



Two K-8s take on the Juniors

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Andrew Bates and Guy Hall, from Edinburgh University GC, went south to challenge the hotshot boy racers - in K-8s...

QUITE simply, writes Guy Hall, the Junior Nationals was the most fun I have had in years. We never had winning in mind, but we always like to have a good stab at whatever we do. It was my first comp, so it was all new to me.

The excitement was already building on the Friday night - this was partly because my glider was still locked in its trailer. Will Harris, who had kindly trailed it to Cotswold GC at Aston Down the weekend before, had yet to arrive, and he had the keys. It was lent to me by Cambridge University GC, hence its fin letters, CU. Andy Bates was flying Snoopy, the only yellow glider in the comp, the Edinburgh University GC solo ship.

The first day was a scrub, which was brilliant as it gave me a chance to work out how all the extra kit was going to fit in the glider. The next day went the same way, although we did get a chance to smoke the launchpoint in the K-8s, mainly to see if you could. The answer is: "Yes, you can, but don't expect to do anything more than land ahead as the K-8 converts speed into noise so fast that gaining height isn't really an option!"

Day Three: Still shell-shocked by the 300km-plus we'd been set, 1 found myself circling with 50 other gliders, a novel experience (we got used to it by the end of the week). My radio had died mysteriously the previous day, so after some hand signals from Andy in Snoopy we headed off

into the blue... and landed not long after! First field of the comp in one piece. Phoned control and crew, the latter (already on their way to find Andy) told me to wait. The previous nights catching up with me, 1 slept under the wing of CU. A great advantage of such a deep wing is the large shadow it creates: you can sleep without getting sunburned. 1 was woken once by passers-by, who obviously thought that 1 was dead.

The next flying day of the comp and 250-something was set. Off we went again. This time Andy and 1 stuck together like glue

and flew very conservatively, trying not to land out. This worked much better than the day before: six hours and 180km and my first visit to Didcot later, we landed out at Bicester.

The day had started with some small cu to mark the way. We used our only tactics: to go as soon as the line was open and jump between clouds. This worked well till the first turning point, where it went blue again. In order to avoid a rerun of the previous day we slowed up a bit. 1 am very inexperienced in the blue and 1 took every climb as if it might be my last. The climbs were still good, though, and we were now taking them to over 4,000ft. We would then glide on just a few hundred metres apart, usually one or other slightly ahead. When we got to about 3,000ft we would take a good climb if there was one to be had. At the next TP Andy had a low point of about 1,000ft, but he got away and we met up again. Then on to Didcot, which was working well. Andy said later that he had 8kt on the averager. 1 have never taken a climb there before and apart from the smell it was amazing. It was also very useful as it took us up to around 5,000ft - just what we needed at that time of day. We then glid to Oxford, where we found another good, smooth climb in the now nearly-still air. We set out in tight formation, taking a few photos, round the railway junction TP and then searched over Bicester with the few hundred feet we had spare before landing on, the billiard table that is the RAFGSA Centre. This was definitely the most satisfying flight of the week, and was fantastic fun: formation cross-country really is the way forward!

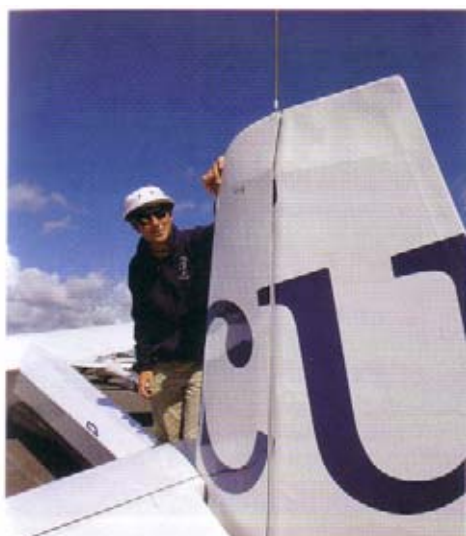
Bizarrely enough, we were met there by



CU, seen from Snoopy on the K-8s' six-hour, 180km flight from Aston Down to Bicester (Andrew Bates)

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Left: Guy Hall with the K-8 borrowed from CUGC

Above: his first visit to Didcot, photographed from DSF

Right.. DSF aka Snoopy, Edinburgh University's K-8



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none other than Justin and Gillian Wills, who kindly organised our aerotow retrieves. This followed a theme that had developed over the previous two days: the generosity of the people we met at and around the comp. No-one seemed to mind that we were obviously never going to make it round the task. Fellow-competitors had offered their services if they had got home and we hadn't.

The next day was an assigned area task (AAT). We spent hours making a nuisance of ourselves asking all the good guys and girls what they would do in our position. We got various responses, from: "Cry!" to: "I'd love to be flying a K-8 today!" (funny, I was just thinking the same about your Ventus...).

Having taken an average of the answers, we headed off into the blue again. I watched as Andy managed to find some shocking sink, and then pushed on, rather nervous now as we had done so much better together. Eventually, I turned around and started to head for home. At one point I thought that high cover had killed me but eventually, with the sun on the ground again, I took one last climb and headed back to Aston Down.

The numbers say I'm in, but I still can't see the place for the haze. Then there it is, I just point the nose at it, the speed settles at 75kt, I hold that nearly all the way, then push forward for the last little bit -VNE - almost on the deck I fly over the line. I can't believe it! I have actually made it back; only 110km, I know, but I really don't care! It is such a good feeling. Whatever everyone else may think about that day I thought it was great, so thanks for that one. An extra bonus was that Neil Irving had bet me a tenner I wouldn't get round on any day, so beers on Neil it was.

The last day was another case of fly-till-the-day-ended, and we had a great time up to the first TP after which it went blue-ish. Again. I eventually made it round as far as Bicester, arriving as the day died. After an aerotow back, a very strange evening ensued. Scoring had me down as third, then second for a while, until a 90° change

in the wind used for scoring put me back in my box! It was a good evening, though.

Yes, we got our arses kicked, but boy, was it a good laugh! Something like 16 hours in the air, 490km-plus, and three retrieves. The statistics, though, don't tell of all the people we met. Everyone was so accepting. No-one ever suggested we really shouldn't have been there with our K-8s.

The reception we got is a testament to the spirit of the juniors. It didn't matter that we weren't hot-shot boy racers. I would encourage anyone who can to enter. Come along and have a go, even if you can only

get your hands on a K-8 or a K-6. I'll bet you will have a great time and learn a huge amount and you may even not come last!

Thanks to everyone who helped make it such a great experience, especially the guys in control, those who lent us kit like loggers and radios and everyone who offered to get us back. Thanks also to my Mum, who sponsored me the entry fee.

The 2001 Junior Championships was held at Aston Down from August 25 - September 2. It was directed by David Roberts. As usual, the presence of several two-seaters (some lent by private owners) gave less experienced juniors a taste of competition flying

Junior Championships, Aston Down (Aug 25 - Sep 2)

Pilot	Glider	Overall	Day 1	Day 2	Day 3	Day 4
1 Jeremy Hood	Std Cirrus	3989	73.0 1000 1	81.4 1000 1	191.2km 989 2	245.4km 1000 1
2 Owain Walters	Libelle	3914	71.6 991 2	79.9 988 2	192.2km 1000 1	230.3km 935 2
3 Luke Rebeck	LS8	3765	77.3 917 5	90.6 982 4	217.4km 968 5	245.4km 898 5
4 Leigh Wells	LS8	3711	76.0 897 6	90.8 986 3	217.4km 972 4	238.4km 856 9
5 David Bromley	Discus CS	3490	76.5 930 4	82.3 877 12	194.2km 861 9	226.8km 822 14
6 Tom Brenton	DG 202	3447	67.5 811 22	82.9 914 6	203.1km 948 6	212.4km 774 23
7 Richard Garner	Discus B	3382	71.8 855 15	83.3 893 9	197.3km 870 8	213.6km 764 26
8 Matthew Cook	LS4	3332	71.9 895 7	82.7 927 5	166.5km 724 16	213.2km 786 19
9 Mike Fox	Discus B	3318	74.2 893 8	78.5 815 17	193.2km 841 10	214.8km 769 24
10 George Green	Discus B	3309	70.5 836 18	83.1 890 10	190.0km 748 15	229.7km 835 12
11 Gavin Goudie	Discus	3284	71.9 858 13	82.6 882 11	184.8km 783 13	212.9km 761 27
12 Anna Wells	LS8	3282	73.7 861 12	81.5 837 16	174.7km 682 23	249.0km 902 4
13 James Clark	LS8	3241	73.0 850 16	85.5 901 8	67.1 784 12	203.8km 706 36
14 Daniel Pitman	ASW 24	3203	74.0 890 9	83.9 904 7	199.4km 651 24	212.3km 758 28
15 Mark Parker	Discus 2	3154	73.5 858 13	83.0 861 13	166.4km 617 28	229.5km 818 15
16 Jon Meyer	ASW 20 F	3149	68.8 820 19	79.3 841 15	170.2km 709 18	215.2km 779 22
17 Brian Birilson	Discus CS	3123	73.6 885 10	68.9 658 27	168.0km 691 21	241.8km 889 6
18 Edward Foxon	Discus CS	3091	63.8 730 25	74.5 749 23	197.0km 824 11	219.0km 788 18
19 Robert Nunn	Std Cirrus	3044	62.6 818 20	68.0 757 22	150.8km 642 25	210.9km 827 13
20 David Wardrop	Ventus C	2995	69.2 780 24	77.4 759 21	179.1km 716 17	213.3km 740 31
21 Justin Warwick	Discus B	2991	68.8 808 23	78.4 808 19	159.8km 639 26	207.4km 736 33
22 Alan Irving	Discus	2980	58.0 638 27	78.2 810 18	168.9km 692 19	230.8km 840 11
23 Andy Holmes	Discus	2933	71.2 847 17	65.9 609 29	205.5km 692 19	218.4km 785 20
24 Edward Garner	LS4	2850	313.2km 505 32	74.8 793 20	190.2km 761 14	214.3km 791 17
25 William Harris	Discus	2847	58.0 638 27	80.7 850 14	157.5km 622 27	207.6km 737 32
26 Jess Pennant	LS8	2817	78.4 934 3	DNF 0 46	220.9km 980 3	249.2km 903 3
27 Sunay Shah	Discus	2743	193.1km 314 43	76.1 676 25	202.2km 881 7	238.0km 872 8
28 Sam Morecraft	ASW 19B	2680	288.1km 476 33	68.2 721 24	167.0km 689 22	209.6km 794 16
29 Alistair Gillson	ASW 20L	2617	71.3 822 1	71.3 662 26	57.5 559 32	175.0km 584 41
30 Albert Freeborn	Discus	2446	214.8km 341 41	67.0 628 28	158.8km 604 29	238.1km 873 7
31 James Ewence	Std Cirrus	2365	210.4km 373 36	57.8 574 31	147.9km 574 30	214.2km 844 10
32 Nicola Claiden	Libelle 201 B	2235	313.5km 550 31	49.2 511 34	141.9km 505 36	197.2km 669 38
33 Simon Barker	Libelle 201 B	2179	190.9km 351 38	55.4 542 32	135.7km 505 36	199.8km 781 21
34 Simon Armitage	Discus CS	2175	54.9 589 29	59.7 511 34	146.0km 475 39	174.8km 600 40
35 Richard Verrall	Discus	1905	138.9km 246 44	201.7km 367 40	154.5km 572 31	203.7km 720 34
36 Shelly Dawson	Ventus 2A	1898	62.9 654 26	69.4 599 30	43.5km 123 41	238.2km 522 44
37 Hemraj Nithian	Discus B	1855	60.9 584 30	200.2km 365 41	151.5km 518 35	118.6km 388 46
38 Andy Betteley	Discus	1850	236.1km 368 37	200.2km 365 41	172.1km 538 33	169.7km 579 42
39 Guy Hall	K-8B	1842	38.5km 113 45	180.1km 485 36	36.7 477 38	163.7km 767 25
40 Adam Laws	Astir CS	1750	179.3km 335 42	180.1km 373 39	48.7 524 34	143.4km 518 45
41 Kirk Davis	SDZ 55	1639	73.5 883 11	DNF 0 46	DNF 0 47	211.7km 756 29
42 Michael Pettican	ASW 20	1588	212.4km 342 39	59.5 516 33	19.5km 55 45	191.3km 675 37
43 Alastair Harrison	Astir CS	1483	45.7km 98 46	163.0km 341 43	105.5km 298 40	192.2km 746 30
44 Mark Brown	Astir CS77	1427	209.2km 376 35	133.6km 280 44	20.0km 57 42	185.3km 714 35
45 Oliver Peters	Libelle 201	1307	184.5km 342 39	116.4km 245 45	20.3km 57 42	174.5km 663 39
46 Andrew Bates	K-8	1120	22.1km 65 47	180.1km 485 36	11.7km 33 46	120.8km 537 43
47 Neil Irving	Astir CS	1053	210.3km 377 34	187.1km 386 38	20.2km 57 42	64.1 km 233 47

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