	(1103)	Skylark 4	H. Barrington	Nymphsfield
BNP	(1104)	Skylark 4	R. F. Smith	(Leicestershire)
BNQ	(1105)	Skylark 4	J. R. Pye	(Lancashire)
BNR	(1106)	Capstan	Deeside G.C.	Aboyne
BNT	(1108)	Skylark 4	R. M. Tucker	Booker
BNU	(1109)	Swallow	D. Whitmore	Parham
BNX	(1112)	Ka 7	Cotswold G.C.	Aston Down
BPA	(1115)	Skylark 4	N. Jenkins	Dunstable
BPB	(1116)	Skylark 4	T. A. Johnson	Yeovilton
BPC	(1117)	Skylark 4	R. L. Challand	(Yorkshire)
BPD	(1118)	Capstan	Seahawk G.C.	Culdrose
BPG	(1121)	Skylark 4	R. Neill	Long Mynd
BPH	(1122)	Swallow	A. J. Hudson	(Hampshire)
BPJ	(1123)	Skylark 4	D. C. Berry	(London)
BPK	(1124)	Skylark 4	K. Davies	(Lincolnshire)
BPL	(1125)	Olympia 2B	D. Harris	Camphill
BPN	(1127)	Std. Austria	N. S. Cox	Nymphsfield
BPS	(1131)	Capstan	Deeside G.C.	Aboyne
BPT	(1132)	Capstan	Peterborough & Spalding G.C.	Crowland
BPU	(1133)	Capstan	M. Bird	Dunstable
BPV	(1134)	Capstan	Heron G.C.	Yeovilton
BPW	(1135)	Capstan	Ulster G.C.	Bellarena
BPY	(1137)	Skylark 4	R. Illidge	Camphill
BPZ	(1138)	Skylark 4	Cambridge University G.C.	Cambridge

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
BQA	(1139)	Dart 15	J. H. Blackmore	(Bedfordshire)
BQC	(1141)	Prefect	N. Rogerson	Strathaven
BQE	(1143)	Cadet	J. M. C. Manson	Halton
BQF	(1144)	T21 B	R. Rothnie	Strathaven
BQK	(1148)	Ka 7	Cambridge University G.C.	Cambridge
BQL	(1149)	Ka 6 CR	R. Brooker	(Essex)
BQM	(1150)	Olympia 460	A. Greene	Portmoak
BQP	(1152)	Prefect	P. George	Dunstable
BQQ	(1153)	Olympia 2B	A. H. Lloyd	(Nottinghamshire)
BQR	(1154)	Olympia 460	C. R. Ellis	Long Mynd
BQS	(1155)	Olympia 460	E. Wright	MorrIDGE
BQU	(1157)	Ka 7	Portsmouth Naval G.C.	Lee-on-Solent
BQZ	(1162)	Skylark 4	M. Wilson	Lasham
BRA	(1163)	Capstan	E. Waterman	Nymphsfield
BRB	(1164)	Dart 15	F. Moore	Shobdon
BRC	(1165)	Swallow	R. Hiles	Kirton-Lindsey
BRD	(1166)	Dart 15	G. Edmundson	Sutton Bank
BRE	(1167)	Swallow	D. Bowsher	(Hants.)
BRF	(1168)	Skylark 4	P. Neilson	(Hertfordshire)
BRG	(1169)	Swallow	Doncaster G.C.	Doncaster
BRH	(1170)	Olympia 2B	R. Whittington	Challock
BRJ	(1171)	Olympia 460	R. Flude	Winthorpe
BRK	(1172)	Olympia 460	G. Barrett	Weston-on-Green
BRL	(1173)	Olympia 2B	C. Jennings	(Lincolnshire)
BRM	(1174)	Ka 7	D. S. Driver	(Tyne & Wear)
BRQ	(1177)	Olympia 460	I. Steel	Falgunzeon
BRR	(1178)	Olympia 460	Doncaster G.C.	Doncaster
BRT	(1180)	Dart 15	A. Critchley	(Staffs.)
BRU	(1181)	Dart 15	F. T. Greenwood	(Tyne & Wear)
BRW	(1183)	Capstan	Devon & Somerset G.C.	North Hill
BRY	(1185)	Dart 15	K. R. Mansell	Long Mynd
BRZ	(1186)	Dart 15	M. Hinks	Long Mynd
BSA	(1187)	Dart 15	J. S. Percy	Sleep
BSC	(1189)	Skylark 4	A. Etchells	Bidford
BSD	(1190)	Dart 15	P. G. Piggott	H. Bosworth
BSE	(1191)	Capstan	Fife Regional Council	Portmoak
BSG	(1193)	Skylark 4	E. C. Willcox	(Devon)
BSH	(1194)	Skylark 4	M. Mathieson	Hadleigh
BSK	(1196)	Capstan	Portsmouth Naval G.C.	Lee-on-Solent
BSL	(1197)	Dart 15	J. Wood	Tibenham
BSM	(1198)	Dart 15	P. W. Clements	North Hill
BSQ	(1201)	Olympia 460	J. Tucker	Parham
BSR	(1202)	Skylark 4	Swindon G.C.	South Marston
BSS	(1203)	Capstan	Kent G.C.	Challock
BST	(1204)	Capstan	H. Wolf	(Dorset)
BSV	(1206)	Dart 15	D. Almey	Cranwell
BSW	(1207)	Dart 15	M. J. Hellewell	Challock
BSY	(1209)	Skylark 4	M. T. Hill	(London)
BTA	(1211)	Swallow	Portsmouth Naval G.C.	Lee-on-Solent
BTB	(1212)	Olympia 460	P. J. Walford	Keevil
BTD	(1214)	Grunau Baby 2C	W. J. Annan	Long Marston
BTE	(1215)	T21 B	D. Godfrey	Coldharbour Farm
BTG	(1217)	Olympia 460	R. Bourner	Strubby
BTH	(1218)	T21 B	Kent G.C.	Challock
BTJ	(1219)	Ka 6 CR	H. M. Searson	Doncaster
BTK	(1220)	Skylark 4	J. P. Hill	Lasham
BTL	(1221)	Olympia 460	Derby & Lancs G.C.	Camphill
BTM	(1222)	Ka 6 CR	S. R. Evans	Aston Down
BTN	(1223)	Olympia 460	Coventry Sailplanes	H. Bosworth



DART 17R BGA No. 1311



WEIHE BGA No. 1230

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
BTQ	(1225)	Olympia 460	W. A. Hughes	Camphill
BTU	(1229)	Olympia 460	D. McNicol	(Strathclyde)
BTV	(1230)	Weihe	B. Briggs	Cranwell
BUC	(1237)	Capstan	Lakes G.C.	Walney
BUE	(1239)	Skylark 4	Portsmouth Naval G.C.	Lee-on-Solent
BUF	(1240)	Dart 17 M	S. G. Foggin	S. Marston
BUG	(1241)	Olympia 460	R. Thwaite	(W. Midlands)
BUH	(1242)	Olympia 460	J. Shepherd	(Tyne & Wear)
BUK	(1244)	Olympia 460	D. R. Brown	Dunstable
BUL	(1245)	Dart 17 M	G. Beniston	Syerston
BUP	(1247)	Dart 17 R	A. Dibdin	Cambridge
BUR	(1249)	Capstan	Coventry G.C.	H. Bosworth
BUS	(1250)	Dart 17 R	D. Masterson	(Lancashire)
BUT	(1251)	Skylark 3 F	P. Tickner	(Sussex)
BUU	(1252)	Eon Baby	Cranwell G.C.	Cranwell
BUV	(1253)	Olympia 460	J. A. McKenzie	(Leicestershire)
BUW	(1254)	T.21 B	N. Palmer	Lasham
BUY	(1256)	Ka 6CR	T. Beedham	(Lincolnshire)
BUZ	(1257)	Ka 6CR	P. Thomas	H. Bosworth
BVB	(1259)	Ka 7	Leeds Polytechnic	Rufforth
BVC	(1260)	Dart 17R	M. Annison	(Wiltshire)
BVE	(1262)	Dart 17R	Seahawk G.C.	Culdrose
BVF	(1263)	Swallow	P. J. Skinner	Camphill
BVH	(1265)	Dart 17R	J. Edwards	Bicester
BVJ	(1266)	Dart 17R	D. C. Stevens	Booker
BVK	(1267)	Swallow	G. Muir	Dallachy
BVL	(1268)	Dart 15	T. Thomas	North Hill
BVM	(1269)	Dart 17R	K. Payne	Pen-Y-Parc
BVN	(1270)	Olympia 460	M. W. Fitzgerald	North Hill
BVR	(1273)	Ka 6CR	J. Budd	Lasham
BVS	(1274)	Bocian	Cranfield G.C.	Cranfield
BVT	(1275)	Olympia 460	J. Fane	H. Bosworth
BVW	(1278)	Olympia 403	J. Durnville	(Manchester)
BVX	(1279)	Ka 6CR	J. D. Gray	Doncaster
BVY	(1280)	Blanik	C. Sculthorpe	(Suffolk)
BWB	(1283)	Olympia 460	D. Eastell	Parham
BWC	(1284)	Ka 6CR	M. Sandy	Bicester
BWE	(1286)	Olympia 460	Syndicate	Weston-Super-Mare
BWF	(1287)	Ka 7	Cotswold G.C.	Aston Down
BWG	(1288)	Olympia 465	P. Allen	(Wiltshire)
BWH	(1289)	Grunau Baby 2B	G. Moore	Dunstable
BWJ	(1290)	Dart 17R	A. W. Doughty	Booker
BWK	(1291)	Swallow	G. McGuire	Challock
BWL	(1292)	Dart 17R	F. Prime	(Hertfordshire)
BWM	(1293)	Dart 17R	J. L. Poole	(Surrey)
BWP	(1295)	Dart 17R	G. S. Blacker	Lasham
BWQ	(1296)	Dart 15	E. H. Shore	(Devon)
BWR	(1297)	Weihe	D. R. Godfrey	Coldharbour Farm
BWS	(1298)	Dart 17R	G. Feeley	Cosford
BWT	(1299)	Dart 15R	A. R. Careen	(Cheshire)
BWU	(1300)	Olympia 460	A. W. Pearl	North Weald
BWW	(1302)	Fauvette	M. C. Reeves	Chipping
BWX	(1303)	Olympia 2B	J. B. Robinson	(Lancashire)
BWY	(1304)	Ka 7	Newcastle G.C.	Carlton Moor
BXB	(1307)	Olympia 460	H. Karney	(Bedfordshire)
BXC	(1308)	Olympia 460	T. Dorricott	(Hampshire)
BXE	(1310)	Dart 15R	M. P. Walton	(Northumberland)
BXF	(1311)	Capstan	Newark & Notts G.C.	Winthorpe
BXG	(1312)	Dart 17R	P. G. Bower	(Strathclyde)

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
BXH	(1313)	Dart 17R	F. T. Greenwood	(Nottinghamshire)
BXJ	(1314)	Dart 17R	C. Weston	Challock
BXK	(1315)	T.21b	Dumfries G.C.	Falgunzeon
BXL	(1316)	Dart 17R	W. Longstaff	(Highland)
BXM	(1317)	Dart 17R	C. A. Ellis	Dunstable
BXP	(1319)	Swallow	Blackpool G.C.	Chipping
BXQ	(1320)	T.31B	S. A. Denner	Winthorpe
BXR	(1321)	Blanik	W. Bishop	(Nottinghamshire)
BXT	(1323)	Ka 6CR	Cambridge University G.C.	Cambridge
BXV	(1325)	Blanik	Syndicate	H. Bosworth
BXW	(1326)	Blanik	A. Vernon	Bidford
BXY	(1328)	Olympia 460	I. Hamilton	(Cheshire)
BYA	(1330)	Dart 17R	G. A. Kerr	Lasham
BYB	(1331)	Swallow	A. C. Melmore	W. Malling
BYC	(1332)	Dart 17R	A. Beckett	Camphill
BYE	(1334)	Olympia 460	M. Powell	(W. Midlands)
BYG	(1336)	Dart 17R	M. Farrow	(Yorkshire)
BYH	(1337)	Dart 17R	G. A. Courtney	(Hampshire)
BYJ	(1338)	Swallow	R. Rothnie	(Strathclyde)
BYK	(1339)	Swallow	H. Bryant	(Northamptonshire)
BYL	(1340)	Ka 6CR	Marchington G.C.	Marchington
BYM	(1341)	Ka 6CR	M. Jordy	Saltby
BYN	(1342)	Olympia 460	D. Tribe	Bidford
BYP	(1343)	Olympia 460	P. Stirk	(Yorkshire)
BYQ	(1344)	Olympia 460	M. K. Rogerson	Strathaven
BYR	(1345)	Blanik	W. J. Hill	Kirton-Lindsey
BYU	(1348)	Ka 6CR	T. Austin	Dunstable
BYV	(1349)	Ka 7	Northumbria G.C.	Currock Hill
BYX	(1351)	Ka 6E	E. Ripley	(Lancashire)
BYY	(1352)	T.21b	Upward Bound Trust	Haddenham
BZA	(1354)	T.21b	Dorset G.C.	O. Sarum
BZB	(1355)	Olympia 460	R. Fisher	Parham
BZC	(1356)	Dart 17R	I. Mitchell-Smith	Kirton-Lindsey
BZF	(1359)	Dart 17R	P. Gill	(Essex)
BZG	(1360)	Capstan	Seahawk G.C.	Culdrose
BZH	(1361)	Dart 17R	A. D. Ford	(Derbyshire)
BZJ	(1362)	Dart 17R	B. Jackson	Enstone
BZK	(1363)	Dart 17R	C. Duthy-James	H. Bosworth
BZL	(1364)	Swallow	Syndicate	Feshie
BZM	(1365)	Swallow	Anqus G.C.	Arbroath
BZP	(1367)	Foka 3	B. Fairclough	Dunkeswell
BZQ	(1368)	Ka 6CR	A. Holland	(Somerset)
BZR	(1369)	Olympia 460	P. Lazenby	Sutton Bank
BZS	(1370)	Olympia 460	Analia Soaring	Sutton Bank
BZU	(1372)	M.100 S	R. McLean	Doncaster
BZV	(1373)	Olympia 460	University College	(London)
BZW	(1374)	Olympia 460	B. Parslow	(Cheshire)
BZX	(1375)	Ka 6CR	J. W. Heron	(Northumberland)
BZY	(1376)	T.31b	Blue Brick Syndicate	Dunstable
BZZ	(1377)	Foka 4	M. Hudson	Booker
CAB	(1379)	Olympia 460	M. Hemelton	(Devon)
CAC	(1380)	Ka 6E	C. J. Evans	Booker
CAE	(1381)	Ka 6E	D. Roberts	Weston-on-Green
CAF	(1382)	Olympia 2b	Shalbourne G.C.	Inkpen
CAG	(1383)	Ka 6E	M. J. Bailey	Hadleigh
CAJ	(1385)	Blanik	M. R. Pocock	Keovil
CAK	(1386)	Olympia 2b	A. Blakeley	(Yorkshire)
CAN	(1389)	Olympia 460	Birmingham University G.C.	Pershore
CAQ	(1391)	SHK	B. Emms	(Berkshire)

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
CAR	(1392)	SHK	J. Brenner	Sleap
CAS	(1393)	Ka 6E	R. F. Tindall	Duxford
CAT	(1394)	Olympia 460	P. L. Bisgood	(Bedfordshire)
CAU	(1395)	Olympia 460	M. A. Hardy	Lasham
CAV	(1396)	ASK 13	Blackpool G.C.	Chipping
CAW	(1397)	Blanik	Swindon G.C.	S. Marston
CAX	(1398)	Swallow	R. R. Froggett	Dunkeswell
CAZ	(1400)	Dart 15W	A. D. Palmer	(Hampshire)
CBA	(1401)	Dart 15W	D. McKay	Hinton-in-Hedges
CBJ	(1409)	Eon Baby	A. Dyer	Weston-Super-Mare
CBK	(1410)	Grunau Baby 3	J. Ince	Pocklington
CBM	(1412)	Ka 6CR	N. Morgan	Marchington
CBN	(1413)	Pirat	P. H. Bayley	Weston-on-Green
CBP	(1414)	Foka 3	G. Sutton	Sutton Bank
CBQ	(1415)	Grunau Baby 2B	D. Gillam	Coldharbour Farm
CBR	(1416)	M.100s	J. V. Eden	(S. Yorkshire)
CBS	(1417)	Olympia 2B	P. Blackburn	Enstone
CBT	(1418)	Ka 2	B. Badges	Long Marston
CBU	(1419)	SHK	S. Hurt	Kirton-Lindsey
CBV	(1420)	Olympia 460	L. W. Redding	Booker
CBW	(1421)	ASK 13	Scottish G.U.	Portmoak
CBX	(1422)	Olympia 2B	H. Nicholson	Ringmer
CBY	(1423)	Ka 6CR	R. Taggart	Sutton Bank
CCA	(1425)	Ka 6E	A. Mathieson	Nymsfield
CCC	(1427)	ASK 13	Gordonstoun School	Dallachy
CCD	(1428)	Ka 6E	J. R. Hawkins	(Oxfordshire)
CCE	(1429)	ASK 13	Oxford G.C.	Weston-on-Green
CCF	(1430)	ASK 13	Norfolk G.C.	Tibenham
CCG	(1431)	Ka 6E	Newcastle G.C.	Carlton Moor
CCH	(1432)	Grunau Baby 2a	E. Hatch	Lasham
CCJ	(1433)	Ka 6CR	K. W. Alford	(Essex)
CCL	(1435)	Ka 6E	L. Mountford	(Nottinghamshire)
CCM	(1436)	ASK 13	Doncaster G.C.	Doncaster
CCN	(1437)	Bocian	Coventry G.C.	H. Bosworth
CCP	(1438)	ASK 13	D. Reed	H. Bosworth
CCR	(1440)	Ka 6E	P. Potter	L. Marston
CCT	(1442)	ASK 13	Stratford-on-Avon G.C.	Long Marston
CCU	(1443)	Ka 6E	T. Eagles	Hullavington
CCV	(1444)	Ka 6E	C. J. Nicholas	N. Weald
CCW	(1445)	ASK 13	A. W. White	(Yorkshire)
CCX	(1446)	ASK 13	Trent Valley G.C.	Kirton-Lindsey
CCY	(1447)	ASK 13	Midland G.C.	Long Mynd
CDA	(1449)	Ka 6E	Deeside G.C.	Aboyne
CDB	(1450)	Ka 6E	K. L. Holborn	Currock Hill
CDC	(1451)	Ka 8b	Midland G.C.	Long Mynd
CDD	(1452)	Ka 6E	J. Pailing	(Worcestershire)
CDF	(1454)	Ka 6E	G. Sturgess	Upavon
CDG	(1455)	Diamant 18	T. Coldwell	(Wiltshire)
CDH	(1456)	Cirrus	J. Tyler	Long Marston
CDJ	(1457)	ASK 13	Southdown G.C.	Parham
CDK	(1458)	Ka 8B	Coventry G.C.	H. Bosworth
CDL	(1459)	Blanik	D. B. White	Lasham
CDP	(1462)	Diamant 18	S. Cushing	(London)
CDR	(1464)	Bergfalke 3	Devon & Somerset G.C.	North Hill
CDS	(1465)	T.21b	M. Bourne	(Lincolnshire)
CDU	(1467)	SHK	E. A. Hibbard	Hadleigh
CDV	(1468)	Ka 6E	R. P. Elvy	Dunstable
CDW	(1469)	Diamant 18	D. Bell	(Warwickshire)
CDX	(1470)	Pirat	Polish A.F. G.C.	Lasham

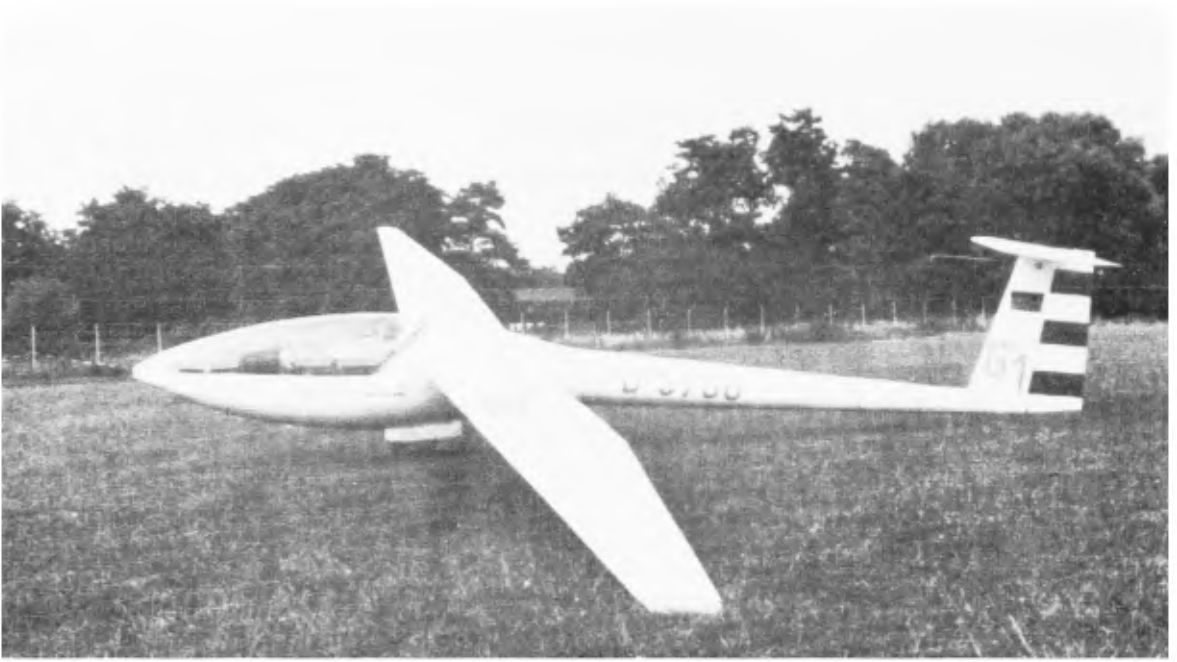
Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
CDZ	(1472)	Ka 6E	R. Coulson	Milfield
CEA	(1473)	Cirrus	A. B. Adams	(Cheshire)
CEB	(1474)	Bocian	Bath & Wilts G.C.	Keevil
CEC	(1475)	Cirrus	D. Gardner	Ringmer
CED	(1476)	Ka 6E	H. G. Williams	Long Marston
CEH	(1480)	Super Javelot	D. Pedder	Camphill
CEJ	(1481)	ASK 13	A. Cope	(Salop)
CEK	(1482)	T.21B	I. L. Mitchell-Smith	Kirton-Lindsey
CEL	(1483)	Ka 6E	A. J. Long	(Cambridgeshire)
CEM	(1484)	Ka 6E	L. C. Cameron	(Lothian)
CEN	(1485)	Pirat	R. Ward	(Cambridgeshire)
CEQ	(1487)	Ka 6E	S. Saybine	N. Weald
CES	(1489)	Ka 6E	E. A. Acey	Pocklington
CEV	(1492)	Bergfalke 2	B. Pearson	(Devon)
CEW	(1493)	Ka 6E	D. G. Stephenson	Dunstable
CEX	(1494)	ASK 13	Newcastle G.C.	Carlton Moor
CEY	(1495)	Ka 6E	J. Whittaker	Lasham
CEZ	(1496)	Ka 6E	R. Boyd	Chipping
CFA	(1497)	ASK 13	Thames Valley G.C.	Booker
CFC	(1499)	Ka 7	Aquila G.C.	Hinton-in-Hedges
CFD	(1500)	Blanik	Hambletons G.C.	Dishforth
CFE	(1501)	ASK 13	Lasham G.S.	Lasham
CFF	(1502)	Ka 8b	Derby & Lancs G.C.	Camphill
CFG	(1503)	ASK 13	Staffordshire G.C.	Morridge
CFJ	(1505)	Ka 6E	Syndicate	North Hill
CFL	(1507)	Ka 6E	Bath & Wilts G.C.	Keevil
CFM	(1508)	ASK 13	Swindon G.C.	South Marston
CFN	(1509)	ASK 13	P Treadway	(Essex)
CFQ	(1511)	Skylark 3c	Enstone Eagles G.C.	Enstone
CFR	(1512)	T.53B	Dunkeswell G.C.	Dunkeswell
CFS	(1513)	Std. Libelle	D. Towson	Shobdon
CFT	(1514)	Kestrel 17	R. Robson	(Tyne & Wear)
CFU	(1515)	Kestrel 19	C. R. Simpson	H. Bosworth
CFW	(1517)	Std. Libelle	W. Corbett	N. Weald
CFX	(1518)	Std. Libelle	P Foreman	Cambridge
CFY	(1519)	Std. Libelle	M. Hutchinson	Booker
CGB	(1522)	Ka 6E	C. A. Foss	(Sussex)
CGC	(1523)	ASK 13	Dorset G.C.	O. Sarum
CGD	(1524)	Ka 6E	N. Holmes	Pen-Y-Parc
CGE	(1525)	Ka 6E	N. Aiken	Perranporth
CGG	(1527)	Ka 6E	P. Davie	Dunstable
CGH	(1528)	Ka 8b	Surrey & Hants G.C.	Lasham
CGJ	(1529)	Ka 8b	Surrey & Hants G.C.	Lasham
CGK	(1530)	Ka 6E	J. Barnes	Hadleigh
CGL	(1531)	Pirat	Trent Valley G.C.	Kirton-Lindsey
CGN	(1533)	Ka 6E	L. P. Smith	Nympsfield
CGQ	(1535)	ASK 13	Oxford G.C.	Weston-on-Green
CGS	(1537)	Diamant 18	D. Eckley	Talgarth
CGT	(1538)	SHK	F. Reilley	Portmoak
CGU	(1539)	Olympia 2b	Leeds University	Dishforth
CGV	(1540)	Vasama	V. A. Little	Currock Hill
CGW	(1541)	Ka 6E	I. H. Adam	Arbroath
CGX	(1542)	Phoebus C	W. N. Smith	(Bedfordshire)
CGY	(1543)	Cirrus	P. Grose-Hodge	Lasham
CGZ	(1544)	SHK	C. J. Gildea	Lindholme
CHB	(1546)	Ka 6E	B. W. Finnie	Lasham
CHC	(1547)	Phoebus C	D. Walker	Booker
CHE	(1549)	Skylark 2	D. Peters	(Yorkshire)
CHF	(1550)	Bocian	Peterborough & Spalding G.C.	Crowland

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
CHG	(1551)	Pirat	Seahawk G.C.	Culdrose
CHH	(1552)	Pirat	Leisure Sport	(Surrey)
CHJ	(1553)	Phoebus C	C. Street	Lasham
CHK	(1554)	Olympia 2B	D. B. Massey	(Avon)
CHL	(1555)	Pirat	H. J. Hardiker	Bidford
CHM	(1556)	Ka 4	F. J. Wiseman	Cambridge
CHQ	(1559)	T.31b	B. Dyke	(Hampshire)
CHS	(1561)	Ka 8b	R.A.E. G.C.	Farnborough
CHT	(1562)	ASW 15	A. Moulang	Challock
CHU	(1563)	Ka 8b	Surrey & Hants G.C.	Lasham
CHW	(1565)	ASK 13	A. White	(Surrey)
CHX	(1566)	Ka 2B	R. Williams	(Hereford & Worc.)
CHY	(1567)	Swallow	Northumbria G.C.	Currock Hill
CHZ	(1568)	Ka 6E	J. Hunt	(Avon)
CJB	(1570)	Phoebus C	J. Luke	(Lothian)
CJC	(1571)	Ginn Kestrel	P. Parker	Cranfield
CJD	(1572)	ASK 13	Derby & Lancs G.C.	Camphill
CJE	(1573)	Phoebus C	R. I. Cowderoy	Farnborough
CJF	(1574)	Ka 8B	Surrey & Hants G.C.	Lasham
CJH	(1576)	Cumulus 2F	E. R. Duffin	Usk
CJJ	(1577)	Phoebus C	P. Gardner	Lasham
CJK	(1578)	SHK	J. H. Waters	(Surrey)
CJL	(1579)	SHK	G. Evison	Sutton Bank
CJM	(1580)	Ka 8B	Imperial College G.C.	Lasham
CJN	(1581)	SHK	H. Torode	(Bedfordshire)
CJP	(1582)	ASW 15	B. Fairstow	Dunstable
CJR	(1584)	Cirrus	J. N. Stanley	Lasham
CJU	(1587)	Bergfalke 2	D. Gittens	Middleton
CJY	(1591)	Ka 6CR	D. Crowhurst	(Northants.)
CJZ	(1592)	SHK	T. Southard	Dunstable
CKC	(1595)	Phoebus C	J. Graves	(Hampshire)
CKD	(1596)	Pirat	G. Maltby	(Lincolnshire)
CKF	(1598)	Std. Libelle	R. Riley	(Kent)
CKJ	(1601)	Prefect	R. McBlain	(Strathclyde)
CKL	(1603)	Ka 6E	J. D. Hogarth	Milfield
CKN	(1605)	Bocian	I. L. Mitchell-Smith	Kirton-Lindsey
CKP	(1606)	ASW 15	M. G. Shaw	Portmoak
CKR	(1608)	ASK 13	Essex G.C.	North Weald
CKT	(1610)	Bergfalke 2	V. Jennings	(Hertfordshire)
CKU	(1611)	ASK 13	Cornish G.C.	Perranporth
CKV	(1612)	ASK 13	C. Weston	Challock
CKW	(1613)	Ka 8b	R. Crompton	Long Marston
CKX	(1614)	ASK 13	Scottish G.U.	Portmoak
CKY	(1615)	Std. Libelle	A. E. Wathen	Booker
CKZ	(1616)	Std. Cirrus	D. R. Bricknell	Saltby
CLA	(1617)	Std. Cirrus	O. Harris	Nympsfield
CLE	(1621)	Std. Cirrus	B. D. Curtis	Nympsfield
CLF	(1622)	Ka 7	Angus G.C.	Arbroath
CLG	(1623)	SHK	T. Gill	(Oxfordshire)
CLH	(1624)	Std. Cirrus	P. C. Bray	Nympsfield
CLK	(1626)	Ka 7	Wolds G.C.	Pocklington
CLL	(1627)	ASK 13	South Wales G.C.	Usk
CLM	(1628)	Std. Libelle	M. Day	Lasham
CLN	(1629)	Std. Libelle	J. N. Stevenson	Lasham
CLP	(1630)	Std. Libelle	H. F. Richardson	Booker
CLQ	(1631)	Cirrus	J. D. Holland	Aston Down
CLR	(1632)	Std. Libelle	I. D. Bell	Hadleigh
CLS	(1633)	Std. Cirrus	K. E. Ballington	Saltby
CLT	(1634)	Ka 10	B. Meeks	Rhigos

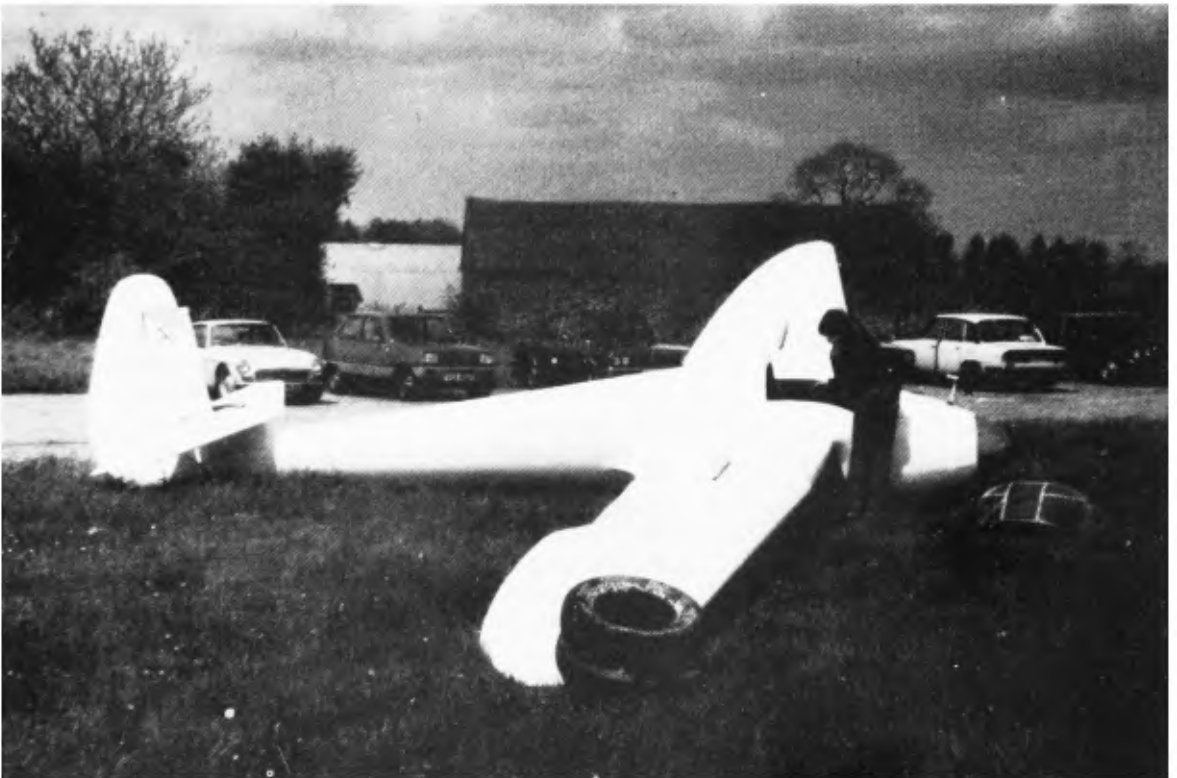
Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
+	CLU (1635)	M 100 S	J. Harkai	Feshie
+	CLV (1636)	Std. Libelle	J. R. Bissett	Aboyne
+	CLW (1637)	Std. Libelle	N. A. Dean	(Lincolnshire)
	CLX (1638)	Ka 8b	Midland G.C.	Long Mynd
	CLZ (1640)	Ka 6E	P. R. Norris	(Humberside)
	CMG (1647)	Ka 7	E. G. Petruschke	Lasham
	CMK (1650)	ASK 13	South Wales G.C.	Usk
	CML (1651)	Ka 8b	A. Green	Templeton
	CMM (1652)	ASK 13	Scottish G.U.	Portmoak
	CMN (1653)	Ka 8b	Bristol & Glos. G.C.	Nymphsfield
•	CMP (1654)	Std. Cirrus	B. Hill	S. Marston
•	CMQ (1655)	Std. Libelle	W. C. Medcalfe	North Weald
•	CMR (1656)	Std. Libelle	J. A. Dandie	(Central Scotland) •
•	CMS (1657)	Std. Libelle	D. Manser	Challock
•	CMT (1658)	Bergfalke 2	B. Wilson	Doncaster
•	CMV (1660)	Std. Libelle	D. Wilson	Enstone
•	CMW (1661)	Std. Libelle	A. B. Milne	Booker
•	CMX (1662)	Std. Libelle	R. Baines	Kirton-Lindsey
•	CMY (1663)	Grunau Baby 3	Syndicate	Currock Hill
•	CMZ (1664)	Ka 7	R.A.E. G.C.	Farnborough
•	CNC (1667)	Std. Cirrus	J. Clifford	S. Marston
•	CND (1668)	Bocian	Angus G.C.	Arbroath
•	CNE (1669)	Std. Libelle	J. Lewis	(Staffs.)
•	CNF (1670)	Std. Libelle	J. M. Greenway	(Staffs.)
•	CNG (1671)	Std. Libelle	D. I. Vernon	(Cheshire) •
•	CNH (1672)	Std. Libelle	E. Griffiths	Lasham
•	CNJ (1673)	Std. Libelle	V. Morriss	Cambridgeshire) •
•	CNK (1674)	Pirat	R. G. Mills	(S. Yorkshire)
•	CNL (1675)	Cobra	A. Hardie	Carlton Moor
•	CNM (1676)	Bocian	Coventry G.C.	H. Bosworth
•	CNN (1677)	Std. Cirrus	J. W. Tomlinson	Booker
•	CNP (1678)	Std. Libelle	B. Watson	Lasham
•	CNS (1681)	Kestrel 17	J. R. Greenwell	(Tyne & Wear)
•	CNV (1683)	Kestrel 19	D. Cockburn	Syerston
•	CNW (1684)	Kestrel 19	D. Caunt	Bicester
•	CNX (1685)	Kestrel 19	M. Boxall	Dunstable
•	CNY (1686)	Std. Libelle	B. Marshall	(Strathclyde)
+	CPA (1668)	Std. Libelle	F. G. Irving	Lasham <i>Endone</i>
+	CPB (1689)	Kestrel 19	D. J. Robertson	H. Bosworth
+	CPC (1690)	Foka 5	E. Giles	Enstone
+	CPD (1691)	ASW 17	J. D. Glossop	Cambridge
+	CPE (1692)	Olympia 2B	P. L. Wood	Upavon
+	CPF (1693)	Std. Libelle	D. H. Kitchen	Tibenham •
+	CPG (1694)	Ka 7	C. Wynne	Lasham
•	CPK (1697)	Olympia 2B	Inkpen G.C.	Thruyton
•	CPM (1699)	Std. Libelle	Southern Sailplanes	Bidford
•	CPQ (1702)	Torva Sprite	J. C. Riddell	Sutton Bank
•	CPU (1706)	Std. Cirrus	D. J. Langrick	H. Bosworth
•	CPV (1707)	Pirat	R. Abel	Long Marston
•	CPW (1708)	Pirat	H. Florence	Lasham
•	CPX (1709)	Pirat	R. H. Gray	Lasham
•	CPZ (1711)	Rheinland	D. G. Jones	(Warwickshire)
•	CQA (1712)	Blanik	J. W. Wilmot	(Leicestershire)
•	COB (1713)	Blanik	J. Havward	Talnarth
•	COC (1714)	Pirat	S. Kiddy	(Suffolk)
•	COD (1715)	Ka 8b	Derby & Lancs. G.C.	Camphill
•	COF (1717)	Cobra	C. O'Neill	(Northamptonshire)
•	COG (1718)	Olympia 2b	J. C. Tait	Dallachy
•	CQH (1719)	Ka 4	Inkpen G.C.	Thruyton

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
M → CQJ	(1720)	Kestrel 17	S. Lewington	Nympsfield
CQK	(1721)	Ka 4	F. J. Wiseman	(Essex)
CQL	(1722)	Nimbus 2	H. Hilditch	Lasham
CQM	(1723)	Kestrel 19	J. Knowles	Farnborough
● CQN	(1724)	Std. Cirrus	J. Scott	(Cheshire)
CQP	(1725)	Nimbus 2	J. Young	Booker
CQQ	(1726)	Nimbus 2	A. Fleming	Lasham
● CQR	(1727)	Std. Cirrus	C. J. Hadley	Long Marston
CQT	(1729)	Ka 7	Vectis G.C.	(Isle of Wight)
CQV	(1731)	Blanik	D. P. White	Nympsfield
CQW	(1732)	Cobra	J. A. Mace	S. Marston
CQX	(1733)	Pirat	M. Conrad	N. Weald
● CQY	(1734)	Std. Cirrus	L. B. Greenhalgh	Shobdon
CQZ	(1735)	Pirat	T. Blades	Ringmer
○ CRB	(1737)	Std. Libelle	J. Swannock	Kirton-Lindsey
CRC	(1738)	Minimoa	J. Coxon	Lasham
CRD	(1739)	Cobra	B. Lumb	Rufforth
CRE	(1740)	Pirat	Yorkshire G.C.	Sutton Bank
CRF	(1741)	BG 135	G. K. Smith	H. Bosworth
● CRH	(1743)	Std. Cirrus	J. E. Cruttendon	(Hampshire)
CRJ	(1744)	Kestrel 17	M. Moroney	Dunstable
CRK	(1745)	T31B	C. B. Hogarth	Weston-Super-Mare
CRL	(1746)	ASK 13	Midland G.C.	Long Mynd
■ CRN	(1748)	Std. Cirrus	R. Stevens	H. Bosworth
CRP	(1749)	Cobra	A. W. Swales	Dishforth
● CRQ	(1750)	Std. Libelle	J. Phillips	Usk
● CRS	(1752)	Std. Libelle	J. E. Porter	Booker
CRT	(1753)	ASK 13	J. S. Armstrong	Camphill
CRU	(1754)	Grunau Baby 3	D. Underwood	Dunstable
○ CRV	(1755)	Std. Libelle	P. Wilbur	Challock
● CRW	(1756)	Std. Libelle	J. J. Harmer	Nympsfield ●
● CRY	(1758)	ASW 15B	C. G. Taylor	Dishforth
CSA	(1760)	Kestrel 20	M. Randle	Weston-on-Green
CSB	(1761)	Kestrel 19	E. D. Strachan	Portmoak
CSC	(1762)	Kestrel 19	M. J. Evans	Lasham
CSD	(1763)	Kestrel 19	M. Gee	Lasham
CSF	(1765)	Kestrel 19	R. Marsden	Talgarth
CSG	(1766)	Kestrel 19	D. Heathcote	H. Bosworth
CSH	(1767)	Kestrel 19	D. Brown	Long Mynd
● CSJ	(1768)	Std. Libelle	B. Forrest	Enstone
CSK	(1769)	Kestrel 20	W. A. Kahn	Lasham
CSN	(1772)	Pilatus B4	G. Leak	(Devon)
CSP	(1773)	Pilatus B4	P. Chambers	Aston Down
● CSR	(1775)	Std. Libelle	A. R. Milne	Henstridge ●
CSS	(1776)	Pilatus B4	Lakes G.C.	Walney
CST	(1777)	Pilatus B4	C. Miller	(Devon)
CSU	(1778)	Manuel Hawk	W. M. Smith	Twinwood Farm
CSV	(1779)	Pirat	South Wales G.C.	Usk
CSW	(1780)	Pilatus B4	Vale of Neath G.C.	Rhiaos
CSY	(1782)	T.21B	Rattlesden G.C.	Rattlesden
CTA	(1784)	Olympia 2B	K. Fogden	Enstone
● CTB	(1785)	Std. Cirrus	P. Witt	Shobdon
CTE	(1788)	ASW 17		Challock
CTJ	(1792)	Kestrel 19	H. B. Walrond	Dunstable
CTK	(1793)	Kestrel 19	T. Watchorn	Enstone
CTL	(1794)	Kestrel 19	S. Hurt	Kirton-Lindsey
CTM	(1795)	Kestrel 19	P. W. Lever	(Tyne & Wear)
CTN	(1796)	Kestrel 19	G. Richards	Challock
CTP	(1797)	Kestrel 19	B. H. Bryce-Smith	Cambridge

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
	CWQ (1868)	Bocian	Coventry G.C.	H. Bosworth
	CWR (1869)	Cirrus VTC	S. L. Carr	Dunstable
	CWS (1870)	Cirrus VTC	J. Pignot	North Weald
●	CWT (1871)	Std. Libelle	J. A. Griffiths	Camphill
	CWV (1873)	Ka 4	Air Scouts	Lasham
S - ●	CWW (1874)	Std. Libelle	R. S. Maxwell-Fendt	Lasham
●	CWX (1875)	Std. Libelle	M. Breen	Booker
●	CWY (1876)	Std. Libelle	M. Pocock	Keevil
●	CWZ (1877)	Std. Libelle	J. A. Stirk <i>Don Stevens + his son</i>	Doncaster
	CXC (1880)	Blanik	Cornish G.C.	Perranporth
	CXE (1882)	Grunau Baby 2B	J. R. Bancroft	Pen-Y-Parc
	CXG (1884)	Bocian	N. Wales G.C.	Pen-Y-Parc
	CXH (1885)	Cobra		Inkpen
9 - ●	CXJ (1886)	Cobra	W. Sykes	Long Mynd (Derbyshire)
	CXK (1887)	Std. Libelle	P. A. Ward	(Suffolk)
	CXL (1888)	Pirat	P. S. Wilby	Dishforth (Yorkshire)
	CXM (1889)	Kestrel 19	G. McLean	(Suffolk)
	CXN (1890)	YS 55 Consort	G. Higgins	Dunkeswell
	CXP (1891)	YS 55 Consort	T. C. Llewellyn-Jones	Walney
	CXV (1897)	YS 53 Sovereign	Dunkeswell G.C.	Thrupton
	CXW (1898)	YS 53 Sovereign	P. Bowers	Nympsfield
	CXY (1900)	Bocian	S. West Soaring Gp.	North Hill
	CXZ (1901)	Bocian	Bristol & Glos. G.C.	Aston Down
	CYA (1902)	Pilatus B4	M. W. Fitzgerald	Kirton-Lindsey
	CYC (1904)	Pilatus B4	J. N. Kelly	Ringmer
	CYD (1905)	Pirat	J. F. White	Nympsfield
	CYE (1906)	Pirat	C. Watson	Challock
●	CYF (1907)	Std. Cirrus	D. P. White	Kirton-Lindsey
M + ●	CYG (1908)	Std. Libelle	J. C. Bailey	Dunstable
	CYH (1909)	Skylark 2	N. Rodgers	Portmoak
	CYJ (1910)	Grunau Baby 2B	S. Davies	Keevil
	CYK (1911)	Pilatus B4	Syndicate	Nympsfield (Cheshire)
●	CYM (1913)	Std. Cirrus	E. Stevens	Bicester (Yorkshire)
	CYN (1914)	Kestrel 19	J. D. Jones	Perranporth
	CYP (1915)	Std. Cirrus	N. Francis	H. Bosworth
	CYQ (1916)	Std. Cirrus	P. Newall	Dunstable
	CYR (1917)	Blanik	P. J. Edwards	Weston-Super-Mare
●	CYT (1919)	Std. Cirrus	C. Knight	Weston-on-Green
	CYW (1922)	BG 135	C. W. Thomas	Aston Down
	CYX (1923)	Olympia 419	A. J. Coombes	Haddenham
	CYY (1924)	Ka 4	Woodspring G.C.	N. Weald
	CYZ (1925)	Ka 8b	Oxford G.C.	Lasham
	CZD (1929)	Pilatus B4	S. R. Evans	(Lothian)
	CZE (1930)	Pirat	Syndicate	H. Bosworth (Essex)
	CZF (1931)	Pirat	N. W. Prior	Dunstable
	CZG (1932)	Pirat	M. Peckham	Cosford
	CZH (1933)	Pirat	T. Patterson	Lasham
	CZJ (1934)	Pirat	S. Cooper	Feshie
	CZK (1935)	Grunau Baby 3	R. P. Davies	H. Bosworth
M - ●	CZL (1936)	Std. Libelle	B. R. Wise	Lasham
	CZM (1937)	MII 13 D	H. Chapple	Feshie
●	CZN (1938)	ASW 15 B	M. P. Seth-Smith	H. Bosworth
●	CZP (1939)	Bocian	Cairngorm G.C.	Lasham
	CZQ (1940)	Kestrel 19	D. Reed	H. Bosworth
	CZR (1941)	Kestrel 19	M. Peckham	Lasham
	CZS (1942)	Kestrel 19	R. L. McLean	Doncaster
	CZT (1943)	Kestrel 19	D. A. Salmon	Camphill
	CZU (1944)	Kestrel 19	D. G. Roberts	Aston Down
	CZV (1945)	Kestrel 19	V. Tull	Dunstable



GLASER-DIRKS DG-202



GOEVIER BGA No. 1992

Reg. Letters	C of A No.	Type	Registered Owner	Normal base of residence) (or owners county
CZW	(1946)	Kestrel 20	J. Frampton	Parham
CZX	(1947)	Kestrel 19	J. M. Benson	Sutton Bank
CZZ	(1949)	Kestrel 19	D. West	(Hertfordshire)
DAA	(1950)	Bocian	Doncaster & District G.C.	Doncaster
DAB	(1951)	Bocian	Borders G.C.	Milfield
DAC	(1952)	Cobra	R. Holfield	N. Weald
DAF	(1955)	Blanik	J. Sangster	Booker
DAH	(1957)	Caproni A21	A. Gibbs	Dunstable
DAK	(1959)	Ka 7	W. Wales G.C.	Haverfordwest
DAL	(1960)	Olympia 419	H. J. Purser	(Bedfordshire)
DAM	(1961)	IS 29D	A. Roberts	Saltby
DAN	(1962)	Pirat	Heron G.C.	Yeovilton
DAP	(1963)	Pirat	E. W. Moore	(Northumberland)
DAQ	(1964)	Cobra	N. C. Bennett	(Staffordshire)
DAR	(1965)	T.21B	Nene Valley G.C.	Winwick
DAS	(1966)	Std. Cirrus	P. D. Turner	(S. Yorkshire)
DAT	(1967)	Pirat	A. F. Scott	(Tyne & Wear)
DAU	(1968)	Pirat	R. Fenion	Falgunzeon
DAV	(1969)	Jantar 19	C. G. Day	Lasham
DAW	(1970)	Ka 6CR	Hambleton G.C.	Dishforth
DAZ	(1973)	Blanik	J. Abbott	(Yorkshire)
DBA	(1974)	Olympia 2B	N. Reeves	(Northamptonshire)
DBB	(1975)	Dart 17R	N. F. Stringer	Tibenham
DBC	(1976)	Pilatus B4	C. A. Greatrex	(W. Midlands)
DBD	(1977)	Pirat	T. Gage	Lasham
DBF	(1979)	Ka 7	Enstone Eagles G.C.	Enstone
DBG	(1980)	IS 29D	R. G. Procter	Lasham
DBH	(1981)	Kestrel 19	M. Ward	Portmoak
DBJ	(1982)	Kestrel 19	L. Redshaw	Walney
DBK	(1983)	Kestrel 19	D. Hessey	Doncaster
DBL	(1984)	Kestrel 19	R. C. Stoddart	Sutton Bank
DBN	(1986)	Kestrel 19	H. F. Brown	Syerston
DBP	(1987)	Club Libelle	P. Redshaw	Walney
DBQ	(1988)	Kestrel 19	P. Ramsden	Rufforth
DBR	(1989)	Kestrel 19	R. Walker	(Suffolk)
DBS	(1990)	Kestrel 19	J. Swannock	(Nottinghamshire)
DBT	(1991)	Std. Austria	F. J. Tucker	Parham
DBU	(1992)	Goevier 3	L. Glover	H. Bosworth
DBV	(1993)	Pirat	S. Bach	Lasham
DBW	(1994)	Bocian	Scottish G.U.	Portmoak
DBX	(1995)	Bocian	Esso Flying Club	Lasham
DBZ	(1997)	Grunau Baby 2B	P. Bolton	Bicester
DCA	(1998)	Cobra	Heron G.C.	Yeovilton
DCC	(2000)	Std. Libelle	D. Johnson <i>(see Peter Bell)</i>	Shobdon
DCF	(2003)	Ka6 CR	Highland G.C.	Dallachy
DCH	(2005)	Pirat	Cranfield G.C.	Cranfield
DCJ	(2006)	Pirat	S. R. Fouracre	(Devon)
DCL	(2008)	Blanik	Bristol & Glos. G.C.	Nympsfield
DCM	(2009)	Blanik	Aquila G.C.	Hinton-in-Hedges
DCP	(2011)	Pirat	R. A. Langridge	(Humberside)
DCR	(2013)	Bocian	Coventry G.C.	H. Bosworth
DCS	(2014)	Swallow	A. Norton	(Cambridgeshire)
DCT	(2015)	Std. Cirrus	M. Allan	Long Mynd
DCV	(2017)	Delfin	P. Uphan	Weston-Super-Mare
DCW	(2018)	Ka 6CR	Trent Valley G.C.	Kirton-Lindsey
DCY	(2020)	SD3 15V	J. C. Gibson	(Lancashire)
DCZ	(2021)	Osprey 2	N. P. Elliott	Lasham
DDA	(2022)	Std. Cirrus	Southern Sailplanes	Bidford
DDB	(2023)	ASK 13	Norfolk G.C.	Tibenham

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
DDC	(2024)	T.21B	N. Wessex Group	(Hampshire)
DDD	(2025)	Nimbus 2	C. Hawes	Dunstable
DDE	(2026)	Jantar 19	M. P. Garrod	Booker
DDG	(2028)	Blanik	Southern Sailplanes	Bidford
DDJ	(2030)	IS 29 D	M. Minjoodt	Dunstable
DDL	(2032)	Ka 8b	R. Price	(Yorkshire)
DDM	(2033)	Cirrus VTC	J. Scarborough	Long Mynd
DDN	(2034)	Bocian	Bath & Wilts G.C.	Keevil
DDP	(2035)	ASW 15B	A. Webb	Booker
DDQ	(2036)	T.21B	Scout Assocn.	Doncaster
DDR	(2037)	Std. Cirrus	A. R. Judge	Keevil
DDS	(2038)	ASW 15	A. Gordon	Lasham
DDV	(2041)	Jantar 19	R. Mortimer	Sutton Bank
DDW	(2042)	Pirat	K. I. Mitchell	Parham
DDY	(2044)	Ka 6CR	M. Morley	(Staffordshire)
DEA	(2046)	Kestrel 20	A. Pickles	Farnborough
DEB	(2047)	Kestrel 19	T. Moss	Weston-on-Green
DEC	(2048)	Kestrel 20	G. H. Herringshaw	Hinton-in-Hedges
DEE	(2049)	Pik 20B	P. B. Candy	Long Marston
DEF	(2050)	IS 28 B2	E. A. Cunningham	Tibenham
DEG	(2051)	IS 28 B2	H. Whitehead	(S. Yorkshire)
DEM	(2056)	IS 28B 2	A. Wright	Challock
DEN	(2057)	IS 29D	P. Trivett	(Glamorgan)
DEP	(2058)	Ka 6CR	G. Hill	Saltby
DEQ	(2059)	Club Libelle	Imperial College G.C.	Lasham
DER	(2060)	Blanik	Chevron Gp.	Dunstable
DES	(2061)	Blanik	Herefordshire G.C.	Shobdon
DEU	(2063)	IS 29D	J. Hill	Sutton Bank
DEV	(2064)	Ka 6CR	L. M. Lopes	(W. Midlands)
DEW	(2065)	IS 29 D	E. G. Martin	Nympsfield
DEX	(2066)	Blanik	Albatross G.C.	Davidstow
DEZ	(2068)	IS 29D	S. L. Hoy	Cranwell
DFA	(2069)	Cirrus VTC	D. Huband	S. Marston
DFC	(2071)	Std. Cirrus	D. A. Kilcoyne	Cranfield
DFE	(2073)	Pik 20	D. Adcock	(Norfolk)
DFG	(2075)	Bocian	Woodspring G.C.	Weston-Super-Mare
DFJ	(2077)	Rhonbussard	E. A. Hull	Dunstable
DFK	(2078)	Pik 20	R. A. Sandford	Nympsfield
DFL	(2079)	Jantar 19	A. Yorkas	(Avon)
DFM	(2080)	Meise	T. Fisher	Weston-Super-Mare
DFN	(2081)	DG 100	D. Lush	Lasham
DFP	(2082)	M.100 S	M. C. Usherwood	Pocklington
DFQ	(2083)	Ka 8B	Scottish G.U.	Portmoak
DFR	(2084)	Astir CS	D. J. Saunders	Lasham
DFU	(2087)	Jantar 19	J. E. New	Lasham
DFV	(2088)	Jantar 19	P. Ladd	Keevil
DFW	(2089)	Pirat	M. Farrell	N. Weald
DFX	(2090)	Std. Jantar	R. Blackmore	Sutton Bank
DFY	(2091)	Std. Cirrus	Southern Sailplanes	Bidford
DFZ	(2092)	Pik 20B	N. G. Charlton	Lasham
DGA	(2093)	Ka 8B	A. Richardson	Cosford
DGB	(2094)	Blanik	Stratford-on-Avon G.C.	Long Marston
DGE	(2097)	Std. Cirrus	D. C. Phillips	Long Marston
DGF	(2098)	Skylark 4	T. E. Trivett	Bicester
DGG	(2099)	Ka 6E	C. J. Terry	Lasham
DGJ	(2101)	Ka 4	F. J. Wiseman	(Essex)
DGK	(2102)	Ka 6CR	H. J. Moore	Davidstow
DGL	(2103)	Ka 6CR	R. M. Johnson	(Borders)
DGM	(2104)	Swallow	Syndicate	Weston-Super-Mare

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
DGP	(2106)	Blanik	Hambletons G.C.	Dishforth
DGT	(2110)	Ka 2b	Tyne & Wear G.C.	Sunderland
DGU	(2111)	Skylark 2B	D. Harrison	(Yorkshire)
DGV	(2112)	Fauvette	J. R. Morgan	Lasham
DGW	(2113)	C 25S	J. R. Morgan	Lasham
DGY	(2115)	Nimbus 2	K. Hartley	Bicester
DHA	(2117)	Ka 8b	Scottish G.U.	Portmoak
DHB	(2118)	Pirat	J. Winsworth	Tibenhams
● DHC	(2119)	Std. Jantar	M. Blackburn	Camphill
DHE	(2121)	Blanik	Yorkshire G.C.	Sutton Bank
● DHF	(2122)	Std. Jantar	R. Clarke	Booker
DHG	(2123)	Ka 6CR	J. L. Buchan	(Tayside)
DHH	(2124)	Pik 20b	A. Thorburn	Portmoak
DHJ	(2125)	DG 100	A. T. Kenworthy	Sutton Bank
DHK	(2126)	DG 100	C. Berry	H. Bosworth
DHL	(2127)	DG 100	R. C. Wilson	Aboyne
DHM	(2128)	Ka 6E	G. Deeley	Lasham
DHN	(2129)	Pik 20	J. Deakin	Cambridge
DHP	(2130)	Swallow	Cambridge University G.C.	Cambridge
DHR	(2132)	T.53	D. Corswell	Kirknewton
DHS	(2133)	Ka 6E	J. J. Viggers	(Dyfed)
DHT	(2134)	Ka 6E	D. J. Garnett	Cambridge
DHU	(2135)	Pik 20b	D. H. Conway	(Wiltshire)
DHV	(2136)	Pik 20b	I. Shattock	Usk
DHW	(2137)	Nimbus 2	A. Pozerskis	H. Bosworth
● DHX	(2138)	Std. Cirrus	R. Terrett	Dunstable
DHY	(2139)	Ka 7	Oxford University Gp.	Bicester
DHZ	(2140)	Pirat	Peterborough & Spalding G.C.	Crowland
DJA	(2141)	Pirat	B. Holborn	Currock Hill
DJC	(2143)	Bocian	Highlands G.C.	Dallachy
DJD	(2144)	Astir CS	P. Hawkins	Weston-on-Green
DJE	(2145)	Ka 6CR	R. Ayre	(Cheshire)
DJF	(2146)	KH1 Scorpion	J. S. Halford	Enstone
DJG	(2147)	Ka 2b	K. Richards	Usk
DJH	(2148)	ASK 18	W. J. Dean	Lasham
DJJ	(2149)	ASK 18	London G.C.	Dunstable
DJK	(2150)	ASK 18	London G.C.	Dunstable
● DJL	(2151)	Std. Jantar	J. Holland	Aston Down
DJN	(2153)	Pik 20	B. Dobson	Sutton Bank
DJP	(2154)	Ka 8b	R. Holborn	Currock
DJQ	(2155)	Astir CS	H. Evans	(Mid-Glamorgan)
DJR	(2156)	Ka 6CR	R. Mackey	Winthorpe
DJS	(2157)	SHK	J. B. Wilson	(Berkshire)
DJT	(2158)	Ka 7	Vale of Neath G.C.	Rhigos
DJU	(2159)	Bergfalke 2	M. Mucke	Bidford
DJW	(2161)	Manuel Condor	C. Inwood	Booker
DJX	(2162)	Astir CS	J. Jackson	(Dorset)
DJZ	(2164)	Pik 20b	M. Kemp	Challock
DKB	(2166)	Std. Austria	K. Dudley	(S. Yorkshire)
DKC	(2167)	Ka 8b	Yorkshire G.C.	Sutton Bank
● DKD	(2168)	Hornet	A. Cliffe	Morriddge
DKE	(2169)	ASK 13	Airways G.C.	Booker
DKG	(2171)	Ka 6CR	R. A. Langford	Hadleigh
DKH	(2172)	Blanik	W. Smith	(Lancashire)
DKJ	(2173)	Blanik	Yorkshire G.C.	Sutton Bank
DKK	(2174)	SHK	643 G.S.	Lindholme
DKL	(2175)	Nimbus 2	D. Benton	Lasham
● DKM	(2176)	Hornet	M. Lee	Rattlesden
DKN	(2177)	Ka 6CR	P. L. Baker	Lasham

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
DKQ	(2179)	DG 100G	J. N. Hine	North Hill
DKR	(2180)	Astir CS	P. A. Brooks	Weston-on-Green
DKS	(2181)	Astir CS	C. K. Lewis	(Berkshire)
DKT	(2182)	Pik 20b	H. W. Bishop	Dishforth
DKU	(2183)	Astir CS	Imperial College G.C.	Lasham
DKV	(2184)	Astir CS	Surrey & Hants G.C.	Lasham
DKW	(2185)	Astir CS	Surrey & Hants G.C.	Lasham
DKX	(2186)	Astir CS	Swindon G.C.	S. Marston
DKY	(2187)	Ka 7	Defford Aero Club	Pershore
DKZ	(2188)	Club Libelle	C. B. Hogarth	Weston-Super-Mare
DLA	(2189)	Pilatus B4	D. F. Holmes	Camphill
DLB	(2190)	ASK 18	London G.C.	Dunstable
DLC	(2191)	ASK 13	Lasham G.S.	Lasham
DLD	(2192)	Ka 8b	N. Wessex Group	Thrupton
DLE	(2193)	Ka 6E	A. P. Smith	Lindholme
DLG	(2195)	Std. Cirrus	N. Baker	Lasham
DLH	(2196)	Astir CS	D. Asquith	H. Bosworth
DLM	(2200)	Astir CS	Thames Valley G.C.	Booker
DLN	(2201)	Fauvette	G. T. Wilkinson	(Lancashire)
DLP	(2202)	Ka 6CR	P. Whitmore	Ringmer
DLQ	(2203)	Club Libelle	D. L. Jobbins	Usk
DLS	(2205)	Ka 8b	Devon & Somerset G.C.	North Hill
DLT	(2206)	IS 28 B2	W. Mason	H. Bosworth
DLU	(2207)	IS 28 B2	Northumbria G.C.	Currock Hill
DLW	(2209)	Pirat	P. Roubaud	(Lothian)
DLX	(2210)	Swallow	Strathclyde G.C.	Strathaven
DLY	(2211)	Pik 20D	D. D. Carrow	Lasham
DLZ	(2212)	SD3-15T	A. Hatton	Sutton Bank
DMB	(2214)	Ka 8b	R.A.E. G.C.	Farnborough
DMD	(2216)	DG 100	D. Shadrach	Enstone
DME	(2217)	Ka 4	Welland Soaring Gp.	Middleton
DMF	(2218)	Ka 7	Wycombe G.S.	Booker
DMG	(2219)	Ka 8b	Dorset G.C.	Old Sarum
DMH	(2220)	Astir CS	Oxford G.C.	Weston-on-Green
DMJ	(2221)	Ka 8b	Trent Valley G.C.	Kirton-Lindsey
DMK	(2222)	SHK	D. Breeze	Aston Down
DML	(2223)	Ka 7	Dowty G.C.	Aston Down
DMM	(2224)	Nimbus 2	A. D. Purnell	Lasham
DMN	(2225)	Mosquito	T. J. Willis	Booker
DMP	(2226)	Astir CS	G. A. Steel	North Weald
DMQ	(2227)	Ka 6E	T. Brigden	(Warwickshire)
DMR	(2228)	Astir CS	C. Boyce	Parham
DMS	(2229)	Std. Libelle	Syndicate <i>John Franklow</i>	Inkpen
DMT	(2230)	Std. Jantar	C. Chapman	H. Bosworth
DMU	(2231)	Pik 20d	W. Maidment	Lasham
DMV	(2232)	Pik 20d	P. Stafford-Allen	Dunstable
DMX	(2234)	ASK 13	Essex G.C.	North Weald
DMY	(2235)	Pik 20d	I. K. Pilling	Perranporth
DNA	(2237)	Grunau Baby 2B	P. Andrews	Aboyne
DNC	(2239)	Astir CS	Thames Valley G.C.	Booker
DND	(2240)	Pilatus B4	Essex & Suffolk G.C.	Hadleigh
DNE	(2241)	Astir CS	A. L. Alexander	Challock
DNF	(2242)	Bocian	A. J. Thorburn	Portmoak
DNG	(2243)	Nimbus 2	M. C. Costin	Shobdon
DNH	(2244)	Mosquito	Gliding Rentals Ltd.	Saltby
DNJ	(2245)	ASK 18	London G.C.	Dunstable
DNK	(2246)	Astir CS	E. Specht	H. Bosworth
DNL	(2247)	Std. Libelle	D. Oxley <i>EXCISE S. W EST-187</i>	Bicester
DNM	(2248)	Mini Nimbus	I. D. Smith	(Hertfordshire)

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
DNN	(2249)	Astir CS	F. J. Bustard	(Devon)
DNQ	(2251)	LS3	S. J. Redman	Dunstable
DNR	(2252)	ASK 18	J. Bailey	Dunstable
DNS	(2253)	Tutor	G. H. Herringshaw	Hinton-in-Hedges
DNT	(2254)	Pirat	P. Masson	(Surrey)
DNU	(2255)	Jantar 2	C. Rowland	Booker
DNV	(2256)	ASK 13	Buckminster G.C.	Saltby
DNW	(2257)	Ka 6CR	M. Haynes	(Norfolk)
DNX	(2258)	Ka 6CR	G. Lees	Portmoak
DNY	(2259)	Ka 6CR	Hambletons G.C.	Dishforth
DNZ	(2260)	Ka 8b	Thames Valley G.C.	Booker
DPA	(2261)	ASK 18	Norfolk G.C.	Tibenham
DPB	(2262)	Ka 8b	Scottish G.U.	Portmoak
DPC	(2263)	Blanik	Seahawk G.C.	Culdrose
DPD	(2264)	Blanik	Heron G.C.	Yeovilton
DPG	(2267)	MU 13D	G. Moore	Dunstable
DPH	(2268)	Mini Nimbus	P. D. Bell	Booker
DPJ	(2269)	Astir CS	C. Kovacs	Lasham
DPK	(2270)	Mosquito	W. G. Dale	(Nottinghamshire)
DPL	(2271)	Pik 20D	R. C. Drewell	Dunstable
DPN	(2273)	Meise	R. Traves	Parham
DPP	(2274)	Ka 2b	A. L. Roseberry	Aston Down
DPQ	(2275)	Astir CS	N. W. Dempster	Bicester
DPR	(2276)	L. Spatz	M. Lee	Rattlesden
DPS	(2277)	Moswey 4	E. A. Hull	Dunstable
DPT	(2278)	L. Spatz	A. O. Bourne	Syerston
DPU	(2279)	Olympia 2b	J. Whitworth	Marham
DPW	(2281)	Mini-Nimbus	P. S. Hawkins	(London)
DPX	(2282)	ASW 19	T. Parker	Booker
DPY	(2283)	Astir CS	V. Chambers	Lasham
DPZ	(2284)	Sky	K. A. Buchan	Aboyne
DQA	(2285)	ASK 13	Essex & Suffolk G.C.	Hadleigh
DQB	(2286)	Astir CS	M. B. Jefferyes	North Weald
DQC	(2287)	Ka 6CR	Midland G.C.	Long Mynd
DQF	(2290)	Ka 6CR	P. Becker	(Lincolnshire)
DQG	(2291)	Astir CS	J. Tait	Dallachy
DQH	(2292)	Condor 4	A. Richardson	Cosford
DQJ	(2293)	Ka 6CR	V. Marchant	Kirton-Lindsey
DQK	(2294)	Ka 6E	S. Duxbury	(Lancashire)
DQL	(2295)	Ka 8B	Buckminster G.C.	Saltby
DQM	(2296)	Pilatus B4	Bath & Wilts G.C.	Keovil
DQN	(2297)	Astir CS	M. Hardy	Keovil
DQP	(2298)	K8b	Coventry G.C.	H. Bosworth
DQQ	(2299)	DG 200	D. C. Austin	Sutton Bank
DQR	(2300)	Astir CS	J. R. Baxter	S. Marston
DQS	(2301)	Ka 6CR	S. Bennett	Pocklington
DQT	(2302)	Pik 20 D	B. Weare	Dunkeswell
DQU	(2303)	Pik 20d	M. T. Sands	Bellarena
DQV	(2304)	Swallow	A. A. Blythe	Sutton Bank
DQW	(2305)	SD3-15T	P. J. Cooper	Chipping
DQX	(2306)	Ka 7	E. Sussex G.C.	Rinamer
DQY	(2307)	Ka 8	Airways G.C.	Booker
DRA	(2309)	Ka 6CR	A. Lloyd	Shobdon
DRB	(2310)	DG 100	M. J. Lawry	Bicester
DRC	(2311)	Ka 2B	Watergate Wath Gp.	(N. Yorkshire)
DRD	(2312)	Ka 6CR	E. Carter	H. Bosworth
DRE	(2313)	Ka 6CR	Midland G.C.	Long Mvnd
DRF	(2314)	Ka 6CR	Devon & Somerset G.C.	North Hill
DRG	(2315)	Ka 6CR	Doncaster & District G.C.	Doncaster

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
DRJ	(2317)	ASK 13	Lasham G.S.	Lasham
DRK	(2318)	Astir CS	Syndicate	Long Marston
DRL	(2319)	SF 26A	F. Devine	Kirton-Lindsey
DRM	(2320)	Ka 7	L. Cross	Dunstable
DRN	(2321)	Mosquito	M. Wells	Enstone
DRP	(2322)	Pilatus B4	J. Hanwell	S. Marston
DRQ	(2323)	Twin Astir	Airways G.C.	Booker
DRR	(2324)	Ka 2B	Dumfries & District G.C.	Falgunzeon
DRS	(2325)	Bocian	Coventry G.C.	H. Bosworth
DRT	(2326)	Pik 20d	J. Hulme	Cambridge
DRU	(2327)	Astir CS	J. Ayers	Tibenham
DRV	(2328)	Ka 8b	K. Lee	Rattlesden
DRW	(2329)	Astir CS	Surrey & Hants G.C.	Lasham
DRY	(2331)	Ka 6CR	R. Lock	S. Marston
DRZ	(2332)	Ka 8b	Southdown G.C.	Parham
DSA	(2333)	Prefect	M. Stillingfleet	Crowland
DSB	(2334)	Ka 6E	Glamorgan G.C.	Usk
DSC	(2335)	Club Libelle	L. Ballard	(Worcestershire)
DSD	(2336)	Ka 8b	Swindon G.C.	S. Marston
DSE	(2337)	Mini Nimbus	R. Feakes	Syerston
DSF	(2338)	Ka 8b	Edinburgh University G.C.	Portmoak
DSG	(2339)	Ka 6CR	R. Scriven	(W. Yorkshire)
DSH	(2340)	Astir CS	A. Kennedy	Strathaven
DSJ	(2341)	Twin Astir	Ulster G.C.	Bellarena
DSK	(2342)	DG 100	M. Pocock	Keevil
DSL	(2343)	Twin Astir	J. Kettley	Keevil
DSM	(2344)	AV22 Fauvel	I. Dunkley	(S. Yorkshire)
DSN	(2345)	Astir CS	P. Hunt	Long Marston
DSP	(2346)	Mini Nimbus	R. I. Hey	Nympsfield
DSQ	(2347)	SIE 3	A. L. Housden	Aston Down
DSR	(2348)	Ka 6CR	Cornish G.C.	Perranporth
DSS	(2349)	SIE 3	E. Henman	(Hampshire)
DST	(2350)	ASW 20	D. R. Campbell	Booker
DSU	(2351)	Astir CS	J. Champress	Lasham
DSV	(2352)	Pilatus B4	L. Glendenning	(W. Yorkshire)
DSW	(2353)	Mini Nimbus	P. Purdie	Lasham
DSX	(2354)	ASW 19	J. W. Smithers	Lasham
DSY	(2355)	Ka 6CR	M. H. Thomson	Rufforth
DSZ	(2356)	Pilatus B4	Yorkshire G.C.	Sutton Bank
DTA	(2357)	DG 200	E. Spink	Sutton Bank
DTB	(2358)	Ka 8b	Southdown G.C.	Parham
DTD	(2360)	ASW 19	D. March	Weston-on-Green
DTE	(2361)	ASW 19	J. P. Bartoli	Lasham
DTG	(2363)	SHK	A. L. Lindsey	Feshie
DTJ	(2365)	Astir CS	A. M. Rose	(Buckinghamshire)
DTK	(2366)	Mosquito	S. Hymers	Bicester
DTL	(2367)	Diamant 18	J. H. Fox	Portmoak
DTM	(2368)	DG 200	S. Cross	N. Weald
DTN	(2369)	Ka 8B	Woodspring G.C.	Weston-Super-Mare
DTP	(2370)	ASW 20	M. Murdoch	Dunstable
DTQ	(2371)	ASW 20	N. Foster	Dunstable
DTR	(2372)	Olympia 401	L. H. Pring	Ringmer
DTS	(2373)	M.100S	M. E. Weeks	(Devon)
DTT	(2374)	Ka 6CR	Scottish G.U.	Portmoak
DTU	(2375)	Nimbus 2	E. Lysakowski	Lasham
DTV	(2376)	Mosquito	A. J. Watson	Lasham
DTW	(2377)	Pirat	Polish G.C.	Lasham
DTX	(2378)	Mosquito	P. G. Frankland	(Cheshire)
DTY	(2379)	Mosquito	R. T. Metcalfe	Lasham

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
DTZ	(2380)	Prefect	C. Street	Lasham
DUA	(2381)	Blanik	Syndicate	Parham
DUB	(2382)	Mosquito	R. Gordon	Lasham
DUC	(2383)	M.100S	A. Henderson	Carlton Moor
DUD	(2384)	Grunau Baby 3	H. J. Leverett	Davidstow
DUE	(2385)	ASK 13	Scout Association	Lasham
DUF	(2386)	Ka 8b	Essex G.C.	North Weald
DUH	(2388)	L-Spatz	R. J. Walker	(Lincolnshire)
DUK	(2390)	Ka 8b	Bristol & Glos. G.C.	Nymphsfield
DUL	(2391)	Astir CS	S. Gilmore	H. Bosworth
DUN	(2392)	ASK 13	London G.C.	Dunstable
DUQ	(2394)	DG.200	C. Woodhouse	H. Bosworth
DUS	(2396)	Ka 6E	J. Easey	North Weald
DUT	(2397)	ASW 20	R. Alton	Saltby
DUU	(2398)	Twin Astir	A. F. Coombes	Lasham
DUV	(2399)	Twin Astir	B.G.A.	
DUX	(2401)	Club Astir	Thames Valley G.C.	Booker
• DUJ	(2402)	DG 100	L. Cooper	Pocklington
DVA	(2404)	Nimbus 2	B. Rood	H. Bosworth
DVB	(2405)	ASK 13	London G.C.	Dunstable
DVC	(2406)	ASK 13	Lasham G.S.	Lasham
DVE	(2408)	Ka 6E	N. Murphy	Bicester
DVF	(2409)	Twin Astir	Syndicate	Booker
DVG	(2410)	Ka 6CR	D. Clews	Ringmer
DVH	(2411)	Ka 6E	Cornish G.C.	Perranporth
DVJ	(2412)	Pik 20d	M. Audritt	North Weald
• DVK	(2413)	Std. Jantar	A. R. Firth	Dunstable
DVL	(2414)	ASW 19	D. Sear	Dunstable
DVM	(2415)	Club Libelle	C. Jacques	Dishforth
DVN	(2416)	Pik 20d	C. Nightingale	Shobdon
DVP	(2417)	ASW 19	F. Taub	Dunstable
DVQ	(2418)	Ka 8b	Staffordshire G.C.	MorrIDGE
DVR	(2419)	L. Spatz	M. Mucke	Bidford
• DVS	(2420)	Std. Cirrus	J. A. Bell	Booker
DVV	(2423)	ASW 20	R. D. Jackson	Lasham
DVW	(2424)	ASW 20	Gliding Rentals	Saltby
DVX	(2425)	ASK 13	Thames Valley G.C.	Booker
DVY	(2426)	Open Cirrus	F. Kennedy	Ringmer
DVZ	(2427)	Mosquito	M. Kochmann	(London)
DWB	(2429)	Mosquito	G. Salt	Lasham
DWC	(2430)	Ka 6E	B. Holman	Nymphsfield
DWD	(2431)	Ka 8	Southern Sailplanes	Bidford
DWE	(2432)	Ka 7	G. H. Chamberlain	Rattlesden
DWF	(2433)	Grunau Baby 2B	B. Smith	(Dorset)
DWG	(2434)	Ka 8b	Newark & Notts. G.C.	Winthorpe
DWH	(2435)	Ka 8b	Essex G.C.	North Weald
DWJ	(2436)	DG 200	M. B. Jefferyes	North Weald
DWK	(2437)	Astir Jeans	Yorkshire G.C.	Sutton Bank
DWL	(2438)	Mosquito	F. Hemmings	(Staffordshire)
DWM	(2439)	Ka 2b	Nottingham University G.C.	
DWN	(2440)	Ka 7	Enstone Eagles G.C.	Enstone
DWP	(2441)	Mosquito	B. A. Eastwell	Ringmer
DWQ	(2442)	Astir CS	A. W. Edwards	Cambridge
DWR	(2443)	Mosquito	P. J. Richie	Odiham
DWS	(2444)	Pik 20d	T. J. Murphy	Saltby
DWT	(2445)	Veaa	H. D. Gardiner	Portmoak
DWU	(2446)	Astir CS	T. Gardiner	Challock
DWW	(2448)	Veaa	A. Kay	Booker
• DWX	(2449)	LS 1C	J. N. Heath	(Sussex)

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DWY	(2450)	Club Astir	Thames Valley G.C.	Booker
DWZ	(2451)	ASW 19	A. Wigley	(Derbyshire)
DXA	(2452)	Mosquito	J. Cadman	H. Bosworth
DXC	(2454)	Vega	R. T. Cole	Lasham
DXD	(2455)	Vega	T. C. Harrington	Bicester
DXE	(2456)	Vega	P. I. Whitt	Shobdon
DXF	(2457)	Vega	A. J. Burton	Booker
DXG	(2458)	Vega	M. H. Pope	Booker
DXH	(2459)	Ka 6E	J. H. Belk	(Buckinghamshire)
DXJ	(2460)	Astir CS	D. J. Shillock	(N. Yorkshire)
DXK	(2461)	ASW 20F	A. Townsend	Currock Hill
● DXL	(2462)	Std. Cirrus	T. Hayden	Booker
DXM	(2463)	Ka 7	W. Sheppard	Inkpen
DXN	(2464)	DG 200	I. Stromberg	Sutton Bank
DXP	(2465)	Ka 8b	Stratford-on-Avon G.C.	Long Marston
DXQ	(2466)	Mini Nimbus	R. Wright	Bidford
DXR	(2467)	Vega	M. Carter	Sutton Bank
DXS	(2468)	Mini Nimbus	D. W. Davis	Keevil
DXT	(2469)	Mini Nimbus	H. Dimock	Lee-on-Solent
● DXU	(2470)	Kestrel 22	H. A. Torode	Cranfield
DXV	(2471)	ASK 13	Cambridge University G.C.	Cambridge
DXW	(2472)	Mosquito	Surrey & Hants G.C.	Lasham
DXX	(2473)	ASW 19	G. F. Read	Booker
DXY	(2474)	Moswey 3	M. C. Russell	Duxford
DXZ	(2475)	Ka 6CR	G. Nicholson	North Weald
DYA	(2476)	Ka 6CR	P. Blackburn	Enstone
DYB	(2477)	Ka 7	Northumbria G.C.	Currock Hill
DYC	(2478)	Ka 6CR	W. Bowden	Bellarena
DYE	(2479)	ASW 20L	C. L. Withall	Dunstable
DYF	(2480)	Astir CS	Hambletons G.C.	Dishforth
● DYG	(2481)	Kestrel 22	D. McQue	Hinton-in-Hedges
DYH	(2482)	DG 200	A. Urwin	Milfield
DYJ	(2483)	Ka 6CR	J. Bodkin	Dunstable
DYL	(2485)	JP 15-36	R. Fortescue	North Hill
DYN	(2486)	Ka 6CR	Maqqie Gp.	Ringmer
DYP	(2487)	Ka 6BR	D. W. Squire	Perranporth
DYQ	(2488)	Ka 6CR	Southdown G.C.	Parham
DYR	(2489)	Ka 7	Derby & Lancs. G.C.	Camphill
DYT	(2490)	Pik 20d	P. Hunter	Booker
DYU	(2491)	Nimbus 2c	C. Garton	Lasham
DYW	(2493)	Eon Primary	Russavia	Duxford
DYX	(2494)	ASW 20	R. Cousins	Challock
DYZ	(2495)	Nimbus 2C	D. Findon	Long Marston
D7A	(2496)	Vega	K. Challinor	Lasham
D7B	(2497)	Vega	G. W. Neill	Arbroath
D7C	(2498)	L. Spatz	J. Riley	Arbroath
D7D	(2499)	ASW 19B	J. Nunnerly	Booker
D7E	(2500)	Fauvel AV 36	Russavia	Duxford
● D7F	(2501)	Std. Cirrus	J. A. Charlett-Green	Bicester
D7G	(2502)	ASW 19B	S. Lynn	Dunstable
D7H	(2503)	Ka 6CR	Rhonsqler Gp.	Bellarena
D7J	(2504)	Astir Jeans	Devon & Somerset G.C.	North Hill
D7K	(2505)	Nimbus 2C	D. S. Innes	Lasham
D7M	(2507)	Vega	J. Roach	Long Mynd
D7N	(2508)	Vega	L. Tanner	Aboyne
D7P	(2509)	Vega	R. M. Milne	Portmoak
D7R	(2511)	IS 28R2	Slingsby Engineering	(N. Yorkshire)
D7S	(2512)	Jaskolka	F. J. Tucker	Parham
DZT	(2513)	Pik 20D	R. G. Highfield	Booker

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DZU	(2514)	Astir CS	Kent G.C.	Challock
DZV	(2515)	SF 27A	B. Randle	Lasham
DZW	(2516)	Ka 6CR	M. Guard	H. Bosworth (Bedfordshire)
DZX	(2517)	Prefect	J. A. Luck	Dunstable
DZY	(2518)	ASW 19B	M. Fairman	Usk
DZZ	(2519)	Speed Astir	E. R. Duffin	Dunstable
EAA	(2520)	ASW 20L	P. Whatford	Aston Down
EAB	(2521)	Ka 8b	Cotswold G.C.	H. Bosworth
EAC	(2522)	Astir CS	M. Astley	Booker
EAD	(2523)	Vega	L. Beer	Dunstable
EAE	(2524)	ASW 20L	T. S. Zealley	Parham
EAF	(2525)	Astir CS	S. Turner	Nympsfield
EAG	(2526)	Vega	R. V. Barrett	Nympsfield
EAH	(2527)	Ka 6E	P. Griew	Aston Down
EAJ	(2528)	Nimbus 2	L. Bleaken	Booker
EAK	(2529)	Mosquito	H. W. Ober	
EAL	(2530)	Ka 4	S. Yorks Co. Council	
EAM	(2531)	Nimbus 2b	A. Hanfrey	Lasham
EAQ	(2534)	Nord 2000	E. White	Booker
EAR	(2535)	Pik 20d	G. Hill	Saltby
EAT	(2537)	Pik 20d	Heron G.C.	Yeovilton
EAU	(2538)	Ka 7	Strathclyde G.C.	Strathaven (Wiltshire)
EAV	(2539)	Mini Nimbus	A. J. Millson	(Derbyshire)
EAW	(2540)	Astir CS	D. Baldwin	Dunstable
EAY	(2542)	Eaglet	M. P. Garrod	Aston Down
EAZ	(2543)	Ka 8b	W. T. Alden	Tibenham
EBA	(2544)	Vega	R. A. Brown	(W. Yorkshire)
EBB	(2545)	Speed Astir	H. Massman	Marham
EBC	(2546)	Prefect	I. Smith	Aston Down
EBD	(2547)	Bergfalke 4	Cotswold G.C.	Doncaster
EBE	(2548)	Silene	G. F. Wallis	Nympsfield (Derbyshire)
EBF	(2549)	Mini Nimbus	D. Hodson	Booker
EBG	(2550)	Pik 20d	M. R. Shelton	Sutton Bank
EBH	(2551)	ASW 20	R. Ashurst	Nympsfield
EBJ	(2552)	ASW 19B	P. Brown	Challock
EBL	(2554)	ASK 13	Bristol & Glos. G.C.	Camphill
EBM	(2555)	Astir CS	A. Garside	Bicester
EBN	(2556)	ASW 20F	K. Blake	Dunstable
EBP	(2557)	Geier 1	T. Oulds	Milfield
EBQ	(2558)	Ka 6CR	P. Davie	(Kent)
EBR	(2559)	DG 200-17	R. Penswick	Shobdon
EBS	(2560)	Zugvogel	P. B. Lockett	(Cleveland)
EBT	(2561)	Twin Astir	Herefordshire G.C.	Aston Down
EBV	(2563)	Ka 8B	J. L. Bailey	Booker
EBX	(2565)	ASW 20	C. Batty	Saltby
EBZ	(2567)	ASK 13	Thames Valley G.C.	Parham
ECA	(2568)	Wright Falcon	P. Wright	(Devon)
ECC	(2570)	Ka 6CR	D. Sephton	Enstone
ECD	(2571)	Bergfalke 2	J. W. Fisher	Aston Down
ECE	(2572)	Speed Astir	Soaring Oxford	Culdrose
ECF	(2573)	Ka 6CR	J. Mardon	Tibenham
ECG	(2574)	SHK	R. C. Tyler	Sutton Bank
ECH	(2575)	Mosquito	A. P. Walsh	Portmoak
ECJ	(2576)	Vega	J. J. Mawson	Cambridge
ECK	(2577)	Vega	A. C. White	Aston Down
ECL	(2578)	Vega	B. H. Bryce-Smith	Camphill
ECM	(2579)	Vega	G. K. Fryer	Lasham
ECN	(2580)	Vega	S. Y. Duxbury	
ECP	(2581)	LS 3A-17	R. Dixon	

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ECQ	(2582)	Astir CS	Norfolk Sailplanes	Tibenham
ECR	(2583)	Prefect	D. Ladley	Swanton Morley
ECS	(2584)	Mosquito	P. Richer	Dunstable
ECT	(2585)	Glasflugel 604	F. K. Russell	Dunstable
ECU	(2586)	Specht	Welland Soaring Gp.	Middleton
ECV	(2587)	Ka 2	E. Sussex G.C.	Ringmer
ECW	(2588)	ASK 21	C. Cruse	Dunstable
ECX	(2589)	ASW 20L	C. Cruse	Dunstable
● ECY	(2590)	Std. Libelle	C. Marsh <i>Ex QSA</i>	Long Marston
ECZ	(2591)	ASK 21	Airways G.C.	Booker
EDA	(2592)	Vega	F. J. Sheppard	Booker
EDB	(2593)	JP 15 36	M. Clarke	Crowland
EDC	(2594)	Ka 7	E. R. Boyle	Camphill
EDD	(2595)	ASW 17	P. Pozerskis	H. Bosworth
EDE	(2596)	ASW 20F	A. J. Killingray	Syerston
EDF	(2597)	Mini Nimbus	A. Maitland	Shobdon
EDG	(2598)	Ka 6CR	S. R. Hall	Cranwell
EDH	(2599)	Mosquito	R. G. Watson	Suffolk
EDJ	(2600)	Mosquito	A. J. Leigh	(S. Yorkshire)
EDK	(2601)	Ka 7	R. L. McLean	Doncaster
EDL	(2602)	Weihe 50	F. K. Russell	Dunstable
EDM	(2603)	DG 200	R. Brisbourne	Dishforth
EDN	(2604)	DG 200	B. MacFadden	Pocklington
• EDP	(2605)	DG 100	L. J. McKelvie	Bellarena
EDQ	(2606)	LS 3A	W. J. Stout	Carlton Moor
EDS	(2608)	SF 26A	Dunkeswell G.C.	Dunkeswell
EDU	(2610)	ASK 13	Kent G.C.	Challock
EDV	(2611)	Vega	E. Burke	Aston Down
EDW	(2612)	ASK 21	London G.C.	Dunstable
EDX	(2613)	Vega	P. Taylor	H. Bosworth
EDY	(2614)	Vega	P. L. James	Lasham
EDZ	(2615)	Sport Vega	Yorkshire G.C.	Sutton Bank
EEA	(2616)	Sport Vega	Surrey & Hants. G.C.	Lasham
EEB	(2617)	Fauvette	C. Jennings	(Lincolnshire)
EEC	(2618)	ASW 20L	C. A. Major	(Strathclyde)
EED	(2619)	Ka 8b	J. Staley	Bicester
EEE	(2620)	ASW 20L	T. E. MacFadyen	Aston Down
EEF	(2621)	LS3-17	G. Nicholas	Lasham
EEG	(2622)	Sport Vega	Slingsby Engineering	(N. Yorkshire)
EEH	(2623)	ASW 19	K. Kiely	Dishforth
EEJ	(2624)	ASW 20L	S. Westley	Dunstable
EEK	(2625)	Nimbus 2C	R. E. Cross	Lasham
EEL	(2626)	Ka 6 BR	D. W. Crinson	(Gloucestershire)
● EEM	(2627)	Ka 8b	S. Wales G.C.	Usk
EFN	(2628)	Std. Cirrus	K. Stewart	Lasham
EEQ	(2630)	Std. Astir	Portsmouth Naval G.C.	Lee-on-Solent
✦ EER	(2631)	Mini Nimbus	W. T. Lewis	Perranporth
EFS	(2632)	LS3-17	R. Illidge	(Yorkshire)
EEY	(2633)	Iris	G. R. Horner	(N. Yorkshire)
EEU	(2634)	Silene	P. McElarney	N. Weald
EEV	(2635)	ASW 20FL	D. Watt	Booker
EEW	(2636)	Ka 6CR	P. A. Eggleton	Odiham
EEX	(2637)	LS3-17	J. Holland	Aston Down
EEZ	(2639)	LS3A	R. C. Bridges	Nympsfield
EFA	(2640)	ASW 20L	D. R. Woods	Dunstable
EFB	(2641)	Nimbus 2C	S. Marriott	Lasham
EFC	(2642)	SIE3	W. Irving	Carlton Moor
FFD	(2643)	Ka 7	Shalbourne G.C.	Inkpen
EFE	(2644)	ASW 20F	Airways G.C.	Booker

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
EFF	(2645)	Nimbus 2C	T. P. Docherty	Portmoak
EFG	(2646)	Ka 8b	Rattlesden G.C.	Rattlesden
EFH	(2647)	ASW 20	B. P. Sanders	(Middlesex)
EFJ	(2648)	ASW 20F	J. J. Ellis	Booker
EFK	(2649)	ASW 20 FL	M. R. Carlton	Booker
EFL	(2650)	ASW 20 FL	Nine-Four Aviation	Booker
EFM	(2651)	Ka 6E	J. P. Willsher	Syerston
EFN	(2652)	L-Spatz	F. McBain	(Grapian)
EFP	(2653)	Ka 8b	A. Hook	Aston Down
EFR	(2655)	L-Spatz	B. Baker	(Dyfed)
EFS	(2656)	LS3	N. Hackett	H. Bosworth
EFT	(2657)	Nimbus 2b	M. Throssell	Syerston
EFU	(2658)	Ka 6BR	E. Sussex G.C.	Ringmer
EFV	(2659)	ASW 20	Bamberg Gp.	Bellarena
EFW	(2660)	Sport Vega	R. Dall	Ringmer
EFX	(2661)	Blanik	Army G.A.	Odiham
EFY	(2662)	Ka 2b	P. George	(Northamptonshire)
EFZ	(2663)	LS 3A	A. R. Webster	(Overseas)
EGA	(2664)	Ka 4	R. J. Sheffield	Lindholme
EGB	(2665)	Ka 7	Southdown G.C.	Parham
EGC	(2666)	Olympia 460	B. Perks	Upavon
EGD	(2667)	ASW 17	P. Boyer	Dunstable
EGE	(2668)	LS 3A	D. Barker	Nymphsfield
EGF	(2669)	Sport Vega	B. Snook	(Dorset)
EGG	(2670)	Sport Vega	H. Fox	(Berkshire)
EGH	(2671)	Sport Vega	N. J. Davies	Saltby
EGJ	(2672)	Sport Vega	Surrey & Hants G.C.	Lasham
EGK	(2673)	Std. Cirrus	M. A. Clarke	Hullavington
EGL	(2674)	Ka 6 CR	J. Hunt	(Worcestershire)
EGN	(2676)	Twin Astir 2	Oxford University G.C.	Bicester
EGP	(2677)	ASW 20L	E. Martin	Nymphsfield
EGQ	(2678)	Ka 7	E. R. Boyle	Camphill
EGR	(2679)	Fauvette	R. D. Frodsham	Camphill
EGS	(2680)	Nimbus 2C	P. Cook	Upavon
EGT	(2681)	Vega	A. Fowles	(Salop)
EGU	(2682)	Vega	L. McLaine	(N. Yorkshire)
EGV	(2683)	Nord 2000	N. Allcoats	Striibhv
EGW	(2684)	Mini Nimbus	S. Corbett	N. Weald
EGX	(2685)	Sport Vega	RAFGSA	Bicester
EGZ	(2687)	ASK 21	J. P. Boneham	(Nottinghamshire)
EHA	(2688)	Ka 8B	B. Davies	(Mid-Glamorgan)
EHB	(2689)	Ka 3	L. S. Hood	Dishforth
EHC	(2690)	SB 5B	R. Davidson	H. Bosworth
EHD	(2691)	ASW 20L	R. Aldous	Booker
EHE	(2692)	Prefect	ATC	Cosford
EHG	(2694)	Sport Vega	R. J. Walker	(Hampshire)
EHH	(2695)	Ventus A	P. G. Sheard	Booker
EHJ	(2696)	Ka 7	A. W. Gough	Bicester
EHK	(2697)	LS4	S. Parker	Keevil
EHL	(2698)	LS4	Speedsoaring	Hinton-in-Hedges
EHM	(2699)	Ka 6E	J. Osment	(Buckinghamshire)
EHN	(2700)	Sport Vega	A. Bradley	Challock
EHP	(2701)	Nimbus 2	M. C. Costin	Shobdon
EHQ	(2702)	ASK 21	W. J. Dean	Lasham
EHR	(2703)	L-Spatz	P. Bowers	(Cumbria)
EHS	(2704)	IS 28 B2	J. Wingett	(Wiltshire)
EHT	(2705)	Nimbus 2C	B. Rood	H. Bosworth
EHU	(2706)	Glasfluel 304	R. Partridge	Shobdon
EHV	(2707)	ASW 20L	L. Forsey	Booker

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
EHW	(2708)	IS 28 B2	J. L. Franklow	Thrupton
EHX	(2709)	Grunau Baby 2B	R. Cowderoy	Farnborough
EHY	(2710)	Vega	R. F. Brigden	(Sussex)
EHZ	(2711)	ASW 20L	R. Q. Barrett	Dunstable
EJA	(2712)	IS 28 B2	J. L. Franklow	Thrupton
EJB	(2713)	Sport Vega	J. Ward	(W. Sussex)
EJC	(2714)	Sport Vega	IBM G.C.	Lasham
EJD	(2715)	Vega	Pegasus G.C.	(BFPO 20)
EJE	(2716)	Sport Vega	R.A.E. G.C.	Farnborough
EJF	(2717)	Ka8 B	Cambridge University G.C.	Cambridge
EJG	(2718)	Ka 8B	Kent G.C.	Challock
EJH	(2719)	SB5E	E. Specht	H. Bosworth
EJJ	(2720)	T21 B	A. Watt	(Buckinghamshire)
EJK	(2721)	ASW 20 FL	S. White	Booker
EJL	(2722)	ASW 20 FL	G. A. Steel	Marham
EJM	(2723)	Janus C	RAFGSA	Bicester
EJP	(2725)	T21 B	Upward Bound Trust	Haddenham
EJQ	(2726)	ASW 20 FL	P. O'Donald	
EJR	(2727)	ASW 19 B	B.G.A.	
EJS	(2728)	Sport Vega	Derby & Lancs G.C.	Camphill
EJT	(2729)	Vega	B. Purslow	(Lancashire)
EJV	(2730)	SIE 3	R. A. Traves	Parham
EJW	(2732)	Iris	Soaring Equipment	(W. Midlands)
EJY	(2734)	Bocian 1D	M. Breen	Booker
EKA	(2736)	DG 200	D. Austin	Sutton Bank
EKB	(2737)	Janus C	Lasham G.S.	Lasham
EKC	(2738)	Ka 6 E	L. Stevens	Booker
EKD	(2739)	ASK 13	Devon & Somerset G.C.	North Hill
EKE	(2740)	ASW 20L	W. J. Dean	Lasham
EKF	(2741)	Club Astir	Bristol G.C.	Nymphsfield
EKG	(2742)	ASK 21	Army G.A.	Odiham
EKH	(2743)	Ventus B	A. J. Stone	Booker
EKJ	(2744)	Ventus A	M. A. Gale	(Dorset)
▲ EKK	(2745)	Std. Jantar	W. Radwanski	(Berkshire)
EKM	(2747)	Ka 8 B	Kent G.C.	Challock
▼ EKP	(2749)	DG 100	B. J. Hunter	(Surrey)
EKQ	(2780)	Bergfalke 2	P. H. Hargreaves	(Surrey)
EKR	(2751)	Nimbus 2C	S. Fraser-Beck	Dunstable
EKS	(2752)	SF 27A	Coventry G.C.	H. Bosworth
EKT	(2753)	Bijave	R. B. Stephens	(Cheshire)
EKU	(2754)	ASW 20L	C. Simpson	H. Bosworth
EKV	(2755)	LS 4	D. B. Powell	
EKW	(2756)	Nimbus 2B	D. G. Roberts	Aston Down
EKX	(2757)	Ka 6 E	E. Sherwood	(Leicestershire)
EKY	(2758)	Sport Vega	Southdown G.C.	Parham
EKZ	(2759)	Nimbus 3	J. Delafield	Bicester
ELA	(2760)	ASW 19B	London G.C.	Dunstable
ELB	(2761)	Phoebus 17C	R. Rodwell	Bellarena
ELC	(2762)	Swallow	J. Povall	(W. Yorkshire)
ELD	(2763)	Sport Vega	P. Beardmore	(Northamptonshire)
ELE	(2764)	ASK 21	Midland G.C.	Lona Mynd
ELG	(2766)	Ventus B	C. Garton	Lasham
ELJ	(2768)	Fauvette	R. L. McLean	Doncaster
ELL	(2770)	LO 100	J. D. Menzies	Parham
ELM	(2771)	ASW 20L	M. S. Finn	Dunstable
ELN	(2772)	Astir Jeans	Buckminster G.C.	Saltby
ELQ	(2774)	Vega	J. Shepherd	(Northumberland)
ELR	(2775)	Ventus B	D. W. Davis	Keevil
ELS	(2776)	Olympia 460	J. Whitworth	Masham

Reg. Letters	C of A No.	Type	Registered Owner	Normal base (or owners county of residence)
ELT	(2777)	LS 4	D. Ellis	(Berkshire)
ELV	(2779)	Zugvogel 3B	K. E. Ballington	Saltby
ELX	(2781)	Ka 7	P. Handover	N. Weald
ELY	(2782)	Ka 6CR	C. Hill	Bellarena
ELZ	(2783)	ASW 20L	E. Wright	Syerston
EMB	(2785)	LS 4	C. Marczynski	Lasham
EMC	(2786)	SFH-34		
EMF	(2789)	LS4	L. Hood	
EMG	(2790)	LS4	D. Hill	
EMH	(2791)	ASK 18	Staffordshire G.C.	Morrige
EMJ	(2792)	Sport Vega	Avro G.C.	Woodford
EML	(2794)	Vega	D. J. Dawson	(Berkshire)
EMN	(2796)	Vega	M. Haynes	(Norfolk)
EMP	(2797)	Sport Vega	A. White	(Surrey)
EMQ	(2798)	Sport Vega	Deeside G.C.	Aboyne
EMR	(2799)	Sport Vega	Herefordshire G.C.	Shobdon
EMS	(2800)	Vega	R. M. Richards	Hadleigh
EMT	(2801)	LS 4	D. B. Eastell	
EMU	(2802)	DG 200	B. Cooper	Aboyne
EMV	(2803)	Ka 7	Army G.A.	Odiham
EMX	(2805)	ASK 21	London G.C.	Dunstable
EMY	(2806)	LS 4	B. Keogh	S. Marston
EMZ	(2807)	Vega	E. C. Neighbour	Camphill
ENA	(2808)	LS 4	B. Hill	
ENC	(2810)	Ka 7	D. Wilcox	
END	(2811)	Bijave	G. Weston	Dunstable



SCHEMPP-HIRTH VENTUS

RAFGSA SAILPLANES

Sailplanes currently operated by the R.A.F.G.S.A. under Ministry airworthiness procedures bear a mixture of identifications: 'R' series nos., BGA competition numbers, or obsolescent RAFGSA numbers of the earlier series. It is understood that the R-prefix numbers will gradually be applied universally to the RAFGSA fleet. In the meantime the following register is listed in numerical order with the various systems intermingled.

<i>No.</i>	<i>Type</i>	<i>Normal Base</i>
R1	Janus C	Bicester
R2	Grunau Baby	Bicester
R3	ASK 13	Bicester
R4	ASK 13	Bicester
R5	Ka 7	Lindholme
R6	Blanik	Wattisham
R7	ASK 13	Hullavington
R8	Ka 7	Brawdy
R10	Blanik	Dishforth
R11	Blanik	Kinloss
R12	Blanik	Syerston
R13	Eon Primary	Bicester
R14	Blanik	Bicester
R15	Ka 7	Halton
R16	ASK 13	Marham
16	Janus B	Syerston
R18	ASW 19	Marham
R19	ASW 19	Hullavington
R20	ASK 21	Hullavington
R21	ASK 21	Bicester
R22	ASK 21	Cosford
R23	Sport Vega	Halton
R24	ASW 20	Dishforth
R26	ASW 17	Cranwell
26	Nimbus 3	Bicester
27	ASW 20	Bicester
R29	Ka 7	Wattisham
R31	ASK 13	Kinloss
R32	ASK 18	Kinloss
R36	ASK 18	Syerston
37	Eon Primary	Dishforth
R38	Ka 8	Cranwell
R45	Ka 8	Kinloss

<i>No.</i>	<i>Type</i>	<i>Normal Base</i>
R48	ASK 18	Marham
R53	AV-36	Bicester
R74	Blanik	Cosford
R82	Astir CS	Kinloss
R85	Ka 8	Cosford
87	ASW 20	Syerston
186	ASK 13	Lindholme
212	T21B	Syerston
223	ASK 18	Bicester
237	T21B	Marham
241	ASK 13	Halton
244	Ka 8	Halton
281	SF-26	Brawdy
285	Ka 8	Bicester
316	Astir CS	Bicester
318	ASK 18	Hullavington
323	Ka 8	Wattisham
R339	T21 B	Cosford
378	ASK 13	Hullavington
386	ASK 13	Marham
395	Ka 8	Dishforth
396	Ka 8	Hullavington
398	Ka 8	Lindholme
426	Blanik	Cranwell
507	Astir CS	Syerston
519	Astir CS	Marham
529	Twin Astir	Cranwell
542	Ka 4	Bicester
546	Astir CS	Cranwell
547	Astir CS	Wattisham
548	Astir CS	Cosford
560	Astir CS	Dishforth
713	ASK 18	Cosford
778	Astir CS	Hullavington
833	Twin Astir	Dishforth
876	Sky	Syerston
883	Astir CS	Lindholme
884	Astir CS	Halton

B.G.A. COMPETITION NUMBERS

Competition Numbers currently registered with the B.G.A. are listed below, together with the triple-letter identity of the sailplane bearing the number, where known.

1	T. J. Wills	(DMN)	59	B. Spreckley	121	W. Longstaff
2	A. Jones		60	A. Beckett	122	J. Houghton
4	W. A. H. Kahn	(CSK)	61	Culdrose G.C.	123	D. J. Dimmer
5	G. D. A. Green		62	R. Robson	124	J. A. F. Barnes
6	G. Herringshaw	(DEC)	63	A. R. Caveen	128	D. Kilcoyne (DFC)
7	D. B. James		64	M. Coffee	<u>130</u>	D. G. Roberts
8	C. Withall	(DYE)	65	C. Cooke	<u>132</u>	J. N. Cooke (DXD)
9	C. A. P. Ellis	(BXM)	66	J. Delafield	(EKZ) 134	P. G. H. Purdie (DSW)
10	P. Newall	(CYQ)	<u>67</u>	K. R. Mansell	135	K. Stewart (EEN)
11	R. T. Cole	(AXJ)	<u>69</u>	Oxford G.C.	<u>136</u>	F. T. Greenwood
12	Army G.A.		<u>70</u>	C. Day	(DAV) <u>138</u>	Speedsoaring
13	P. G. King		<u>72</u>	J. Evans	141	R. E. Cross (CQM)
14	J. D. Jones	(CYN)	73	G. Beniston	144	Lasham G.S.
16	R.A.F.G.S.A.		74	A. Linee	<u>146</u>	Bath & Wilts G.C.
17	M. T. A. Sands		75	D. W. H. Roberts	(CAE) 148	A. J. Burton (DXF)
18	C. R. Ellis		76	D. Watt	149	G. Sutton
19	H. Mackinnon		77	M. Hudson	<u>150</u>	K. V. Payne
20	D. Carrow		78	Bath & Wilts G.C.	152	L. S. Hood
21	M. I. Gee		79	J. Randle	(CSA) <u>153</u>	Surrey & Hants G.C.
22	T. Zealley	(EAE)	80	D. W. Davis	156	J. M. Airey
23	L. Redshaw		81	L. M. Peters	<u>157</u>	R. C. Bridges
24	R.A.F.G.S.A.		82	R. Jones	160	A. Townsend
25	G. C. Collins		83	J. H. Stanley	<u>161</u>	H. Tarnow
26	R.A.F.G.S.A.		84	G. Print	164	E. M. Palmer
27	R.A.F.G.S.A.		85	D. Robertson	(CPB) <u>166</u>	K. Kiely (EEH)
28	D. S. McKay		86	J. Peck	(DRB) <u>168</u>	J. Bailey
29	J. Glossop	(CPD)	87	R.A.F.G.S.A.	169	J. L. Smoker
30	J. E. New		88	B. Lawson	170	D. R. Campbell (DST)
31	C. Garton	(DYU)	89	G. F. Read	171	M. Thick
32	P. R. Horne		90	S. Marriott	(EFB) 172	G. D. Morris
33	H. Johnson	(AYY)	91	F. Wright	173	R. C. Stoddart
34	R. Allton		92	G. D. Lines	<u>175</u>	R. P. Elvy (CDV)
35	Army G.A.		93	A. Kay	176	London G.C.
36	B. Watson	(CNP)	94	S. A. White	(EJK) 180	Cotswold G.C.
37	K. Blake		95	A. Pozerskis	(DHW) 181	R. Aldous
38	A. T. Kenworthy	(DHJ)	96	Imperial College	182	P. L. Poole
39	Deeside Group	(DUY)	97	B.G.A.	183	Surrey & Hants G.C.
40	B. Fitchett	(CTE)	<u>98</u>	J. M. Benson	184	D. Wilson (CMV)
41	R. Rutherford		100	R. Illidge	185	C. A. Lightfoot (DKT)
42	D. A. Smith		101	P. Ramsden	(DBQ) <u>186</u>	M. A. Gale
44	A. H. Warminger		<u>102</u>	R. Cousins	(DYX) 189	J. Kirby-Smith
45	R. J. Steward		104	J. P. Bartoli	190	C. Rollings
46	M. Pope	(DXG)	<u>105</u>	A. P. Moulang	(CHT) 191	R. Ashurst (EBH)
47	L. Mountford		107	J. Taylor	<u>192</u>	Surrey & Hants G.C.
48	J. A. Findon	(DYZ)	108	C. R. Simpson	(CFU) 195	K. Hartley
49	D. C. Austin		109	C. J. N. Weston	<u>197</u>	J. J. Ellis (EFJ)
50	R. Illidge		110	G. K. Fryer	<u>198</u>	D. D. Mitchell
52	Army G.A.	(EBK)	111	M. P. Seth-Smith	200	P. G. Cook
53	M. I. Gee	(CSD)	<u>112</u>	J. Ellis	205	P. L. Baker (DKN)
54	A. W. Hanfrey	(EAM)	116	A. J. Thorburn	206	R. J. Mills
55	P. Wildbur		<u>118</u>	J. Gorringe	<u>207</u>	N. P. Reeve
56	S. J. Redman	(DNQ)	119	M. R. Carlton	(EFK) 210	N. Baker
57	A. M. Fleming	(CQQ)	120	J. R. Young	(CQP) 211	A. J. Manwaring

212	Army G.A.		320	Bristol & Glos G.C.		435	P. Disdale	
214	H. Evans		321	M. Wells	(DRN)	436	T. I. Gardiner	
215	London G.C.		322	J. Sharp	(CWG)	439	E. J. B. Davern	
216	London G.C.	(DVB)	327	D. Sims		440	Cranfield G.C.	
217	Ouse G.C.		330	P. J. Ladd		444	D. A. Benton	(DKL)
218	F. Canham		331	C. G. Taylor		447	J. Kettley	
220	E. H. L. Shore		333	P. Stafford-Allen	(DMV)	450	K. Harrison	(CRH)
222	G. J. Evison	(CJL)	334	J. A. Ayres		451	Army G.A.	
223	R.A.F.G.S.A.		336	M. G. Throssell	(EFT)	452	Culdrose G.C.	
224	D. W. Reed	(CZQ)	338	A. Purnell	(DMM)	453	E. R. Smith	
225	M. Farrow		342	J. Mace		458	P. D. Sullivan	
226	R. Baines		347	R. Marsden		460	D. Robson	
227	A. Farmer	(DSE)	348	Army G.A.		463	J. Cloke	
228	D. J. Minson		350	T. M. Austin		464	T. J. Parker	
229	D. Cockburn	(CNV)	351	G. K. Smith		465	465 Group	
232	RAFGSA		353	Swindon G.C.		466	F. G. Irving	(CPA)
233	J. Bailey		354	Surrey & Hants G.C.		470	R. C. May	
234	D. Knowles		355	Surrey & Hants G.C.		471	P. Lazenby	
235	E. Giles	(CPC)	357	L. Chirnside		474	Surrey & Hants G.C.	
240	P. B. Linfield		358	Edinburgh Univ.		475	J. Sentance	
241	R. A. Jones		360	C. White		476	D. M. McNichol	
243	D. Adlam		361	Oxford G.C.	(DMH)	477	N. Foster	
244	J. J. Mawson		363	D. Gardiner		480	P. Chase	
245	A. Yorkas		364	A. J. Hardy		481	J. M. Woodford	(EHV)
246	J. Gorringe		366	S. C. Foggin		482	R. Jones	
248	P. Aspin		368	J. P. Hill		488	K. J. Cadman	
252	P. C. Bray		371	L. J. Rice		489	J. H. Belk	
253	T. J. Bradbury	(CVL)	372	R. F. Tindall		490	S. J. C. Parker	(EHK)
255	S. Pacey		373	J. R. Hawkins		493	W. R. Longstaff	
257	D. J. Park		375	V. Chambers		494	M. Clarke	
259	J. Dabill		377	A. W. Doughty		495	Cambridge Univ. G.C.	
260	P. Pozerskis	(EDD)	379	N. L. Murphy	(DVE)	500	J. S. Halford	(DJF)
261	London G.C.		380	W. Aspland		503	M. W. Fitzgerald	
262	London G.C.	(DLB)	383	R. Swallow		504	B. Wise	(CZL)
264	B. Keogh		387	P. I. Morgans		508	A. Preistly	
265	M. C. Costin		388	Army G.A.		511	A. C. Boyce	
266	M. Clarke		390	C. J. Evans		512	P. Henderson	
267	C. Hathaway		393	P. Hunt		513	D. Almey	
268	S. G. Hunt		394	Surrey & Hants G.C.		515	J. D. Jackson	
270	R. I. Key	(DSP)	395	Surrey & Hants G.C.		516	C. A. Ross	
273	J. H. Fox		396	Surrey & Hants G.C.		517	J. Simpson	
281	D. J. Garnett		397	Surrey & Hants G.C.		519	R.A.F.G.S.A.	
284	M. Clarke	(CSC)	398	Surrey & Hants G.C.		522	G. McLean	
286	P. Hawkins		399	M. Peckham		529	R.A.F.G.S.A.	
287	P. D. Bell		401	A. Wathen		530	A. Maitland	
288	M. B. Hill		403	Lakes G.C.		534	Wolds G.C.	(CWJ)
289	M. Bond	(CRP)	404	A. Thomas		535	M. Day	
294	B. R. Forrest	(CSJ)	408	B. A. Eastwell		536	R. G. Mortimer	
297	A. G. Burne		409	G. Courteney		541	C. J. Clarke	
298	Tiger Club		410	J. Rogers		542	S. Duxbury	
303	B. J. Szulc		412	Army G.A.		543	R. Bishop	(DGE)
304	Z. Marcynski		414	M. L. Audritt		544	P. H. Fanshaw	
305	M. Haszlkiewicz		415	V. Tull	(CZV)	545	C. Heames	(DTK)
306	J. Hill		416	G. P. Copping	(DYJ)	546	R.A.F.G.S.A.	
307	A. C. Garside	(EBM)	417	T. J. Harmer		547	R.A.F.G.S.A.	
308	D. Cottle		420	R. Thompson		548	R.A.F.G.S.A.	
309	L. R. Smith		423	F. Russell	(CVW)	550	L. G. Watts	
310	M. R. Emmett		424	E. R. Duffin		554	P. H. Tee	
311	P. C. Gill		427	M. Evans		555	R. S. Maxwell-Fendt	
313	Surrey & Hants G.C.		428	A. J. Noble		559	R. Highfield	
316	R.A.F.G.S.A.		430	J. W. Heron		560	R.A.F.G.S.A.	
318	R.A.F.G.S.A.		432	C. J. Gildea		563	J. D. Sorrell	

565	I. R. March		715	M. Bailey		861	G. Blacker	
566	R. Stevens		716	Imp. College		862	M. Hutchinson	
568	S. G. Bennett		718	B. Thompson		870	H. J. Purser	
569	M. Clarke	(EGK)	720	Phoenix G.C.		873	P. Hawkins	
570	F. Wright		725	M. Kochman		875	R. B. Christy	(DZG)
572	H. Trice		727	T. P. Docherty	(EFF)	877	A. Garfield	(DZG)
573	Redwing S.G.		728	R. G. Tomlinson	(DWS)	881	Army G.A.	
576	Devon & Somerset G.C.		732	A. R. Firth	(DVK)	883	R.A.F.G.S.A.	
577	B. W. Finnie		733	C. G. Salt		884	R.A.F.G.S.A.	
579	P. I. Whitt		739	J. E. Trivett	(DGF)	887	N. G. Hackett	
580	G. F. Read		741	J. M. Anstey		888	R. S. Maxwell-Fendt	(CWW)
582	P. Becker		742	742 Syndicate	(DNL)			
585	Midland G.C.		745	F. W. Fay		890	S. Catchpole	
588	G. J. Busby		747	F. J. Sheppard		899	D. Lush	
590	B. Spreckley		748	RAE G.C.		900	D. G. Johnson	(BGL)
591	B. Spreckley		750	G. M. Cumner		907	P. Nielson	
592	S. Turner		751	G. D. Wilburn		909	M. Allan	
593	D. Breeze	(DMK)	755	F. Hemmings		910	Ouse Syndicate	
594	H. W. Ober		757	M. C. Fairman		914	P. Hawkins	
595	E. Barker		760	Avro G.C.		915	M. Murdoch	(DTP)
597	P. W. Clements		762	A. P. Pool		916	B. Fraser	
599	B. Lumb		767	R. Blackmore	(DFX)	917	S. L. Carr	(CWR)
600	R. E. Pettifer		769	R. E. Stephenson		918	D. Caunt	(CNW)
602	D. Manser		770	J. C. Tait		919	P. W. Lever	
604	F. K. Russell		771	C. Nightingale		929	London G.C.	
606	B. L. Cooper		772	J. Durman		931	C. J. Curtis	
607	Esso F.C.		773	D. J. Jobbins		937	N. A. Dean	
609	M. Garrod		774	D. Innes		939	P. S. Oglesby	
610	P. R. Jones		777	T. Ogle		941	A. W. Kay	
611	G. Lawley		778	R.A.F.G.S.A.		949	A. Kay	(EFL)
614	I. Donnelly		779	N. Dempster	(DPQ)	954	V. Marchant	
617	H. F. Brown	(DBN)	782	D. H. Gardiner		955	P. Richer	
619	W. J. Tyler		787	A. F. Webb		959	R. Nicholls	
620	I. R. Cook		788	C. K. Lewis		969	J. Olsson	
626	L. Bleaken	(EAJ)	789	J. A. Knowles		970	H. Torode	
637	M. P. Walton		790	R. W. Fletcher		971	E. Stockham	
638	J. D. Easey		797	Midland G.C.		982	R. Jones	
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647	A. G. Gordon		802	P. Gray		990	L. Tanner	(DZN)
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656	M. Jefferyes	(DWJ)	808	A. R. Milne	(CSR)			
657	R. V. Barrett	(EAG)	810	R. D. Jackson				
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706	T. G. B. Hobbis		843	Yorkshire G.C.				
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709	C. M. Cruse		848	D. W. Paton				
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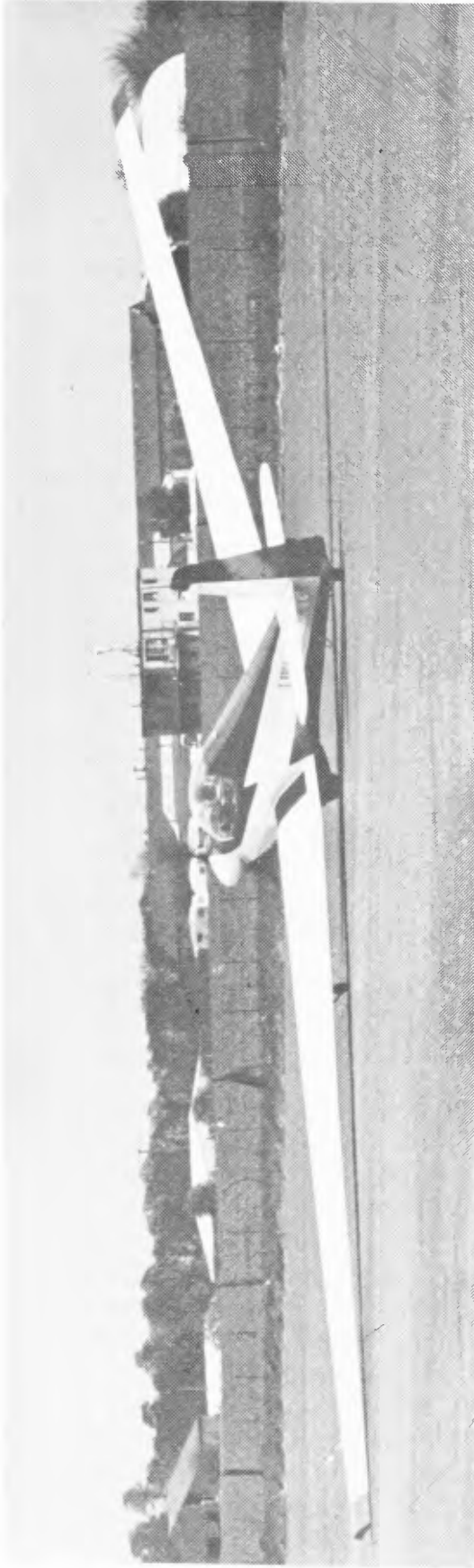
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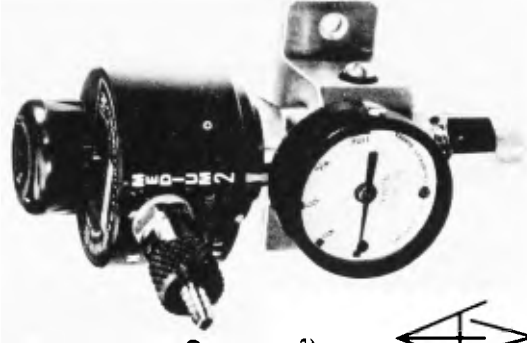
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THE VINTAGE GLIDER CLUB

by Chris Wills

The Vintage Glider Club was formed during our first International Meeting, in 1973 at Husbands Bosworth, home of the Coventry Gliding Club, with the object of preserving the once very highly thought of pre-1940 designed sailplanes which were in danger of disappearing into oblivion. There were no museums which wished to display these gliders and so we were the first organisation ever to try to save them.

We felt that the best way to do this was by restoring them to original condition, by demonstrating them in the air around the country in rallies, and by attempting to do good flights in them.

By achieving the above, we hope to attract people towards owning vintage gliders as objects worth keeping, and flying.

Because of the incredible enthusiasm of our members, we have held 9 International Rallies in 8 years, in Britain, France, Germany and Switzerland.

The 10th International Rally is to be held during the first two weeks of August 1982, hopefully at La Montagne Noire, the "cradle" of French Gliding, in the far South of France. The organisation for the 11th International Rally in 1983 has already been started by our Hungarian members, who wish to hold it in Budapest. We now have roughly 400 members in Britain and abroad and about 100 gliders, 50 or 60 of which are in Britain.

The VGC was started to save pre-1940 designed gliders, but more recent ones have been included. A points system based on a glider's age and rarity is currently being devised to decide on a glider's eligibility for entry in an International Rally, in case these should become oversubscribed in the future.

At the moment in Britain, our members have airworthy 19 gliders built before 1940 and a further 13 built between 1940 and 1945. Furthermore, 3 replicas are being built in this country of pre 1940 designed gliders, and 3 more are being built by our members abroad. 7 more pre 1940 gliders and 7 more 1940-45 built gliders are being, or will be, restored, in the near future.

Apart from restoring old gliders, secondary effects have been the meeting together of enthusiasts of different countries, the amassing of photographs, drawings on microfilm, and documents, and the involving of many famous pre-War designers, pilots and personalities.

The history of the VGC has been one of continuous progress. Our members are continually restoring more and more vintage gliders. The first replica, the Hungarian 1933 Vöcsök primary, has already flown. Two of the three replicas being built in Britain, a King Kite, and a Falcon 1, are expected to be finished this year. We have a most exciting future.

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A KIRBY CADET Mk 1 as flown by John Jeffries.

212 KILOMETERS IN A KIRBY CADET MARK I

by John Jeffries

On 5th June, 1960 John Jeffries soared a 1936 Kirby Cadet primary solo training glider 212 kms from Dunstable to Cranwell via Stratford-on-Avon. This interesting account, which puts today's 500 km triangles in fibreglass sailplanes into their true perspective, is reproduced by courtesy of the London Gliding Club Gazette (issue Oct./Nov. 1960).

The ranks of those who can recall with affection that one-time high performance sailplane the "Kirby Cadet Mark I" are, alas, becoming sadly depleted. Even more sad perhaps is the increasing scorn with which such relics of the "bad old days" are regarded by the unfeeling new generation of self-styled pundits and by the old hands who choose to forget. Personally, the Cadet symbolises the passing of the fun, sport and amusement era of gliding so that I jumped at the opportunity to fly Peter Fletcher's version in the hope of recapturing something of the excitement of the past. To be a little more honest, I have to admit to engineering the opportunity by the well-trying flattery process, carefully camouflaged, of course. Perhaps the flattery was a bit overdone, because Peter was soon imploring me to fly the machine away just to prove for once and for all that the performance of this Cadet was at least equal if not actually superior to that of the Skylark 3. I egged him on further by suggesting that the Long Mynd, a mere 120 miles away, was a task well suited to the machine. But even Peter was a little sceptical of such a suggestion and falling beautifully for the bait, laid a wager that not half the distance could be covered. To impress me still further with the capabilities of his machine, he modified his flutter by allowing the 60 miles to be covered in any direction. This was good because my navigational prowess is limited and the whole five shillings might be very useful to help towards the retrieve. Thus morally fortified, we dragged the Super Cadet to the launching point.

Perhaps it might be as well to explain to those few who do not already know that the Cadet in question is named "It." This rather curious name is derived from its hill-soaring "recall sign" (which just proves its soaring ability). If therefore, I refer to "It," I do not mean to be derisive. Anyway IT and I were eventually lined up for the second aero-tow of the day, after a protracted wait for cumulus to form. Donned in lightweight goggles and sitting on a lightweight foam plastic cushion, fully half an inch thick, the IT and I took the air. The first part of the launch was a trifle hairy, not of course due to the superior handling of the machine, but to the fact that the wind was easterly and take off was towards the hill. Surprisingly enough, the remainder of the tow was exceedingly smooth and pleasant and I completely forgot what I was flying. This was really rather careless because on casting off in the first

thermal we struck, I perceived that we were at a mere 900 ft. and only marginally within gliding range of the Club. Fortunately the thermal did its stuff and lifted us to 3,000 ft. albeit rather slowly. At this height I left to try my luck with another cloud before setting off and after a rather embarrassing scrape at no great height and out of range of the site, achieved a more satisfactory rate of climb. Estimating a vertical height of 1,000 ft. from cloudbase (I hope not too inaccurately) we thundered off in true competition style in the direction of downwind, which by a strange coincidence, corresponded roughly with the intended track.

One lesson was very quickly learnt and that was that if we were to remain airborne at all, the nearest source of lift had to be utilized whether or not it lay on course. Hence we pursued the sort of route that might well have been taken by a drunken fly, only we doubtless flew more slowly and frequently little higher. The M1 appeared beneath us, disappeared and then reappeared. Woburn Abbey slid by at a good 15 knots hotly pursued by a mess of unidentifiable aerodromes until at long last, Edgehill hove into sight on the starboard tip about one Cadet-year away. This was something of a shock since it should have turned up on the port tip but then when your life consists of a series of highs, very lows and shattering slows in between, you just can't be too fussy.

Things now began to get really difficult. A sheet of rapidly thickening high cover was approaching from the South and thermals were becoming more and more dismal. Fortunately during a perfectly miserable climb from an all-time low, a promising patch of cu started to form over the southern end of Edgehill and as soon as I judged there was the remotest chance of reaching it, we left our thermal and pushed off at max. glide. Now the one really good feature about IT is that any form of speed chart, glide chart or computer is completely unnecessary since max. glide, max. cruise, min. sink and stall all seem to occur at exactly the same speed. I will admit that the precise speed for these conditions of flight is difficult to determine since the A.S.I. needle has long disappeared backwards off the scale, but if a single hair on your head moves, you are going too fast and if you feel a breeze from behind, you may be a trifle too slow. No other indications of the correct speed can be expected. At all events, a final glide ensued except that by a gnat's whisker, it wasn't final and we were soon grinding merrily away again in $\frac{1}{2}$ ft. sec. up some 200 feet above the ground. We slowly drifted past Edgehill which was being rapidly consumed by a giant earthwork pincer movement, and on towards the end of No. 1 runway at Gaydon where V bombers seemed to be two a penny. I couldn't help lapsing into the realms of conjecture (Heaven knows there was enough time) as to what would be our fate should a state of National Emergency be declared at the precise moment that we drifted across the end of the runway. Would we be escorted down by fighters with a stalling speed at least twice as great as IT's max. permitted, or would we be dispatched without ceremony with one well-directed shot. I was really quite glad when we cleared the airfield with a more comfortable height margin and the

thermal gathered more momentum.

By now a bank of high stratus which had been approaching rapidly from the South had reached my intended track and effectively masked the sun. However, there was a "corner" to the cloud blanket and I pressed on in the fond belief that things might be better further West. The actual break back occurred at Stratford-on-Avon but by this time I could see that the sky ahead was pure blue and not very inviting. Never mind, the river and the Memorial Theatre looked most attractive and even though this was probably our final glide (apparently now dead into wind), the view was well worth the trip.

During the course of the glide a few new cumulus began to form to the north of track and we eventually contacted lift at no great altitude over Snitterfield, achieved a quite acceptable rate of climb and arrived at cloud base (I think) at no less than 6,700 ft. — the best height of the voyage. By now the clamp was well and truly overhead and all thought of the Mynd vanished and the task was converted to a free distance in the direction away from the clamp, i.e. roughly North. But I had left it too late and unable to overtake the clamp was soon searching for a suitable landing field. As a last desperate resort, I investigated a patch of shadow a lighter shade than the remainder which lay over the village of ? Without daring to breathe, we slowly girated in zero, centred on it and according to the altimeter, climbed in it until after an aeon we reached 4,000 ft. and hurried off to the nearest obvious lift. Since by now I had nothing but a purely academic interest in our whereabouts, serious map-reading didn't come into it. But because I thought I recognised a series of small lakes in the vicinity I made some slight effort out of idle curiosity to check our position and sure enough I was right to within the nearest 10 miles—we were somewhat north of Northampton although what had happened to the M.I. is anybody's guess.

The next cloud took so long to reach that it was on the decay when we arrived so we left again for the nearest, smallest wisp we could see. Unhappily we again were not over-blessed with height so I kept my eye glued to the little cloud hardly daring to look at the ground. Just to be difficult the cloud sat on the far side of a reservoir which from 900 ft. took on the proportions of the English Channel and it was not until dead mid-stream that a welcome surge raised my spirits. Since at last we had reached the sunlight proper the thermal was a marked improvement on what we had become used to, and in a matter of minutes we were looking down proudly from cloudbase. Off once again, we pursued our roughly northerly course on the descents between climbs until I suddenly became aware that we were not only maintaining a northerly heading but also a northerly track. However, I was lost once again so it didn't really matter. All I knew was that I was now going down-wind again which was very satisfactory. Casually I glanced down at an airfield as it slid by at snail's pace far below and observed, I thought, that the windsock pointed towards us. Perhaps I had not seen correctly — I dismissed it from my

mind. Another airfield hove in sight and here gliding was in progress. Everything looked horribly uniform and concluding it must be an R.A.F. club, we sailed over their winch in fine civilian style, observing also that we really were flying dead into wind. An Olympia was launched almost beneath us and began circling a few hundred feet below. Since we were at the end of a short cloud street, I elected not to join him and pressed on upwind until we found a really meaty piece of lift which rushed us up to cloudbase. Much to my unsporting delight, I saw that the Olympia had failed to soar and had landed, not once but three times.

Then I was on what was definitely my final glide over Barkston Heath, although I didn't know it at the time, still into wind — on toward a large aerodrome with parched looking grass around the runway. The closer we got the more convinced I was that this was Cranwell. There is after all only one aerodrome in the country that looks like Cranwell—Cranwell. The next cloud was a good twenty miles away with clear blue sky in between so that there was really little hope of our journey continuing so I amused myself by flying locally over the College buildings until finally we ran aground in front of the old control tower.

There followed a pleasant though rather distracting wait due to thunderstorms and constantly changing wind direction during which I was royally entertained in the Mess until the retrieve arrived. The excitement seemed to have been too much for poor Peter who after waxing very voluble during the loading-up operation, curled up in the back of the Land Rover and wasn't heard of again until on the outskirts of Dunstable.

Incidentally, I still haven't got my 5/- wager !

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MOTOR - GLIDING IN THE 80's

by John Downes

In recent years Motor-Glider design has progressed dramatically and a whole new breed of machine is now making its mark on both the gliding and powered fraternities alike. A modified phrase based on the old adage can now be used and that is "Economy is the mother of invention."

As a result of the glass-fibre revolution this almost ideal material is now being used in the production of third generation machines. Some of these aircraft are genuine motor-gliders, others are more accurately described as high-economy, light aircraft.

Let us take a brief objective look at the use and versatility of the modern motor-glider, glass-fibre or otherwise, as a useful aircraft in any gliding club fleet.

Since the introduction of the motor-glider no one can dispute its effectiveness in significantly raising the standard of field landing training and cross-country navigation for the embryo cross-country pilot. However, in the past many motor-gliders have suffered from poor performance and poor handling qualities and their use for pre-solo training has varied from nil to a large portion, depending on the tolerance of both student and instructor. Nevertheless, it has been proved that a motor-glider is extremely beneficial in advancing the student in the following phases of ab-initio training. And, I hasten to add, at a much lower cost than aerotowing. A 60 h.p. motor-glider, running on 4-star motor fuel, has a much lower operating cost than an areotow combination using a 150 h.p. tug running on AVGAS). Exercises include :—

Basic Handling.

Effects of controls/Aileron Drag Co-ordination.

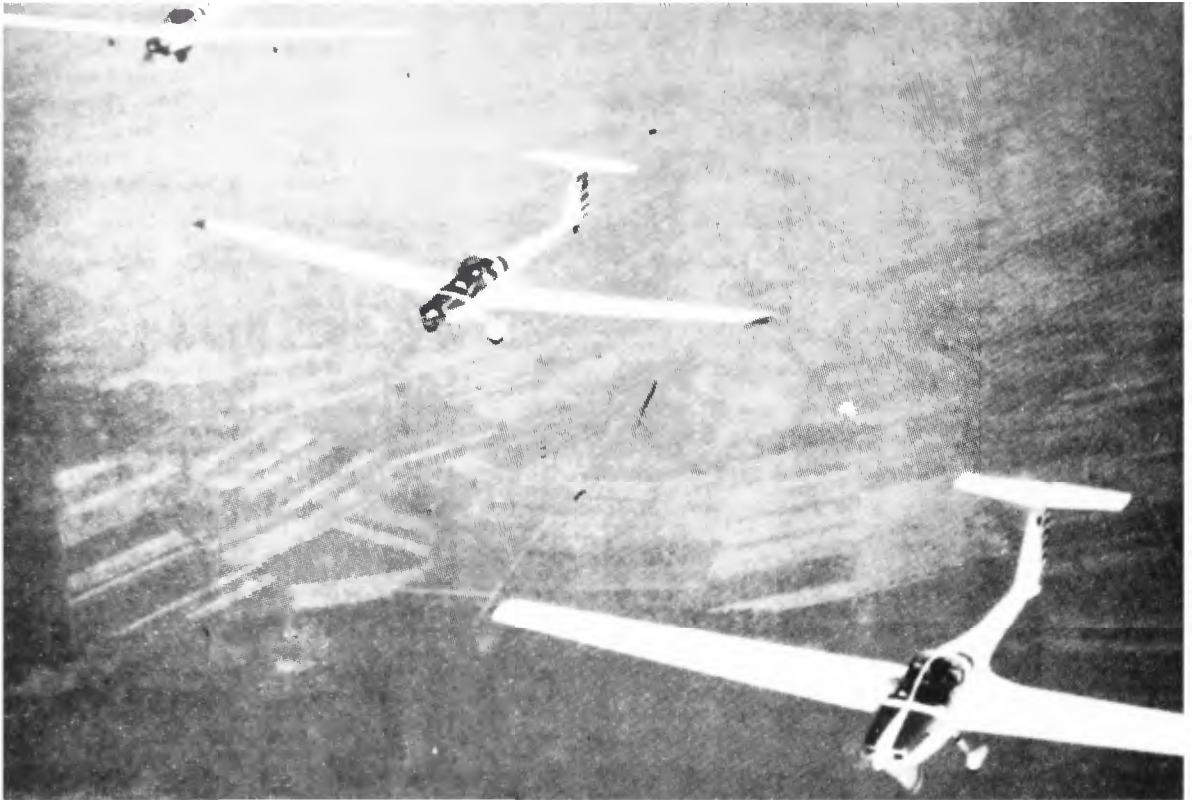
Turning and Initial Stalling.

Approach and Round-out.

Circuit Planning and Launch Failures.

Soaring Technique (Ridge, Thermal or Wave).

Many students and solo pilots discontinue their gliding due to the 'waiting for a launch' syndrome and having to spend a 'whole day' at the airfield. Quite often a wife or girlfriend is justifiably involved in this one. The motor-glider relieves these problems on many days, as one becomes independent and turn-round time is greatly improved.



GROB 109, HOFFMANN DIMONA and SCHEIBE SF 36.



SF28A TANDEM-FALKE.

Soaring with 'Hot Ship' glider performance is already available in 'retract-engine,' motor-gliders. The world record for a single-seat motor-glider soaring engine off round a 500km triangle is actually 125 kph, and 111 kph for a 2-seater. Although these records have been achieved by retract-engine motor-gliders, even the Scheibe Super-Falke has soared (engine-off) over a 646 km goal distance, and the Schleicher ASK 16 holds the 2-seat gain of height record.

An aeroplane will only pay for itself whilst in the air. So when the club motor-glider is not needed for glider pilot training, then why not encourage motor-glider PPL training. There are those who wish to extend their interests to flying powered, but cannot afford the high rates of most Group 'A' light aircraft. A SLMG PPL costs much much less than a Group 'A' PPL and for those who want to tug and/or fly light aircraft then only a further 5 hours flying is needed to add 'Group A' to one's licence. For those already with a Bronze Badge consult Section 12 of B.G.A. 'Laws and Rules' and a very large concession for motor-glider PPL training will be revealed. In addition, due to new CAA ruling, keeping one's PPL current for both SLMG's and Group A will soon be made easier for all concerned. The credibility of the motor-glider as an economical light aircraft for simple, VFR flight has now been recognised.

From 1st April, 1982, for the pilot who flies mainly SLMG's, but wishes to revalidate the Group A a part of his licence as well, one hour P.I. on a Group A aircraft and the remainder (minimum 4 hours P.I.) on a SLMG will secure the annual renewal of both parts of the licence. At present, one has to do a minimum of 5 hours P.I. on each type.

So, versatility and high utilisation combined with low operating costs can be achieved with the modern motor-glider. The cost of gliding training by aero-tow has risen at an alarming rate, but this can be offset to a large proportion by the effective use of a suitable motor-glider. Simple, VFR powered flying (with the option to sample ridge, thermal or wave lift) is also available for the pilot who wishes to add another string to his bow. But above all the modern motor-glider is an entirely viable sailplane that will give its owner/operator much more soaring than he will ever gain from a conventional glider dependent on some separate means of launching.

In conclusion, the motor-glider of the 80's provides versatility, giving flexibility which is the key to any successful aircraft operation.



AIR CADETS SLINGSBY T21B



AIR CADETS SLINGSBY T.31 CADET MK. 3

AIR CADETS GLIDING

by the Editor of 'Air Cadet News'

The Air Cadets, embracing the Air Training Corps and RAF Sections of the Combined Cadet Force, consists of professional and volunteer staff training some 45,000 cadets with a 30% annual turnover. Along with the fundamental objectives of fostering a spirit of adventure and developing qualities of leadership and good citizenship, the Air Cadets aims to promote amongst young men and women a practical interest in aviation and the Royal Air Force. Not surprisingly therefore, flying and gliding are the main activities which distinguish Air Cadets from other national youth organizations. This article describes the Air Cadets gliding activities.

The organization, which has its roots in World War 2, is equipped with 244 low performance, conventional, self launching and primary gliders and a related number of winches, retrieve trucks and control/safety vehicles. The gliders and vehicles all belong to the RAF, and operational, engineering and administrative procedures are subject to RAF regulation. In such formal setting, the wide objectives and the need to share resources equitably have required the development of a system for elementary training which does not compare in scope with the sport followed by the enthusiasts in most civilian clubs. Nevertheless, some 105,000 launches and 9,500 hours are flown annually and for many young boys and girls it is an exciting first step to what can become a life-long interest.

Proficiency training to solo standard is provided for cadets aged 16 and over; younger cadets receive familiarisation gliding only. Priority is given to proficiency training where the syllabi for both winch and self-launching gliders are designed to bring cadets to a standard where they can complete one solo circuit flight in a wind speed not exceeding 15 knots. Training includes the recognition of, recovery from, stalls, incipient spins, unusual attitudes and a range of launch failures and engine failures after take-off. Spot landings, cross-wind landings, accurate 360° circling and other skills required by soaring pilots are not included because such training would entail a considerably greater effort per cadet and thus reduce the number that can be trained. The average cadet can expect to go solo in 30 to 40 launches or in 7 to 9 hours on motor gliders. Because of weather and the fact that most of the gliding is carried out at weekends, training can sometimes be drawn out but given favourable circumstances, it is possible to complete a proficiency course in 3 days. During 1980, 1,761 cadets were sent solo, 1,114 on winch gliders and 617 on motor-glidern. Familiarisation gliding for the younger cadets involves up to 3 launches in a winch glider or about 20 minutes in a motor-glider. During 1980, 28,000 launches and 1,890 motor-glider hours were provided for this form of training.

The syllabus for the primary glider is a course very basic and cadets do not progress further than bungee launched hops up to a maximum height of about 20 feet. In spite of this, the cadet gains a very useful grounding in aero dynamics and ground handling.

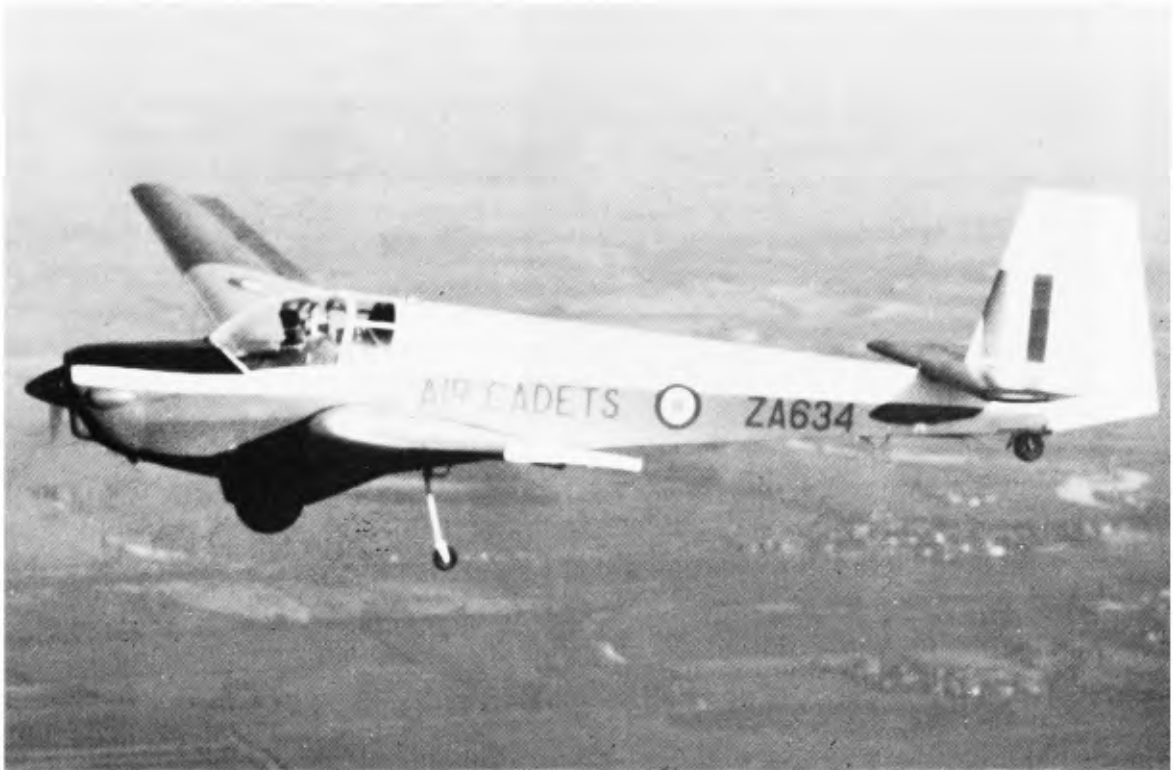
Training is given at Volunteer Gliding Schools, at CCF (RAF) Sections and at the Air Cadets Central Gliding School, Syerston, which has a wider role and is described later. There are 27 Gliding Schools nationwide equipped with either winch launched or motor-gliders, most of them are located at RAF stations but other Service and civil airfields are also used. The RAF provides logistic support. Schools vary in size but a typical winch glider unit has 5 dual instructional gliders (3 Kirby Cadet Mk 3 and 2 Sedberghs), 2 twin-drum winches and 3 landrovers converted for glider and cable retrieval. It will also have a control caravan with signalling lamps and one or 2 retrieve trolleys for towing gliders. Ten schools are each equipped with 3 Venture motor-gliders—a military version of the Slingsby T61E—and the appropriate supporting equipment. Gliding schools operate at weekends and on public holidays all the year round. Where possible continuous courses of 7 to 10 days duration are also held during the Easter and Summer school holidays.

Volunteer schools are commanded by an RAFVR(T) officer with additional officers to fill the various executive appointments such as CFI, Adjutant, Engineering and Supply. In addition there are civilian gliding instructors and flight staff cadets who aim to become instructors. The training of such instructors and the maintenance of operating standards is the primary task of Syerston, under the command of an RAF Wing Commander with a staff of regular officers and professional gliding instructors. Like all RAF instructional units, the Air Cadets gliding organization is subject to independent scrutiny by the Examining Wing of the Central Flying School.

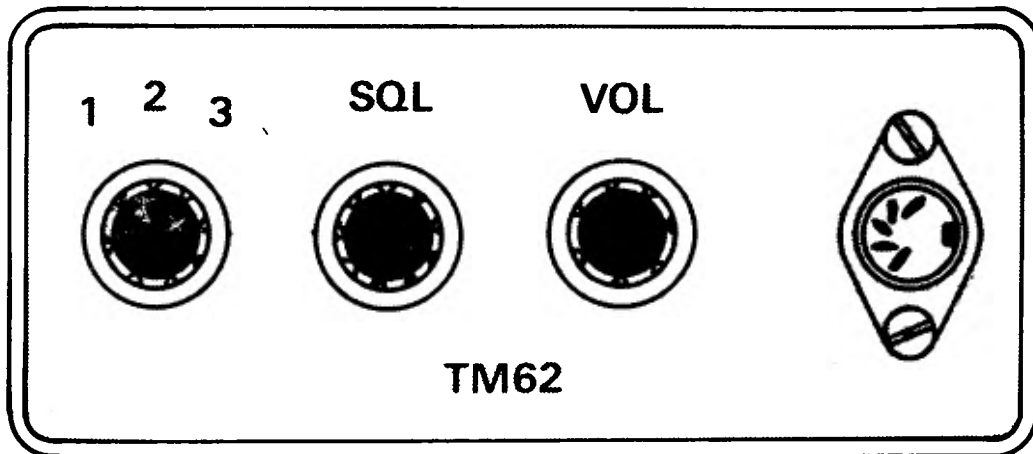
The Air Cadets is almost entirely self supporting for its instructors, who enter as RAF pilots seeking a change, or more usually as cadets, or just someone who sees gliding for youth as an interesting activity. For all, the start point is the proficiency solo standard to be followed by advanced training and further experience to achieve Grade 2 pilot status which is awarded when a minimum of 70 launches or 15 Venture hours and certain other skills have been achieved. Grade 1 pilot status, which carries with it the Glider Pilot Badge, is awarded at 150 launches/30 Venture hours at which point the pilot is permitted to carry cadet passengers for familiarisation gliding. The next and very important step for the aspiring instructor is to attend a one week course at Syerston where he can obtain a C category gliding instructor qualification. To be eligible for such training, candidates must have a minimum of 400 launches, have completed pre course studies, and have obtained

certificates of competence in glider servicing. When a C instructor has acquired 500 instructional launches, or Venture equivalent, he can attend a further course to obtain a B category. This is a full instructor category which carries with it the Gliding Instructor Badge and permits the holder to supervise the operation of a gliding line. Later on, he may gain an A2 category when he can authorise cadet solo flights and exceptionally, the coveted A1 Category.

A resume of Air Cadets gliding would not be complete without mentioning the close attention to safety. Major accidents involving serious damage or injury are fortunately rare and the overall accident rate is .38 per 10,000 launches for the winch gliders and .63 per 2,000 hours for the Venture. Parents who place their sons and daughters in the hands of the Air Cadets gliding organization can do so with high degree of confidence that the boys and girls will be safe. Moreover they will experience an attractive form of disciplined training with all the ingredients of a healthy, character-building outdoor activity.



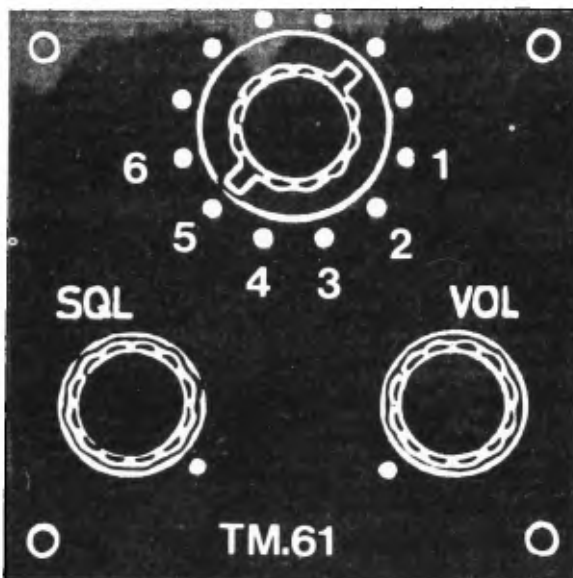
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GLIDING AND UK AIRSPACE

This article outlines the current airspace situation as it affects glider pilots. Although intended for use as a reference guide, the article is not in itself an authoritative document and in case of doubt in sensitive areas, the UK Air Pilot should be consulted.

AERODROME TRAFFIC ZONES (ATZ)

All airfields, including gliding sites, have an ATZ, which comprises the airspace extending from the surface to 2,000ft. above the level of the airfield and within a distance of $1\frac{1}{2}$ NM of its boundaries, except any part of that airspace which is within the ATZ of an adjacent airfield designated the controlling airfield.

It follows that large airfields have large ATZ's; furthermore it is obviously unwise to linger near the extended centre-line of a busy runway, even when outside the ATZ.

An aircraft may not take off, fly or land within an ATZ without permission if the airfield is operated by the Government, the Armed Forces, the CAA, or if it is licensed by the CAA or has an ATC unit or an Aeronautical Flight Information Unit. At airfields in none of these categories (including most gliding sites, regardless of how busy they are) an itinerant aircraft may legally penetrate the ATZ, providing the pilot conforms to the traffic pattern or keeps clear of the circuit airspace, and observes the normal rules of good airmanship to avoid collisions.

Some airfields are designated "Prior Permission Required" (PPR). This usually means a telephone call, but full details are set out in the AGA section of the UK Air Pilot. All military airfields are effectively PPR and should be avoided.

MILITARY AERODROME TRAFFIC ZONES (MATZ)

A standard MATZ comprises the airspace within 5 NM radius of the centre of the airfield extending from the surface to 3,000ft. above the surface. In addition there is a projecting stub 5 NM long and 4 NM wide extending from 1,000ft. to 3,000ft. above the surface, aligned with the approach to the main runway, although in some MATZ's the stub may be absent or smaller.

The rules applicable to the penetration of a MATZ are not compulsory for civil aircraft, but inside every MATZ there is an ATZ (see above).

AREAS OF INTENSE AERIAL ACTIVITY (AIAA)

An AIAA is airspace which is not otherwise protected by regulated airspace, but where the intensity of civil and/or military flying is exceptionally high, or within which aircraft regularly participate in unusual manoeuvres.

Twenty-one AIAA's are currently listed, but curiously only the **Honington** Military Control Zone is shown on the 1:500000

topographical charts used by most glider pilots. However, a chart is available which shows all AIAA's and the military low flying system (see below).

Gliders may penetrate these areas, but in view of the hazards, a sharp lookout is advisable.

CONTROLLED AIRSPACE

Controlled Airspace sometimes occupies the same volume of sky as Special Rules Airspace (peculiar to the U.K.) and can lead to confusion.

Controlled Airspace is either notified for Rule 21 of the Rules of the Air and Air Traffic Control Regulations or it is not. Rule 21 makes Airspace subject to permanent Instrument Flight Rules regardless of weather conditions. This involves the filing of flight plans, pilots holding instrument ratings, carriage of certain radio equipment, etc.

If it is not notified for Rule 21 it means that VMC flights are not subject to these requirements and therefore gliders flying in VMC are permitted.

AIRSPACE ABOVE FLIGHT LEVEL 245

The entire country is controlled above FL 245 but none of the rules are applicable to gliders.

VISUAL METEOROLOGICAL CONDITIONS (VMC)

To comply with VMC, either above 3,000ft. outside Controlled Airspace or inside Controlled or Special Rules Airspace, a pilot must remain at least 1,000ft. vertically and at least 1 NM horizontally from cloud in a flight visibility of at least 5 NM, as interpreted by the pilot.

Bearing in mind that modern military and civil jet aircraft travel very fast and are capable of high rates of climb and descent and notwithstanding the minimum criteria stated above, it is prudent to exercise the greatest care when flying where such traffic is known to exist.

AIRWAYS

Airways are Rule 21, but an exception is made for gliders. The relevant paragraph in the Air Pilot states: "Gliders may cross an Airway, except a Purple Airway (see below), in VMC by day without compliance with any of the requirements . . ." Note that the manner of crossing is not specified.

Some control areas may be treated as if they were airways: Daventry, Worthing and West Scottish.

Purple Airspace is established from time to time, to protect Royal Flights in fixed wing aircraft, within which ATC apply special procedures. Full details are promulgated by special notam and it is important that Gliding Clubs receive this information, because gliders are not permitted to fly in Purple Airspace.

**CONTROL ZONES/AREAS (CTR/CTA),
SPECIAL RULES ZONES/AREAS (SRZ/SRA), AND
TERMINAL CONTROL AREAS (TMA)**

The Rules are complex, but the following tables are a simplified guide.

Areas in which Gliders may fly provided they maintain VMC

Cross Channel SRA	Stansted SRZ/SRA
Bournemouth/Southampton SRA/SRZ	(but see below)
Lyneham SRA/SRZ	Leeds/Bradford SRA/SRZ
Halifax CTA	East Midlands SRA/SRZ
Southend SRA/SRZ	Aberdeen SRA/SRZ
Scottish TMA/SRA/CTR	Newcastle SRA/SRZ
	Manchester TMA

Areas in which Gliders may not fly, regardless of the weather

Heathrow CTR/TMA	Prestwick SRZ
Gatwick CTR/SRZ/SRA	Manston SRZ
Birmingham CTR/SRZ/SRA	Lydd SRZ
Cardiff CTR/SRZ/SRA	Glasgow SRZ
Blackpool SRZ	Liverpool SRZ
Manchester CTR (except for a small portion up to 1,250ft. AGL)	
Stansted SRA , only the portion between Stansted and Luton between 3,500ft. AMSL and FL 65.	

Luton SRZ/SRA	} But see below.
Brize Norton SRZ	
Edinburgh SRZ	

Areas in which Gliders may fly provided certain rules are followed

Luton SRA

Part of this may be used for taking off or landing at **Dunstable** (London Gliding Club). These rules are complicated and should be studied before flying into the area : refer to Air Pilot, RAC Section.

Brize Norton SRZ

Gliders may penetrate the SRZ at weekends in VMC provided that :

- Transits are made for cross-country record attempts on triangular routes which cannot be arranged to avoid the SRZ.
- On the day of the proposed flight the pilot must contact the ATC Watch Supervisor on Carterton 842551 and pass an approximate Zone Boundary ETA. At this time, but not later, ATC may refuse permission for operational or safety reasons.

- c) The pilot must call Brize Norton on 130.4 MHz before penetration. In the absence of any reply the pilot may continue, assuming responsibility for lookout and separation within the ATZ, while listening out on 130.4 MHz.

Edinburgh SRZ/SRA

Transits are available to gliders contacting Edinburgh on 130.4 MHz. It will be necessary to activate the frequency by telephone before departure.

PROHIBITED AREAS

These are the Atomic Energy Establishments at :

Winfrith

Calder/Winscale

Aldermaston

Capenhurst

Harwell, Springfields and **Dounreay** are classed as "Restricted" in order to allow aircraft to land at adjacent major airfields, but for gliding purposes they should also be considered as "prohibited."

They all have a radius of 2 NM and extend to between 2,000ft. and 2,500ft. AMSL. It is most inadvisable to place oneself in the position of having to land within a Prohibited Area.

Short term Prohibited Areas may be established anywhere from time to time : information about these can be obtained from NOTAMS.

DANGER AREAS

The U.K. is covered with Danger Areas of many types, shapes and sizes. They are active part-time, permanently or when notified by NOTAM. Full details will be found in the Air Pilot, RAC Section; the Chart of U.K. Airspace Restrictions is also useful.

Some glider pilots express the view that a Danger Area is not a Prohibited Area, so it would not be illegal to penetrate it. The following two points should be considered :

The Air Pilot lists only the type of activity most likely to be encountered, but in practice various hazards may be encountered in one area simultaneously.

Many Danger Areas contain areas over which flight is prohibited at times within the period of activity of the Danger Area by reason of bye-laws made under the Military Lands Act 1892 and associated legislation. Violations of Danger Areas by civil aircraft are causing concern to the authorities : Aeronautical Information Circular 69/1980 explains that the act will be used to apply airspace restrictions to all Military Danger Areas where possible.

It is also worth noting that the Air Pilot does not list Danger Areas with upper limits 500ft. or less above the local surface, to which prohibiting bye-laws may also apply.

Glider pilots should therefore regard all Danger Areas as prohibited.

HAZARDOUS AREAS

Other types of hazard include Free Fall Parachute sites. The airspace is contained in a circle of $1\frac{1}{2}$ NM radius from the centre of the drop zone up to a maximum of Flight Level 120.

It may not be apparent to a glider pilot, observing the drop zone in flight, whether or not there is parachuting in progress; parachutists normally free-fall down to 2,000 ft. AGL and are extremely difficult to see. Beware!

AIC 76/1980 makes this point in relation to parachute training at Weston-on-the-Green, Oxfordshire.

HIGH INTENSITY RADIO TRANSMISSION AREAS

Within these areas there are powerful radio emissions which may cause interference with glider radios and electronic variometers.

One such area is so powerful that prolonged exposure could be injurious to health.

Details are in the Air Pilot, RAC Section.

RESTRICTED AREA—RAF KEMBLE

Introduced to protect the Red Arrows Aerobatic Team during training, the area is a circle of 5 NM radius extending to 6,000ft. AGL, active during the notified hours of Kemble Airfield, i.e. 0830—1600 local time Monday to Friday or when promulgated by NOTAM. The area will not normally be active at weekends.

Glider pilots may not enter this airspace without prior permission, obtainable either by contacting Kemble ATC on 122.1 MHz or by telephone on Kemble 261, as far in advance as possible.

Provided the area is not being used by the Red Arrows, pilots will be given clearance to transit, although there may be other flying in progress and pilots must take the usual care.

The RAC Section of the Air Pilot and AIC 6/1978 have full details.

UPPER HEYFORD RADAR ADVISORY SERVICE ZONE (RASZ)

Although not listed as an AIAA, the Upper Heyford RASZ is similar. Again the procedures are not mandatory for civil aircraft, but the Air Pilot contains the following advice:

“Since it will obviously be in the interest of Flight Safety for Upper Heyford ATC to have knowledge of all aircraft flying in the RASZ, pilots of gliders and non-radio equipped aircraft intending to operate within the zone are advised when possible to telephone ATC on Upper Heyford (086982) 4843 before take off in order to make known their intentions. However, flights made in accordance with standing arrangements are excluded from this procedure.”

MILITARY LOW FLYING SYSTEM

Low flying by high performance military aircraft takes place in most parts of the U.K. up to 2,000ft. above ground level, with the greatest concentration between 250ft. and 500ft.

All gliding sites are notified to the military authorities and all Club CFI's by now have a supply of forms for reporting any dangerous infringement of their ATZ to the Ministry of Defence.

THE AIRMISS SYSTEM

Glider pilots are accustomed to flying in close proximity to each other and may not appreciate that it can be quite alarming for the pilot of a powered aircraft to suddenly encounter a glider at close quarters. The reluctance of most glider pilots to report Air Misses is generally not shared by the powered fraternity: this usually results in extra work for the Airspace Committee! The Air Miss System is generally helpful and glider pilots should take advantage of it whenever appropriate. Full details are in the Air Pilot, RAC Section, but generally the procedure can be activated by a telephone call to the nearest airfield with an ATC service on the day of the incident.

REFERENCES

The airspace situation is complicated and changing all the time. The following publications collectively provide a thorough and up to date information on U.K. Airspace.

Laws and Rules for Glider Pilots (BGA)

U.K. Air Pilot, RAC Section

NOTAMS

General Aviation Flight Guide

Air Navigation Order 1976

Air Navigation Regulations 1976

Rules of the Air and Air Traffic

Control Regulations 1976

} Available as C.A.P. 393

From : CAA, Greville House, 35 Gratton Road, Cheltenham, Glos.

Aeronautical Information Circulars, available FREE from : Aeronautical Information Service (AIS 2c), Tolcarne Drive, Pinner, Middx. HA5 2DU.

Chart of U.K. Airspace Restrictions

Chart of U.K. AIAA's and Military Low Flying System, both FREE from : The Superintendent, MOD (PE) Central Stores Department, Aston Down, Stroud, Glos. GL6 8HT

MANAGING THE B.G.A.

by Barry Rolfe (Administrator & Secretary)

We often get phone calls at Kimberley House from pilots who announce themselves with the opening remark " you remember we spoke about three weeks ago " and then express great surprise to learn that more than one person works at B.G.A. Headquarters and that whoever happens to answer the telephone isn't necessarily the same person that deals with C of A renewals !

To set the record straight we have at present 10 full-time and 4 part-time staff on the B.G.A. payroll attempting to supply the many and varied services required by over 10,000 active glider pilots from the Cairngorms to Cornwall. I know that in these inflationary times figures are losing a little of their meaning but the fact that our turnover for the last financial year was over £ $\frac{1}{4}$ million must prove that management of a gliding association is now a professional business and not an amateur sport.

The B.G.A. has grown steadily throughout its fifty two year history but the biggest expansion has undoubtedly been during the last twenty years. In 1961, for example, we had 50 clubs in membership and 289 gliders on our register. Today the number of clubs has doubled to 100 and the number of gliders on the register with a current C of A has risen to 1,405.

Most of you will recognise the B.G.A. staff who spend the majority of their time outside the walls of Kimberley House and work with you in and around the clubs—Bill Scull (Director of Operations), Brian Spreckley and John Williamson (National Coaches) and Dick Stratton (Chief Technical Officer). Floating beneath the visible tip of the iceberg, however, are the administration staff whom you do not see unless you are on a fleeting visit to Leicester (and after all didn't a King of England once offer a great deal for a horse to ride away from the place !).

If you brave the trek to Leicester you may see a familiar face as Naomi Christy our tame Lieutenant Colonel, for many years B.G.A. Development Officer, is now semi-retired and works one day in five at the office as F.A.I. Certificates Officer. This makes Naomi either extremely popular or top of the hit list with you, depending on whether or not she has approved of the Diamond claim you submitted with turning point photographs that made Didcot Towers look like Spaghetti Junction on a foggy day.

Marion Bee looks after our cash and book-keeping and you only hear from her if you are slow in settling B.G.A. invoices. Additionally Marion is the genial overlord of our general office and, together with

Julie Fowkes and Beverley Russell, has been with us since the move from London to Leicester back in March 1975. Julie and Bev together with Diane Whomsley, the office "babe," deal with gliding certificates, C of A renewals, course bookings and mail order sales of gliding books and accessories. The general office staff also handle between them a copious quantity of photocopying, collating and stapling to produce the various newsletters and pamphlets issued regularly to club secretaries, instructors and inspectors. Whilst all this hard work is going on, I lurk down the other end of the office with my secretary Jill Allen in an attempt to keep up with the flood of correspondence, agendas, minutes and reports in between the telephone calls.

Possibly the most significant part of the B.G.A. is Sailplane and Gliding our magazine, because it is the link and two way means of communication between "us" the governing body and "you" the participants in the sport of gliding. This international magazine with a circulation of over 7,000 copies per issue throughout the gliding world is dependent on the efforts of Gillian Bryce-Smith, Rika Harwood and Jenny Rolfe working from their homes to edit and distribute it in the efficient and professional manner that is my aim for all of our services.

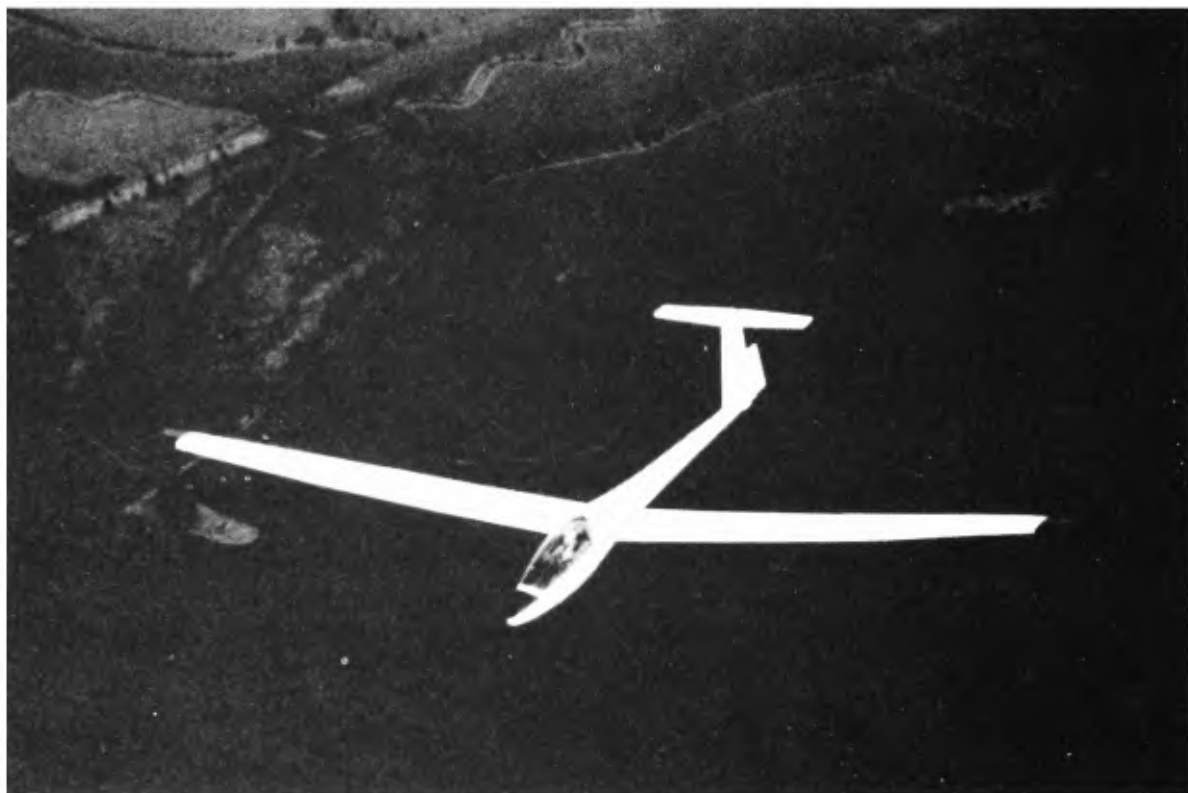
I like to think that all of us who work "beneath the surface" of the B.G.A. do so not only because we want employment but because we enjoy what we are doing and the people for whom we are doing it. Fred Weinholtz, international gliding statesman and Director of the last World Championships, once said that the British glider pilot was " a little eccentric, but always reliable, co-operative and a sportsman through and through." I think that I am in as good a position as anybody to comment on that and, in isolated moments of great stress, completely eccentric, unreliable and unco-operative are still not the worst phrases I have been known to mutter ! What Fred forgot to say was the that the British glider pilot is an 'individual' and because of that the British Gliding Association is a collection of individuals. That is what makes the management of the Association so interesting and I hope that our staff can continue to provide the required services for you with good humour, tact and efficiency in the coming seasons.

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Bawtry	Doncaster (0302) 710363. Ext. 237/238
Belfast (Aldergrove)	Belfast (0232) 29271. Ext. 286/287/288
Birmingham	Birmingham (021) 743 4272. Ext. 205/207
Cardiff	Cardiff (0222) 390492
Glasgow	Glasgow (041) 887 8917. Ext. 220
Honington	Honington (03596) 466
London (Gatwick)	Gatwick (0293) 515015. Ext. 228
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Manchester	Manchester (061) 489 2214
Pitreavie	Inverkeithing (0383) 412566
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