



FINAL GLIDE

THE MAGAZINE OF THE OXFORD GLIDING CLUB

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Edited by Phil Hawkins

TWIN ASTIR and LS-4 at OGC

A Twin Astir, a glider type not seen at Weston-on-the-Green since the late 1970s, will be flying at the Club in 1992.

Steve Evans and Chris Putt have bought this heavy glassfibre two-seater from a syndicate at Keevil. Well instrumented (including oxygen), and with a trailer that has been hangared all its life, the glider also has ingenious rigging aids which support the root end of the wing whilst the wing is being rotated to the horizontal position. This should help to reduce the strange effect whereby the launch point becomes suddenly deserted whenever certain private-owners open their trailer doors.

An early model with a sideways-retracting undercarriage under the rear seat, and water ballast capability, it will be used for advanced cross-country training on suitable occasions. It should be flying around the beginning of May. It weighs over 800lbs empty, but fortunately the winch is a bit more powerful now than it was around 1978 when Peter Pratelli's Twin Astir demonstrator made occasional flights here.

Also on site is Gordon Craig's LS-4a, number 224, a type never before based at Weston-on-the-Green. The LS-4a has a stronger undercarriage and more

ballast capacity than the original LS-4. This glider, which Gordon bought from a syndicate in Essex, is less than 2 years old and has done only 105 hrs.

Gordon's share of Cirrus 579 has been taken over by John Gibbons. John previously flew a Nimbus 2 at Aston Down with Mike and Jane Randle.

As we say *bon voyage* to Colin White on his move to New Zealand, his share of Astir 360 has been taken by Richard Underhill. Richard and Steve Evans have ordered a new Discus, but the current delivery date for this is December 1993.

Steve Porat has bought Melvin Green's share of Pirat CBN. He now shares this glider with Norman Machin.

Chris Reynolds is selling his share of the Skylark 4, with an asking price of £1800. This glider has been operated at Weston-on-the-Green since 1975, by a continually changing syndicate of members who need a couple of years' practice in a high performance wooden glider before moving on to glassfibre. No other glider in the 1992 private fleet has been around as long (the K-8 was privately owned in 1975 but was later bought by the Club). Anyone interested in the Skylark 4 should contact Chris Reynolds on 0869 50944.

INTER CLUB LEAGUE DATES

The following calendar has been agreed for the Inter Club League in 1992:

2-4 May (Snitterfield)
23-25 May (OGC meeting at Bidford)
30-31 May (Avon, Bidford)
11-12 July (Enstone)

This year we have a reserve weekend on 22-23 August to be used if any weekend has been entirely lost due to the weather. The final will be on 29-31 August.

Goodbye to the Test Match?

Are you dreading another season of cricket scores and foreign gibberish emanating from your electric vario anywhere within 20 miles of Daventry? A BBC tv news item on March 29 reported that the World Service transmitters at Daventry have closed down.

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BGA SAFETY PRESENTATION

Thursday 23rd April at 7.30pm

All members are invited to this illustrated presentation in the clubroom, organised by the BGA Safety Committee. The event will also be attended by members from Oxford Sportflying. Nationally last year's accident record was poor, so come and get educated. Don't become an accident statistic!

BAROGRAPH CALIBRATION

I am sometimes asked how I managed to obtain BGA approval for barograph calibrations. The answer is - very slowly. It took about a year of correspondence, research and experimentation before the BGA could be persuaded to add my name to the official list of calibrators.

I had been calibrating altimeters for Club gliders for a number of years, following some original tuition by Peter Brooks and using the equipment made by him at the Clarendon labs in Oxford.

The first stage consisted of practising in order to refine the technique. I also had a rubber stamp made to simplify the recording of details on the trace. At that time (about 5 years ago), Gordon Camp worked part-time for the BGA scrutinising details of badge claims. I first wrote to the BGA describing the equipment which I used, where it was made and who made it, and enclosing samples of calibration traces which I had made. Gordon Camp then began a lengthy dialogue with me in order to ascertain the intricacies of calibration since he was largely unaware of the problems involved.

I described in detail the exact procedure which I followed, and the standards of accuracy which I thought were achievable and which I sought to maintain. After this came a discussion about the figures for the barometric pressure of the "standard atmosphere" at various altitudes. Where had I got them from? How could I verify them? The latter involved trips to the library to seek out hefty reference works such as *The Handbook of Chemistry and Physics* (57th edition).

The next hurdle consisted of a protracted debate on temperature corrections. Initially, Gordon was worried about what would happen to the barograph's accuracy at high altitudes when the mechanism cooled down. Could a high altitude trace left by a very cold barograph be compared to a calibration trace done at room temperature?

Eventually this was abandoned as a red herring. Errors of this type would be negligible, mainly due to the small size of the moving parts in the barograph. In any case, it would be impossible to correlate the outside air temperature at altitude with the temperature of the barograph mechanism. It would depend on too many things such as how well the barograph was insulated, and how long the glider had been up there.

However, this led to another line of research which needed sorting out. The mercury column used for the calibration expands and contracts due to changes in ambient temperature, and this would have a marked effect on calibrated heights.

Further trips to the library followed, to ascertain the coefficient of linear expansion of mercury, and to work out the potential errors. In actual fact the "standard atmosphere" figures which I had previously obtained referred to a nominal air temperature of 16°C, and it was easy to calculate the potential errors in terms of calibrated height for each degree above or below 16°. I was able to show that if calibration was carried out in an ambient temperature range of 10° to 20°C, inaccuracies due to mercury expansion were smaller than the observational errors in using the mer-

cury column (which are mainly due to the meniscus effect at the mercury surface).

I was quite happy with this, since apart from anything else it gives me an excellent excuse for not doing barograph calibrations when the weather is cold!

Are you clear about when you need a calibration chart and when you don't? You **do** need one for all Gold and Diamond height claims, and it must be dated within a 13-month period which starts one year before your flight and ends one month after it. The calibration chart must be sent to the BGA along with your claim.

For Silver height claims you **don't** need to send a calibration chart as long as the claimed height gain is more than 3,600ft. However, in theory the official observer should compare your flight trace with a valid calibration chart (i.e. one that isn't too old) in order to check your claim before he/she signs your claim form. If you claim Silver height for a gain of between 3,281ft and 3,600ft you must send a chart with your claim. On the other hand, the height "leg" is easy compared to 5hrs or 50km, and it is less hassle to wait until you have a better flight to claim.

I sometimes do time calibrations for 5hr claims which are a bit tight. You can do this with your own barograph, and the resulting scale can be cut out with scissors and stuck to a piece of wood or plastic for use as a handy measuring tool for your flight traces. Set the barograph running, recording a base line, and nudge the stylus to produce a tick on the line every 5 minutes for the first hour, then every hour for as many hours as you like.

During the summer look out for



groups (coveys) of partridges on the airfield. These are usually the grey partridge, a bird something like a small plump chicken. It has a pale orange-brown face contrasting with the speckled grey back. At close quarters you may also see chestnut brown bars on the flanks. When disturbed they depart noisily with a

whirring of wings, then glide with down-curved tips before settling at a safe distance.

Their calls are difficult to describe, but can sometimes be heard on the airfield especially at dusk. The noise is rather like a distant grating screech often with a hiccup in the middle.

Red-legged partridges may also be seen here, but are more easily

recognised by their bold black and white markings on face and throat.

The only other member of the partridge family which has been heard on the airfield (but seen only rarely) is the quail. Its call sounds like two pebbles clicking together three times, and is heard well into the night. Unfortunately it doesn't visit us every year.



And so it came to pass that, on a dull misty day in late October, I was catapulted into the great wide yonder with no-one to turn to but myself. "What's it like?" everyone always asks. "Weren't you scared?" I can only reply, like all those I have asked the same question of, that it all happened so quickly I didn't have time to be scared.

The instructor that day was John Gibbons; I had done two flights with him first thing in the morning, and I noticed that, for the first time, my flying technique had hardly deteriorated over the week's lay-off. I was sure my performance was being scrutinised very closely. It didn't put me off though, because I was the last person looking to go solo if, for any reason, my flying was a little short of safe.

John had put his own name on the flying list and when his turn came around, he asked me if I would like to go up with him. A very light easterly wind gave us 1300 feet off the wire and, with no lift at all, we were back on the ground after about 7 minutes. As I went to undo my straps, John suggested I might as well leave them on and go and do a flight on my own. Barely able to suppress my surprise, I nodded my agreement and deliberately stopped myself from dwelling on the implications of his last words.

Before I knew it, I was up the wire and off at 1500 feet - an improvement on the height with two of us aboard the K-13. It felt so good to be my own master and with no-one scrutinising my flying, that I took both hands off the stick and let the plane fly itself for a short time while I took in the view. Then I put the nose down to get speed up to 50 knots before heading over towards Bicester.

I had to lose some height before starting my circuit so I decided to practice turns, something I still needed lots of practice at. After a couple of gentle switchback turns whilst flying at 40 knots, I put the nose down and went for a steeper 360 degree turn. Looking out into the turn I waited for Weston airfield to come round on the horizon and felt slightly panicked when I could not make it out in the murk. I told myself to keep turning and it was bound to appear and sure enough, about half a turn later and much to my relief, it did! I learned in that moment of the danger of straightening up in the wrong direction when you have lost your bearings.

Feeling slightly chastened, I headed into the circuit at about 800 feet but found I was a bit too high for my position. I thought it might be interesting to do a bit

of cautious sideslipping instead of just opening out the circuit. I started slowly to cross the controls and remembered that the nose would look high in a sideslip. It all felt very good and the rate of descent increased as expected. When I glanced down at the airspeed indicator, however, I was horrified to see it wavering between 25 and 30 knots; I was sure the K-13 should be stalled at that speed but it seemed to be flying fine to me.

However, a first solo flight is not the time to argue the toss so I straightened up before I got spotted from the ground and finished the flight without any more drama. I was sent straight off for a second flight, just to prove the first one wasn't a fluke, and that flight passed without incident except for an intentional stall. I did one more solo flight in poor light at the end of the day, momentarily losing contact with the airfield once again!

Four of us went solo that day - Kevin Duthie, Colin Baines, Dick Carter and myself so there was much celebration and mutual back-slapping. Back in the bar, I cautiously asked the instructors about the ASI reading when sideslipping and had it confirmed that the erroneous reading was quite normal and an inevitable consequence of air flowing over the pitot head at 45 degrees rather than straight into it. I was very relieved to hear it! They went on to explain that a much more important phenomenon was the *buying of the round by the new solo pilot* which, if ignored, could seriously degrade the flying skills of the average rookie.

By mid November I had done a total of six solo flights in the K-13. I was still very much "on checks" and, on one particular day, radiation fog lifting into low cloud made flying conditions tricky and certainly not suited to the novice pilot. I took a flight with Mark Rowland. On either side and up ahead were magnificent banks of fluffy white cloud and up above was clear blue sky and a bright November sun. Visibility was poor and we came through a bank of cloud at about 500 feet on the downwind leg to land.

Because it was likely the weather would deteriorate we took our turns in single flights. It was 12.30 before my turn came around again and by this time, despite pale blue sky overhead, a bank of thick fog was encroaching on the upwind end of the airfield.

I was due up next but Mark decided he did not want to fly. John Gibbons, seeing the disappointment on my face and after weighing up the conditions, said he would take me up, so

In case you hadn't noticed, gliding isn't only about the fastest, furthest, highest, etc. For "ab initio" and early solo pilots, every 7-minute flight means tension, drama, terror, awe, whatever. You can get too blasé after a few seasons of cross-country flying, so here is some of the magic of those first steps into the unknown, recaptured for us by Mike O'Neill.

off we went. Into cloud at 600 feet, out again at 900 and off the wire at 1300 with a solid mass of cloud beneath us. John pointed out the sun was on our left - *why should he do that?* I thought. I went to turn right 180 degrees and go back to find the hole in the cloud, but John advised me to keep circling. If I failed to find the hole, he explained, we could get well and truly lost and might not make it back to the airfield. If we circled evenly, an easy thing to do in calm air, we should drift back over the airfield and be well positioned for a quick landing decision.

So we circled, all the while looking for a hole to come down through. But no hole appeared and at 900 feet we sank into the cloud, with no cloud flying instruments on my panel to help me although, no doubt, John had switched on the gyro turn-and-slip indicator in the back. I recalled the advice I had been given earlier about the dangers of cloud flying and of over-banking in particular. The speed went up once or twice and I applied gentle opposite bank on the stick as well as pulling up the nose a touch.

After what seemed like an eternity, I caught sight briefly of a pig-barn at 700 feet (what's a pig barn doing at 700 feet, I hear you ask) and announced my sighting calmly to John before all went white again. At 550 feet John said, equally calmly, that he thought we were getting a bit low but at 500 feet we broke cloud above the pig farm. I found it harder to maintain a balanced turn after having my senses restored at such a low height than I had during the previous period of sensory deprivation.

At 500 feet with no clue as to where the airfield was, I told John I would just try and fly smoothly and leave him to work out where on the roulette wheel to straighten up and go in. After a turn and a half, and to my great relief, John's confident voice announced that he knew where we were and that he had control. We flew in over the upwind boundary and landed downwind towards the control wagon. If I had used my judgement, we would have straightened out 180 degrees the wrong way. Handy things, instructors.

Back on the ground there was much relief and cheering. We had been in the air 7 minutes and out of sight to observers on the ground for almost all of that time. No-one expected to see us back at Weston and the sight of the K-13 emerging downwind out of the fog at 100 feet must have had rather ghostly overtones. Flying then stopped and beer quaffing started!

CFI'S TURN



The soaring season is almost upon us again, conjuring up visions of 6000 feet cloudbases and 8 knot thermals. But are you ready for it? How many launches have *YOU* done over the winter? After the mandatory two check flights, check yourself out on every flight to ensure that you are ready to make the most of the weather.

The BGA is anxious not to repeat the appalling accident toll of last year, the worst on record. To this effect they are organising a series of "safety presentations" around the country. We will be holding one at Weston on Thursday 23rd April at 7.30pm - please try to attend, it's in your interest.

One subject relevant to several accidents last year is spinning off a steep turn. Whilst we all know that over-ruddering a shallow banked, low speed turn is a recipe for spinning (*DON'T WE*) it is sometimes forgotten that an over-ruddered well banked turn at what appears to be a safe speed, can also be dangerous. As the bank increases, so the stall speed increases. The stall speed increases further if G is being pulled in the turn. Even in a forgiving glider like a K13, pulling 2G in a 45° banked turn at about 50 knots, applying excess rudder can soon result in a nice tight turn becoming a nice tight spin! If you find this surprising ask any instructor to demonstrate it - you will be even more surprised.

Another subject very relevant to us is safe winch launching. I have mentioned cable breaks before in this column but they cannot be stressed enough. If the cable breaks, regain a safe attitude and check you have a safe airspeed before doing anything else. At the start of the launch, if your wing touches down *PULL OFF*. This simple expedient could have saved at least one life last year. If we have the same problem with long grass at Weston this year you will have to be even more vigilant. Don't think you can get away with it if the wing nearly touches. A sudden snatch from the winch can leave you with only seconds to save yourself. I have seen several wing drop/sudden snatch accidents; they are not a pretty sight and potentially lethal. You have been warned.

On a lighter note, it is hoped that we may have better weather forecasting this year by a tie up with the London Gliding Club who are obtaining satellite and met chart data by FAX and then producing their own forecast. Watch this space. *Steve Evans*

EXTRACTS FROM ENSTONE EAGLES SPRING NEWSLETTER

The proposed rent for the use of the main runway was to be increased by nearly 100% this year. At the same time, the increase in power flying off the runway has meant the available usage of the runway by gliders was much less. Accordingly the Club has stopped paying rent for the runway, and the major portion of it can no longer be used by gliders except in emergencies. However, for the benefit of those OGC members who don't know, the eastern end of the main runway is under different ownership and EEGC have retained the use of this. It extends some 400 metres up to a point roughly level with the beginning of the grass strip.

As a result of the loss of the main runway, the winch operation has had to be introduced sooner than expected. Two 98 Bhp Bedford engined "Eagle" winches have been acquired. One has been tested successfully on the grass strip, but both are in need of replacement engines before the Twin Astir can be launched effectively.

The No. 2 winch is being re-engined first, with a 4.2 litre unit from the old red Jaguar tow car. This will produce 200 Bhp over a much wider rev range.

After a short trial session of launches to show that this engine is satisfactory, it will be removed for a major rebuild.

With the help of a syndicate of members, the Club has also bought a 6.7 litre Rolls Royce V8 engine to be installed in the No. 1 winch after No. 2 is in full operating condition. This new engine will develop at least 350 Bhp very smoothly over a wide rev range. Both these new engines will be fluid coupled to the drive shafts for smooth "up slack" and "all out" operation.

The new lease with the airfield owners is expected to include the extension of the existing grass strip to the western boundary of the airfield, providing a 4000ft winch run. Additional grassed landing and rigging areas will be available at both ends. Also, the remaining areas of the airfield which were previously cropped have now been "set aside".

Colour coded weak links are in use, namely the red, blue and white types. Matching coloured discs are available for owners to stick on adjacent to the glider hook.

Winching off the southern half of the north-south runway has also been tried. The current price of a winch launch at Enstone is £4.

A Regional Competition will be held again at Enstone this year, from August 8 - 16 inclusive. It is possible that the Open Class Nationals will return in 1993.

Letters



"I enclose £5 cheque for non-flying membership for the current year. Regards to everyone - I hope to see you all soon as I have now qualified as a commercial pilot (I even got the instrument rating!) and I have a bit more time now. As soon as I get a job of some sort I shall pay my full membership and start gliding again. All the best for 1992."

*Bruce Bowley
(Chichester)*

"Found a new Gliding Club just down the road. They have the use of a Grob two-seater and two privately owned single seaters. Launch is by aerotow only. Eastwards across a river with an island, nowhere to land. Westwards towards the centre of Knoxville along the river. The site is the only place to land back if you get a launch failure. I've already had two flights of over an hour. Tell Colin and Howard to look after DRP. I will be back at the end of July."

*Mick Moxon
(Oak Ridge, Tennessee)*

NOTES FROM COMMITTEE MEETINGS

We re-advertised the K6CR at £5975 ono in the February/March issue of *Sailplane & Gliding*, but only received one offer which the Committee did not accept. The glider has been taken off the market for the time being. We are now actively seeking a second K8 or a K18, and will only recommence efforts to sell the K6CR when a replacement has been found. Trailer fittings are to be progressed as per the original plan.

Two 170hp Perkins engines (for the winch) have been located at a total cost of £1700. It has been decided that we should try to sell the old winch engine complete with gearbox rather than separately. After complaints from wet winch drivers the repairs to the winch roof have been tackled.

We received a complaint from the RAF that litter had been left at the winch point, specifically drink cans. When packing up the winch at the end of the day please make certain nothing is left behind.

The Club has now purchased a Cambridge CAV2 variometer for the Astir at a cost of £386. This was fitted during the C of A. The Astir flying requirements are likely to be

down-graded to Bronze C level. First cross-countries may be allowed in it, subject to agreement in individual cases.

A new gliding centre is opening at Hinton-in-the-Hedges, to be operated by Mike Cuming. We have received an assurance from the Aquila GC that this will not affect our good relationship with them.

The Committee is aware that trailer parking arrangements need to be modified this year in order to remain within the site boundary covered by our lease. A second row of trailers is likely to be established.

The fence panels were discussed again. Strong winds have blown down even some of those which had been previously reinforced and re-fitted. It was suggested that a different type of fencing with gaps might present less of a wind barrier. Four assistant-rated instructors (Colin Shepherd, Chris Emson, John Hanlon, Tom Lamb) will be taking the full rating test this year.

The cost of obtaining mandatory NOTAMS is about to rise quite substantially. The BGA are discussing this with the CAA.

A new weather service offered by the London Gliding Club at Dunstable is to be tried out this season. On request, and at £5 each, the LGC will fax a two-page forecast which includes a sketch map of Britain with fronts and cloud cover together with thermal strength and wind forecast etc. John Hanlon and Norman Machin have offered to be recipient points for the fax sheets. To help pay for this service, the Club will raise glider facility fees from £30 to £35 (caravan fees remain at £30). Facility fees became payable on 1st April so *please pay up now!*

A modified instructor rota system is to be tried. This extends the period of overlap between the morning duty and afternoon duty, making two instructors available during the best part of the day. The "morning" duty now finishes at 4pm whilst the afternoon duty starts at noon.

The Committee has decided to go ahead with the improvements to the upstairs briefing room. The covered barbecue project is currently on hold as the first plan was thought to be too expensive.

The next Committee meeting will be held on Wednesday 3 June.

DO WE REALLY UNDERSTAND THE WEATHER?

Richard Hall

One Monday afternoon in early March I felt the need of a fix. The wind was a pleasant 10kt south-westerly with broken winter cumulus at two levels, 1 okta 2-3000ft and 7 oktas 5-6000ft.

I took off from Enstone in the Pik- 20E, climbed to 5000ft out to the west, shut down the engine and switched to 130.1Mhz. I had intended to stay local, but then heard a couple of pilots in the Cwm Du valley (Black Mountains) talking about weak wave. I thought *what the heck*, I'll go and have a play down there.

There was no lift at all over the Cotswolds, so upon reaching about 2500ft I fired up again and climbed through the gaps up to about 8000ft, well above all the cloud. Heading west at 60 knots with the engine off again, *Wales here I come*.

Now for the surprise. As I descended towards the cloud tops the rate of sink gradually decreased

until at about 50ft above the cloud tops I was maintaining a steady altitude at 6100ft. This continued for at least four or five miles, after which I then sank gently into the cloud.

I cannot explain what was happening. I tried slowing up to min sink speed but did not climb. I feel certain that it wasn't wave lift, as the cloud showed no undulation whatsoever and I was flying more or less into wind.

Anyway, onward and downward. One more climb got me back above cloud over the East side of the Black Mountains. Here there was obvious wave above the clouds. It was very weak and broken but good fun, flying along the gulleys. I played there for about 45 minutes until cold feet said *time to go home*.

I had noticed that on the downwind side of the 8/8ths cloud wave area was a gap about a mile wide. The downwind edge of the cloud was not

the smooth edge normally associated with the downwind side of a wave but more like a vertical wall about 200 or 300 feet thick. I expected to hit heavy sink as I crossed this at about 5500ft and had put on speed accordingly.

Surprise number two! Six knots up, and very turbulent! I turned hard right and flew along the edge of the cloud in very rough air, some up and some down, but after three or four miles fell out of the bottom of it.

This was probably a high-level rotor, unusual in two ways. Rotors normally occur below the height of the mountains which produce them, and not in my experience in such low wind speeds (not more than 15 knots, I estimated).

I sometimes think that the more I fly, the less I understand what is going on up there. Oh well, home for tea, warm feet, and what a nice fix!

LOOSE TALK

You know the scene: good day's flying, sitting in the bar discussing the end of season C of A's etc, when some bright spark suggests the K13s are looking shabby and could do with some renovation. At that time, for my sins, and as Chairman, inspector, and general dogsbody I took it upon myself to do something about it. I conned Colin Shepherd into helping and started looking at all the options. Things haven't half changed; it doesn't have to be Irish linen and scheme Z any more.

I have done recovering before so I knew of the heat shrinkables, but decided to use the new Seconite fabric which uses water based adhesives. If you've ever used the older version you'll know why. It's like the garlic eater who doesn't realise why people are backing off, only worse. The smell of cellulose on your breath makes people frightened to light a cigarette at 20 paces. Anyhow the main advantage seems to be that whatever paint finish you use it can be removed more easily and touched up (yet to be proved).

The fateful day arrived and the old fabric was removed from CGQ in double quick time, "this is easy". Only we found that the tubework had

several coats of paint on board, "not so easy". Much rubbing ensued, about a fortnight of it actually, and the worst rust area was found around the cockpit. All the tubework was treated with de-rust and the painting then commenced.

Now we did have some help with this, as after another fortnight the members were beginning to wonder if she would ever fly again. Unfortunately we only seemed to get those who never paint at home, as large areas of the tubes were missed altogether, but they were easy to find and soon rectified.

Opened the adhesive, which is a two-pack. *What a revolting colour!* Bright green. Began plastering it on our nice white tubework. Eventually done and the fabric cut, positioned and fixed. The resulting clash of bright yellow fabric, green adhesive and white tubes hurt the eyes but after shrinking and filling the weave with dark grey water-based gunk it began to look like an aircraft again.

Whilst all this was going on we'd managed to enthuse Brian Payne into making new instrument panels, and at long last an audio system was incorporated to encourage a better lookout.

About this time the first snag with the new covering system was found. The first filler coat was applied by brush as recommended but trying to rub it smooth was difficult, as any water simply dissolved it and we were back to yellow again. Much more dry rubbing ensued, and eventually the colour coats applied to the Committee specification - red underside and white on top.

New lettering and an OGC logo was organised by Neil Turner, and the skid covering was fixed to the fabric with velcro for a change. Thanks go to Brian Payne for the panel work (CCE got some too) and to the original "bright spark" Norman Machin, who I think took pity on us and painted out the inside of the cockpit area.

Apart from me getting "fuddled" with the front/rear weighing placards, initially suggesting that only two midgets would be able to fly it, the result seems to have been appreciated by everyone.

Next comes CCE, but without loads of volunteers I'm not indulging in any more loose talk.

Graham Barrett

The "OTT" Trophy

It has been suggested recently that a new trophy should be introduced, to be awarded to any member whose devotion to Club duties is so staggeringly, dumbfoundingly over-the-top that it leaves the average member feeling severely inadequate by comparison.

Examples of deeds which would qualify for this prestigious award are:

a) Cutting the grass at the launch point to a uniform height of 5cm using a pair of garden shears, on every flying day for a whole season.

b) Single-handedly painting the inside of the hangar roof with 2 coats of mid-green *Hammerite*.

c) Turning up at a Committee meeting on your wedding night.

There are, however, no prizes whatever for guessing which of the above has already happened.

Didcot feeling the pinch

Curious little story in the local free paper last December. It reports that the engineering manager at Didcot Power Station rang the Aerodrome Standards section at Gatwick Airport asking if he could switch off the hazard warning lights on Didcot's 650ft chimney during the day, to save electricity and prolong the life of the bulbs. The CAA were, apparently, not impressed by the idea.

MEMBERSHIP LIST

The membership list reproduced here is up to date with effect from 10/4/92. Most of the *ex-members* whose subscriptions expired in November 1991 have been removed, but there are a small number of these *ex-members* who are still around. If you are such an offender, and you have been flying since November 1991, be aware that the Club's insurance policies only cover members, and the insurers may decline to pay out in the event of an

SAILPLANE & GLIDING

Anyone who wishes to subscribe via the Club please contact Phil Hawkins. The cost is £12.60 per year or £2.10 for a sample copy. You save the cost of postage and the Club makes 25% profit. This is used to maintain a stock of gliding books for sale, kept behind the bar.

accident which involved non-members. **Please contact the Treasurer without delay!** Your names will be posted in the clubroom soon unless you do so.

Owners of caravans and privately-owned gliders should also note that facility fees are now due. The glider facility fee is £35 while the caravan fee remains at £30. Finally, if your address or phone number is wrong, let us know so that the next list can be corrected.

OXFORD GLIDING CLUB MEMBER LIST (April 1992)

340	FULL	Peter Awcock	08677 3260	17 Beech Road Wheatley Oxon OX9 1UP
101	FULL	Rad Babic	0865 52910	69 Middle Way Summertown Oxford
399	FULL	Colin Baines	0582 492460	117 Waleys Close Luton Beds
102	FULL	Glenn Bailes		1 Fairfield Place Abingdon Oxford OX14 1HA
105	FULL	Graham Barrett	08675 2987	19 Laburnum Crescent Kidlington Oxford OX5 1HA
252	ASSOC	Lynne Barrett	08675 2987	19 Laburnum Crescent Kidlington Oxford OX5 1HA
373	FULL	Andrew Barnes	0235 526182	26 Stockey End Abingdon Oxon OX14 2NP
230	FULL	Nicholas Barrett	0865 841251	16 Broad Close Kidlington Oxford
418	PROV	Nils Bartleet	0865 722773	37 Salford Road Old Marston Oxford OX3 0RY
356	FULL	Enrico Berardi		47 St John's Street Oxford OX1 2LQ
353	ASSOC	Lesley Bovey	0865 880326	Grange Close Station Road Eynsham Witney OX8 1HX
288	ASSOC	Bruce Bowley		Flat 1, 82 Westgate, Chichester, West Sussex PO19 3HA
109	FULL	Fredric (Tony) Boyce	0993 811675	9 Glovers Close Hensington Gate Woodstock Oxon OX7 1NS
113	ASSOC	Peter Brooks	0993 703504	Cotswold House Ducklington Lane Witney Oxon OX8 7TJ
389	FULL	Chris Buck	08677 3144	95 Beech Road Wheatley Oxford
311	FULL	Andrew Butterfield	0784 471898	11 Laurel Avenue Englefield Green Surrey TW20 0QD
397	PROV	Helen Cahill	046 279 342	"Pendmere" Fore Street Weston Nr. Hitchin Herts SG4 7AS
396	PROV	Paul Cahill	046 279 342	"Pendmere" Fore Street Weston Nr. Hitchin Herts SG4 7AS
413	PROV	Terrence Cain	0865 271982	New College Oxford OX1 3BN
409	PROV	Richard Carter	0865 62975	318 London Road Headington Oxford OX3 8DJ
348	FULL	Martin Cooper	0280 704711	30 Octavian Way Brackley Northants
116	FULL	Gordon Craig	08675 6329	3 Spruce Road Kidlington Oxford
121	ASSOC	Stephen Druce	0235 834285	9 Crafts End Chilton Didcot Oxon OX11 0SA
398	PROV	Mark Duly	0923 51373	116 Princes Avenue West Watford Herts WD1 8LT
391	FULL	Kevin Duthie	0491 575725	6 Mill Close Middle Assendon Henley-on-Thames RG9 6BA
412	PROV	Laura Eeley		Swallow House The Crescent Stonesfield Oxon
411	PROV	Harvey Ellams	0869 240500	9 Cyprus Gardens Bicester Oxon
215	FULL	Timothy Elliott	0235 24141 x 2219	26 Worthington Way Wantage Oxon OX12 9HR
125	FULL	Chris Emson	0865 779061	136 Fernhill Road Cowley Oxford OX4 2JP
124	FULL	Stephen Evans	099 389 8192	7 Brook Lane Stonesfield Oxford OX7 2PR
388	ASSOC	Sheila Evans	099 389 8192	7 Brook Lane Stonesfield Oxford OX7 2PR
307	FULL	Jurgen (John) Freymuth	01049 30 3056713	Angerburger Allee 49 Berlin 19 Germany
130	HON	John Gibbons	0865 739827	2 Liddiard Close Kennington Oxford
133	FULL	John Giddins	086735 663	"Nimrod" Stanton St. John Oxford OX9 1EX
405	PROV	Derek Godfrey	0295 78473	Stonecroft Epwell Banbury Oxon OX15 6LF
404	PROV	Jean Godfrey	0295 78473	Stonecroft Epwell Banbury Oxon OX15 6LF
131	FULL	John Gordon	0477 35639	5 Crofters Court Holmes Chapel Cheshire CW4 7EX
132	ASSOC	Melvin Green	08675 4991	19 Waverley Avenue Kidlington Oxford OX5 2NA
221	FULL	Robert Griffiths	0235 851241	"Woodleys" The Square West Hagbourne Oxfordshire OX11 0ND
134	FULL	Richard Hall	0608 737805	"Barnstones" Swerford Oxford OX7 4BB
136	FULL	John Hanlon	0869 50150	14 Westlands Avenue Weston-on-the-Green Bicester Oxon OX6 8RD
139	FULL	Martin Hastings	08675 5736	4 Fernhill Road Begbroke Oxford OX5 1RP
140	FULL	Philip Hawkins	0869 247873	Granary Cottage Alchester Road Chesterton Bicester OX6 8TZ
415	FULL	William Helfrecht	0865 515754	19 Lathbury Road Oxford OX2 7AT
365	ASSOC	Ian Hill	0727 69755	9 St Julian's Road St Albans Herts AL1 2AZ
410	PROV	Simon Hogg	0865 274383	Lady Margaret Hall Oxford OX2 6QA
406	PROV	Len Holden		10 Church Street Barford St Michael Oxon
417	ASSOC	Raymond Huntley	0923 266472	9 Dunny Lane Chipperfield Herts
901	HON	Rt.Hon. Douglas Hurd, CBE, MP		House of Commons London SW1A 0AA
143	FULL	Alexander Jenkins	0491 39935	84 The Street Crowmarsh Gifford Wallingford Oxon OX10 8ER
359	FULL	Lynne Jones	0865 54698	4 Hamilton Road Summertown Oxford OX2 7PZ
362	JUN	Rowena Jones	0865 54698	4 Hamilton Road Summertown Oxford OX2 7PZ
145	FULL	Thomas Lamb	0980 610597	"Trewent" Windham Lane Allington Salisbury Wilts
342	FULL	Neil Lawson-Smith	0993 706456	383 Thorney Leys Witney Oxon OX8 7GA
283	FULL	Richard LeBrun	0869 245670	23 Eden Way Bicester Oxon OX6 8RP
366	FULL	Chris Lee		6 George Moore Close Oxford OX4 4BZ
181	FULL	Norman Machin	0869 50974	Hazel Cottage Weston-on-the-Green Oxford OX6 8QX
147	ASSOC	Ian Mailer	024 688 2527	The Croft Nether End Chesterfield Road Baslow Derbyshire DE4 1SR
416	ASSOC	Ian March	0442 833305	Chesters Long Lane Bovingdon Herts
293	FULL	Donal Meehan		28 Guernsey Way Banbury Oxon
393	FULL	Ron Middleton	08677 5266	54 St Mary's Close Wheatley Oxford OX9 1YP

347	FULL	Christine Milner	0865 200336	Flat 3 Penhurst Court Sidney Street Oxford OX4 3AG
281	FULL	Jack Miller	Ilmington 305	6 Nellands Close Ilmington Shipston-on-Stour Warwicks CV36 4NF
327	FULL	Paul Morrison	081 452 0931	64 Warren Road Cricklewood London NW2 7LH
149	ASSOC	Trevor Moss		99 Courtington Lane Bloxham Banbury Oxon OX15 4HS
151	FULL	Michael Moxon	Frilford H. 391525	3 Hyde Copse Marcham Nr Abingdon Oxon
150	FULL	Malcolm Moxon	08675 70221	44 Wilsdon Way Kidlington Oxon OX5 1TN
908	HON	Susan Nicklin	0869 249927	18 Chestnut Close Chesterton Oxon
314	FULL	David Nisbet	0734 752224	38 Surrey Road Reading Berks RG2 0EU
174	FULL	Caroline Oakes		Well Cottage Cote Road Aston Nr. Witney Oxon OX8 2DU
183	FULL	Martin Oldfield	0865 52455	37 Lakeside Oxford OX2 8JF
403	PROV	Mike O'Neill	0932 565323	69 Abbey Road Chertsey Surrey KT16 8NG
395	PROV	Chris Paterson	0296 85071	31 Castle Street Aylesbury Bucks
205	FULL	Brian Payne	0235 832253	6 Manor Close Chilton Didcot Oxon OX11 0SS
253	FULL	Robert Perry	0734 872302	6 Waring Close Lower Earley Reading Berks RG6 4JE
320	FULL	Roger Pitman	0844 238264	Churchfield House Oakley Bucks HP18 9QF
319	FULL	Mark Pollard	08675 3523	45 High Street Kidlington Oxford
155	FULL	Nicholas Porat	084421 6860	6 Friday Court Thame Oxon OX9 3GA
156	FULL	Stephen Porat	062882 4304	1 Bradenham Lane Temple Nr Bisham Marlow Bucks
242	ASSOC	Kay Porat	062882 4304	1 Bradenham Lane Temple Nr Bisham Marlow Bucks
157	FULL	Christopher Putt	0280 701181	24 Jones Close Brackley Northants
904	ASSOC	Fit Lt D J Paveley	086989 246	C/O RAF Weston-on-the-Green Nr Bicester Oxon OX6 8TQ
177	ASSOC	Jane Randle	0865 880606	1 Bell Close Cassington Oxford
176	ASSOC	Michael Randle	0865 880606	1 Bell Close Cassington Oxford
234	FULL	Christopher Reynolds	0869 50944	Jonquil Cottage Kirtlington Oxon
159	HON	David Roberts	0993 891724	6 Brook Lane Stonesfield Witney Oxon OX8 8PR
160	FULL	Mark Rowland	0869 37332	11 The Leys Deddington Oxon OX5 4TX
401	ASSOC	Carolyn Rowland	0869 37332	11 The Leys Deddington Oxon OX5 4TX
386	ASSOC	Janet Salter		78 The Phelps Kidlington Oxon OX5 1SY
317	ASSOC	John Shaw	0865 62155	3 Woodlands Road Headington Oxford OX3 7RU
321	FULL	Peter Shears	Aylesbury 688221	54 Dormer Avenue Wing Leighton Buzzard Beds
332	ASSOC	Betty Shepherd	08675 3802	151 Wilsdon Way Kidlington Oxon
161	FULL	Colin Shepherd	08675 3802	151 Wilsdon Way Kidlington Oxon
370	FULL	Florian Slater		19 Elm Drive Brackley Northants NN13 6ES
343	FULL	Gary Smith	Thame 7096	9 Friday Court North Street Thame Oxon OX9 3GA
909	ASSOC	John Smoker	0869 245422	9 Anson Way Bicester Oxon
400	PROV	Derek Snellgrove	0865 890198	127 High Street Chalgrove Oxford
905	HON	Arthur Speechley	0990 25667	"Crummock" Bagshot Road Sunninghill Ascot Berks SL5 9JP
297	FULL	Howard Stone	0235 33113	49 Foster Road Abingdon Oxon
303	FULL	Neil Swinton	0296 87094	2 Kenton Court Northern Road Aylesbury Bucks HP19 3QX
906	HON	Joy Taylor	0990 25667	"Crummock" Bagshot Road Sunninghill Ascot Berks SL5 9JP
402	PROV	Christopher Tristram	0865 73601	1 Chilswell Path South Hinksey Oxford OX1 5AP
173	FULL	Neil Turner	08675 71459	12 Spruce Road Kidlington Oxford
408	ASSOC	Violet Turner	0869 241173	"Keepsake" 12 Old Amcott Road Ambrosden Nr Bicester Oxon OX6 0LT
392	FULL	Peter Turner	0993 883199	18 Oaklands Close Freeland Oxon OX7 2AX
385	FULL	Richard Underhill	0869 277416	The Old Manse West Edge Marsh Gibbon Bicester Oxon OX6 0HA
419	JUN	Sam Underhill	0869 277416	The Old Manse West Edge Marsh Gibbon Bicester Oxon OX6 0HA
407	PROV	Patrick Wallace	0235 531198	19 Sutton Wick Lane Drayton Nr Abingdon Oxon OX14 4HH
280	FULL	David Weekes	0993 883543	171 Wroslyn Road Freeland Witney Oxon
170	FULL	Colin White	01064 63 268917	c/o Mr & Mrs Dickson, 141 Oxford Street, Ashurst, Near Palmerston North, New Zealand
387	ASSOC	Amanda Wilksch	0280 812135	8 Partridge Close Buckingham MK18 7HH
381	FULL	Mark Wilksch	0280 812135	8 Partridge Close Buckingham MK18 7HH
414	PROV	Peter Williams	0784 475383	13 Aldous House Riverside Church Street Staines Middlesex
378	FULL	Terry Young	0865 773998	14 Brocklesby Road Littlemore Oxford OX4 4QJ
172	FULL	Ian Young	Walt. 243906	8 Hurley Close Walton-on-Thames Surrey KT12 1LP