

VALE OF WHITE HORSE GLIDING CENTRE

Newsletter April 2006



Thanks to Kevin Hale, a group of members were able to spend a Friday afternoon at Brize Norton air traffic control and gain an understanding of their requirements, what is involved in their work and how it affects our operations as a gliding club close to their zone. It was a fascinating hour and a half and we would all have been happy to stay longer.

For those who haven't been able to make it out to the club you should know that despite some windy weekends leading to some enjoyable flights along streets and the leading edges of clouds, the thermal soaring season has started. This year it was loudly announced by the first cross countries of the year, the first land outs (mentioning no names, but the CFI won't be in a position to complain if you run out of lift and make a safe field landing), the demand for Wednesday flying (as weatherjack rates Wed 5th March a 5 out of 5) and the chairman's new resolution to stop arranging all day work meetings for good gliding days. (For those who wish to predict the good gliding days this year I am happy (for a small fee) to show you my diary of days when I am unable for flying – there appears to be a 100% correlation with the good weather).

CFI's Notebook

I expect those of you working towards your Bronze badge, will notice the new exams place additional emphasis on Radio Telephony (RT) requiring a higher pass mark.

The reason for is this that the BGA recognises that if the growing areas of controlled airspace are to be negotiated legally, then good RT practice is essential.

As you are aware an RT license is mandatory requirement for flying our Tug and is being seriously considered for all power flying out of Sandhill.

Perhaps we could all work on our RT licenses together, including pre-solo pilots, I can probably get a Brize controller in to help us.

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On a lighter note, we can confidently expect a different look to the instructor's roster this summer, as by then Kevin Hale, Cliff Beveridge and Tony McNicholas should all be Half Cat. Instructors.

Good luck to future Tug pilots, Peter Scheiwiller and Graham Scot, both working on their power licenses.

Finally all solo pilots, take the opportunity to have a flight with an instructor and perhaps discuss your flying goals and objectives, there is no absolute deadline this year, but before the summer would be good.

Steve

BBQ

The first Cliff B-B-q will be on the 6th of May. However if any one wants to organise one at any other time there is nothing to stop you from doing so (as long as I'm invited)

Membership

For those yet to pay their membership fees, due on the 31st of March a reminder that the club operates the rule that no one may fly solo unless they are a member of VoWHGC or another BGA affiliated club. If you have not paid your fees and there is a list in the club house, you will be stopped from flying.

Safety car

There have been occasions this year when the safety equipment (pick axe, fire extinguishers and crowbar) have not been available at the launch point, either in the club "car" or a members car. We all hope we will never need them, but if they are not there the one time we need them.....

Parachutes

Twice this year club parachutes have been found in the K13 on a Saturday morning, having spent the week in the damp atmosphere of the glider. Dampness can make a parachute unusable and it may be your neck on the line. If nothing else it may result in the club needing to buy replacement parachutes at over £700 a time. An unnecessary expense even if we were not struggling to cope with the higher than expected insurance costs.

Administration

I know it is not on the top of everyone's mind when out on the field, but to help those involved with the administration of the club please make sure that the paperwork is kept up to date and that when people join the club a membership form is

completed. We also have a legal requirement to keep logs of our flying and glider use so it's not just to keep Mike busy in the evenings.

Potential members

The easiest way to keep costs down per member is to increase our flying and the easiest way to do that is to increase our membership. The committee is looking at ways to do this and would appreciate any suggestions. We already have a feedback form available to give to students after their first lesson. Please see that it is used so that we can find out where we are going right and wrong in attracting new members. Could everyone also flag up potential new members so that if they do not fly again we can follow up with copies of the newsletter etc. We already intend to contact former members to see if we can entice them back into gliding and I will be looking for volunteers within the club to follow this through.

Clare

Glider parking.

After leaving his glider trailer in an abandoned garage opposite his house on the main road through Lechlade earlier this year, Peter Berridge found the following notice in the morning.

PARKING POLICE NOTICE

Under the Road Traffic Act, 1840 it is illegal to land airfix/kitform aircraft within the boundaries of Lechlade.

The aforementioned offence also contravenes the military aviation exclusion zone of both Brize Norton and Fairford airfields.

Should this heap of aviation history not be removed by midday on Saturday, it is liable to be blown up by the air-cadets under the 2004 Anti-Terrorist Act.

Penalty for this offence is one hundred and twenty quineas to be paid to the parish council within 28 days. Please make cheques payable to Mr. I. Beenhad.

As a discount for early payment, drinks all round at the Trout Inn.