

FINAL GLIDE

THE MAGAZINE OF THE OXFORD GLIDING CLUB

Christmas 1990

Edited by Phil Hawkins

SITE RENT SHOCK AT AGM

At the Annual General Meeting on 17 November, members were told of a proposal by the Ministry of Defence to increase the rent for the site upon which the hangar is built, from £1,500 per year to £10,000.

The Committee had already protested at this six-fold increase and had received a reduced proposal of £4,500, but even this increase would wipe out a typical year's profit for the Club. However, Chairman Graham Barrett pointed out that the increased figure will be fixed for five years and so it is not actually necessary for the Club to recover the full amount by increased income in the first year. If we plan to be ahead by the second or third year, we should have a reserve against another increase in five years time.

Negotiations are continuing but there was little hope of a much

lower figure being accepted by the MOD. The prospect of much increased site rent payments, together with the current inflation rate, obviously influenced the outgoing Committee to recommend a £10 increase in the annual subscription, from £90 to £100. This increase, which by itself barely keeps pace with inflation and therefore contains little or no element of provision for extra costs next year, was readily accepted by the members voting at the meeting.

The Club lease on the hangar site runs for 21 years from 1985, when construction of the present hangar began. Rent for the site is payable quarterly and reviews are held every five years. It is probable that the proposed increase is intended to reflect the rise in the value of building land since 1985. In arguing against this, the Club will make the point that the land could not be used for any other purpose if the Club vacated it.

JOINING FEE

Also at the AGM, Chairman Graham Barrett spoke about the Club's Joining Fee to new members. The Joining Fee is half the annual sub, payable together with the initial six-months sub. Graham was concerned that the initial outlay was deterring potential new members, especially young people. He asked new members at the meeting to comment, and they agreed.

The new Committee will be asked to consider either

protecting the Joining Fee from further increases, or possibly to reduce it. At present there are about 30 new members per year, and it is not possible to eliminate the Joining Fee altogether due to loss of income.

Generally speaking our subscription fees are slightly cheaper, and our launch fees are very much cheaper, than other surrounding Clubs. However no other Club to our knowledge operates the same rule on Joining Fee as we do.

AGM TROPHY AWARDS

Former CFI Richard Hall presented the trophies at the end of the AGM as follows:

Club Ladder trophy: John Giddins. John made two 500km flights in his DG-202/17 this year, both from Bicester and on consecutive days, a considerable feat of endurance.

Simpson Cup for the best flight from Weston-on-the-Green: Phil Hawkins. His 507km flight in ASW-19 "877", on the day following John's second flight, was only the second Diamond Distance ever flown from Weston, and the first in a 15 metre glider. (The very first 500km from Weston was by Mike Randle in 1977 in a Kestrel 20).

Malcolm Laurie Memorial trophy for the best flight in a Club glider: Mark Pollard, for his Silver Distance flight to Husbands Bosworth on a mediocre soaring day.

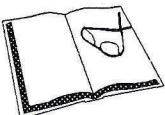
Dennis Farmer Memorial trophy for the first 5hr flight of the year at Weston-on-the-Green: Steve Porat. Steve's flight wasn't made until August but surprisingly he was the first. Malcolm Moxon had done his 5hrs at the Long Mynd in June.

Deep Breath Cup and the new "Snatch Trophy": Martin Hastings. Martin could be seen later in the evening eagerly collecting £1 contributions towards next year's "deep breath" kitty, the unofficial cash sum which accompanies the trophy. Obviously he hopes to achieve the best height from Weston-on-

the-Green next year too! The Snatch Trophy was awarded, according to Richard Hall, to the winch driver who had "done his best to kill him." New this year, it consists of a silver plated clutch pedal from the old winch, mounted on a wooden base.

Flying Brick: Colin Shepherd. Flying solo in a K-13, he misjudged a stubble fire and landed out in a field so inaccessible that the glider was not retrieved until the next day!

The Chairman also presented a gift from the Club to Richard Hall in recognition of his past services as CFI over many years.



EDITORIAL

Yes, I know, it's another newsletter, even if it isn't called a newsletter. OGC newsletters have come and gone before and I dare say this one won't be the last. Previous newsletters have been edited by Yvonne Parker (1985) and Pete Darnbrough (1982). They lapsed after a few issues, mainly because of the difficulty in getting readers to contribute, and because the one person doing all the work eventually lost interest.

Well, the same thing is going to happen to this one sooner or later, unless you use it to get your name into print as often as possible, one way or another.

For example, unless someone else starts writing "howidunits" you are going to have to put up with mine appearing in every issue. I've got enough already written to last well into the next century, so let that be a warning!

I intend that some features in this issue will appear regularly, for example news from recent Committee Meetings, and details about new members and badge flights etc.

What I don't want is for it to be full of my ramblings alone every time. People will soon get bored with that, especially me. At present I have the equipment and the inclination to produce *Final Glide* as often as I can

fill it up with something interesting. It is largely up to you to provide the interest.

I can include technical notes, safety articles, information about any changes in operating procedures, free classified ads, forthcoming events etc. All you have to do is to supply the information. *Final Glide* will be posted direct to members, so everyone will read what you have to say whether they are regulars at the airfield or not.

Final Glide is for all OGC members, both the newcomers and the pundits. No doubt the newcomers will enjoy reading about flights which are far beyond their present capabilities, but the reverse could also be true. I can hardly remember my first flight - I would be fascinated to read someone else's account of theirs. How do new members see the Club? Why do so many of them give up flying after a few weeks or months?

At a training course I once attended, the lecturer put forward the theory that humankind can be split into three classes: those who make things happen, those who watch things happen, and those who haven't a clue what's happening. I hope we don't have too many of the latter amongst our membership, but it would be good to see a few more migrate from *watching* to *making*.

Phil Hawkins

SYNDICATE NEWS

Richard Hall has bought into a PIK 20-E motor glider, call sign Zulu Lima, based at Enstone. It is now undergoing its C of A inspection, including engine refurbishment. Richard hopes to have it flying soon after Christmas. He and his two new partners are planning to build a small hangar for the PIK on Enstone airfield.

Richard's former partner Tom Lamb has joined up with Phil Hawkins to buy a Mini-Nimbus from Ron Wright at Husbands Bosworth. This glider, which Ron Wright has flown in the Enstone Regional Competition several times and is a past winner, is one of the later carbon fibre models and the wings are particularly light. It was purchased as "hull only" but Tom and Phil are adapting the old Speed Astir trailer, and are constructing a new instrument panel from scratch.

Nick Barrett is selling his share of K6e "577". He can be contacted on Kidlington 841251.

Peter Buchan is selling his share of the Pilatus (Romeo Papa). Anyone interested should contact either Colin Shepherd (Kidlington 3802) or Mick Moxon (Frilford Heath 391525).

The ASW-19 formerly owned by Chris Putt and Tony Boyce was sold to a new syndicate at the Long Mynd. Chris and Tony had no fewer than 16 enquiries following their advertisement in *Sailplane & Gliding*.


They do it
Properly

their wing beats shallow and rather leisurely.

Seen from close quarters on the ground they are surprisingly colourful birds with patches of chestnut brown and metallic green in addition to the areas of black and white, and they have a fine crest which stands up from the back of the head. But they are rather timid, and getting close to them in open country is not easy.

Lapwings feed on insects and other small invertebrates which they pick up from the ground. They also nest on the ground, usually on agricultural land. The nest itself is not much more than a depression in the ground

made by the bird shuffling itself round and round.

The eggs are somewhat pointed: normally four eggs are laid and are arranged with the pointed ends towards the middle of the nest, which prevents them rolling away. They are stone coloured with dark blotches in various shades, harmonising with the ground on which they lie. However, this natural camouflage does not always fool other birds such as Jackdaws who like to eat them. But the Lapwing will replace lost eggs with a new clutch, several times if necessary.

You may see flocks of Lapwings (or Peewits, a name which imitates their wheezy cries) on the airfield during winter. In flight they look mainly black above and mainly white below, which can give a startling effect when a flock moves together, twisting and turning.

Their wings are rounded and seem to be broader at the tips than at the junction with the body. With a low wing loading they can afford to make



HOW I DUN IT

The highest peak in the Brecon Beacons is Pen y Fan (2906 feet). There are two ways to view the summit at close quarters. First, you can spend about 3 hours walking up from the nearest road. Tiring but safe. Then there is the other way ...

It had been a quiet morning at Talgarth. I'd woken early to the sound of wheezily munching sheep from all directions around the tent. But now the wind had increased from the west to about 20 knots.

I started my flight with a bit of cautious floating along the ridge, mixed in with a few short thermal climbs. Cloudbase started off at about 1,800ft and during the first hour or two it rose to 2,500ft, encouraging me to make searches for wave in the Wye valley. There was no usable wave, however, and I continued to waffle about without much enthusiasm.

Martin "Haste" Hastings in his K-6 (577) made his customary landing on the common and I watched him being aerotowed off again. A little later I found one knot of lift in wave over Hay-on-Wye but it only lasted for one beat and had gone when I turned to come back.

Glenn Bailes in Cirrus 579 was with me and we continued to explore a few zero patches north of Hay, but following him along one hopeful "beat" I noticed that we were flying directly downwind. I turned back soon after that and then saw with some alarm exactly how far from the ridge we had drifted! Luckily, after a height-consuming slog back into wind, I found a thermal near Hay at about 1,500 feet which got us both back to safety.

Arriving back near the site I decided to have a ridge-bash and descended onto Y Das for the run back up to Hay. The lift was very rough, however, and I didn't stick it for very long. When I returned south to the two bowls facing the site, the cloud streets were looking good to the west of Talgarth and towards the Beacons.

I began to dolphin west near Llangors Lake and realised that 579 was still with me, together with Cirrus 252 (Chris Hughes) who was leading someone in a K-6 number 475. The poor K-6 pilot didn't know which Cirrus he was supposed to be following, and twice had to ask 252 to rock his wings.

They continued to cruise the street towards Brecon, but I followed 579 on a more direct south-westerly track towards The Bryn, which is the first of a series of west-facing ridges leading towards Pen y Fan. I was lower than Glenn but didn't want to lose sight of him, so I accepted the height difference and followed him about a mile behind. When we reached The Bryn I saw 252 and 475 approaching from a more northerly direction right behind me. There didn't seem to be much lift on the first part of The Bryn, which appears to have a fairly shallow slope, but approaching the bowl at the southern end we found a superb rough thermal. The vario needle was banging from top to bottom until I got it partially centred.

My three companions were still higher and I could not seem to catch up, probably because I was nervously flying the Cirrus too fast. Glenn got enough height to head straight for Pen y Fan under a cloud street, but I played safe following 252 around the northern end of the ridge which leads to Pen y Fan bowl, although I was about 500 feet below him. The sink getting over this ridge was consistent and smooth but only about 5 knots down which was not too bad.

However the awesome view which met my eyes when I turned south was the bare north-facing slope of Pen y Fan, steepening into a cliff up to the summit, which loomed ever larger as I raced in.

The lift seemed frighteningly elusive at first. I'm not going to forget the sinking feeling in my stomach whilst staring at that cliff, waiting for something to happen. The worst thing was the row of white-faced spectators watching me from the flat-topped peak of Pen y Fan. Then came a gigantic heave from the wind funnelling up the bowl, and I did a couple of S-turns with 60 knots airspeed until I rose above the top and could see the valley beyond. Then things got a bit less fraught and I made a few normal beats around the eastern half of bowl, looking down on the spectators who had just been

looking down on me. Right at the bottom of the bowl was a tiny round lake.

252 and 475 hung around longer than I did in an attempt to get to the next west-facing ridge at Corn Du, but I considered that my pulse rate and general fright level was quite high enough! As soon as possible, therefore, I headed north towards Brecon. In relative calm once more I found a thermal to the south of the town, and Glenn joined me soon afterwards. Regaining about 2,600ft I began to cruise slowly downwind towards Llangors Lake again. Glenn was now ahead but lower than me for a change, and we lost very little height due to plenty of dolphins on the way.

We stayed together for the next half-hour or so during which we made our most determined effort to locate wave over the Wye valley. At one point there was a really promising break in the clouds lined up with the river, but the wave was never much in evidence.

Towards the end of the flight I indulged in two more ridge-bashing sessions, waving to a large group of walkers on Hay Bluff. There were more walkers than I expected to see for a mid-week day. Eventually I gave up and landed.

When Haste came in later the K-6 seemed to wallop onto the ground like a sack of potatoes, and it turned out he had a flat tyre, probably caused during his aerotow off the common. Luckily Richard had a spare inner tube for Speed Astir 424 which was the same size, so the K-6 was flyable next day.

Caroline flew the Talgarth Club K-18, recently repaired and sparkling with new paint. When told it was free after the first 2 hours she stayed up for over 5 hours to get her money's worth! Richard went round at the end of the day and added up everybody's flight times. He reckoned that OGC members had flown 57 hours today.

(28 May 1987)

NOTES FROM COMMITTEE MEETINGS

Club Officers

Your Committee members for 1991 are:

Graham Barrett (Chairman)
John Hanlon (Vice Chairman)
Tony Boyce (Secretary)
Robert Griffiths (Treasurer)
Chris Reynolds
Mark Pollard
Phil Hawkins

At the first Committee meeting after the AGM, the following Club officers were appointed:

CFI	Steve Evans
Technical Officer	John Gibbons
Safety Officer	Colin White
Workshop Manager	Graham Barrett
Ground Equipment	Chris Reynolds/ Mark Pollard
Parachutes, Radios, Instruments	John Hanlon
Inter-Club League, Social events	Chris Reynolds
Publications	Phil Hawkins
Club News in <i>Sailplane & Gliding</i>	Tony Boyce
Friday evening organisation	Lynne Barrett

News Notes

The question of the Joining Fee was raised. It was decided to leave it at £50 for the time being.

It was agreed to raise the cost of an air experience flight to £10 and to keep the second flight at £5. The deposit for Friday Evening bookings would be £5 per person. Mini-Courses will cost £30 in 1991.

Following BGA recommendations, the use of energy absorbing foam in seat cushions is to be investigated. Also, Club aircraft flown solo will be subject to a new minimum weight restriction which is 15kg above the placarded minimum.

Permission has been granted for the Club to make improvements to the surface of the airfield. Slabs will be laid over the worst of the holes.

Various routine repairs to the winch, caravan and Land Rover were discussed. The winch now has a fuel warning alarm. A foot throttle is to be fitted. The spare winch engine will be retained but the gearbox will be sold.

The Club Astir is to be provided with a replacement audio vario. There is also a proposal to equip all Club aircraft with polarised battery connectors.

The clubroom has recently been redecorated. Volunteers are needed to tackle the kitchen and toilets.

New advertisements for the Club are to be posted in Libraries and Information Centres etc.

The new RAF Commanding Officer at Weston-on-the-Green is Flight Lieutenant Alex Jones.

The Committee requests that all private owners who have not done so should acquaint themselves with their correct trailer parking slot, lay their trailer marking slabs, and make arrangements for trailer picketing.

If you have anything for the Committee to discuss, see any Committee member. The next meeting will be on 17th January.

SMALL ADS

Your Editor is in business to make money, and Word Processing is one of the services I offer. This magazine was produced on a Canon LBP-4 laser printer using WordPerfect™ software. Some of the graphic pictures are from WordPerfect, whilst others were drawn using "Harvard Graphics". Contact Phil Hawkins for more details.



NORDICA NS725 SKI BOOTS.

Size 7½-8, £50 ono.

Neil Turner, tel: 08675 71459.

OGC SWEATSHIRTS: These are available from Neil Turner at £10.50 each, sizes M, L or XL. Colours are Burgundy, Navy blue, Royal blue, Bottle green, Red, Black. All OGC logo (see sample in the clubroom). Coming soon: Polo shirts (£11), T shirts (£5.50), Beany hats with cloth badge (£4.50) and car window stickers (75p). The OGC publicity machine is well under way!

TOW BAR for Rover 216, £15.
Phil Hawkins, 0869 247873.

SAILPLANE & GLIDING: Anyone who wishes to subscribe via the Club should contact Phil Hawkins. This is a bi-monthly and the annual subscription is £10.50. You save the cost of postage, and the Club makes 25% - this money maintains a stock of gliding books for sale which are kept behind the bar in the clubroom.

QUIZ: Chris Reynolds is organising a Quiz to take place about the end of January. He will be looking for contestants to take part! Watch the clubroom noticeboard for details.



Letters

John Shaw writes:

"Because of failing sight I have come to realise that successful gliding is now beyond my reach (as a pilot). I appreciate the help and patience shown to me by the excellent instructors over my 71 flights."

John is giving up Full membership but he remains an Associate member. No doubt he will be calling on us from time to time, perhaps on Friday evenings in the summer.

NEW MEMBERS



Terry Young heard about the OGC from Neil Turner, and brought his Venture Scouts to one of the Friday evening sessions during the summer. His daughter Tracey was included in the group and she liked it so much that he gave her Club membership as a birthday present. Then after thinking about it for a couple of weeks he decided to join as well. He has made about 20 flights so far.

Both Lynne Jones and his daughter Rowena have recently converted from Provisional to Full membership. Lynne, who works as a draughtsman at Rover Group (Cowley) was introduced to gliding by John Gibbons. He has made around 60 flights so far while Rowena, who attends Cherwell School, has done about 30 flights.

ADDRESS CORRECTIONS:

Please send address changes and new phone numbers to the editor.

ANOTHER SPORT? Do you ski, wind-surf, hang-glide? I'll print your stories! Just send them in!