



FINAL GLIDE

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Eco Towns: a Greener Future versus a Green Airfield

Paul Morrison

In late 2007 the Government announced its intention to establish initially five and then subsequently ten 'Eco-Towns' across the UK between 2016 and 2020. It was intended that each Eco-Town should be a unique individual self sustained community of between 5,000 and 20,000 homes each containing its own associated employment and community facilities etc.

It was the Government's vision that each town should be exemplar green developments, sustainable, innovative and represent the best practices in environmental construction etc with a carbon neutral footprint. It was on this basis that they sought invitations and bids from developers for potential Eco-Town locations.

It came as a great surprise to learn in early 2008 therefore that Parkridge Holdings, a previously relatively unknown developer in the UK, had its sights on RAF Weston-on-the-Green and the surrounding area and it soon became apparent that they had submitted a proposal to the Department for Communities & Local Government (DCLG), the sponsors of the Eco-Town concept, for a 671 Hectare town which would encompass all of the airfield and the surrounding land. The boundaries of the proposed 'Weston Otmoor' Eco-Town are the B430 to the west, Akeman Street to the

north, the M40 to the east and the Bicester railway line to the south.

Weston Otmoor was one of fifteen sites shortlisted by the DCLG for further consideration and a detailed round of consultation commenced with interested parties being invited to submit their comments on the proposal by the end of June. As expected this proposal was not well received by the residents of Weston-on-the-Green and an enthusiastic and well represented pressure group, 'Weston Front' was soon formed and lobbying both local and national government representatives. Oxford Gliding Club's policy was to align itself with and to support, where appropriate, Weston Front's activities but not at the exclusion of its own identity.

Over the following months considerable activity took place with many OGC members responding to the DCLG's consultation exercise and signing an online petition the club created which, at the time of writing, now has 2,315 signatures. A detailed formal consultation response was also submitted to the DCLG by OGC and similarly the BGA and other aviation bodies also lent their weight to the 'No To Weston Otmoor' campaign.

It was the Government's intention that further evaluation of the proposals, the so called 'Sustainability Appraisal' should take place over summer / autumn 2008 with a panel of selected experts being tasked to determine which of the various

...And that's not the only threat to OGC and/or gliding as a whole:

- MODE S TRANSPONDERS
- EASA PART M GLIDER MAINTENANCE
- EASA PILOTS' LICENSING

For more info ... read this issue of Final Glide!

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EDITORIAL

This year's issue of Final Glide is a bumper issue. 8 pages more than normal and stuffed full of interesting, important, entertaining, gripping contributions!

So many important things are happening in and around OGC and UK gliding at the moment, they all deserve a space in this year's Final Glide: The "eco-town" threat, EASA glider maintenance, the "new" approach to duty piloting, EASA pilots' licensing, Mode S transponders, etc.

In addition to the topics that needed to be covered, several club members enthusiastically volunteered to write things for this issue, which I am always extremely grateful for.

I much prefer running out of space than trying to fill empty pages.

As ever, I hope you enjoy reading Final Glide as much as I have.

Claudia Büngen

CLUB LADDER

Nick Hill

Club Ladder Steward

Well we all thought 2007 was bad but what about 2008?

The two ladders of most interest to OGC pilots are the Weekend ladder that is restricted to flights made at the weekend and the Open ladder for flights on any day of the week. In 2008 the ladders both nationally and at OGC have shown a big decrease in the points scored so as far as cross country flying is concerned 2008 was definitely worse than last year.

In both ladders the number of pilots recording flights was only slightly down on last year but the cross-country kilometres flown by OGC pilots was down by 33% at 12855km. The number of cross-country points scored was also down by a similar percentage. Despite these reductions the situation in terms of kms flown and points scored is still better than 2006, which is a positive reflection on the increased number of OGC members flying cross-country in recent years.

Anyway enough of statistics and congratulations go to Damien Dyer for topping both the open and the weekend ladder. On the national ladders this placed Damien at number 101 on the UK open ladder and number 64 on the UK weekend ladder at the time of writing this article. (Strictly speaking the BGA ladders run January to December but OGC gives out the trophies at the November AGM so they are based on the ladder positions at mid November...) Paul Smith also deserves special mention for being runner up on both ladders in his first full season of cross-country

flying.

Looking forward to the 2009 season then due to a change in the national ladder set-up I can no longer enter flights on behalf of others. I would therefore encourage anyone with cross-country or height gain flights to enter them directly to the national ladder via the web site <http://www.bgaladder.co.uk>. The advantage of individual pilots entering their own flights via the web site is that you can enter all details of the flights, i.e. the task, the time, the glider type and any comments you may have on the flight. The system will also immediately calculate your score and reflect the changes in the ladders.

You can of course still enter them in the cross-country book that is kept in the clubhouse but these flights cannot be entered into the national ladders. If anyone has any questions about the club ladders, national ladders, scoring, glider handicaps used etc then just ask.

Open Ladder

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Damien Dyer	2167	2141	2007	1550	1383	737	9985
Paul Smith	2063	1989	1761	1175	774	768	8530
Martin Hastings	1887	1598	1446	1218	815	755	7719
Dave Bray	1967	1313	1293	1255	798	624	7250
Claudia Büngen	2389	1417	1337	776	517	153	6589
Louise Walker	1769	1678	1373	672	335	189	6016
Paul Morrison	1209	1103	627	564	477	0	3980
Andrew Butterfield	2444	748	0	0	0	0	3192
Martin Laxåback	2272	0	0	0	0	0	2272
Rob Jackson	2125	82	0	0	0	0	2207
Carole Shepherd	970	429	322	220	182	0	2123
Graham Barrett	2099	0	0	0	0	0	2099
Steve McCurdy	1715	0	0	0	0	0	1715
Phil Hawkins	1196	0	0	0	0	0	1196
Jon Christensen	613	340	0	0	0	0	953
Raphael Sofair	226	0	0	0	0	0	226
Dave Weekes	162	0	0	0	0	0	162

Weekend Ladder

Pilot	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Damien Dyer	2141	2007	1383	737	702	533	7503
Paul Smith	2063	1175	627	486	409	244	5004
Louise Walker	1769	1678	1373	0	0	0	4820
Dave Bray	1313	1293	798	624	548	120	4696
Paul Morrison	1209	1103	627	564	477	0	3980
Claudia Büngen	1417	1337	776	137	121	82	3870
Martin Hastings	1446	1218	755	0	0	0	3419
Rob Jackson	2125	0	0	0	0	0	1694
Steve McCurdy	1715	0	0	0	0	0	1715
Carole Shepherd	970	322	220	182	0	0	1694
Jon Christensen	613	340	0	0	0	0	953
Andrew Butterfield	748	0	0	0	0	0	748

SHOCK! HORROR! DAISY FOUND IN FIELD!

Dave Weekes

The OGC Vintage Glider Club Crew chickened out in 2007 when the International Rally was in Slovakia. We didn't have the time or energy to drive nearly 1800 kilometres and the rally therefore had thermals to 7000' every day for 10 days (or so we were told!).

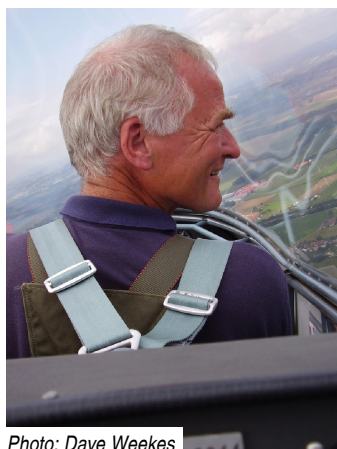


Photo: Dave Weekes

This year the International rally was at Wels in Austria. Still 1400 km from Weston but we couldn't really risk missing another set of central European thermals. However we'd learnt about long haul drives going to Eggersdorf in 2005 (1250 km in one day) so we were determined to find somewhere to break the journey overnight this time.

Cloudy put out word on the German gliding forum that a bunch of itinerant English pilots with big trailers were looking for somewhere to sleep and she was rapidly offered camping space by three different German gliding clubs. Unfortunately none were really either on track or at a good distance between WOTG and Wels.

I'd also put a call out on the VGC website forum for a stopping point and this was picked up by an English VGC member living in Germany who recommended Aschaffenburg-Großostheim flying club, just south of Frankfurt. Their reply to his tentative enquiry on our behalf translated as:- "We are very delighted that you have selected us as your stopping place. You can camp here, use our showers etc, all free, and our restaurant is very nice". And so it was too. Those of us too idle to put up tents even slept under their very smart glider trailer shelter.

In the end the "roadies" comprised Rob Jackson and Pete Brooks with BNK, Graham Barrett on a heroic solo drive with LouLou and Peter Boulton and myself with Daisy. It had been found that there were cheapo Stansted – Linz (20 km from Wels) flights and a second, more sensible group formed by Ursula Brooks, Garry & Janet Cuthill plus Sara (Rob's SO) and her daughter Carly went Ryanair. Coops joined them but on a roundabout route from Manchester. The OGC 11 was by far the biggest single UK group at the rally. We're slowly taking over!

Anyhow, having started out on Tuesday night (29th July) we finally got to Wels on Thursday afternoon, much aided by Peter Boulton's excellent VW satnav system in his brand new car - by the time we got home, more than half its total mileage had been done with Daisy hitched on the back! What a way to begin life.

We arrived in Wels to blue skies, blazing hot and lots of colourful and strangely shaped gliders surrounded by many of the usual and increasingly familiar international suspects

Wels is a large airfield – the flying club does GA, gliding, ballooning, model flying, parachuting, hosts a museum full of flying 1940's Bücker biplanes - you name the activity, it happens, but guess what? The local authorities want to build more industrial units over it! Hey ho, it's not just the UK. Like Bicester, Wels town is gradually enveloping the airfield and the aerotow failure options included a huge rail marshalling yard at one end and housing with a single football pitch at the other!

Despite the diminishing Pound/Euro exchange rate the

aerotows were still cheap (£14.50 to 500 metres) but their "big" tug was a Super Cub and the remainder were Super Dimonas and smaller. Climb rates could be marginal in the sink with something slow & draggy like a T21. Winch launches at £4.80 were hardly going to break the bank though. They could muster up to 4 tugs and 4 winch cables and launch queues were not normally over-long.

In contrast to the French in 2006 and the (East) Germans at Eggersdorf in 2005, the paperwork to fill-in pre-flying was.....nil. No licence, medical or insurance inspections, nothing. You handed over the money for the registration, camping and hangaring, bought some launch tickets and flew. There had been some pre-rally mention of emergency beacons being compulsory outside the airfield zone but no questions were asked – even on when a cross-country "task" towards the mountains was set. Despite the proximity of Linz airport's airspace a gliding box extended up to 7000 feet over the airfield and to the south it was completely open.

Daisy was assembled and Rob and I reacquainted ourselves with the fact that T21's don't like being aerotowed. We were hauled off the freshly mown airstrip, pelted by propeller driven grass clippings, by a little glassfibre job – which got off the ground and promptly retracted its wheels. First time I've ever seen a tug do that! We had about 45 minutes and so did Graham and Pete Brooks. A good start.

The second OGC wave arrived from Linz airport in time for the infamous VGC "International Evening" – the one where all the individual nations set up stalls and compete to give away "traditional" food and the strongest drinks available. Peter Boulton had done wonders with organising "eat your way round Britain" food – he'd pre-ordered jellied eels, laver bread (boiled Welsh seaweed) and haggis from a very puzzled (Asian) lady in Morrisons, shoehorned a large camping fridge into the back of the car and bought bulk dry ice from a catering company at Heathrow. As a result his delicacies arrived in



Photo: Andrea Wahl

Austria in prime condition and created something of a stir amongst the rest of the world, who didn't think the Brits ate such things (nor did many of the Brits!). The rest of us wandered around sampling the international goodies – with the inevitable hangovers in the morning!

As ever there was a wondrous variety of gliders – about 105 in total, made up of 56 different types. The K6 BR/CR/E group was the largest at about 15 (several flying with open cockpit adaptors). There were 5 K7's, 5 T31's and 4 T21's. There was an amazing mix of colour schemes – prize for the most outlandish should probably have been split between a cheese-coloured K6 with highly realistic "holes" painted in which was apparently advertising the "Limburg Cheese

DAISY IN A FIELD (CONTD.)

Service" and the "Pink Panther" – a Slingsby Tutor coloured – you guessed it, complete with a little furry pink panther clinging to one wing strut. The only all-white glider with a T tail was the Phönix – the first ever glass glider.

Loulou however generated a lot of interest – and lots of people wanting a go. Slingsby seems to have cornered the market in "real" side-by-side 2 seat gliders. Except for the T21 all the others were either tandem seats or that antisocial offset side by side system where the backseater has his feet alongside the front seat. And of course Loulou's huge front opening canopy would attract attention anywhere. Not only were we being asked whether we knew of any T21's for sale – people in Europe now want Capstans too!

Although there was soaring every day, the Wednesday was reckoned to be the best weather and a small task was set towards & along the edge of the (big) mountains about 30 km away. Graham and Peter Boulton set off in Loulou with Rob in the Skylark. Pete Brooks and I were flying Daisy. We got one thermal over Wels to about 4500'. "Shall we go for it?" Yes! We set off on what was clearly going to be a one-way mission. All very blue – and no more thermals. We contacted a bit of 0 – +½ knot at about 1100 feet and struggled slowly downwards for about 20 minutes before giving up and descending into a nice flat stubble field. 15 km! Daisy's first cross-country!

Garry and Coops arrived with the trailer, but we had to go back for the tools. By then Rob had fortunately abandoned the task and was waiting with the news that Graham and Peter needed retrieving from a small airstrip near the mountains. 10 gliders had landed out there but it was too short to aerotow Loulou out! (It looked pretty short when they took out the K6's!). Only one local made it round the task.

Happily we got back in time for the Austrian Evening – which it turned out had been sponsored to the extent of free food and drink all evening! Entertainment was a "schuhplattler" group – strange guys in lederhosen slapping themselves and each other. Garry was press ganged to have a go and survived (just!).

Other evenings proved that despite the exchange rate, eating-out could be remarkably cheap in that part of Austria – it's not a major tourist zone. Five of us had a very good Chinese meal one night, which with drinks came to just over £10 each!

So after nearly 2 weeks and another night at Aschaffenburg we all made it back home, all suntanned – and guess what – the Weston weather had been rubbish the whole time!

In 2009 the International rally is at Achmer in Northern Germany. A mere 840 km. Be there!



Photo:
Andrea Wahl

You may have noticed that this summer the committee, with the support of the CFI, have made a conscious decision to try to encourage the attendance of the rostered duty pilot.

The reasons for the committee wanting to see a regular duty pilot on duty are well known, but to recap:

A duty pilot-

Improves the safety of the operation.

Improves the launch rate.

Assists the duty instructor.

Provides visitors with an official 'face' to approach.

DUTY PILOT

Neil Swinton

All solo pilots are eligible to be duty pilots, the only exception made is that instructors, who are already on one rota, are not also placed on the duty pilot rota.

It had been suggested in the past that the duty pilot role can be performed on an 'ad-hoc' basis, by whoever is hanging around in front of the launch-point. However there is no doubt that having one designated member to perform this job for a period of time is by far the most efficient way, and this is the reason that a duty pilot rota has been in use for several years at OGC.

OGC is a 'members' club, it is owned and run by, and for the benefit of, the members. To enable the club to run, members must commit to provide a certain amount of time and effort to the club. The amount of time and effort that a member can provide to the club obviously depends upon the circumstances of the individual. However, the committee feel that a commitment to attend for a half-day four or five times a year to assist the running of the launch point is the very least that can be expected of club members.

The view of the committee is that, by joining a volunteer club, a member is agreeing to such a commitment to the club. After all, if you expect someone to launch you, it is not unreasonable to expect you to help launch someone else in turn. As a volunteer club OGC cannot, of course, force the duty pilot to attend for their duty. Various plans have been suggested, including either rewarding members for attending their duty, or penalising members who fail to turn up. But ultimately, if the duty pilot refuses or consistently 'forgets' then there is little that the committee can do about it, other than suggesting that miscreants leave and join another club, something the committee are loathe to do.

On-Line Rota

To aid the management of the rota, the club will be investing in an on-line tool that will enable duty pilots to request and swap duty days. This is already in operation for the instructors, and generally the feeling is good about the new system. Non internet-connected users can of course continue with the paper version.

Down to you

Simply - we would ask you to:

Attend your duty pilot days

If you cannot make your rostered day, find a replacement.

It's not too much to ask, is it?

FROM ECO-TOWNS TO FISHNETS: MY YEAR AS OGC CHAIRMAN

Paul Morrison

"I'm standing down this year, why don't you have a go, nothing much happens and you don't need to do much..."

It was with these words or similar my predecessor Paul Rogers announced his intention to step down after three years at the helm and I somehow found myself as the Chairman of OGC this year, and what a year this has been! I think we'll all agree that what with Eco-Towns, EASA, Mode S and now Pilot Licensing, 2008 has certainly proved to be an 'interesting' year to be involved with gliding in Oxfordshire!

I don't propose to say much about Eco-Towns here as this is covered elsewhere in this issue, but it soon became very apparent that the Weston Otmoor proposal was a very real and credible threat to the continued existence of RAF Weston-on-the-Green and its associated activities and we all soon came to know an awful lot about this and its faceless backers, Parkridge Holdings. As I write, there is now the glint of sunlight over the horizon that the threat of an Eco-Town being built here has diminished, but we are by no means out of the woods yet and we must continue to remain vigilant and reactive.

I would like to take this opportunity to thank all of those members who have contributed far from inconsiderable amounts of time, effort and resources in helping me ensure that OGC is not overlooked and continues to have a voice in this debate. Whilst it is fortunate that I do have some experience in matters such as this as a result of my 'day-job', I am by no means an expert in this field (pun intended) and therefore special mention must therefore be made of Paul Freer who has contributed enormously to the very professional submission the club made to the DCLG. Thanks Paul, we couldn't have done it without you. Likewise, thanks too to those of you who took the time to respond to the numerous requests from me to comment on the Eco-Town proposal & the Mode S proposal from the CAA. Every letter or e-mail that you send helps as without the support of all of you, it is very difficult to make a difference as the Chairman alone.

Turning now to happier matters, I hope that those of you who were there at the 'Fun Day' earlier this year will recall this with fond, if somewhat disturbing memories of a unique day at OGC. To the best of my knowledge something like this has never been undertaken at OGC before and I hope all will agree that it was a worthwhile bit of light relief from an otherwise fairly serious year. The rumours that I have continued to fly throughout the remainder of the year wearing fishnet tights are of course unfounded!

Weatherwise, 2008 has not been a great year and whilst there has not been as much cross country flying or significant flights from Weston-on-the-Green as other years, there have been a few good days. Heck, I've even been known to get home once or twice this year so it can't have been all bad!

I'm sure that Ian will comment on any financial implications of these continuing poor summers in his Treasurer's report elsewhere, but the key message is that financially the club remains sound although we do need to continue to treat with care the equipment and assets the club has, if plans for the succession of the fleet are to come to fruition.

Operationally, we have had a good year – the relationship with Skydive Weston and the mutual spirit of co-operation that both organisations now enjoy is a far cry from the days of Dave Woods and co. where the DZ controller was a fearsome ogre that would have been a challenge even for Shrek to handle! That said though, we must of course not become casual or complacent – safety is THE number one priority for all of us and we must ensure that we remain professional both in the air and on the ground at the launch point at all times. Have fun by all means but do it safely and please ensure that you check the NOTAMS and the daily set-up map, before you fly – there is NO excuse for not having done so or for not knowing the boundaries of the DZ etc. It is my honest opinion that OGC has some of the best and most stringent standards of any club, the biggies included, and it is my intention to ensure that OGC continues to be perceived in this way both by the BGA and other aviation organisations. Please do what you can to help with this.

Finally, as we look towards 2009 and hopefully the best soaring season in living memory it is clear that there will be challenges ahead. What effect the 'credit crunch' will have on recreational sports remains to be seen, although I am confident that with sensible management, OGC is better placed than many other clubs in this regard. It is clear though that we are now, or rather more accurately, perhaps were, in a time where people are cash rich and time poor. This I feel is the biggest threat that clubs run by the members for the members such as OGC must face and react to, as the emergence of the so-called 'Marina Philosophy' has the potential to undermine the very spirit and ethos which has served gliding well over the last 50 years and change the face of gliding in the future.

I think by now it is no secret that OGC is a club that I care passionately about. It has over the years given me many unique experiences and challenges and I want to ensure that this club goes from strength to strength. OGC's very existence is dependent upon the contribution and support of its members - it is 100% volunteer-dependent and everyone gets as little or as much out of the club as they contribute to it. This is what attracted me to it in the first place and I suspect the same is true for many others.

All I would ask therefore is that you please consider what you can offer to the club to help. There is an awful lot of work that goes on behind the scenes unseen and unnoticed until it is not done, so if you are rostered to be on duty on a particular day, please do all that you can to turn up or ensure that a replacement is arranged as without you, the club can not operate.

I am sure that 2009 will bring further challenges to all of us in the guise of Pilot Licensing etc. However equally I am sure that it will bring its rewards too. Hopefully the threat of Weston Otmoor will be decided one way or another in the next few months and as set out elsewhere, I am optimistic that this will be a favourable decision which will allow us once more, to focus our attention and energies on moving OGC forward. Please do not lose sight of what it was that brought you into this wonderful sport and remember not the latest EASA proposal, but rather the satisfaction of your first solo flight or that magic panorama of sunlit clouds around you.

Here's to a safe and enjoyable 2009 soaring season in the best club in the country!

"ECO-TOWNS" (CONTD.)

schemes meet the specified criteria and ultimately should make the final list to be announced in early 2009.

On the 4th November 2008 the new Housing Minister, Margaret Beckett, announced the Government's second round of formal consultation with the publication of a draft Planning Policy Statement and a detailed Sustainability Appraisal on each of the remaining 12 sites. Included within these 12 sites are two alternative locations submitted by the relevant local authorities and the one which is of particular interest to OGC members is Cherwell's proposal for a development in North West Bicester as an alternative to Weston Otmoor.

It is also noteworthy that the Sustainability Appraisal has assessed the majority of the shortlisted locations as Grade B sites, which would be suitable for eco-towns subject to meeting specific planning and design objectives. One location has been rated as Grade A, which is generally suitable for an eco-town, and one location as Grade C, which is only likely to be suitable for an eco-town with "*substantial and exceptional innovation*". I am pleased to advise that it is Weston Otmoor that has received the 'Grade C' classification.

At the time of writing therefore I feel that we can allow ourselves some cautious optimism that the looming spectre of Weston Otmoor has diminished slightly, however we are not 'out of the woods' yet by any means and we must remain vigilant and not allow ourselves to become complacent. The second round of consultation now runs until 19th February 2009 and over the coming months the Committee will be reviewing this and will be asking members to respond as appropriate in due course.

You think the club always just asks you to put work into it? Well, you may not know it, but the club also has a number of rewards on offer (info from Ian the Treasurer):

Launch Vouchers may be earned by any OGC member other than Temporary and Temporary Associate members. The value of a Launch Voucher is equal to the cost of a launch in a club glider for the membership class of the individual who earns it.

Launch Vouchers do not have any physical existence (no you cannot cash in your old paper vouchers from 1963!) and exist only within the bowels of the Club's database system. They do not have any permanent monetary value i.e. if you earn them and then leave the club you cannot cash them in! We do have to show the value of Launch Vouchers earned and redeemed in our annual accounts as they represent a cost to the Club.

Launch vouchers are awarded at the rate of one voucher per productive session of the activities below where common sense, fair play and honesty play a large part in defining "productive".

Tuesday maintenance nights - make sure your name is entered in the book in the workshop by one of the inspectors.

(Tuesday night is the glider and ground equipment maintenance, grass cutting and general social evening and you are very welcome to turn up on any Tuesday night even if you haven't got a clue, someone will find you a job to do where you can't mess things up too much)

If you agree to be on one of the regular Friday night crews to help with the visitors you get a launch voucher per Friday night

(If you help out on one of the Friday nights where there is an incomplete crew then you may also get a launch voucher if you are one of the people to make it a complete crew – in brief: you must either be rostered or replacing someone who is rostered - no vouchers for hangers-on!)

1st winch driver of the day but only if the 1st flight lands before 11:00

Duty Pilot

In the last three cases it is necessary to make sure your name is logged on the Bus PC by using the F2 key to go to the "Day Notes" screen, entering "Crew", "Duty Pilot" or "Winch" in the Type field, your name in the Member field and, in the case of winch driving, your start and finish times. If this is not done the system will not know you have earned a Launch Voucher. It's good, but it's not clairvoyant.

Note that Launch Vouchers earned on Tuesday nights are entered into the system from the workshop book manually when we remember to do it.

Also, any flights that are completed before 11am only cost £2 – and that includes the flying fees!

As the name Launch Voucher suggests Launch Vouchers should, strictly speaking, only be used to pay for launches and not soaring fees, facility fees or subs. However, the rules have always stated that, at the Committee's discretion this restriction can be relaxed and, at present, we are allowing Launch Vouchers to be used to pay for any of these things (but not your bar tab!). This relaxation of the rules may be changed in the future.

4 tbsps Golden Syrup, 4 oz Butter, 4 oz Chocolate: Melt and mix together.

8 oz Digestives, 2 oz Raisins, 2 oz Coconut, 2 oz Cherries:

Crush digestives, chop cherries. Mix all together including melted stuff.

Put in tin or quiche dish and refrigerate.

You can also melt more chocolate and spread on top (I've never actually done it without doing so). Put in fridge until set. Take out of tin and enjoy!

(Ed.: for the metric people among us: 1 oz = 28.34952312 g...)

"TIFFIN"
Fiona Hawkins

CFI REPORT

Howard Stone

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...but you can read about duty pilots, new instructors, and all the upcoming changes to gliding in the UK elsewhere in this issue.

Well, I had achieved the required fifty solo flights, and more than the required two half hours [one of them a whole 93 minutes of bum ache in the K8, so it is evidently only the youthful who can even consider doing 5 hours in the "8"]. I had attended the club's lectures as bronze prep., so I thought it about time to get on with the bronze flying test and examination.

I had already accosted Martin and Martin to get a recommendation for a good book to take to bed every evening, knowing that they had been through the same exercise the previous year, so I had Bronze and Beyond. But now for some serious swotting, rather than just the casual reading when the words just seem to go through the brain without bothering to stop on the way – talk about teaching old dogs. I had also downloaded and printed the current Laws and Rules from the BGA website.

Many people had mentioned "The Bronze Confuser" as a source of practice questions, so I start searching for this on the internet. Surprisingly, it is widely available on various gliding clubs' websites; for some strange reason I had thought of it as a sort of underground crib circulated surreptitiously between budding bronze pilots. Now I really had to get the brain in gear again. First run through the questions – laws etc. I think I can do quite well; airmanship is a bit dodgy; and then I come to a full stop with meteorology. Back to the books again, and try to get it to sink in.

NS sends me a mail that he and Richie are meeting to discuss the bronze exam, and would I care to come if I can arrange with HS to sit the exam that weekend. Yes, really keen to learn more, but how can I contact HS? NS replies with two mail addresses for HS, so fire off mails to these, and also to "CFI" on the club site [cfi@oxford-gliding-club.co.uk] – that should be enough to get a reply. First reply – auto-reply from work that HS is on holiday! Then a reply that I can do it on Sun when HS is on duty. Forward to NS and arrange time, and NS asks me to bring along any questions I have. At last Richie and I are sitting upstairs in the clubhouse with NS. I drag out the confuser, and NS comments "Ah, you want me to tell you the answers." Actually, that is the idea, but it does not sound so good, so I explain that there are a few points that I would like to discuss.

We are doing quite well until we get to the one about when oxygen should be used: "Above what height should oxygen equipment be carried and what height is recommended for its use?". The answer "everybody" knows is "A. 10,000 ft amsl and use above 12,000 ft amsl.", but in the current L&Rs I had found no mention of 12,000 ft. After some discussion, and a download from the BGA site, NS disappears downstairs to consult the gurus – same answer, "everybody knows it is A", but it looks like a longstanding misapprehension [or maybe not so longstanding – what happened at the last revision of L&Rs?]. Right then, pass over that one, and onward and upward. Eventually get to another tricky one in principles of flight about "When is total drag a minimum?" The approved answer is "C. When lift dependent drag is equal to zero lift drag." What does this mean? NS looks puzzled, as does Richie. CB joins us and then there are four puzzled bunnies sitting upstairs in the clubhouse. Bronze and Beyond says the answer should be "B. At best glide angle in still air." After much discussion NS decides that the approved answer does not make sense, even if we could understand what it meant, so Richie and I hope that the question does not come up in the exam.

Thanks to NS, then back home and more runs through the confuser until I think I have got it off pat except for the ones where I disagree with the answers. Luckily not too many, but remember to take B&B and L&R just in case I need some backup.

Never did get a reply from "CFI" on the club site – wonder how many mails are sitting in limbo waiting to be discovered some rainy day.

Sunday has come and I turn up ready for the exam. HS cannot find his CD for producing the questions because he has lent it to someone, and forgotten whom, but he eventually comes up with a couple of printed papers [ones he did earlier?]. Upstairs again with papers, chart [temporarily taken from the clubhouse wall], pens, and instruments courtesy of HS. Pinch some blank paper from the printer to write out the answers. We persuade HS that he should set us the Nav 2 questions on the Lasham to Didcot route because the other contains ridiculous errors in the official answers [breathe a sigh of relief at this, as this route is the one I have looked at before]. Settle down with Richie under the sole upstairs light

BRONZE

Keith White

and start on the Nav 2 questions. Then pass the chart to Richie so he can do it. Now into the meat of the questions. Am I doing it too quickly and not thinking enough? – go back over all, and change one. Richie is still working, but I do not think that going over it again will make any difference, so wander down and see HS to let him know the progress. A while later, and upstairs again to do the marking. HS has the marking template; we call out the answers, and HS tells us right or wrong.

Phew! first off we have both passed. Now for the discussion on, guess what – oxygen use, and then, on which side one glider should pass another. I had always thought either side, and the confuser I had been working to gives that answer, but apparently we are both wrong – overtake on the right unless there is good reason not to do so. During the discussion HS tells us about overtaking when ridge soaring; the rules state that you should overtake on the ridge side. But what if the glider you are overtaking decides to edge towards the ridge just as you come alongside? – ouch! nowhere to go! ridge soaring sounds far too dangerous for me.

Downstairs and check the requirement for the two half hour flights. I have a look in my log and see that I did 50 min and 93 min flights on 15 Aug, just a couple of days before. I bring up the club log and go to the date to confirm them and demonstrate to HS that I have done them. "You cannot have the two flights on the same day." says HS. "Oh really." I say, and start looking back into my log again. Much laughter from Haste etc. at my gullibility – yet again, instructor speak with forked tongue, even in clubhouse.

So far, so good. Now for the practical part, but no time this Sunday, so it will have to wait until next weekend, and luckily it is the long weekend at the end of the "two week downpour". First of all put my name on the flying list, then chat up the instructors to let them know where I am and what I want to do. This is really useful because they tell me that I first have to go and get the bronze endorsement application, which has all the bits for signing. Off to the clubhouse again, and upstairs where RJ kindly prints me a copy whilst he is preparing for a task. There are very few bodies about as it is Friday, so I get volunteered to do winching for a while.

Now it is my turn to fly. Strap in and try not to feel nervous

BRONZE (CONTD.)

whilst SMcC gets into the back seat after twiddling with my altimeter. Run through the checks and ask for the cable to be attached. Voice from the back seat reminds me of "eventualities". RATS!! So I am a bit more distracted than I thought. The first exercise is to be stalls and general handling, so half way up the cable is released. Nose down, wait for speed, cannot land ahead so turn. High enough to go a bit back before turning in, Try to keep the speed as required, and estimate the correct height for turning in. Definitely will not make it back to the launch point, but I leave it a bit late, and the sepulchral voice from the back reminds me to turn in. Not a very good landing either; I do my usual trick of not holding off sufficiently. Get towed back feeling glum, and set up for another go. This time we get a good launch, and go

through the various stall demonstrations, steep turns, etc. Landing this time much improved. Off again to do spins and recovery, but this time we have an organised winch power failure. Recovery and landing satisfactory, but not good. Richie is driving the tractor for the tow back and gives me an enquiring glance – not



Photo: Paul Smith

feeling very hopeful at the time. Off again, and really do spins and recovery, but do not centralize the rudder soon enough, so there I am, pointing downhill with lots of yaw – not good for the glider. Landing is again not fully held off. Enough for now, and SMcC tells me to get into the K8 to do spins and recovery.

Feeling too glum to go straight up so I procrastinate by doing pushing and then some Rovering. At last I cannot put it off any longer, and climb into the 8. Launch to 1700' and turn right to see if I can find some lift so I can do a few spins before coming down again. Find a bit and start turning. Get to 2500' before it disappears, but now I am a long way from where I want to do the spins. By the time I glide upwind again I am back down to 1900 ft - 10 mins circling for 200' gain – bless the 8's glide angle! No more lift, so HASSLL checks and then into the spin. Goes in nicely and, surprise, surprise, the recovery is near perfect. Only got 1400' now so start looking for some more lift, but none to be had and I gently descend until I have to land. Afterwards I ask what would be the minimum safe height for spinning, and am told 1000 ft, so I could have got in another. End of first day. Some things ticked off, but nowhere near perfect.

Saturday comes, and I accost GC to see if I can do some more. The altimeter is covered with white tape this time. A relatively light wind today, but just enough for a crosswind landing check. The launch run is windsock to windsock, with

the bus opposite the farm. GC decides that I will do a crosswind landing behind the bus, coming in over the power lines, and, just for fun, I will also try a field landing by imagining a stone wall on the near edge of the E – W runway. Launch is interesting – fairly fast at the start, and then picking up speed further. OK, so it's early in the launch, but the speed is over 70 kt, so put the nose down a bit and wag the tail. Wait a second or two, but there is no slackening of the pace, so wave goodbye, maintain speed, and turn left as there is no room ahead. I have enough height to come back and do the proposed landing, so try to calm down and stop tearing about the sky like a lunatic – I will never get into the "field" with an approach speed of 65 kt. Line up the approach; speed 50 to 55 kt; heading slightly into wind; open airbrakes – from a distance those power cables look very close to the path, but we clear them with too much to spare; full airbrake as soon as I am over them, but I am too far into the "field", and I overrun and come to rest on the other side of the runway – theoretically me in a coffin and GC a basket case. Moral - don't choose small fields with no headwind and obstructions on the approach! Later on I notice that the windsock at the bus end of the field is giving a tailwind component for the landing, and I point this out to GC as an extenuating circumstance for his "injuries", but he is having none of it.

Now to see if I can get the spin recovery correctly done. Good launch this time, so go and find a place to do the spins. HASSLL checks, then into a gentle turn and pull slowly back whilst keeping up the inboard wing until the stick is fully back and across, and then push it into the spin with full rudder. Goes in nicely, and I get the timing nearly right again this time – close enough for GC to be satisfied. Another flight, and another satisfactory spin recovery. Landings are properly held off, so a better day today.

Sunday, and I find DW [who henceforth shall be known as Dastardly for reason to become evident later]. Obviously the thing to complete is the field landings. The launch is again windsock to windsock, and there is a quite strong wind today, so, provided I am landing into wind there should not be too much of a problem. First thing cover the altimeter, then DW specifies a landing onto the NE – SW runway, coming in over the wood, and avoiding the small bush right at the end of the runway, and stopping before the intersection with the E – W runway. Luckily, we have the airfield to ourselves today, so I can plan a standard right hand circuit onto the runway. A bad habit I have formed is turning in too early for base leg and then having to use full airbrake to arrive where I want. Try to avoid this, but as there is a good wind, do not overcompensate and go too far downwind, as landing on the trees would not be counted good form. OK, in over the wood, mind the bush, touch down gently, and stop well before the intersection. Certainly the first, and probably the last time I land here. Get towed back to the launch point by the tractor – I can see that these checks keep the tractor driver out of mischief. DW tells me to stay with the glider whilst he hops into the Rover and disappears back towards the hangar. He returns a short while later and tells me to hop in after securing the glider. "That was far too easy," he says as we head off up N again, taking me to the area on the other side of the trees from the golf course, in the N corner of the airfield. Some kind soul has mown it so it can be landed on, and this is my next "field". Look around and note the windsock and caravan on the approach, the wind is definitely across the longest bit with the low approach. It looks awfully small. "Sensible to land diagonally across it." I mutter

to myself, and Dastardly D agrees that is an option. Back to the glider, launch, turn left and make my way round the back of the launch point to size up the landing circuit. By the time we arrive I am thinking that there is not a lot of height to spare, so make standard r.h. circuit around the “field”. From the air it does not look quite so small as it did on the ground, although much smaller than the one next to it as DD notes. Again, make sure I do not get too close on base leg, and it looks fine when I turn onto final approach. Head a bit into wind; air brakes in and out a few times to get a nice low approach with half brake across the small path at the edge of the “field”. In practice, the caravan and windsock are not a problem; rudder it straight low down, and we touch down and come to a stop well short of the pine trees at the top of the diagonal. DD points out that I could have stopped quite a few yards earlier if I had opened the air brakes fully as soon as I had touched down.

So far, good enough I hope. I have had two launch failures, and presumably need some more, and then I need a final assessment with HS, to be done within the next year, otherwise I have to sit the written examination again – probably even start from scratch, so this needs to be done without delay, before the weather turns really bad [it has only been raining for the last week, but hope springs eternal].

Rain, rain, and more rain, plus other commitments, mean that I do not get back to the airfield for four weeks. But luckily HS is there, so grab him and explain need to finish bronze checks and get final signatures on various boxes. First a discussion about preparation – glider/NOTAMS/weather. All fairly straightforward, except I forget to say that the stall speed is increased when the wing loading goes up owing to rain on the aircraft [thanks to PH who was passing by and supplied the answer HS wanted]. The two launch failures are considered sufficient, so that box gets completed as well. And then HS has a look at my log book to ensure that flights are entered.

Then for the flying test. HS wants a normal flight but with a couple of stalls thrown in. Have a fairly good launch, and turn right with the intention of looking for some lift in the region of the roundabout, but find nothing to keep me up, so after a while head to a point clear of the field and about half way along with the intention of doing the stalls and then going home. Run through the HASSLL checks, but a glider was launched a bit before us, and eventually HS spots him low down at 11:00 and coming towards us. I cannot do stalls above him, and from his position it is probable that he is about to turn towards the airfield for landing. HS asks me to do a left turn to see where he goes. As we are turning he also turns left for a downwind leg. I start to straighten up feeling that he is out of the way, but HS want me to keep turning to make sure. By the time I finish all this, we are down to about 1000'. First, pull up slowly into a shallow stall. When the stick is right back, do the recovery. HS tells me to go straight into a steeper stall. I pull up into what I think is a steep enough attitude, but HS wants more, so I give it more. When the nose drops, we are well below 1000', and pointing straight down. Keep the stick forward and wait for the speed to recover – never mind the ground rushing up at greater and greater speed, do not pull up until the speed is adequate. And now, just enough height to turn onto a short downwind leg and landing. Run through the USTALL checks as ever – I even do it out loud when I am on my own. But, perhaps because it is the last one, I do not say “lookout”, although I do have a good look for any aircraft on the approach line. HS is happy with the flying, and appends the final signature on the Bronze application. A few days later I am the proud owner of a certificate with a Bronze endorsement.

Thanks to all the instructors for their time and encouragement, and their friendly approach to the task of inculcating good, safe handling, and to all others in the club who keep things going so that we can all fly. All we need now is to persuade the weather to be as cooperative.



DAVID'S DIARY

David Milson

Just some thoughts I wanted to share after these first few months in the air. My story started in April, for my 46th birthday, (yes, it was) as the wife got me a surprise present. Of course I didn't tell her that I already knew, from intuition as it were, since months ago a friend had mentioned a certain present for her husband. I knew a trial flight was waiting for me the next Saturday.

The day finally arrived, and Rob 'Sideshow' Jackson was the Basic Instructor. Why is he called Sideshow? I haven't had the nerve to ask, yet. Well, after the usual intro, we get strapped in the K13, I hear 'Take Up Slack, ALL OUT', and we are off. At the top, there was a very loud 'bang' as the cable came off. WOW, this is GREAT! Rob let me have the stick to try my hand at a few turns. Then, he said, let's just try something and see if you like it. A 'mushing stall', as I later found out. My only reaction was 'I like it, I'm hooked.' On the ground Rob told me that the whole idea of doing a stall during a trial lesson is to find out if the cadet pilot will panic or not. I never verified that one.

Andy and I had a half-hour soaring flight on my fourth flight. At about 2,300, we were looking down on a buzzard, and up on another glider in the same thermal. I was hooked. By flight number 18, Haste was ready to let me land, but with

his hand still on the brakes. After a final roundout, I got my reference point and started the approach. Unfortunately, just at the round out, I hear, from the back: "I have control". Ouch. Martin let me hold off for the ground run, but it was only when we were down did he say: "Classic error". I needed to watch my speed, when instead I was I was watching the reference point.

The longest soaring flight was with John Effin on flight number 27, in September. What a thrill, my highest so far at 2,800ft; longest-all the way to Kidlington and back; and longest time, over one hour. I was on a 'high' for days afterward telling all my friends and family. Usually, they don't get too bored. Anyway, the biggest problem I had was that after ten or so turns in a thermal, I was dizzy. John was quite disconcerted, I think, as I would suddenly say: "You have control." All he would say in reply was: "Why?" The other problem on that flight was that my arm tended to cramp up. I still need to relax my grip on the stick.

Over the last few months, I must say that I've found a great bunch of gliding fanatics. They come from all walks of life, all ages, and all have this over-riding passion for gliding. It is a great community. Thanks everybody!

OGC GLIDING GLOSSARY

Ian Shepherd

A light-hearted examination of gliding terms with an OGC spin but also some serious messages as well!

- "2 minutes"** This is the call made by the parachutists' drop aircraft that announces the start of its live drop run. We are not allowed to launch any gliders once this call has been made until at least all the canopies are open and obviously clear of the launch line. Also the amount of time it takes for the average cross country pilot to get impatient in the launch queue or for the Treasurer to need a wee after a launch.
- "All Out"** The announcement made by the Signalling Light Operator that all the Cable slack has been wound in and that he has signalled the Winch to throttle up to accelerate the glider into the climb.
Also used by the Winch Driver to signal to the Rover Driver that he can accelerate to full tow out speed when taking Cables back to the Launch Point. In this case the correct call is "All Out Rover" to avoid confusion.
- AM** Associate Member. A visitor who is taking a Trial Lesson or a Mini Course. Also known as a punter or Bloggs.
- AM Form** The temporary membership and disclaimer form which all visitors must complete and sign before they are allowed to fly. Also known as The Blood Chit!
- Astir** Our glass fibre (glass) single seat gliders which were built by Grob in Germany and whose type designation is the Astir CS.
- Back Release** A safety feature built into modern Release Hooks whereby the Cable automatically disengages at the top of the launch if the Cable angle becomes too steep before the pilot pulls the release knob. All of our club gliders and privately owned gliders are fitted with automatic back releasing hooks.
- Ballast Weights or Trim Weights** These are lead weights that are used to ensure that a glider is properly balanced or "trimmed" fore and aft, which is important to the safe operation of any aircraft. Balance Weights can be fixed to allow for variations in the trim of the glider itself or they can be removable to allow for a wide range of Pilot weights.
- xxxx Beers** Beers which have to be bought by whoever has achieved (or committed) some outstanding deed. Notable examples are Solo Beers, Bronze Beers, Pundit Beers, Wheels Up Beers, Bungle Needs a Bath Beers, Stolen Caravan Beers and Heart Attack Beers.
- Beverley or Debbie** The person at the BGA who is responsible for losing correspondence and for sending out random invoices marked only "Goods/Services".
- BGA** The British Gliding Association - our national umbrella organisation which runs and regulates UK gliding on behalf of the CAA. Also known as Bugger Gliding About. Probably does a jolly good job really.
- BI** Basic Instructor – A BGA rated gliding instructor qualified to carry out basic instruction to visitors and student Pilots in the early stages of training. Occasionally referred to as "pretend instructors" but not if you want to keep all your teeth.
- Bus** See "Launch Point Vehicle".
- CAA** The Civil Aviation Authority also known as The Campaign Against Aviation. Due for eventual replacement by a European Union behemoth known as EASA which will undoubtedly cause icebergs, tidal waves and other divers alarums.
- Cable or Launch Cable** Approximately 5000 feet of 4.5 mm stranded cable plus various other important and expensive bits and bobs which gets us into the air! For full details of the launch cable assembly see Appendix A of the OGC Ground Operating Procedures document.
- Cable Break or Break** Cables do sometimes break. If they were made strong enough to never break they would be far too heavy. The strength of a Cable is a compromise – New Cable does not tend to break but as Cable ages and gets kinked and damaged it gets weaker. Soon it starts to break and must then be repaired. Eventually it has to be replaced. Cable Breaks can also be caused by Weak Link failures.
- Caboose** A historical name for the Launch Point Vehicle. Now usually called the Bus.
- CBSIFTCB E** Mnemonic used to remember the items to be checked prior to every launch: Controls, Ballast, Straps, Instruments, Flaps, Trim, Canopy, airBrakes and Eventualities.
- CFI** Chief Flying Instructor – Has overall responsibility for all gliding activities, not just instructing. Usually thirsty.
- CofA** Certificate of Airworthiness – All gliders must have a thorough annual inspection following which they are then granted a CofA by the BGA which is valid for one year.
- "Clear Above and Behind"** The announcement made by the Signalling Light Operator that he has checked the Pilot's blind spot for hazards before starting a launch.
- Cloud Flying Simulator kit** This is a hood which can be used in the **rear** seat of a K13 to prevent the pupil from seeing out of the cockpit and to simulate cloud flying when teaching instrument, or "blind" flying.
- D129** Danger Area 129 - This is a 2.5 nautical mile radius circle centred on the airfield designated by the CAA as a Danger Area due to intensive parachuting operations. Other aircraft should not enter this area and yes, we operate smack in the middle of it!
- Daisy** The grand old lady of our fleet - Daisy is an ex Air Cadets T21 Sedburgh open cockpit, side-by-side, wooden training glider built by Slingsby in Yorkshire. Makes more money for the club than certain large shiny white plastic things.
- DG, DG-505 or Big DG** Our hot ship! - The DG-505 Elan Orion, to give it its full title, is a high performance two seat glass fibre glider built by Glaser Dirks in Germany. She is used for cross-country training, as a backup to the K13s and for sitting in front of the hangar looking cool.
- DI** Daily Inspection - A routine inspection of ground equipment or aircraft carried out at the start of every flying day. A thorough DI can save time, money and, ultimately, lives.

OGC GLIDING GLOSSARY (CONTD.)

<u>DZ</u>	Drop Zone - The parachutists' operating area. Usually upwind of the airfield. Don't fly in it!
<u>DZ Controller</u>	When the parachutists are active the <u>DZ Controller</u> is in overall charge of all flying, both power and gliding, on the airfield.
<u>DZ Radio</u>	The airband radio (133.65 MHz) we use to talk to the <u>DZ Controller</u> . Mounted at the <u>Log Keeper's</u> station on the <u>Launch Point Vehicle</u> .
<u>Duty Dog</u>	An affectionate term for the <u>Duty Instructor</u> .
<u>Duty Instructor</u>	The <u>Duty Instructor</u> is a <u>Half Cat.</u> or <u>Full Cat.</u> <u>BGA</u> rated instructor who is rostered to run the operation on a given day. The <u>Duty Instructor</u> has the delegated authority of the <u>CFI</u> and has the final say on all operational gliding matters while on duty.
<u>Duty Pilot</u>	A rostered Solo Pilot who runs our ground operation on behalf of the <u>Duty Instructor</u> . On average we achieve almost twice as many launches when a good Duty Pilot is running things on the ground than when no-one is!
<u>Dyneema</u>	Wizzo high tech plastic launch cable which weighs nothing, costs an absolute fortune, gives marginally higher launches, turns out to break if you say boo to it and which various clubs invested in and we didn't ha ha!
<u>Ferrule</u>	A <u>Ferrule</u> is a 15 mm long flattened fat copper tube, two of which are crimped onto the ends of a broken <u>Cable</u> by a hydraulic press to join them back together.
<u>Ferrule Pull</u>	Occasionally a previous <u>Cable</u> repair will fail when the <u>Cable</u> ends pull out of the <u>Ferrules</u> . This is often because the previous repair was pants.
<u>Flasher</u>	The <u>Ground Radio</u> call sign of the <u>Launch Point Vehicle</u> . Funnily enough no-one has ever been arrested for saying "This is Flasher here, did he just pull off?" over the air.
<u>Flying Brick</u>	A trophy awarded at the Annual General Meeting each year to the Pilot who has done the most outstandingly daft (but at the same time not outstandingly dangerous) thing during the year. Good candidates are landing with the wheel up, landing on the wrong airfield, flying for 10 hours with the wheel down, using a pee bag full of holes etc.
<u>Flying List</u>	The list of names on the blackboard on the side of the <u>Launch Point Vehicle</u> . Most members add their name to the <u>Flying List</u> as they arrive and fly when their name reaches the top of the list. Others just jump into an unattended glider and look all innocent – you know who you are!
<u>"Friends and Family Rate"</u>	You may hear this term used to describe the practice of flying friends and family members at club rates. In fact there is no such thing! The club constitution does not allow anyone to be flown who is not a club member at any rate other than the standard <u>Trial Lesson</u> or <u>Mini Course</u> rate. In practice however, we turn a blind eye to the occasional flight by an instructor in a 2-seater with a non-member in the other seat. (Instructors perks). So if you want to give a family member or friend a cheap flight, then get friendly with an instructor otherwise the Treasurer's crack stormtroopers will get you.
<u>Full Cat.</u>	<u>Full Category</u> Instructor – A <u>BGA</u> rated instructor qualified to teach the full gliding syllabus and send students solo. Also known as a Full Wit or a Grownup.
<u>Gelcoat or Gel</u>	This is the outer polyester resin finish layer on glass fibre gliders. It is actually quite delicate and susceptible to long term moisture and UV light damage so is usually protected by a layer of hard wax, mud, grass, insects etc.
<u>Glider Radio</u>	The airband radio we use to communicate between the <u>Launch Point Vehicle</u> and gliders in the air. Usually on 130.1 MHz. Used mainly by Haste to ask if the parachutists have shut down yet.
<u>Golf Course</u>	The grassed area between the front row of glider trailers and the perimeter track. Do not land here!
<u>Grid</u>	The queue(s) of gliders waiting to be launched.
<u>Ground Radio</u>	The PMR (Private Mobile Radio) system we use for communication between the <u>Launch Point Vehicle</u> the <u>Winch</u> and the <u>Rover(s)</u> Not as much fun as the old CB radios with which we could ask lorry drivers on the M40 to bring the cables back.
<u>Half Cat.</u>	Assistant Category Instructor – A <u>BGA</u> rated instructor qualified to teach the full gliding syllabus but not to send students solo. Also known as an Ass. Cat. or Half Wit.
<u>Hooker Onner</u>	The person who hooks the launch cable onto the glider just before launch and who should then run the wing to ensure no-one is left in the way when the launch starts. The Hooker Onner should also always check that the strop weak links are in place, undamaged and correct for the glider being launched as the Pilot cannot see them.
<u>Ka8</u>	Our wooden single seat gliders were built by Schleicher in Germany and whose type designation is the Ka8
<u>K13</u>	Our wooden two seat training gliders were built by Schleicher in Germany and whose type designation is the K13
<u>Launch Point</u>	This is the area on the airfield from where gliders are launched. The <u>Launch Point</u> will be set up at the downwind end of the day's <u>Run</u> as determined by the <u>Duty Instructor</u> unless the parachutists get their way in which case it will be in the car park of the Little Chef.
<u>Launch Point Vehicle</u>	The mobile centre of operations that is driven onto the airfield at the start of the day and from where the gliding operation is run. Also where we shelter from the rain. The current <u>Launch Point Vehicle</u> is a small bus so the term " <u>Bus</u> " is usually used. By tradition must not have an exhaust pipe or reliable brakes.
<u>Launch Voucher</u>	Launch Vouchers can be exchanged for free Launches and are credited to member's accounts as they are earned. Launch Vouchers can be earned in a number of ways: Tuesday or Friday night duty, <u>Duty Pilot</u> duty, introducing a new member etc. Years ago they were real pieces of paper (hence "Voucher") but now only have an electronic existence (except for the ones worth 3 groats that Graham has still got). Launch Vouchers have no cash value and can only be exchanged for Launches except in special circumstances and with committee approval when they may be set against facility or membership fees.

OGC GLIDING GLOSSARY (CONTD.)

<u>Letterbox</u>	This is where payments for flying are deposited at the end of the day. It really is a letterbox which is on the wall to the right of the bar in the club room. Payment envelopes end up in a safe which is emptied weekly. There is also a red strongbox on the <u>Bus</u> which can be used to deposit payment envelopes. This is also emptied weekly and sits under the seat by the rear door opposite the <u>Log Keeper's</u> station.
<u>Log Keeper</u>	The <u>Log Keeper</u> records all flights as required by aviation law and also monitors the DZ and ground radios.
<u>LPG</u>	Liquefied Petroleum Gas. This is the fuel used by the <u>Tost Winch</u> and the <u>Rovers</u> .
<u>Manifest</u>	The parachutists enplaning area.
<u>Met.</u>	Weather information for the day. (Usually crap)
<u>Military Drop</u>	Use of the airfield by services parachutists during which we cannot operate.
<u>Mini Course</u>	A course of three, instructional, flights carried out by a visitor to the club. These visitors pay a fixed fee for a three launches and become temporary Associate Members of the club for one month (for insurance purposes). They have no more flying entitlement whatever for the remainder of the month.
<u>Nappy Pin</u>	A locking device used to prevent a nut coming undone or to secure a larger pin in place. Looks like a big safety pin which goes through a hole through the shank of the bolt/pin.
<u>NOTAM</u>	NOTices to AirMen - Information published by the <u>CAA</u> giving details of temporary navigational hazards to aircraft such as air displays, ground obstructions etc.
<u>Oxford Base</u>	The <u>Launch Point Vehicle's</u> call sign on the <u>Glider Radio</u> .
<u>Oxford Gliders</u>	The <u>Launch Point Vehicle's</u> call sign on the <u>DZ Radio</u> .
<u>Pay In Envelopes</u>	These are small, payslip type envelopes in which payments for flights should be put and then posted either in the strongbox on the <u>Bus</u> or the <u>Letterbox</u> in the clubroom. Please make sure you write your name on the envelope!
<u>Pundit</u>	A s**t hot pilot, the elite Inter Club League class of pilots who have completed a 500k flight or the saddy who has managed to stay in the air on a damp Sunday for 6 minutes when everyone else has only managed 5 and who therefore has to buy Pundit <u>Beers</u>
<u>Radio Oxford</u>	The unfortunate habit of certain OGC pilots of blathering on and on over their glider radios thus preventing anyone within the orbit of Venus from communicating (Ed.: Also apparently known in neighbouring clubs as Weston FM).
<u>RAFSPA</u>	The RAF Sport Parachute Association. - Previous operators of weekend civilian and quasi-military parachuting now operated by <u>Skydive Weston</u>
<u>Refuel</u>	A 20 minute or so pause in parachuting operations which gives the winch driver a chance to do some routine maintenance such as sorting out a huge tangle, doing an oil change etc.
<u>Release Hook or Hook</u>	The pilot-operated hook onto which the <u>Cable</u> is attached and which can be opened by the pilot by pulling a knob at the top of the launch. Some gliders have two hooks; one in the nose of the glider which is used for aerotow launches and one further back (the belly hook) used for <u>Winch</u> launches. See also <u>Back Release</u> Never tamper with a Release Hook.
<u>R Pin</u>	A locking device used to prevent a nut coming undone. Looks like small hairclip, the straight leg of which goes through a hole drilled through the shank of the bolt and the bendy bit of which clips around the thread.
<u>Rig</u>	The routine assembly and <u>DI</u> of a glider prior to flying. (Putting the wings and tail plane on the fuselage, connecting the controls etc.) Most of the club gliders are kept rigged in the hangar but all the privately owned gliders are kept de-rigged in their trailers. If you are asked to help rig a glider and are inexperienced in doing so, then let the person who asked you know that you require guidance on what to do.
<u>Rover</u>	The <u>Ground Radio</u> call sign of the <u>Cable</u> retrieve vehicles (Currently a Range Rover and a Shogun, previously Land Rovers).
<u>Rover Driver</u>	Any member who is a solo Pilot or who holds at least a provisional driving license may drive the <u>Rovers</u> but should be instructed in <u>Cable</u> retrieving by an experienced member before attempting it alone.
<u>Run or Launch Run</u>	The setup of the <u>Launch Point</u> , <u>Cables</u> and <u>Winch</u> on the airfield. This depends on the wind direction and strength, what the parachutists are up to etc. and is decided by the <u>Duty Instructor</u> at the start of the day. We have two basic <u>Run</u> directions – East/West which is known as the “Long Run” because it is the longest run available to us and North/South which is sometimes known as “Farm to Bomb Dumps” (or vice-versa) as there is a farm at the Southern end of the airfield and there used to be Bomb Dump embrasures at the Northern end which were removed a few years back. Various variations on these basic setups exist so you may hear “Windsock to Windsock” and other esoteric terms.
<u>S&G</u>	Sailplane and Gliding. - The monthly gliding magazine published by the <u>BGA</u> . S&G used to be called the “official organ” of the BGA until they couldn't stand the sniggering any more.
<u>Shock Rope</u>	Approximately 30 feet of rope which sits between the steel <u>launch cable</u> and the <u>strop</u> and which is designed to provide some “give” in the system to absorb transient loads such as at all out and release.
<u>Signalling Bat</u>	This looks like a giant lollipop and is used to signal to the <u>Winch</u> in the event that the <u>Signalling Light</u> is broken.
<u>Signalling Light</u>	This is mounted on the <u>Launch Point Vehicle</u> and is used to signal launch phases: “Take Up Slack” (slow flashes) “All Out” (fast flashes) and Stop (continuous on) to the <u>Winch Driver</u> . The <u>Signalling Light</u> can be operated from inside or outside the <u>Launch Point Vehicle</u> by a remote control box. (<u>Signalling Light Box</u>)

OGC GLIDING GLOSSARY (CONTD.)

<u>Skydive Weston</u>	The current operators of weekend civilian and quasi-military parachuting. Our agreement with the MoD requires that when both we and the parachutists are operating we must follow certain safety procedures as regards separation of the operations and permission to launch. Effectively they run the show and we have to fit in around their activities. In practice not usually a big problem unless they are operating several aircraft.
<u>Strop</u>	The bit of the launch cable assembly nearest the glider which consists of approximately 6 feet of steel cable covered in colour coded (according to weak link strength) hosepipe (to help prevent damage to gliders and avoid tangles) and which has the <u>weak link assembly</u> at one end and the <u>Tost rings</u> at the other
<u>Student Drop</u>	A bad habit on the part of the parachutists whereby they fly around for 20 minutes at 2000' throwing out a pair of students on each pass and keeping us on the ground.
<u>Taffy</u>	Our backup <u>Winch</u> - <u>Taffy</u> was built by and bought from a neighbouring club. It is powered by an enormous turbo charged diesel engine and 2 speed automatic transmission and can give very good launches in skilled hands. <u>Taffy</u> can suffer from <u>Cable</u> tangles in inexperienced hands.
<u>"Take Up Slack"</u>	The announcement made by the <u>Signalling Light Operator</u> , at the start of a launch, that he has signalled the <u>Winch</u> to start slowly winding the <u>Cable</u> in to take up any slack before throttling up to start the glider moving. You may also hear " <u>Up Slack</u> " which is technically wrong (Ed.: or "Slack coming", which is technically and linguistically wrong!) Also used by the <u>Winch Driver</u> to signal the <u>Rover Driver</u> to move off when taking <u>Cables</u> back to the <u>Launch Point</u> . In this case the correct call is " <u>Up Slack Rover</u> " to avoid confusion.
<u>Task</u>	A cross country route of a given length (often a triangle) around which pilots will attempt to fly.
<u>Tost Rings</u> or <u>Rings</u>	These are a pair of accurately made high tensile interlocking steel rings the smaller of which attaches to the <u>strop</u> and the larger of which is hooked onto the glider's <u>release hook</u> . Tost rings that are damaged or deformed in any way must be replaced as they could jam in the hook with potentially dangerous consequences.
<u>Tost Winch</u>	The <u>Tost Winch</u> was built by club members donkeys years ago using drums and <u>Cable</u> pay-on gear manufactured by Tost in Germany. It is currently powered by an 8.2 litre large-block Chevy V8 engine running on <u>LPG</u> and has a 3 speed automatic transmission. This <u>Winch</u> has launched gliders to over 3,000 feet and is the Bees Knees!
<u>Tow Out Loop</u>	A single strand of good old polypropylene BT draw rope which is attached to the <u>launch cable</u> assembly at the parachute webbing and which is used to hook the cable to the <u>Rover</u> when towing it back down the airfield. The idea is that if something gets snagged the tow out loop breaks before anything expensive does!
<u>Tractor</u>	The club currently has two tractors. The little one is used to tow the <u>Winch</u> onto and off of the field and for glider retrieves on the airfield. The big bugger is used for grass cutting.
<u>Tractor Driver</u>	When being used for airfield glider retrieves any member who is either a solo Pilot or holds at least a provisional driving license can drive the little <u>Tractor</u> once they have been shown how to do so by an experienced member. Other activities such as towing the <u>Winch</u> or grass cutting with the big tractor require specific instruction from the Ground Equipment Officer.
<u>Trial Lesson</u>	A single, instructional, flight carried out by a visitor to the club. These visitors pay a fixed fee for a single launch and become temporary Associate Members (hence <u>AM</u> above) of the club for one month (for insurance purposes). They may make a 2 nd flight on the same day for an additional fee but then have no more flying entitlement whatever for the remainder of the month.
<u>Weak Links</u>	To prevent damage occurring to a glider through overloading during a launch, a <u>Weak Link</u> assembly is included which has an accurately known breaking strain and which matches the maximum safe load on the glider. If the pull on the glider goes too high the <u>Weak Link</u> breaks rather than the glider! <u>Weak Links</u> and the hosepipe cover on <u>Strops</u> are colour coded to indicate the breaking load. Note that the term "weak links" is also sometimes used to refer to the thin nylon rope loops used to hook the <u>Cables</u> onto the back of the <u>Rover</u> during a <u>Cable</u> retrieve. It is safer to refer to these as " <u>Tow Out Loops</u> "
<u>Weston DZ</u>	The <u>DZ Radio</u> call sign of the parachutists' <u>DZ Controller</u> .
<u>Winch</u>	The beastie that gets us in the air! See <u>Tost Winch</u> and <u>Taffy</u> .
<u>Winch Driver</u>	A suitably trained solo pilot who takes a turn in driving the <u>Winch</u> . The first <u>Winch Driver</u> of the day usually carries out the <u>Winch D</u> and tows the <u>Winch</u> onto the field with one of the <u>Tractors</u> .
<u>Winder</u>	The <u>Ground Radio</u> call sign of the <u>Winch</u> .
<u>Wing Runner or Holder</u>	This should be the same person as the <u>Hooker Onner</u> . The wing runner's job is simply to hold glider's wings level at the start of the launch until the glider has enough airspeed for the ailerons to do the job. It is not usually necessary to take more than a few steps to do this. Do not try to push, or throw the wing – just let go when you can't keep up and watch out for fingers, rings, watches etc. getting caught on the wingtip – ouch!
<u>Woody</u>	No, not that sort of woody! The term <u>Woody</u> comes from the acronym <u>WDI</u> (Wind Direction Indicator) which is a crepe paper streamer fixed onto a 30 cm long piece of wood which the parachutists sometimes chuck out of the drop plane on a " <u>Woody Run</u> " to gauge the upper wind direction and strength before a live drop run. As in "It's OK, we can call for a launch, it's only a <u>Woody Run</u> "

Willy Weaklink overheard a few conversations this year:

"Yes, I'll be chairman next year– Nothing much will be happening" P.M.
 "Can I borrow your glider? – I know all about retractable undercarriages" M.H.
 "I'll look daft in fancy dress." Various.
 "Can I have a go of your model please? – Oh – sorry – have

you got any glue?" S.M.

"It won't rain at the Gransden Regionals THIS year" D.D & C.B

"The good folk of Weston will welcome the new development" Parkridge Ltd.

"Is the finish line part of a 300K then?" S.M.

"I'm sure the electrics in DG are just fine now". I.S.

THREE 300 KMS (OR NEAR ENOUGH)

After yet another failed attempt to go for the big 300, resulting in a good close look at Didcot power station rather than the 'Man with the big dick' at Cerne Abbas; I'd pretty much given up on the idea of trying to do a 300km task by that Saturday morning. It was already late August and the weather so far over the summer had been pretty crap... well at least on the weekends and any days I tried to take off work!!... So the chances of getting a good day for a 'wardrobe' were rapidly running out. However, when I pulled up through the airfield gates I could see Haste, Paul Smith and 'Jesus' Jon heading for breakfast at the Skydive Weston clubhouse; as soon as I wound down my car window Haste shouted over "300 is on, Rob". Straight away I thought, 'SH#T!' it's already 9:30am and I'm not prepared, the clock is already ticking; assuming 6 hours to do the task I'd need to be in the air by 11:30am if I was to stand a chance at all... I didn't even know where I was going... UURRGHHH!!

Fortunately, on the day before, 'Little' Peter and Alberto helped me set a new world record for the fastest ever field retrieve, so the 'Lark' was already rigged and parked up on the golf course in front of the hangar. So all I had to do was find out the task, DI the glider and get first in line on the launch queue and ... errr... oh yes find a retrieve crew... I quickly scabbled around the clubhouse and found a 311km task printout on a table in the bar that showed Weston-on-the-Green, Kingsclere, Rutland Water and back to Weston. The ink looked fresh so I decided that must be the task that Haste & co had been looking at, and rushed up to the office to check the NOTAMs...

...tick, tock, tick, tock, tick, tock ...

Gone 10am and I had only just finished sorting out my chart, GPS, camel back and glider... oh yeah, and remembered to turn on the logger, something I forgot to do on the previous day!! With a quick look around I could see that the launch point bus was already on the far side of the field with no 'helpful' soul with a car and tow rope in sight... BUGGER!!! But just before panic started to set in as I watched even more minutes tick away on my watch, my syndicate partner 'Big' Peter Boulton came to my rescue and towed me out to the launch point at a pace that matched the urgency of the situation...

... tick, tock, tick, tock...huff, puff, cough, splutter...God I'm unfit...are we there yet!?...

After successfully avoiding a cardiac arrest, I got myself in the launch queue, all strapped in ready to go, and in true OGC style I hear those two annoying words, "TWO MINUTES!!"... AARRRGHHH!!

Finally, after about 10-15 minutes I get a launch and as it's still before 11:30am, I think to myself that a 300 is still on. As soon as I'm off the wire I put the nose down, crack up the speed to 60kts and head straight for a cloud that I had spotted from the ground; which was downwind over the motorway and had formed only a few minutes earlier. Once there, I got that lovely buoyant feeling in the bum and 4kts screaming from the vario; I tucked in the wing and started to climb. I took the thermal up to a little over 4500ft, which was about cloud base at the time and set off for Didcot cruising at 60kts. Assessing the conditions, I thought "Right, anything averaging more than 3kts over 2700ft I will stop gliding and take a climb if I need it. Lower than 2700ft it's every man for himself and take any thermal back to cloud base".

Despite the small headwind component (wind was actually 10-12kts SW) I made pretty good progress to Oxford, but still managed to get down to about 2400ft over the old town before I managed to find a good 2-4 kt thermal back to cloud base. The closer to Didcot I got the thermals seemed to become more and more infrequent and weaker, but I still pushed on at a racing pace. However, by the time I got to Didcot Power Station I just seemed to hit what could be best described as a big 'sink' hole; just lots of sink everywhere and no cloud seemed to be working at all, not even the Power Station. In no time I was down to just below 1800ft and still coming down like a brick! I thought "SH*T! How can the same thing happen twice in two days?" and started wondering if the farmer from the previous day's expedition would mind me landing in his field again. Whilst scanning for a suitable field to land in, I noticed a really good looking cumulus cloud that had just formed over the power station coal dump with a convenient stubble field to the north. I headed straight for it, having to speed up to 70kts at one point due to a good 8kts+ sink, but that just egged me on knowing... ok praying!!... that there should be lift when I got there. As the tall chimney stack for the Power Station got bigger and bigger in the canopy the vario started screaming into life as I plough into a 6-8kt rough thermal. With a cheer I heaved the Skylark over on its ear without a moment to spare and started fighting to stay in the core all the way up to 5000ft.

Once safely back at cloud base I turned

my attention back to heading south to Kingsclere. The weather had cycled yet again and the going was pretty good all the way to Newbury; I even had to open my airbrakes at one point to stay out of the 4500ft LTMA. I watched the nautical miles count down on the GPS, but at this point I didn't actually know what in Kingsclere was the Turn Point. In my rush to get away I had neglected to take note of the TP description. Was it the radio mast or was it the village itself? So I put all my faith in GPS rather than a visual reference and headed straight for the TP.

Immediately after 'turning' Kingsclere I had again lost a lot of height and was in urgent need of another climb; there seemed to be nothing but sink around Kingsclere. I decided to head back towards Greenham Common as my last good climb had been around there. By the time I reached the east end of what used to be the runway, I was down to less than 2000ft but soon contacted a weak thermal that the Skylark's 18m wingspan had no trouble making short work of, and the old girl soon had me safely back up to cloud base.

All the way to Buckingham I made pretty good progress due to the 10kt tailwind and lots of good climbs being marked by all the comp gliders competing in the 18m Nationals, which made it easier for me to have the confidence to really stretch my glide as far as possible. However, looking north the weather conditions didn't look too inviting, lots of large spreading out grey clouds that would no doubt kill off any good lift. I didn't relish the idea of putting myself in a field only halfway round my task. But "what the hell" I thought "death or glory!" I'd come this far and it was probably going to be my last ever attempt at a 300 for this season, so I couldn't give up now. So I pushed on past the east edge of Northampton, keeping clear of Sywell; by the time I got past Kettering I could easily make out Rutland Water in the distance and the weather further north started looking good again with lots of fluffy cumulus clouds possibly giving a good line of energy all the way to Rutland Water.

YEEEEAAHHHAHH! Rutland Water, for the first time ever on a 300km attempt I had almost turned the second TP. By the time I had got to the reservoir I needed a climb and ended up joining a thermal with two other gliders, one of which being Steve McCurdy's Cirrus 579. I couldn't get hold of Steve on the radio to say hello, but like me he was probably more focused on trying get enough height to set back off on task... Once I'd decided I had enough height make a dash for the TP by the damn. I

assumed that once round the TP I could come back to the same thermal that hopefully would still be marked by Steve. I turned the TP with no trouble at all, but when I headed back to south of the reservoir any gliders marking thermals had all gone... and so had the thermal!!! I milled around by North Luffenham airfield, trying to centre in a 0.5-1kt thermal, thinking that if things go wrong I could always land there. My luck was in and managed to get myself back to cloud base; I'd been flying for almost five hours but looking south to the way home it all looked progressively grey and overcast so it was starting to look that my chances of getting home were disappearing fast. The outlook to the north looked pretty good and for a brief moment I wondered if I should just keep going and head for Sutton Bank... silly boy!! So I set off heading south for Pitsford Water and the western edge of Northampton.

The going was very slow, as the wind strength had picked up to a good 10-12kts as I was flying pretty much directly into wind. Every time I stopped to thermal I had that familiar 'three steps forward, two steps back' kinda feeling as no matter how much height I seem to lose Rutland Water didn't seem to get any smaller! By the time I'd got south of Corby, I had got very low again, and as everything above me had started to spread out, I had resorted to reading ground features to ebb out what little lift I could find. Just when I thought I would have to finally decide on my best field choice out of a few I had spotted, I noticed a glider tracking south close to cloud base. He seemed to be heading for a particular dark bit of cloud that I had noticed, but was unsure about due to the distance from my field selections. He seemed to be slowing down, so I thought let's hope he's right and started flying towards him. The whole time I was watching I was saying to myself "Go on mate...TURN... YOU DO NEED TO TURN!!" and luckily for me the 'Jedi mind trick' must have worked because he turned... and kept turning, even better!! He stayed just long enough for me to centre in about 1kt and I started to work it as best as I could, almost trying to lift the glider up by the stick. Eventually, that 1kt turned into a good steady 2kts and I found myself steadily making my way back to cloud

base. It wasn't long before I was stuck again trying to climb when I reached Pitsford Water, and by the time I managed to get back to about 3500ft I realised this was as good as it was going to get. The day was almost over and there would be no chance of getting home, it would just be a case of reducing the retrieve distance. At this point I set off back on track but no longer racing the weather, just flying bang on the MacCready Ring with no bias.

Another climb just south of Northampton suckered me into getting my hopes up, thinking "I'm going to make it, I'm going to do a 300!" But it didn't last long, by the time I got to Turweston; I was getting low, trying to stay out of their ATZ whilst trying to make good out of a half knot thermal. With just a little over 2000ft and about 7nmls to Bicester; I figured that if I could find another weak climb on the

looked a little narrow and judging by the tall trees on the downwind boundary... a bit short! However, some glider pilot had been nice enough to land his glider on the same strip and had parked it at the very end of the airstrip. "Right", I thought "It's got to be both wide and just long enough, with the Lark's barn door airbrakes I should be able to land short... PERFECT!".

I only had enough height for one turn over the bonfire... nothing...s started singing!!!" I went straight onto my circuit to land on the airstrip. As I got onto my base leg I could see the tall trees had a big gap cut between them giving a clear view of airstrip and the glider at the far end... GOD, IT LOOKED SHORT!! Coming round on my final turn I could tell that the gap between the trees was bigger than my wingspan and being on the approach to an airstrip there

shouldn't be any telephone/electricity wires. I decided to come in as low to the gap as possible but just above the 'imaginary' treeline to maintain some margin for error; but ensuring I would stop before the glider at the end of the airstrip. The final approach down to the gap in the trees went to plan and I ended up flying barely over my 'imaginary' treeline. But that glider seemed awfully close and I still wasn't down yet, even with full airbrakes in a Skylark 4. So rather changing a habit of a lifetime I put the skylark

into a full sideslip... green... .green... .green... blades of grass, ROUNDOUT!! When I touchdown it was like rolling on a bowling green, I didn't even use the wheel brake out of shock that grass could be that smooth!!! I ended up rolling to a stop little more than 40 yards short of the LS8 that was parked at the far end... to the disappointment of its owner, who let slip that he wanted a new rudder.

I had been airborne for 6hrs 16minutes, my legs were tired and my feet were cold but the natives were very friendly. The land owner had seen me land from his tractor and appeared to be very impressed by my landing, using such adjectives as 'Wow' and 'Amazing'... I did start to wonder whether I was actually as high over the trees as I'd thought!... But with some careful questioning it turned out that it was the sideslip approach that impressed and



Photo: Paul Smith

way I could possibly make it to Bicester and maybe even get an aerotow home... .Although I was being very optimistic at this point!

Picking fields along the way, I watched the distance to Bicester count down on the GPS; trying to will it on to no avail. Just when I was about to give up on that elusive one last thermal, I spotted smoke from a bonfire a few fields away about 60 degrees to my left. I thought that if I headed for it I would have only one chance, so there would have to be somewhere to land very close by. I had already just flown past a good pasture field and the fields ahead of me on the way to Bicester didn't look that great. I decide to fly on a little bit closer towards the bonfire so I could get a better look of the fields nearby, but making sure I didn't stray too far from my last field landing choice. It was worth the look, the bonfire was at the upwind end of a small airstrip, probably for microlights; the strip

the Lark's pretty 'Dutch Flag' colour scheme. I did like the fact he was very keen to take a lengthy look at my Skylark rather than a casual look that apparently he'd done earlier with the big 'plastic' thing at the end of his airstrip.

He used to own a landscaping/earth moving business and had used his talents to build the airstrip for his wife as a birthday present, who had just recently soloed as a microlight pilot. Certainly explained the putting green smoothness, but before you OGC pilots get your hopes up I couldn't persuade him to ply his talents to Weston-on-the-Green... BUMMER!! His wife was also very friendly and I couldn't have wished to meet a nicer couple and it's yet another aspect of gliding I really enjoy that adds to the whole sense of adventure that you get with cross country flying... you just don't know who you are going to meet. She even gave me a scary ride around their estate on what could be best described as a cross between a lawnmower and a dodgem... but that's another story.

I knew I had failed my 300km attempt, but I didn't know how close I had come until I download the trace a couple of days later... 299.14km!!!! Hey, when I fail a 300 at least I do it with style... nearly,... but not quite.

Rob Jackson

THREE 300 KMS (OR NEAR ENOUGH) - CONTD.

IT'S A STATE OF MIND

Steve McCurdy

Now I've been flying for quite some considerable time and only recently have I managed to drag 579 and my aging butt around a 300 km task. Mais non! I hear you cry, quelle surprise! But yes dear reader, it is sad but true.

Going back into the mists of time, I found my 50k comparatively easy - well my second attempt was. My first to Bidford ended at Morton on Marsh airfield after being expressly told not to land there by John Hanlon, and you know how expressive he can be. Trouble is it's covered in pretend disasters because they teach fireman to do stuff there and they didn't need me adding to them - er, the disasters not the firemen. So I tried again and this time I arrived at Hus Bos in 58 minutes with an embarrassment of height - hey, there's nothing to this cross country flying!

So now armed with a shiny silver badge, I leapt into the club Astir and threw off the 'surlly bonds of earth' - to mostly get reacquainted with them about 8km away. Ah.... must be more to this cross country flying than I thought. Still, gave me plenty of practice in field landings. I tended to pick mostly sports fields, reasoning that they would be relatively smooth and there was always the chance of getting offered a cucumber sandwich. Now the golf course near Henley had a beer tent, barbecue and Miss Henley on Thames, but that's another story.

With all these tentative steps into the world beyond the A34, I thought it might be time to get serious and buy something I could call my own. As luck would have it a half share in 579, a standard Cirrus, came up for sale. Yeah I know, my luck's never been good. But in-spite of what you may have heard about 579, it is a really nice glider - o.k. it's a bit twitchy, like all Ciruses, the wheel brake doesn't work too well, the canopy doesn't fit properly so it's a bit noisy and if you get a quick launch you have to hook a foot into the DV panel to stop yourself shooting off down the fuselage. But apart from that it's lovely to fly. So now as a privateer I didn't have to worry about some disgruntled club member waiting at the launch point casting doubts about my parentage and wanting the glider back, just a vertically advantaged Scotsman with a nice line in Fords.

Now flying 579 (a.k.a HOJ), I always had at the back of my mind the apprehension of landing out and having to wait five hours for a retrieve and only having two ciggies.... so I'd play it safe. I'd wander off south when everyone was going to Basingstoke and get to the M4 and think oh, I can see it over there and if I go any further I've got to refold the map and it looks nice to the north-east so I'll wander over there now.

Stress free gliding, mooching around the sky where it looked good, getting great climbs, never really stretching myself (not a nice thought, ed.), though I did manage a 250 km that way, but I think that was the day everybody else did 750's.

I carried on with my cross countries in that happy vain until Ian got fed up with having a bit of a wimp for a syndicate partner. Arriving at the club at a respectable hour one Saturday morning I found the glider on the field, rigged, and I was given strict instructions to sod off and do a 300. Er, um, right oh then.....

Second in the launch queue, I got a good first climb so I pressed the start button on the magic black box thing. Good second climb... oh bugger, I'd better go then. Flying between 2000 and 4000 feet, getting near the first turn-point was no problem, then I had to take a couple of runs at it 'cos it was all looking a bit iffy down there. Normally I would have taken one look from a safe distance and headed back north, but I was supposed to be doing a 300. Eventually got round the turn point and heading back north things got better. I fairly zoomed up north and even caught up with Smiffy, who is no slouch when it comes to flying across the countryside at a great rate of knots. Turned the second turning point.

Now, it was starting to go a bit flat but there was still a lot of lift around, so I wasn't worried. My main problem was that for the last hour or so, I'd been bursting for a pee. Never mind, won't be long back to Weston. But the sky was getting less and less exciting by the minute and the realisation that I'd probably be landing out began to take hold. It was actually beginning to seem a pleasant alternative to sitting in a glider with a bladder the size of a bowling ball and suffering the withdrawal symptoms associated with not having had a fag for over four hours. But I kept thinking how disappointed Ian would be if he has to retrieve me from some sodden field somewhere and it's funny how people with a Scots accent can make the word 'tosser' sound really cutting. So I pushed on, finding sunny bits on the ground with lift above them until I knew I was in at Weston. The satisfaction of knowing I'd got round was sidelined by the increasing pain 'below the waist' so I hurtled back, turned right east of the airfield and landed.... oh the relief!

And the point of all this drivel? Well, because I'd been told I was doing a 300, I'd got my mind set on that. If it had just been one of my usual flights, it would have been a pleasant mooch around, and I'd have landed when the bladder pressure was getting uncomfortable. So, it's a state of mind.... which surprisingly is what deciding you can hang on for another hour is when you're bursting for a pee.

CHASING A 300 Paul Smith 2007 was a great gliding year for me starting out with my first cross country flight in the K8 to Sackville Farm to gain silver distance in April. Even more exciting and after a lot of looking Jon and I bought a Mosquito and now I had more opportunity to fly cross country. Throughout the season confidence built and eventually I completed some small tasks never really venturing too far out of the comforting sight of Weston-on-the-Green.

Being fortunate to have a fairly flexible job and the Mosquito means mid-week flying for those days too good to resist. In July I took advantage of that to complete silver with a 5 hour flight after several 4 hour plus near misses. August and the height of the season saw me back mid-week at Bicester, this time with Paul Morrison and Simon Calvert in their machines – the task was set by Mike Pettican – only 2 TPs Kingsclere and Melton Mowbray – my first 300km! Looking at the map Melton Mowbray seemed an awfully long way from Bicester. We launched into the blue which quickly started to pop and the run down to Kingsclere was going well, turning Kingsclere the next TP was 161km away – gulp! Paul was attempting a larger task with a TP south of Kingsclere but roughly the same leg to Melton Mowbray. Heading back over Bicester and I was now well ahead of the others and making good progress – the cross country training received from Haste ringing in my ears – get high stay high and if you aren't climbing you might as well be gliding. Flying over Pitsford Lake and the sky to the North is filling in, pushing on. 15km outside Melton Mowbray and I'm starting to struggle, the sky is now 8/8 and lift is weak and infrequent. Do I turn back? After all I have never made a real field landing and there is a lot of crop about. I call up the others – Simon has turned back for Bicester, but Paul is pushing on. After some hesitation and having flown over 200km I'm not going to let 15km beat me. I pushed on and eventually made it back to Bicester with Paul landing out. Wow a 300 – but does it count? I download the trace only to find I busted the airspace by a few feet on the first leg! Disappointment.

2008 and a new year. After many hours fettling Jon and I have the glider the way we want it. The PDA is now off the canopy and we made the switch from WinPilot to SeeYou. After 2007 efforts I'm now feeling much more confident, but I still haven't made a real field landing. 7 June and today is the day I will land out for the first time. I set off South with no task and decided to follow Damien in his Ventus, the first time I've turned my back on Weston with cloud base barely 2000ft. I made it to Newbury with Damien South, cloud base rose, but the sky ahead looked bad. I called him up and he has turned back. I turned back and reach Didcot. I'm now down to 1800ft and out of glide for Weston. I kept searching but I couldn't find a good lift. Down to 1200ft and I'm looking at fields – there weren't many – oh dear. Remembering some now distant training I flew downwind to open up more options. There were two; one with hovercrafts and one with what looks like new crop coming through – I picked the second, performed the checks and made a circuit. I turned 300ft over the hovercrafts and I'm on finals – blimey those houses on the other side of the field look close! I hold off and touch down. Phew, I'm in and safe. I got out and look around to find I have only used about a third of the field. At least that was out of the way now.

Sunday 15 June and I've been watching Monday's weather with interest. Weather Jack having retired I'm now having to make this stuff up myself – Monday looks like THE day. I attempted to generate some interest from the usual mid-weekers but failed. Monday comes, looks brilliant, and goes without me flying. I later find out Dave Bray did a very quick and late 300km. I'm disappointed again, not least with myself that I didn't go for it on my own.

30 June and another mid-week foray set with Howard and Haste – 300km Bicester, Gransden Lodge, Banbury, Kingsclere and back. We set off and flew the first leg at 82kph. It is pretty easy following these two and the workload is therefore fairly low, although they were tending to take longer glides than my level of experience was truly comfortable with – but I was learning a lot and having fun. We passed Olney with only a couple of small climbs and glide towards Silverstone falling below 2000ft – we desperately needed a climb. Haste went right and I followed Howard left to the South. Howard was a couple of hundred feet below me and we

started to turn in weak lift but not really climbing. After a couple of minutes I managed to centre and the lift built to 2knts. Howard abandoned and headed into Silverstone where I could see another glider already landed out – wasn't it the Grand Prix this weekend? I worked the climb to 3600ft and pushed on to find Haste. The sky seemed to have just stopped working. After flying around Turweston as I didn't have enough height to go over I struggled to stay up and had been working hard at it for 40 minutes so decided to go into Hinton. Haste called for me to reduce the workload but no answer, I made a circuit with SeeYou bellowing airspace and landed long as I knew where the entrance for trailers was after an unsuccessful ICL previously. Hinton was abandoned so I called Howard up on the mobile – he's safe and in the hospitality tent at Silverstone... don't they have one of those at Hinton? Another 300 slipped away and I got my first aero tow retrieve from Mike who I caught while over Heyford. Airborne again and I hear Haste turning the last TP – he made it round.

Friday 4 July and since I spend most of my time working with Americans it was a good day to go gliding. From the usual mid-weekers only Damien was interested. This time I set my own task Bicester, Ely, Sywell Lake, Gransden Lodge and back for 306km. Damien set an AAT but in the same direction. We rigged, but I had to go to the dentist so I towed out and headed

off for an hour while Damien got going. Back on the airfield and I took a tow just after a K6, the sky looked very poor. Off tow and I looked for the K6 which was now on circuit –

bum! After dropping out of the sky I went for a re-light and asked Mike for some lift this time. He duly obliged and I got away making sure to go back for the start line. The first leg took nearly 2 hours and it was starting to get late in the day. I made Ely at less than 2000ft and thought about how long the retrieve would take to here which spurred me on. I passed dead straight canals and wind farms. The sky didn't look great so I decided to put Sackville as my goto which was on route to make me feel better – I knew how long the retrieve is from there. After passing Grafham Water I was easily into Sackville so switched back to the task. Two jets whizzed past heading for Sywell – I must remember to stay out of airspace! The radio was very quiet, was no one else flying? Ah, I wasn't with radio Haste this week! Although, I had not seen any gliders since leaving Bicester. I turned Sywell, passed Santa Pod and Sackville and started looking for Gransden. At last some gliders turning in the distance which was a very welcome sight but I'd started to get pretty tired. I took a top up at Gransden and turned for home. It was now 4:30 and the sky looked dead. I tried to raise Damien, but he was already down. There was no traffic on the radio and I started to think I was the only one left flying. I made it to Bedford and found a get me home climb all the way to 5700ft – final glide! I made the task with no airspace issues but only at 63kph – slower than last year! I landed long at Bicester by the trailers where Damien was waiting with his camera. Minutes later there was an air display by a Spitfire which parked up right in front of me. A crowd formed around it, but I had got my own things to think about – I had finally bagged the 300!

Since then I've set and managed two further 300s this year – both 2 TP diamond goals. What's the secret? Get high stay high, if you're not climbing you might as well be gliding – pretty simple really. It also helps to set small goals – they all add up – next thermal, next field, next airstrip. Watch the weather and set a good task. Never give up, once you get tired, loose the will or stop concentrating it is over. Of course a good bit of luck helps also. So the next goal is 500 – how the hell do you do one of those?



Photo: Paul Smith

A look back over the past year in notes from the committee meetings.

The start of the year saw some changes to the make up of the committee as both chairman Paul Rogers and vice chairman Mick Moxon had not stood for re-election. Previous ordinary member Paul Wilford moved up to become vice chairman and with some sense of trepidation Paul Morrison came straight in as chairman. The remaining newcomers filling the ranks were Emma Cuthill and Steve McCurdy.

If chairman Paul thought the year would pass off uneventfully then he was mistaken as the first crisis to appear on the horizon, or more to the point through the ceiling, was a flooded clubhouse in the cold of January. After that was mopped up the committee thought it a good idea to take advantage of some BGA organised seminars so Ian Shepherd and Nick Hill were dispatched to The Park (where a few club members also seemed to fly model helicopters round the hangar...) for a club funding workshop after which Neil Swinton and Nick Hill followed up with a day out to Lasham to learn about emergency and critical news handling. On the subject of money, after a long silence Defence Estates notified the club that they proposed to set the ground rent for the hangar at £9000pa and some increased spending commenced on the 2008 EASA CofA paper chase (see elsewhere in this issue).

The next hint of crisis appeared in February with the first discussions on Eco-Town proposals. Amongst the 50 or so sites being considered was something called Western Otmoor which seemed to include the airfield! By April this had become a full-scale disaster as the short list of 15 included the Western Otmoor proposal, which if it went ahead would see the complete loss of the airfield. The chairman quickly rallied the troops to make contact with the local Weston Front protest group, provide information to highlight the issue in Sailplane and Gliding and provide information to club members on what was happening. If that was not enough the prospect of the imposition of Mode-S transponders in gliders was once more being pushed by the CAA.

Amongst all the doom and gloom some people might forget that OGC is about flying and this was continuing in the background. The problem was that some people were a little reticent to pay for it on time. With the flying arrears at over £3500 the treasurer dispatched letters to all those in arrears reminding them to pay up. To further utilise the club aircraft the requirement for solo flying in the DG-505 was reduced from 120 hours P1 to 85 hours P1.

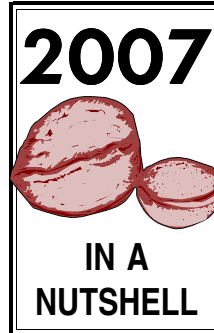
At the start of the year the incoming chairman had remarked that he wondered how he might be remembered as a chairman. One answer was that if he managed to persuade the RAF to fix the holes in the airfield he would have been doing better than a lot of people. Well he

obviously took note of that and in May, following several exchanges of communications, the RAF announced that they would be fixing the holes in the airfield! After that good news it was unfortunately back to reality with briefing sessions prepared and presented to club members on the forthcoming consultation processes on both Eco-Towns and Mode-S transponders. To finish off the sunny outlook in May after thinking about it for a while the clubhouse insurers informed us that despite taking our money over the years for the agreed values insured they were not going to pay out the value we had claimed for the clubhouse flood as they had now decided we were under insured.

July brought better news and outlook as Dave Bray joined the ranks of instructors having completed his BI training, and the OGC Fun Day organised by the two Pauls was a great success in ensuring everyone at OGC had a good time enjoying themselves.

As well as having fun the OGC club response to the Mode-S proposal was submitted pointing out what a thoroughly bad idea it all was, along with a superb response to the Eco-Town proposal consultation prepared by Paul Freer (assisted by Paul Morrison). Paul used all his best planning arguments to comprehensively point out that just about everything in the Weston Otmoor proposal was rubbish. Preferring to take more direct action Ian Shepherd had some choice words for the director of the property company behind the Weston Otmoor proposal at the road show they held in Weston village. Something along the lines of "You money grabbing b****d" was not the welcome he had expected from the locals and he retreated mumbling about not normally being treated like that... Maybe Ian was feeling in a good mood as the cash flow for the year up to July was looking much better than last year!

Having submitted the consultation responses it should have been back to flying but then EASA published their draft proposals on European pilot licensing, over 650+ pages of it and the prospect of another consultation. The phrase losing the will to live springs to mind. The BGA thankfully suggested waiting for their response rather than trying to read it all. Talking of pilot issues, or more specifically duty pilots, in July it was decided that for both reasons of safety and operating efficiency that there must always be somebody at the launch point who agrees to be the designated Duty Pilot. If the person down on the rota to be duty pilot is not present and has failed to arrange a replacement, then other people must assume the role for periods of time whenever the launch point is operating. They were also provided with a nice



Nick Hill

yellow jacket to wear to show who was in charge.

Final good and bad points for July. Good: the RAF started digging on the airfield to replace broken pipes. Bad: it was wet which limited flying and the OGC ICL weekend was a complete wash out.

Well, August arrived along with the news that the Eco-Town developers were holding discussions with the MOD about buying the airfield. On a slightly more positive note the insurance company agreed to increase their offer for the flood damage claim following our suggested revaluation of the hangar rebuild costs. The value of the payout was less than we wanted but was all we were going to get. The remedial work is however still to be done. As the Astir DKR, or should I say G-DDKR, came out of EASA transition it was added back to the club fleet. For the previous year DKR had been syndicated to three club members but with the increasing number of club members converting to fly Astirs it was felt that both club Astirs should again be available for general club flying.

Once the insurers had paid up the money for the clubhouse flood then Ian Shepherd lost no time in saying thank you but no thanks from now on and moved the insurance policy elsewhere. On a financial note the treasurer reported that he was reasonably happy with the year-end outturn at the end of September. The aim of keeping a tighter control on expenditure and not breaking too much had helped improve the financial position.

For some reason as the OGC financial year closes at the end of September then October often seems to coincide with various reviews or considerations of things for next year and this year was no exception. After multiple years and several different committee roles the secretary (that's me) decided that it was time for some new people on the committee and not to stand for re-election at the AGM. CFI Howard Stone also informed the committee that he would only do one more year as CFI although he would be trying to get some more members through instructing courses before he stood down. Any volunteers for CFI amongst the instructors? As mentioned previously the subject of duty pilots has been the topic of discussion amongst the committee and how to ensure this important role is fulfilled has been discussed quite widely amongst club members as well. A summary of the committee views on this can be found elsewhere in this Final Glide. No doubt a subject for the new incoming committee to take forward. Oh, and another thing for them will be that EASA have just published another enormous consultation document on the future of flight training under EASA rules.....

On a final positive note the RAF have almost finished filling in the airfield holes. It will make a change not having to remember there are some big holes at the east end of the airfield. Thanks Paul, it has finally happened.

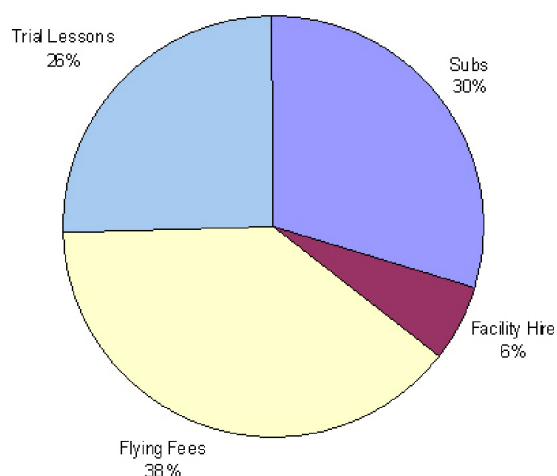
FY 07/08 TREASURER'S REPORT Ian Shepherd

This year may have been pretty dire, as far as weather is concerned, but, financially speaking; it has been one of our best years for a long time. This is due to a combination of factors including higher fees (boo!), low expenditure on ground equipment (hooray!) and an efficient operation of both weekend and Friday night flying delivering lots of launches despite the poor weather.

To cut a long story short we have made a cash profit (before depreciation charges etc.) of just under £8,000 on a turnover of £54,000 (15%) which compares favourably with the profit figure for last year of £3,300 on a turnover of £52,600 (6%) and is much more the sort of amount we need to be making in order to be able to invest in replacement aircraft etc. and thus survive as a club long term.

Where our money comes from

Here's this year's income pie chart showing where the £54,000 came from.....



Similar to last year, the pie chart shows a reasonably healthy split between the main income sources, which, in turn, shows that we have the balance about right between Club Flying, Trial Flights and Membership Fees.

The main bulk of the increased income this year came from better flying fees and trial lessons figures.

However, the one figure that is a little low for comfort is Subs. The fact that this is down to 30% rather than around 35% which is where it really ought to be, shows that we are probably not attracting and retaining quite enough new members. The committee is fully aware of this and is putting plans in place to improve matters.

The facility fee number at 6% may not sound like a lot but it still amounts to over £3,200 and is an important component of our income, representing, as it does, the way we charge our members for additional facilities such as a trailer or caravan space or the hire of club gliders.

As I say every year, deciding on how much to charge for things is no easy task but we do try to keep things as fair as possible and there is a way to claw some of that money back through earning Launch Vouchers by helping out on Tuesday or Friday Nights, doing duty pilot stints or even just by driving the winch early enough for someone to earn a cheap flight.

Where our money goes

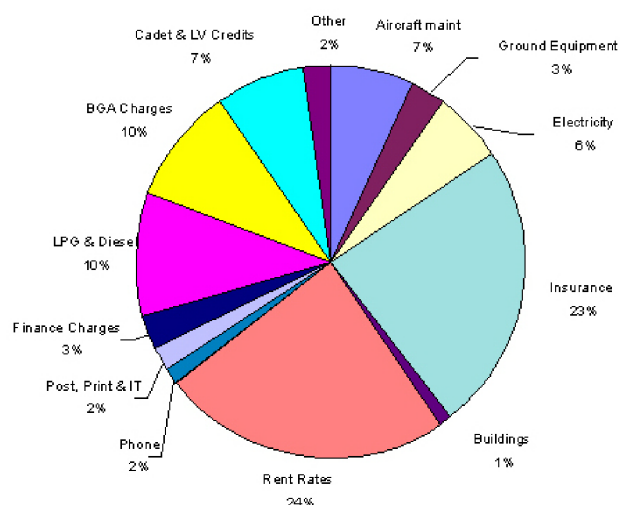
The pie chart below shows how our expenditure breaks down. Like last year, let's take a look at the top categories where more than 85% of our spend lies.

In equal 5th place this year we have Aircraft Maintenance and Cadet and Launch Voucher Credits with 7% of the spend each. Last year Aircraft Maintenance didn't make the top 6 but it has this year due, at least in part, to the cost CAA registrations combined with the need to replace several release hooks.

Cadet and Launch Voucher Credits are effectively free flying! We give each one of the 2 or 3 Cadets we take on each year £400 in flying credit which should be enough to take them to solo. This leaves, on average about £2-3,000 worth of Launch Vouchers which is how we give members some of their money back for services rendered to the Club.

In equal 3rd place with 10% each are BGA Charges and Fuel (LPG & Diesel).

BGA Charges are the various fees we have to pay the BGA for running the UK gliding movement and include membership subscriptions, instructor registration fees and glider Certificate of Airworthiness fees. Our fuel costs have actually not changed that much from last year despite the recent hike in oil prices. I think this is due to us not burning so much diesel grass cutting and heating the airfield (by leaving the heating on when no-one is in the clubroom!) and due to the fact that we use agricultural (red) diesel and LPG which have not increased in price as much as road fuels.



In 2nd place is Insurance at 23% on which we spent over £800 less this year despite having to fork out over £900 in buildings insurance rather than £500 last year. This was due to the rebuilding cost of the hangar being revised from £190,000 to £750,000 as a result of a valuation carried out when we claimed for the flood damage last Christmas. The overall reduction is mainly due to another claim free year on the aircraft insurance reducing our premium through what is effectively a no claims bonus.

So, this year Rent and Rates have pipped Insurance for the top slot by just 1% at 24%. As I predicted last year, Defence Estates have raised our ground rent for the little bit of the airfield we occupy. Fortunately having sent them a long detailed set of reasons why they should not raise it at all, we managed to limit the increase to £2,000 so our ground rent is now £9,000 rather than £7,000 per annum. We feared that the increase could easily have been to as much as £10,000 - £14,000 so we seem to have got off relatively lightly.

This year, for the first time in human history Ground Equipment spend is nowhere! We haven't had to buy any winches, drums, tractors, rovers, engines, JCBs, or anything – result! Long may it continue! Seriously though, we are going to have to buy a new Rover as the old one has shuffled off this mortal coil and gone to meet its Maker. So that'll get ground equipment expenditure off to a healthy start this year.

Please don't forget that just because the other 7 categories "only" represent 15% of our spend that's still about £8,000 so there is no excuse for leaving the lights and heating on, being careless with Club equipment and other general expensiveness.

Also please do remember that we bring in over £12,500 a year from weekend and Friday night Trial Flights so please get involved, help to keep the club a tidy and welcoming place and continue to treat our guests with friendliness and courtesy.

C OF A SEASON 2007/8 OR GETTING "EASAED"

Nick Hill

Well, it's November 2007 and the AGM has come and gone so the Tuesday night maintenance crew once again turns its attention to the subject of C of As for OGC gliders. (C of A for the uninitiated means Certificate of Airworthiness, like an MOT test for gliders except without the emissions and lights check...)

In past years the framework of how this was performed was defined and managed by the BGA and for each glider this involved the following:

- De-rig the glider and place the bits in the workshop.
- Assorted volunteers under the expert guidance of volunteer OGC inspector clean, inspect, lubricate and generally fettle the glider. OGC inspector ensures that everything is as it should be for over 60 separate individual areas of inspection.
- Glider is rigged, controls checked and check flown.
- If everything is OK the glider gets a C of A ticket, the paperwork (and BGA fee of £65) is sent off to the BGA and the glider is handed back to OGC members to fly.

November 2007 however saw an entirely new regime required for the C of A work with each glider (with the exception of the T21) required to be transitioned to an EASA C of A. What's one of those? Well some years ago, on the basis of legislation passed in the EU parliament, airworthiness across the EU became the responsibility of a pan-European body called the European Aviation Safety Agency (EASA) and despite various lobbying campaigns and delays in implementation the majority of gliders in the UK now come under this ruling. (As a slight aside, the next time there is a European election and the local MEP candidate seeking re-election knocks on your door ask them to explain just why they thought it was a good idea to include a Ka8 and other gliders under the same maintenance requirements as a Boeing 747 or an Airbus A380 as it only does because they voted for it...)

So did this add any extra work to the process? Well, just a little... as well as extra expense. The process this time round was:

- Apply to the CAA for a so-called G-REG. Not too much effort but another form to be filled in (along with a cheque for £60) to answer the questions about how many passengers can be carried, the number and type of the engines, whether it is chartered, used for state purposes etc. Once the G-REG is issued this is then either stuck on (£40 for Vinyl letters) or painted on (thanks to Brian Jones) along with a metal plate in the cockpit with the G-REG details on in case the glider's fuel load bursts into flames if involved in a crash.
- De-rig the glider and place the bits in the workshop.
- Assorted volunteers under the expert guidance of volunteer OGC inspector clean, inspect, lubricate and generally fettle the glider. OGC inspector ensures that everything is as it should be for over 60 separate individual areas of inspection.
- Details of the make and model of each instrument checked and recorded, not an easy task for some of the instruments where all the labelling has long since fallen off, along with anything added that wasn't in the glider as it came out of the factory, e.g. battery boxes, GPS mounts etc.
- Check that all mandatory technical inspections/modifications have been complied with and record the date of compliance. Detail any major or minor repairs or modifications and when they were done. List whether any optional inspections or modifications have been done and when. In order to determine what may need listing required checking publications and web sites from the glider manufactures, the German LBA, the UK CAA, EASA and the US FAA. As one would expect for OGC maintained gliders no required technical inspections or mods had been missed on any glider, unlike some *professionally maintained* ones elsewhere in the UK. :)
- Record the usage and remaining life on any item deemed to have a specified life. In the case of the Ka8 and K13 gliders this required new Tost launch hooks to be fitted, cost £100s for each glider.
- Fill in many pages of forms totalling over 170 separate sections of information required.
- Send off the forms along with a cheque (£120) to the BGA.
- Glider is rigged, controls checked and then parked in the hangar waiting for the C of A paperwork to be returned.
- Once the paperwork has been returned then check fly and hand back to OGC members to fly.

All in all a somewhat more involved process with the result that the C of A season which normally runs from November to May this year lasted until the end of September! In terms of money this cost over £1000 in extra costs for the OGC fleet not including the replacement launch hooks. The committee would like to offer a big vote of thanks to the OGC inspectors and other volunteers who perform the C of A work as otherwise this process would have cost significantly more if the work had needed to be done outside the club.

Well, it is now November again and the C of A season is about to commence. As previously stated then the C of A costs are kept down by doing the work in house but this does require volunteers. Any OGC member who is interested in helping out would be more than welcome to get involved. Don't worry if you don't have lots of technical skills as these can be learnt and there are also plenty of non-technical jobs to be done as well. If you want more info then talk to any of the inspectors such as Martin Hastings or Graham Barrett or just turn up at the Club on a Tuesday night from 8:00pm onwards. You'll find us in the workshop.

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Photos were taken by Paul Smith, Andrea Wahl, Dave Weekes.

Membership list by Ian Shepherd from the Club computer [all corrections to him please].

EASA GLIDER PILOT LICENSING

You'd think we've done enough work for one year, what with the Mode S transponder consultation reponse, the eco-town consultation response and the online petition - but there's another issue that we need to turn our attention to **(and soon - by the 15th December!)**:

(I nicked the following from the BGA newsletter:)

NPA 2008-17

The BGA has now published its draft response and explanatory notes concerning the EASA consultation about its proposals for pilot licensing. These proposals, if accepted, will bring about significant changes to the way in which pilot licensing (including glider pilot licensing) is structured and managed throughout Europe.

A number of these changes will directly impact us, including potentially removing our ability to fly closer than 1.5 km horizontally or 1000ft vertically from cloud above 3000ft, the proposed new medical examination process, the removal of an instructor rating equivalent to the Basic Instructor, and restrictions on the ability of instructors without an ICAO class 2 medical to instruct for all classes of glider pilot licences.

The BGA is encouraging all pilots to read and understand what is being proposed and appreciate the context and content of the BGA response. We hope that you will be encouraged to respond to EASA, in your own words. The final date for submissions is 15th December 2008.

Full details are at

<http://www.gliding.co.uk/bgainfo/nppl/futurelicensing.htm>

DAVE'S PRE-JOEY GLIDE TRAINING WEEK AT SUTTON BANK PART I

Dave Bray

With a few impending travels on the horizon I thought I'd better try a few new things from the comfort of my own glider.

I've been up at Sutton bank for two days now and thought I'd let you know what I've been up to. (No pictures like Phil and Fi's trip though I'm afraid)

Yesterday (Friday) was fairly tricky; myself and the other flatland visitors from Hus Bos managed some extended flights but nothing higher than 2,200'. The locals however were taking their trial lessons up to over 7,000'! Climbing up through cloud was not what I needed to concentrate on when still getting the hang of the 40kt wind when releasing from tow!

Today however was meant to be a write-off - I'd planned a trip to York if the rain we were meant to have hadn't cleared! That rain never showed up though and after some checking of the cloud base from the duty instructor in the motor glider (500' followed 20 mins later by 1,500') we started flying at about 12:30. I took off 3rd in the queue having been advised to play it safe, and get a high tow to the wave bar one up from the one over the site.

I ended up releasing at 3'400-ish, and after a quick search went straight into a steady 2knts up. Finishing up at 10,000' above site. Having radioed back my progress I understand there was a sudden burst of activity from the other private owners.

Pushing over to the next bar (losing 2,000' and finding 10 down) I made it up to 12k before pushing over to the edge of the airspace and the edge of the next wave bar (same loss as before). From here I managed to get back up to 13,000'. The mathematically amongst you will realise that this means a 9,600' height gain. About 300' short of that handy gold height. Despite my greatest efforts over the next 2 hours I couldn't manage to find that extra bit. Still. Not bad for my first wave flight (and I got to try my oxygen system which was the main reason for the holiday)

Weather for the next couple of days isn't looking bad but

tomorrow may be a bit to southerly for more wave. Fingers crossed though!

Another update tomorrow or Monday when I get the chance!

See you all soon!

...PART 2:

Now I'm back in the flat lands of Oxfordshire and settling back behind a desk without a view, time for my concluding update about my trip up to the north.

I left you last time as I quaffed ale in the bar at Sutton bank, getting over the misery of taking a high aerotow while at the same time been really chuffed about my first proper solo wave flight. I finished up watching the weather report and with totally optimistic thoughts about the next few days headed to get some sleep!

Waking up and opening the curtains the next day was a real disappointment though. Low cloud and light southerly winds. Not ideal but you never know... However, other than a few trial lessons the club members themselves didn't think it was soarable so after milling around the launch point and numerous cups of tea we knocked it on the head and went out for a walk round Thirsk and a meal.

The weather on Monday was almost as bad - cloud base lower but the wind a bit more westerly. The morning briefing wasn't good either with the duty instructor going through all sorts of charts saying how we weren't going anywhere! A few hours later, a few more cups of tea. And it was felt that pulling the winch up onto the short westerly there was worth a try and that if the ridge wasn't working (the wave was out of phase with the hill with the down part straight onto the club) no one would have lost anything from trying. The first launch pushed out onto the ridge and after a few mins or floating around the bowls they shot up and radioed back passing 4k pushing out under the wave bar that had moved into phase with the ridge. Much pushing of club and private single-seaters ensued and I took off for the third launch of the day on to a ridge that I wasn't 100% sure of where to work it. The 500 foot or so winch launch was certainly interesting as with the floating round I lost around 100 foot, the club house looked very big before I finally found the part of the ridge that worked.

Once I was a thousand foot higher on the ridge I started shooting up, averaging between 5 and 6.2 knots between 3 and 6 thousand (wow). Watching the cloud drop below again was great although it seems everyone else had this idea as well and there were many more gliders at height than on Saturday.

The wave bars themselves were constantly moving and sometimes breaking apart and merging at all sorts of nearly into wind lines. (The trace looks very odd for these bits) Apparently the wave bars aren't usually 40-60kms long without gaps and the local pundits used this to go up and down at vast speed - 110kts maintaining altitude around 6-7,000 where the cloud tops were and the lift was strongest.

I on the other hand, was concentrating on climbing higher than the Saturday! After messing on the local wave bars I pushed out and was about 40km up wind from site just on the most easterly Pennine hills to get a week climb that took me to over 12,500 feet before fading away. Success! More great views, photos and a gold height claim! Slowly made my way back down and landed with an almighty sense of triumph.

I know I was fairly lucky with my two wave days and that those of you who were busy may not wish to talk to me following these two emails, but if anyone is interested in going who hasn't been before, they have barely used single seaters that with check flights that are happy for visitors to use. Alternatively, dust down your oxygen gear and get up there with you glider before the winter sets in! They were incredibly hospitable and were very good with their advice about how to do it!

See you all at the club soon and yes - I'll try to get those pictures onto flickr as soon as I can!

P.S: Thanks to Steve T for the map and recommending the place!

Ed.: If you want to cheer Dave on: <http://www.joeyglide.com.au/>

GLIDING AT WESTON IN 1975

Phil Hawkins

- The RAF gatehouse was manned at all times day and night.
 - You had to show your membership card to get in.
 - If you were first in, you had to sign a book to get the Clubhouse key.
 - The Clubhouse was an uninsulated brick building with an asbestos roof.
 - We had no bar, no toilet, no showers, no kitchen and no hangar.
 - But there was a small workshop.
 - There were four gliders in the Club fleet.
 - They were kept in the northern half of the RAF hangar.
 - The two seaters were the K13s, both less than ten years old at this time.
 - The single seaters were a Skylark 3 and a Skylark 4.
 - The hottest privately owned gliders were a Pheobus C and a Kestrel 20.
 - There were no BGA trigraphs or CAA registrations.
 - The K13s were known as Elfin and Redfin for identification on the log sheets.
 - Which were written by hand.
 - Gliders did have BGA numbers, and some had competition numbers as well.
 - All flying was paid for in cash at the end of each day.
 - Using different coloured tickets for launches and soaring time.
 - And someone had to do a daily reconciliation of the log sheets against the cash.
 - The takings were posted into a locked wooden box bolted to the clubhouse floor.
 - Smoking a Winter barograph was a routine part of the DI on all Club gliders.
 - All Club gliders had basic audio varios but the K13s had no radio.
 - Most, but not all, privately owned gliders did have radio.
 - The launch point vehicle was a two-wheeled wooden box trailer with small windows.
 - Known as the caboose, it was usually towed out to the launch point behind a car.
 - It was painted with red and white squares for maximum visibility.
 - It had no radio.
 - Some members had Pye Westminster radios in their cars.
 - A Pye Westminster radio set is about twice as big as a shoe box.
 - Mostly they had only three gliding channels.
 - At the launch point, the preferred landing spot was marked out with white tapes.
 - Known as 'the strips' they were actually flattened and whitewashed fire hoses.
 - There was rarely any voice communication between the launch point and the winch.
 - On good days a wire link was laid to the winch from a drum on a little trailer.
 - But the telephone handsets at each end didn't always work.
 - The signalling light on the launch point trailer was unreliable.
 - When it wasn't working, we used a hand-held Aldis Lamp.
 - Unless the battery hadn't been charged.
 - Then we signalled by swinging a white painted bat like an oversized ping-pong bat.
 - The winch driver usually had no idea what type of glider was being launched next.
 - Until it rose into view against the sky.
 - The parachutists were seldom active, and there were only a few of them.
 - They flew a purple De Havilland Rapide.
 - We had virtually no communication with them at all.
 - The RAFGSA "Chilterns" Club operated their winch run about 100 yards from ours.
 - They had a K13, a single seater K18 and a Kestrel most of the time.
 - Occasionally they also used a Kranich, K4, T31 Cadet, DoppelRaab and Cobra.
 - The DoppelRaab had two seats but only one control stick.
 - The instructor had to reach over the pupil's shoulder to grab an extension to the stick.
 - The K4 once did an entire circuit with a tyre resting on the tailplane.
 - Communication between the two launch points was by shouting.
 - The Chilterns club had two single drum winches mounted on high trailers.
 - Our winch (built in 1971) looked superficially much the same as it does now.
 - But it had a somewhat under-powered Leyland diesel engine.
 - And no radio.
 - Cable breaks were mended with aluminium ferrules in the Talurit press.
 - The cables were towed out by a little grey Ferguson T20 tractor with no cab.
 - All gliders used the same type of weak link.
 - Which was made from rope, just a bit thinner than the strop rope.
 - Aerotows were occasionally available from a farm strip at Middleton Stoney.
 - The tow plane was a Beagle Husky, registration G-ATCD.
 - It was sometimes piloted by John Gibbons.
 - The latest glide path computer was a circular device made from two bits of plastic.
 - It didn't need batteries.
 - The latest CAA half million map was issue number 6.
 - The Amber 1 airway above the airfield didn't start until 12,500ft.
 - Duty Pilots were called Launch Point Marshals (LPMs).
 - There was no published LPM rota.
 - All LPMs were volunteers, and wore an armband to signify their status.
 - You just passed on the armband to someone else when you went flying.
 - There was no published instructor rota either.
 - Apparently because there were "too many" instructors.
 - And virtually all of them could teach you cloud flying if you asked.
 - It was fairly routine in the summer for one K13 to be flown across country.
 - And retrieved as necessary with the open trailer.
 - Nobody had ever heard of GPS, WinPilot or TomTom.
 - Nobody had ever heard of mobile phones.
 - If you landed out, you walked towards civilisation until you found a phone.
 - Subscriber Trunk Dialling (STD) was a relatively new concept in the phone network.
 - The Club phone was not on STD.
 - Which meant you couldn't dial it from outside the local area.
 - You had to be connected manually by the operator.
 - If you were using a public phone, that meant inserting 42 pence into the coin box.
 - That is, if you had been thoughtful enough to carry enough change with you.
 - You just hoped that some kind soul was in the Clubhouse listening for your call.
 - If they weren't, you were stuck.
- And yet:-
Launches were as high as they are now.
We flew as many hours as we do now.
We flew as far across country as we do now.
It was just as much fun as it is now.
So how did we manage it?