

In the Air

Lasham

Fast Communication for Lasham Members

February 2000

Fifty Glorious Years

In June 2000 we are celebrating a remarkable milestone in our history – for the past 50 years Lasham has been at the centre of gliding development, and in that period we have grown to be the largest gliding club in the United Kingdom, and indeed may hold that position globally.

To mark the occasion, we have organised a truly monster celebration to which all members, families and friends are invited. This will give everyone the opportunity to meet and greet gliding friends from past and present, and relive those magic flights and hilarious retrieves. Nostalgia will reign supreme!

For partners, offspring and friends who are not gliding addicts, there will be a whole range of things to do and view, so that the event will give everyone a weekend to remember. Make a note in your Diaries now so that you won't miss this fantastic occasion.

Saturday 24th June 2000

Golden Anniversary Dinner and Dance.

- A glass of Pimms or buck's fizz on arrival.
- The evening starts at 7.00pm with Hot Air Balloon launching.
- Dinner for 8.00pm.
- Sumptuous meal.
- Dance band to work off the excess calories.
- Tickets are £40.00 per person – available from the office.
- Dress – black tie / lounge suit/ gorgeous dress [your choice!].
- Ticket sales end on Easter Monday – 24th April, so don't delay.
- Why not make up a group? – Get in touch with previous members. Invite them to join you and share a special evening together.

Sunday 25th June 2000

A family day out with spectacle and interest for everyone

- Events start at 10.30 am.
- Marquee containing a range of stalls showing aviation and non aviation activities.
- Exhibition – '50 Years of Gliding at Lasham'.
- Food Stands.
- Traditional Funfair – including Bouncy Castle – suitable for children of all sizes and age groups.
- Large Model Glider display.
- Mini Racing Task.
- Streamed launch of Vintage Gliders plus static ground display.
- Glider Aerobatic display.
- Powered Aerobatic display.
- And Much More.....

Help needed – we need Tombola prizes – see Katy Thompson or Nicki Marchant for details.

Good Neighbours

For many years we have been very fortunate to enjoy excellent relations with our neighbours at RAF Odiham. Since Lasham lies within their MATZ, this is particularly important for the safe operation of both airfields.

As part of our ongoing dialogue, we were pleased to welcome members of their Air Traffic Control team to Lasham on a recent visit. The meeting gave us the opportunity to look at a number of issues which are of mutual concern and which vitally affect the safety of both glider and helicopter operations in the vicinity of Odiham.

With its role as a major operational and training unit for helicopters, there are circumstances when gliding activity from Lasham presents Odiham's Controllers with some real problems. Graham McAndrew, in conjunction with Odiham, is developing operating notes that **everyone** flying from Lasham will need to learn and follow, so as to minimise potential conflicts with their traffic. Graham's notes will be published shortly.

In our increasingly crowded airspace, glider pilots must play a responsible part in co-operating with other airspace users to prevent conflict and frustration. We must remember that our neighbours are professionals doing a demanding job, whilst we are flying purely for fun. It is vital that **our** enjoyment of gliding freedom does not make **their** lives more difficult. To ensure that this doesn't happen requires that we all fly with care and consideration.

Bill Scull Remembered

It is with great sadness that we report the death of Bill Scull on January 27th. Bill passed away peacefully after fighting illness for some considerable time.

He was Lasham's CFI from 1967 until 1969 and then moved on to become BGA National Coach and later Director of Operations. Throughout this period Bill made major contributions to gliding safety.

Bill's funeral was held at St. Lawrence Church in Alton on the 7th of February and over 250 friends and colleagues from the gliding and aviation world attended the service. A reception was held at Lasham Club House which brought together many of the personalities who had worked with Bill throughout his long association with the Gliding movement and made a fitting tribute to a remarkable man.

A full tribute to his contributions to gliding at Lasham will appear at a later date.

Wally Kahn resigns as a trustee of the Lasham Trust

Wally has announced his decision to stand down as a trustee of the Lasham Trust and from his position on the Property Sub Committee, bringing to an end 45 years of continuous involvement with the organisation and running of the Society. A remarkable record!

During this time, Wally has done a tremendous amount for the Society. His fund raising efforts are just one example of his commitment and passion for Lasham.

Our thanks and best wishes go to Wally for a well-earned rest!

Spring is in the air!

Well if it isn't just now, it soon will be. So there is no better time to get your glider fettled and polished, and also improve the appearance of its pilot.

A rummage through the clothing drawer will probably reveal a sadly battered beanie, a soggy sweatshirt or an ecologically threatening T-shirt, lurking there after last years epic flights. Be a fashion leader and treat yourself to some new items from our extensive range of Gliding Wear.

Enclosed is our latest list of products, in stock and ready for the new season.

Make sure that you get your **Lasham 2000 T-Shirt** - destined to become a collector's item and the envy of your fellow pilots, they are available now.

On course for a successful 2000 ?

Last month we sent you details of the Course Programme for the 2000 season, with essential events to participate in, whatever your piloting level and ambitions. Making 2000 a gliding year to remember may well depend on the training and preparation that

you receive during the season.

There is no finer way to polish your skills and expand your experience than signing on to a Lasham Course and getting the best training available.

But - **don't delay** - course places are filling up rapidly and if you wait, you could be disappointed. Contact the Office for information and to make a booking. If you aren't sure what is suitable, talk it over with your Instructor, Group Leader, or the CFL.

Signs of the times

Work is underway to introduce new signage at all entrances to the Airfield. As owners, LGS has a duty of care to ensure that anyone entering the area is fully aware of the dangers present and understands that they are entering entirely at their own risk.

The message is primarily aimed at members of the general public who come onto the airfield, either on business or to visit the gliding facility.

However, it is important that LGS members, together with their families and guests, recognise that they also are exposed to the same risks and must exercise every care to ensure that they do not endanger themselves by moving into the path of gliders or aircraft.

The tragic accident at the Long Mynd illustrates how easily such an accident can occur and why LGS must ensure that it takes every step possible to warn every one of the dangers.

'45' is on the mend

Many members will be aware that our Grob Twin Acro '45' was badly damaged recently when a wing dropped on a wire launch, caught in the grass, and a cartwheel resulted. Happily both pilots, although both shaken and stirred, were unhurt.

The Grob is now under repair and we hope to have it back in action towards the end of April. However, this target date is very

dependent on no unanticipated problems appearing as repair work proceeds, and the availability of replacement parts from the factory.

Every effort will be made to minimise the period that '45' is out of commission in the early part of the season, and we will keep everyone advised of progress.

AGM motion - proposed sale of land

Members may have seen that a motion will be introduced at the AGM on the 8th of April to approve the sale of a strip of land along part of our Southern boundary. It should be noted that the proposed sale is to clear up a boundary inconsistency that the Society inherited from the previous owners, and concerns an area of land that has no impact on any current or future gliding activity on the site. Full details of the proposal will be circulated to all members prior to the AGM.

Trailer park update

The levelling and reseeded of the Eastern Trailer Park is progressing well but, as expected, it is unlikely to be in a useable condition before late Spring.

A review of the present ground conditions indicates that late May is the earliest date that it is going to be possible to move the trailers back into position. If there is extended wet weather over the next few weeks, it may not be useable until June.

There is little point in reopening the area while there is still the possibility of trailers and gliders damaging the surface. Premature usage will put us right back where we were last season and waste the efforts made on improvement and we want to be sure to avoid that.

Alternative trailer parking and rigging areas are being organised, and every effort will be made to site these so as to minimise inconvenience to users as well as the tow-out distances to the launch points.

Details will be posted on the Notice Boards shortly - please check before parking your trailer. More information will be given in our next mailing.

Next publication dates

'Rising Air' will be published in Late March, and the next edition of 'In the Air' will appear in late May.

Wanted - Seasonal Winch Driver

A position exists for a seasonal winch driver from the 1st of April until the 31st of October. For more details contact the Manager.

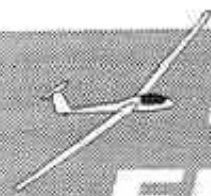
What's On

WITH 613 SQUADRON AT LASHAM Saturday 11th March 17.30 clubhouse
A talk by Vic Hester DFC [pilot] and Ron Parfitt [Navigator]

QUIZ NIGHT Friday 17th March 19.30 for 20.00 in the bar
All correct answers will receive a raffle ticket - all incorrect answers will be charged 10p.
At the end of the evening raffle tickets will be drawn for prizes.

OFFICIAL OBSERVING Saturday 18th March 17.30 clubhouse
All your questions will be answered by Basil Fairston, BGA Badges and Awards Officer.
Everyone welcome, especially badge seekers, potential and current OOs

CONCORDE - THE FIRST 30 YEARS Saturday 25th March 17.30 clubhouse
Captain Chris Orlebar, Concorde pilot and British Airways Training Captain, will tell the remarkable story of the continuing success of this very special aircraft



Pre-season Flying Bulletin

February 2000

If a wing touches the ground

"If a wing touches the ground at the start of a winch launch....." the rate of acceleration is very, very rapid. We have 800 hp pulling the glider from stationary to 60 kts in a very few seconds, mostly on or very close to the ground.

"If a wing touches the ground at the start of the winch launch....." the time between recognising that you have been successful in picking it up again, and the glider getting airborne with the wing still stuck down, is hardly any. If the glider gets into the air with one wing still on the ground, what happens next is inevitable and irretrievable; if anyone is in any doubts, the front seat pilot will be lucky to walk, not just away from the crash but ever again.

"If the wing touches the ground at the start of the winch launch....." there is no time to consider whether it will pick-up again. Some time ago signalling from the cockpit for up-slack and all-out was abandoned in favour of keeping one hand close to but not on the release so that the launch could be abandoned immediately.

"If a wing touches the ground at the start of the winch launch....." please don't think that with your superior flying skills you will be able to either avoid the situation happening or use those skills to magically level the wings again. I have now seen five such accidents and all of those pilots thought they possessed superior flying skills, and that they could afford to wait until the wings came level. Again, luckily, of the ones I've witnessed, they all walked away with only their pride and their glider dented. I know of others both in the UK and abroad where the pilots were killed.

"If a wing touches the ground at the start of the winch launch....." you have less than 3 seconds to take the only action that will resolve the situation, so before you even begin to move make sure you are ready to take that action. Put your left hand close to but not on the release and rehearse the scenario in your mind so that, "When the wing touches the ground at the start of the winch launch you..... **RELEASE!!!!!!**

At least then you can push back and have another go.

Official Observers

To all of you who heard my cry for help, and there were a lot of you, thank you. I think we now have at least approaching the number of O/Os we need for a club of this size. I promised a short training session and this has been arranged for the evening of the 18th March at 5:30pm.

Basil Fairston, the BGA Badges and Award man, will be explaining how to make claims and how to get the paper work right. Come along and pick his brains but do not give him too much of a hard time. Remember you will have to submit your next claim through him and if you give him a hard time.....

EXTRA.....EXTRA.....

The 2000 BGA turnpoint list is due to be published in late February; make sure you're using the latest version.

Glider pilot's licence

For those of you that have one, a reminder that in order to maintain it you should have a Certificate of Experience stamp in your log book every year. In order to qualify for the stamp you need to be able to show evidence of at least five hours P1 in the previous 12 months. If anyone wants to renew their licence please drop your log book into the office and I will deal with it.

Instructor renewals

Please, please, please, if you have not handed in your return do so now. If you require a check flight, get it done. We are running out of time and any instructor who has not renewed by the end of the month will not be renewed. Subsequent renewal is very difficult to arrange. Don't delay, do it today.

Trial lesson tow heights

Some time last year I sent out a letter to all Basic Instructors with the recommended tow heights for trial lessons. It would appear that most have forgotten what was said, so I'll say it again. The Trial Lesson is sold as a tow, 'up to 2500'. This does not mean that every launch should be 2500' but that there is the provision to go to this height if required. If the weather is such that a tow to 2000' will not result in at least 15 to 20 minutes flight then go to 2500'. If however it is soarable, even only marginally, then go only as high as you need to enable you to soar. That may be 2000' it may even be 1600'. If you are being towed through a strong thermal at 1500' you are better-off pulling-off, if you wait until 2000' you will almost certainly be in good sink.

We've got the space, use it!

Lasham airfield is some 550 acres of landable ground. It really is a pleasure to operate from such an expanse. It enables a lot of gliders to fly very safely and ensures we have adequate space, even when everyone comes out to play. I am a great advocate of space, it reduces accidents and means we can always fly away from a potential accident. We are paying a lot of money for our space, let's get used to using it when necessary, it really will prevent accidents.

Accident reporting

If a glider is damaged it must be reported. That is pretty obvious and straightforward but how do you know whether it is damaged or not?

Recently we have had a number of cases where damage has gone unreported for a long time and gliders have continued flying without that damage being apparent. So long as the extent of the damage is such that it does not affect the integrity of other parts of the structure all is well and the repair can be made at the C of A, but what if it has affected the overall strength of the glider? How do you know? Are you an inspector? Do you know what you are looking at?

Cumulative damage can cause catastrophic failure at a far lower load than the glider was designed to withstand. The weakening of one part of the structure can cause failure in another part in a cascade effect. If you suspect a heavy landing, do not fly the glider again until it has been inspected by a qualified person. Not all damage is apparent or easily visible. If in doubt, get it checked.

Simply putting the glider into the hangar at the end of the day does not mean it will be inspected. Unless a member of staff is told about it, nothing will happen. Please report all heavy landings, even if you do not consider damage has been done. Laws and Rules states:

9.2 All accidents and all incidents which might have caused damage to aircraft must be reported.

This is fairly unambiguous.

Soft ground

During the winter months when the ground is very soft, it is softer along the runway and peri-track edges. If you tow a glider out along the grass edge it will leave a very deep rut in the soft earth which will dry to a teeth jolting rut in the early summer. Please avoid these edges when towing out, either tow on the hard or further into the field where the ground is firmer.

Hooked up

Hooks on the Pawnee and Cub have been changed from the old Schweizer type to those manufactured by Tost (which are, incidentally, the same as glider nose hooks).

The reason for the change is that the Schweizer hooks can be difficult to release at high loads. It will, therefore, be possible to fit the rope the wrong way around. The correct way is with *the red links at the glider end and yellow links at the tug end*. There should also be buffers on the glider end. Ropes will be converted to the new configuration over a period of time.

Of the two red links at the glider end of the aerotow rope, only one is actually used as a weak link; the second is there in case the first breaks. It is important that the rope is checked before being attached to the glider to make sure that both links are intact. If not, then the rope is U/S and a new rope should be fitted to the tug.

Aerotow ropes should also be checked for knots before being hooked on to the glider. Knots which are easy to undo should be re-

moved. If a knot is too tight to untangle then it is permissible, although not desirable to continue to use the rope.

'All clear above and behind?'

Those of us who have been around in gliding for more than about 5 years will no doubt remember this statement, usually shouted by the wing-tip holder prior to him signalling to start the launch.

Things have changed and we have moved on but is it 'all clear above and behind'? It is as vital now to check it will remain clear for the duration of the launch as it was then. Before commencing a launch, the person signalling to the winch should check the overhead and surrounding area for traffic that might infringe, bearing in mind the direction and speed and height of transiting traffic.

Mutual flying

I'm all in favour of club members flying together, it can be great fun and very sociable. Problems occur when there is no clear and defined P1 in charge of the flight. Here are few guide-lines.

Before carrying a passenger, pupil or other club member in a glider the pilot must be authorised by the CFI (BGA Op. Reg. 7.4). This is normally an acceptance check following a course of training for instructors, but for mutual flying of members or passenger flying with family etc. then each individual flight requires authorisation on the day.

When flying with another club member or passenger, the pilot in charge must have at least a Bronze badge with cross-country endorsement and a minimum of 50hrs P1 on gliders.

When two club members are flying together, as well as receiving specific authorisation from the CFL, a pilot in charge will be nominated for the flight. He will perform the take-off and the landing, any flying below 800' and will be in overall charge of the flight.

Before carrying a passenger, ie a genuine friend or relation who is a temporary member and is flying as your guest, you must have first completed Part 2 of the medical declaration on the membership form. This is basically a declaration by your GP rather than the usual self-declaration.

Expeditions and courses

There are still a couple places left for private owners wishing to go to Ontur if you're quick. I would like to be able to close the list at the end of February so if you are thinking about it don't delay.

Course places are booking up fast as well so again don't think about it for too long or you might be disappointed.

New Maps

Make sure that your maps are to the current edition. Note that a new 1:500,000 for Southern England will be published in late March. The format is to the new ICAO VFR standard. This should be easier to use in the cockpit, but some new colours and symbols will need a little study.