

In the Air

Lasham

Fast Communication for Lasham Members

January 2002

Jaca

MOUNTAIN FLYING IN THE PYRENEES

Lots of Lasham members have already flown at this Spanish Pyrenean mountain site and have returned with very good reports of easy mountain soaring, wide valleys and lovely weather, not to mention the friendly and welcoming club with its good facilities.

I am therefore quite confident in promising all of this and more when Lasham takes its Duo Discus there during March and April this year.

Unlike previous expeditions the Jaca trip is more of a training camp for those that have not experienced the delights of mountain flying or, have and have terrified themselves as a result.

Places will be offered on a first-come-first-served basis and will be limited to three places per week, so there will be plenty of opportunity to fly every day. These places are for the Duo Discus only, any private owner wishing to come along must make arrangements for themselves.

Accommodation can be arranged easily through the Jaca web-site, see noticeboard for details. You must organize your own transport there and back but full details of very cheap airfares are available on request.

Flying will be charged at 40p/min for the first 3 hours of any one flight with an expedition fee of £50 per week, which will act as a deposit for the trip. Aerotow charges are similar to Lasham at £21 for a 2000' tow. Daily membership is £4.50 and each week will run from Sunday to Saturday inclusive.

This trip can only go ahead if we get sufficient interest from members, please add your name to the list on the notice board if you wish to go and I will contact you in due course.

R/T training

We will shortly be in a position to run courses and examinations for the R/T Licence. Mark Davenport is currently undergoing training, which will authorise him to conduct tests for the license, and training courses will be organized for late February. We are planning two x 2 hour training sessions followed by a practice test, a written test and a practical exam.

Mark has said he will modify some of the content in the practice to reflect more of what the glider pilot requires and focus on our requirements.

There is an information sheet available from the office, those wishing to attend should enquire at the office and put their name on the list, you will be invited to attend the next available course. The cost will be £65 inclusive of training and testing which I think you will find is very competitive. The CAA will charge an additional fee for the license issue.

Jan 12th

Jan 26th

Feb 22nd

Feb 24th

March 9th

March 23rd

Congratulations!

To the British Team for yet another good result at the World Champs. in South Africa.

The contest, held over the Christmas period was well attended despite initial fears of the cost and remoteness of the venue putting-off many of the International Teams.

The UK. fielded a full team of two pilots per class and, whilst none were current Lasham members, Mike Young, a former Lasham tug pilot who now flies for BA was placed highest of the Brits, narrowly missing a gold medal place on the last day to place 2nd in the Standard Class. Mike's father, John Young, is a long-time member of Lasham; Full results are posted on the notice board.

Week-end Compass flying

The list will be going up on the weekend on the 2/3rd of February. Please do not monopolize it. A couple of slots is really all we can allow. Bear in mind however that there is a lot of capacity mid-week for cross-country flying in the two-seaters. This can be arranged on a daily basis, simply ring Gordon or Graham and we will be happy to oblige.

WINTER TALKS AT LASHAM

'It isn't a real aircraft unless the wings go around!' Dr. Simon Newman of Southampton Uni. presents an entertaining & practical presentation of the unique aerodynamic abilities & problems of helicopters.

Amusing anecdotes from a well-traveled accident investigator. David Corre, BAe Weybridge.

Top man at Schemp-Hirth, Tilo Holighaus: brings news & developments from his factory. (Bar & servery)

To be confirmed but it could be someone famous.

Into the eye of the hurricane. Matt Sheehan: Lasham member & Tech. Editor of the UK's leading yachting mag. reports on flying on board the American met. Research aircraft as it flew through the eye of a storm.

All four engines flamed out at 30000'. Capt. Eric Moody, retd. BA.. Recounts a busy day at work when all four engines of his 747 flamed-out after flying through a volcanic dust cloud.

Contrary to popular belief.....

...A hanger landing when operating from runways 23 or 16 is an approach and landing parallel to runways 23 or 16. No turning low down to land along 27 or 09, no crossing the active approaches, any of these connotations are inviting conflict. Land in the direction of the active runway and push or tow your aircraft to the trailer or hanger, it is the only way to be sure there is no convergence.

...Finishing your task with a high-energy finish is not obligatory. If you are the sort of person who cannot resist flashing over the clubhouse please do so from west to east, regardless of the direction of the task. This way you are less likely to meet another, equally ostentatious exhibitionist coming the other way. Please also remember the Rules of the Air with regard to low flying, I suspect you would be hard pushed to try and defend such an action in a court of law.

...The biggest single risk that we all face when flying from and local to Lasham is mid-air collision. Please bear that in mind when you are head-down, fiddling with your latest GPS-come-flight director-come-Hokey/Kokey 3000 gtx go-faster -advanced -digital Peschges 15 or whatever number they are up to now.

Learn how to use your latest technological leap, on the ground not in the air. And remember that when everything has gone pear-shaped and you cannot figure out what its doing, switch off your G.P.S., get out your M.A.P. and enjoy the soaring.

Private owners please take note

Make sure you have your glider's identification numbers or letters on the door or fin-housing of your trailer and leave the door or lower flap open if you are flying. I need to be able to see easily who is back and who is still outstanding.

If you do not have your ident. easily visible so that I can see it at a glance, or you do not leave your trailer door open, I will not know you are not back, I will not be able to notify the emergency services and I will not be in a position to start looking for you when your field landing has gone wrong and you are lying with the wreckage unable to get to a phone. If you don't bother, neither will I.

Flying Briefs

No, not a new line in pilot's underpants, but concise and informative discussions about flying.

Aimed at the novice, useful to the more experienced and a must for the instructor, they will cover a range of subjects, all of which are relevant to every glider pilot.

13 th	January:	Aircraft structures and the DI.
20 th	January:	Winch & Aerotow launching.
27 th	January:	Circuit Planning
3 rd	February:	Airspace & Air-Law.
10 th	February:	Approach control and landings.
17 th	February:	Thermal soaring centring.
23 rd	February:	Stalling & Spinning.

Each briefing will begin at 1730 in the Tv room and will be hosted by Gordon MacDonald, John Caton & John Simmonds.

*Please note: all briefings are on a Sunday evening except the last one, which is scheduled for Saturday the 23rd.

Flying the New Falke

The astute will have observed a new addition in the hanger in the shape of a brand new, shiny yellow, Rotax Falke. It belongs to the Faulkes Flying Foundation and they have very kindly allowed Lasham to operate this aircraft in return for hangerage. It can be flown on the same basis as our old aircraft, which is for sale if any one is interested. You can book it on the same basis as before, if it is for field landing or navigation exercises then give the office a little bit of notice to arrange an instructor.

It is a very nice aircraft and you may wish to fly it for other reasons, a bit of touring perhaps. Basically if it is on the ground it should be in the air so, find a pilot and go and fly it. Anyone that was cleared to fly the previous aircraft can fly this one, after a suitable check-flight from Andy Avelling, Alan Meridith or myself. If you do not have an SLMG endorsement and would like to go down this route, speak to one of the three mentioned for details.

What's on @ Lasham in 2002

Enclosed you will find a very busy page detailing a lot of what is happening during the coming year. The office has the details about everything listed and most are self-explanatory

A new initiative for 2002 is the 'Solo by Friday' course, this is for club members only and is a week of concentrated instruction to give you that extra boost to your flying training. Whilst we cannot promise you will be solo by Friday we will try our best and with low pupil/instructor ratio's there is no reason why, given a fair wind we should not help you achieve that goal.

Another new feature for this year is the Competition Prep. This utilizes the long weekend that the extra Bank Holiday in June has given us. It will be a good opportunity for you to brush-up on your tactics and make sure that you and all of your kit is competition ready.

WANTED: MEMBERS TO TRAIN AS BASIC INSTRUCTORS

If you have a full Silver and have completed at least 50hrs P1 you are eligible to train as a BI. There is generally always some flying to be done and it can be a lot of fun. If you think you might like to be considered for Basic Instructor training, have a chat with Gordon or Graham sometime.