



RISING AIR



The Magazine of Lasham Gliding Society

WORLD CHAMPIONSHIPS - LASHAM MEMBERS EXCEL

The traditional view of Lasham, which is totally wrong, is that we produce excellent basic glider pilots but leave Booker and Dunstable to produce the World Class competition pilots. Out of the eight British at the World Gliding Championships at Wiener Neustadt in Austria in May this year, three were Lasham members - Chris Garton, Ralph Jones and David Innes.

Chris Garton came 3rd in the 15 metre class, winning the bronze medal, out of a field of 40 competitors from 22 countries. Each of these competitors is the National Champion of their own country. Ralph Jones came 18th and David Innes 24th in the Open Class.

The flying was grueling, ten days of Competition, with the last eight days without a break. Most of the flying was East from Wiener Neustadt over mountains with very few land out possibilities. However, two days were towards the West into Hungary. The total distance set in the ten days was 3735 kms in the Standard Class and 3850 kms in the Open Class and the longest distance flown in a cats cradle was 713.8 kms, in a time limit of six hours. Both Ralph and David feel their performance was inhibited by their relative inexperience in mountain flying.

Chris Garton has been a member of Lasham for more than twenty years, he lives within $\frac{1}{4}$ mile of the Airfield and is a Captain in British Airways. He has been Tug Master at Lasham and is currently the Chairman of the BGA Airspace Committee. If you have any questions on Competition or speed flying he is the man to approach. Who knows, he may be persuaded to do a "lead and follow", him leading and you following of course. If you are a laggard I doubt that he will wait for you. Chris hides his light under a bushel, you won't find his local cross countries in the book despite us trying to encourage him to
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FLYING AT LASHAM 88\89 & 90\91

A lot of you reading this will have seen the many changes at Lasham that have taken place in the last year. I am glad to say that the weather, as well as the changes in the launching system, has produced a record year for us. The two winches are now both on LPG and running well and producing a launch rate of about twenty an hour. The aerotowing is simpler to operate with radios in all the tugs and, most importantly, people are helping out at the launch point much more.

Earlier this year S&H took three of the K8's off the ballot system and let Malcolm and myself look after the use of them. This seem to have worked up to a point, there have been some days with disappointed people but looking at the number of completed silvers this year, I think it was a success.

There has also been a lot of unreported damage this year; we have discovered holes in fabric, missing bits and heavy landing damage that should have been reported but was not. If you cause any damage, however small, please let us know, it could save a serious problem.
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From the Editor....

Welcome to the first edition of the new Lasham Magazine.

A word of explanation to begin with. When I was elected to the committee of management Tony Mattin requested me to undertake several duties. One of these was to produce a new Lasham Magazine, to ensure that its production was synchronised with Lasham's mailshots to all its members and that it should be produced using Lasham office equipment at minimal cost.
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WORLD CHAMPIONSHIPS LASHAM MEMBERS EXCEL

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do so. However, he is the master of the unusual and difficult. Last year he did an out and return to the Varne Light Ship, some eight miles off Dover and this year he has done Dover and return, with all the difficulties with sea air and airways. He has tried Sutton Bank and return, some 700 kms at least once this year, but has not made it. However he has just done Yarmouth to Hereford, which is about 700 kms.

Ralph Jones is more of an "adopted son" of Lasham, he has been a member for about ten years and has gradually moved to Lasham during that period. He has owned his own gliding club at one stage. He is the foremost fibre glass glider repairer in the country and the UK agent for Schemp Hirth, the makers of Ventus, Discus and Nimbus gliders. So if you have a problem with your fibre glass glider consult Ralph. His advice is free to club members.

David Innes represents the gliding movement in Guernsey at the World Championships. As far as is known there are only two Guernsey glider pilots, David Innes and Pat Swoffer, both seconded to Lasham. David is the most experienced at World Championships of the three Lasham members. He has been a competitor at all the World Championships except one for over twenty years. He will readily admit that he has never been first nor last. He is still a very formidable opponent. In 1988 he was second by 1 point to Robin May at the UK Open Class Nationals and thus deserved his place at Wiener Neustadt.

Lasham salutes our World Class Pilots: Well done Chris, Ralph and David.

Phil Phillips

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FLYING
AT
LASHAM
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On the winching theme, I am glad to say we do not have many cable breaks as they are non-productive and potentially dangerous. However, a lot of people are now getting in the frame of mind that cable brakes do not occur. This is, of

course, very, very, silly; ALWAYS presume your cable will break and plan your launch accordingly.

We also spread our wings a little further and visited Aboyne as a different venue from Portmoak; at the time of writing we collected eight diamonds and twelve gold heights making it a very successful trip. I hope we can repeat this next year but always remember it can rain for weeks on end up there.

What about 90\91? One of the main things we are doing is employing one more permanent gliding instructor, "G" Dale. G's role is that of advanced instructor and guide to all aspiring cross country pilots. This will not be G's only roll but it should ensure better use of the Janus. More of that is planned by G later on. I will also be more available for flying than I have been, mainly because the launching system is becoming fairly automatic and people are helping out more. We are particularly keen to help the pre Silver C pilots to achieve their aims as smoothly and safely as possible.

During the winter I will be running AEI courses and Instructor courses. These take place at the rate of three a year with a maximum of 4 or 5 persons per course. The only people we need on the courses are people who are genuinely interested in instructing for the benefit of Lasham. If you are not prepared to help Group, either week end or evening, then do not bother to apply for the course as it is a prerequisite. We have over 150 instructors on our books at Lasham yet most of the Groups seem to be short, so please do help out.

As was the case last year, I shall be holding short meetings on Saturday evenings. Last year they were by way of letting you get to know me and the proposed changes. This year I would like some feedback, good or bad and any ideas you may have for improving things in any way.

Let's hope for a good soaring season in 1990 and not too hard a winter before then. Remember to keep current during this period and to take advantage of the advanced training on offer.

Terry Joint

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ADVANCED COURSES 1990.

Next season Lasham will provide a regular programme of courses for club members and visitors.

If you're a newcomer to the art of soaring, there will be regular basic cross country courses. These will show you how to find and use thermals more efficiently, navigate around the countryside and land in fields. Bring lots of telephone money and a sense of humour. A single seater would be very useful as well.

If you already have a Silver C come on a more advanced course to set you on the road to gold and diamonds. You'll learn how to fly faster and therefore further; be prepared to visit Wales, East Anglia and Cornwall, though perhaps not all on the same day! Again, although you'll have access to the Janus, the use of a single seater is vital.

If your thing is Competition flying, Lasham will be entering the Janus in at least one regional competition next season. P2's required. There will also be a competition training camp for those who want to win. Don't despair if you can't bring a Discus; K6's will do nicely!

At the end of the season we intend to return to Scotland for some more wave flying.

If you enjoy looking up at the ground, then try an aerobatic course. Polish team member, Josef Solski, is hoping to return next year - dates to be announced.

When there are no courses in progress, your full time cross country Instructor (that's me) will be available to fly with you in the Janus. You can book in advance or turn up on spec. Don't expect to stay within gliding distance of Lasham though. I'm going to try hard to make sure the Janus goes cross-country on every possible day.

One final note for budding soaring pilots: next year I'll be doing daily briefings in the Compass Room at 9.15 am to help sort out where to go for that Silver distance, 100 km triangle, etc.

That's all for now. More course information in the next newsletter and keep an eye on the advanced training notice board. If any of you have questions or ideas about the courses, you'll find me on site Monday to Friday.

Garrard ("G") Dale

From the Editor....
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I regarded this as a major challenge, having no previous experience of this area. So here is the first result. Grateful thanks to those members who have provided me with articles to publish and to Dave Ellis who has spent so much of his own time, using his own equipment and desktop publishing programme to produce the layout and the master print. In order to keep costs to a minimum, the magazine has been reproduced on the Lasham photocopier (thank you ladies).

In my belief Lasham is an incredible entity, full of people from all sections of society, living, vibrant, full of talent and held together with one common interest, gliding. A magazine has an important role to play in passing on ideas, knowledge, skills, opinions and in providing effective communication between members and the professional staff.

So a plea from me: **PLEASE** let me have your articles, letters and opinions. I don't mind what subject so long as there is a Lasham or associated flying connection. Without your involvement there can't be any further editions of this Magazine.

HELP!!!

Mike Carr

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Social Jottings

You may have noticed that the Social Committee is now under new management, consisting of:- Lynne Ballard (Chairperson), Jackie Saunders, Thirza Wilson (Secretary), Phil Phillips, Mike Holmes, Maggie Holmes and Marion Masson.

In addition to the traditional annual functions there have been several other events over the past year including two very successful skittles evenings (more to come by popular request - watch the board !) Bank Holiday disco and curry night - not forgetting the the Aural Extravaganza - a delight for the inner ear.

We had several plans for the Comps, wet weather programme, which, due to the unseasonably good conditions were never used.

Enough of the past - what we want is enthusiastic support and mass attendance for the forthcoming functions. The new Social Club Noticeboard (in the corridor opposite the pigeonholes) carries up to date information and bump on places of interest for those members with partners who prefer to keep their feet firmly on the ground.

Social Calendar

4th November (afternoon)

Car Treasure Trail

Please sign list on noticeboard.

4th November (6 pm)

Firework Display and Bonfire

25th November

Farmers Cheese and Wine

Please ensure that your farmers name and address is entered (legibly) in the Cross Country book, and to foster good relations be there yourself.

17th December

Christmas Lunch

Never under-subscribed so get your tickets early to avoid the disappointment of missing members of the Main LGS Committee and the Social Committee entertaining in the traditional Lasham manner.

31st December (8.30 pm till late)

New Years Eve Disco & Food

Food to be provided by revellers on a voluntary basis PLEASE).

This is the first time for many years that this event has been held at Lasham and we hope to have members wholehearted support (by attending) and with contributions of food (men please feel free to make something).

Now that you've had a year of our ideas we'd be more than happy to hear your suggestions and be very pleased to co-opt you onto the Committee.

Lynne Ballard