FLY WITH

BANNERDOWN

GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No20 FEBRUARY 1964

Short winter days, power flying and runway resurfacing have between them taken toll of available flying time but no opportunity has been lost to get into the air and our total of 223 launches for 21 hours is reasonable in the circumstances. Two members, Ben Binfield and Bob Gordon have soloed gaining their A and B certificates. January 26th was a real red letter day for the club when our first ever aerotows were organised. Enthusiasm seemed to double, the Chipmunk was up and down all day, the winch line also did good business and in all 67 launches were flown for 8 hours 49 minutes. Your scribe managed to escape business to Kenya for a week to enjoy for a day a warm welcome and friendly hospitality from the East African GC at Lanet. Here 20 up is interspersed with 20 down, local hawks mark local thermals and accompany their Sedburgh in steady spirals to10, 000 feet. A tale was told of a Sedburgh leaving at 11,000 because a flight of flamingo was thermalling overhead at 13,000 feet. At home when the gliders have sat in the hangar our own hard core have been on their feet pressing on with many projects which will prove there value in the coming season. The mobile bus / clubroom is already affording shelter, refreshments and office accommodation at the launch point; winches, trailers and aircraft are being fettled and readied for the months ahead, while the Sedburgh is scheduled for a canopy – expected to be a popular mod. In the static clubroom another popular mod has appeared in the shape of a delicately decorated vitreous china head which, with due decorum, dispenses keg bitter to thirsty toilers.

Our first away fixture this year will be a camp at Bicester commencing 17th February when abinits and others will enjoy a weeks concentrated circuits and ridge experience.

The Annual General Meeting was held on 14th December and the new committee is:

Chairman	Group Captain G B Johns DSO, DFC, AFC.
Vice Chairman	Wing Commander D R Corley
CFI	Flt Lt M J R Lanng
Secretary	Rev Sqn Ldr G M Mckenzie

Treasurer	Flt Lt R Grundy	Tech	Chf Tech E Hales
Equip Member	Flt Lt M B Reed	Asst Tech	Cpl A Jury
MT Member	Flt Sgt R Gaunt	Publicity	Mr P Hutchings
Asst MT Member	Flt Sgt McIntyre	Civilian Rep	Mr H Daniels OBE

It was good to learn that in 1963 our actual flying time per launch increased which accords with GSA policy to produce soaring pilots rather than circuit bashers. Certain aspects of club policy were reviewed and restated, the most notable being:

a) As much ridge dual and solo as possible – this will be possible using Calnan winch and T21, Tutor and or Grunau.
b) With the addition of another T21 it will be possible to use one on the circuit line and another in thermalling and cross country flying training and cloud flying. More emphasis thus will be given to the follow up from solo flying.
c) Details of ab initio courses at Bicester are now to hand and new members will be encouraged to go to Bicester for instruction to solo standard.
d) There is a need for new members and these are best obtained by personal influence. Please welcome all new members and look after them so that they soon feel at home.

Our financial position is thoroughly sound although we expect to make a large outlay soon for new cable for the winches at £120. Nevertheless launch and flying fees will be held at their present very reasonable levels, but retrieve costs have been reduced to 4d per mile. Finally, it was with great pleasure we heard a special reference at the AGM to the untiring service given to the club by Chf Tech Eric Hales; we are fortunate to have him in membership and hope he can stay for a long time.

It may not be fully realised that in the past 18 months or so the activities of the GSA have come under close scrutiny by the Air Ministry with the happy result that our sport and its government are now on a more solid footing and a new AMO has appeared which gives the Association a recognised status. In consequence the opportunities for soaring and competition and personal achievement are now greater than ever before and readers who have been hesitating to take up gliding can no longer hold back. If you are man enough and can accept the challenge we will welcome you with open arms and offer fine facilities for the most exciting and rewarding sport the service has to offer. In this connection we must set our sights on the new Founders Trophy presented to the GSA by Air Commodore G J C Paul. This will be awarded for the greatest annual aggregate of pilot time dual and solo, by any eleven members of any one club. The Associations aim for the coming year is more members – greater activity – better results – fewer accidents and is our aim too. Write to our Secretary Padre G M Mckenzie at this station now or better still join us any Saturday or Sunday.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No21 – APRIL 1964

'Wanton with long delay, the gay spring leaping cometh'

-Robert Bridges

It could be that the poet has something here, but so far the leaping has been done from launch point to mid field and back again at the double thus inspiring the thought – does launch rate vary inversely with temperature? Notwithstanding Weather Willie's churlish moments the period produced 613 launches for 62 hours and the tempo increases as the list lengthens and the slack gets taken up. Aerial activity was average until February 17th when 15 hardy souls travelled from the west to make camp at Bicester only to meet a steady wind travelling from the east. This apparently left Siberia the previous day but our band battled in the luxury of canopied Sedburghs to return with the creditable total of 346 launches for 32 hours. A and B Certificates for Chris Reid, Peter Bucke and Derek Aldous and a high regard for Andy Gough and his centre organisation. Similar sentiments have been expressed by Eric Hales and Roy Gaunt recently back from instructors courses and currently conducting abinits in their first faltering flights. Thermal activity commenced officially on 7th March when a few small smokey cu appeared each apparently sitting on a thermal 20 up and 20 wide, but in chasing the vortices good fun was had by all. Easter holidays attractions included a flexible home and way expedition programme in which Martin Yates flew his C Certificate on 27th March and followed this with 41 minutes in his first Oly flight while Roy Gaunt, Mike Channon, Dave Spencer and MacIntyre have volunteered for crewing duties at the Bicester Comps. We can not imagine how the last mentioned can tear himself away from Mac's Masterpiece or manopter which we hear is a device designed to enable man to take off by the steam of his brow as it were. We all hope he won't land on the seat of his underpants, and anyway the best of Scottish luck.

Fettling and preparation for the season proceeds with enthusiasm and the added inducement that, with luck, we shall have a tug for aerotows on alternative Saturdays. An excellent tractor has arrived, the lightweight Oly trailer is well on the way to completion while the recently completed T21 carrier has already been put to the test and proved 'S'; the record has it that Madame Sedburgh found herself in a particularly muddy field and the six man retrieve was quite an epic. With such a maiden voyage the carrier can be said to be truly launched. In the meantime we record the retirement of the T31 and the temporary indisposition of Mistress Tutor who is having her main spars attended to. However, there is no ill wind for our dark thoughts about the Grunau proved ill founded; she is the sweetest lady that ever flew much to the joy of the newly fledged which now form an impressive list in the reshuffle which has appeared on the notice board. Notice is also posted of all pilots eligible for local and

cross country flying; a recent committee meeting has ruled that Sedburgh soaring shall be limited to 20 minutes until the second T21 arrives (for the ab initio list continues to mount) and solo soaring to 1 hour 5 minutes. CFI Mike Lanng is re-introducing the one man – one day system for the Olys, which ensures equal chances for all and encourages peace of mind and careful preparation. Thus every pilot has his day, making for the best chances of success in certificate attempts. And talking of certificate attempts your early attention is drawn to the elegant new map on the clubroom door, disposing England, Scotland and Wales; all will note that the 500KM distance cuts just south of Edinburgh.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No22 – JUNE 1964

Mondays lift for record race,
Tuesdays lift goes in to space,
Wednesdays lift will gold bestow,
Thursdays lift will work in snow,
Fridays lift is puffing and giving
Saturdays lift is sick or its spivving.
And the lift that is born on the weekend day
Is red in its tube – 'tis sink all the way'

Notwithstanding a succession of marginal weekends and the requirements of power flying, Bannerdown activity has been excellent with 866 launches for 110 hours although individual achievements were confined to Silver Distance for Mike Channon who soared locally for an hour before making off to Lasham. Later in the period Secretary Padre Mackenzie and the Grunau remained aloft for 19 minutes for a well merited C certificate. Quite the happiest event was our first ever wedding when Kathy Fielding and Chris Gildea went dual at the beginning of May, and we sure wish them every happiness in the future. The following weekend they reverted to solo, each soaring the permitted hour in the Oly. A strange 'ush in the hangar and clubroom heralded the beginning of Lasham week, where Bannerdown members made a worthy contribution to the nationals. Brian Hunt was meteorological officer for the practice week; the newly finished 403 trailer departed with bluebird inside it to be flown by Geo Coatesworth and crewed by Martin and Graham Yates. Harry Daniels' 463 followed to be flown by Loveland / Austin with Mac Macintyre (crew chief) and Mike Channon in attendance. Meanwhile Harry officiated, as Operations Chief ably backed by Roy Gaunt, John Bell and John Mayo and Chris Lanng was press officer. Eric Hales crewed for David Innes (6^{th} in league 1) and Mike Channon and Roy Gaunt gave joy rides in the Sedburgh. The best story we have heard concerns Keith Johnson who enquired who was the Wills chap he had been asked to crew for! By Wednesday the penny dropped and a 485-mile retrieve proved that the Gaffer and number 1 are still to be reckoned with.

In between fettling aircraft, trailers and MT for the Nationals there has been much to do in maintenance, engine changes and repairs. Mistress Tutor's wings returned and she was rapidly assembled to find temporary disappointment as all her chicks had flown to the Grunau, but as the abinits solo she will be back in favour again. A T31 is expected on loan until the second Sedburgh arrives and a diesel winch is in the offering. At the last committee meeting thanks were given, for the efficient service in an arduous job, to Flt Lt R Grundy who retires from the treasurership on posting. New moneyman is Captain J Whittaker and we hope he will be long with it (us).

The shocking parody at the top of this newsletter has given us an idea and this is an advance note that our next issue will announce a competition for gliding poets, winning entries will be published in the Christmas issue and there will be appropriate festive prizes. Do not miss our August bumper number, it could be worth a bottle of Scotch to you.

Back to business and perhaps we may be permitted a little disappointment at the low certificate achievement to date. How about it, girls and boys now that aerotows are with us? Given half a thermal every aerotow has a silver lining and they do say the 403 knows its own way to Yarmouth, you want the gold, we want the gold, so lets go uh!

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No23 – AUGUST 1964

Almost for the first time since the club was formed we are unable to castigate weather Willie, the weather gods or even Colerne motorised aircraft, for high pressure ridges and Azores anticyclones have held away. Of course we are really very much like the farmers, nothing is exactly right for inversions and subsidence have often put the lid on things, yet there have been times when there has been enough lift to thermal a Hastings. Probably we have never had so many aspirants for 'C's or so many descents between 10 and 15 minutes. However total activity was good with 96 ½hours and 839 launches. Graham Yates, Rod Tew, Keith Johnson and John Craig have soloed, secured their A & B Certificates and now chase Mistress Tutor round the circuit looking for their 'C's. And of 'C's this period there have been three – the first by Keith Vater in a gay, almost abandoned 30 minutes at Nympsfield and the others by treasurer John Whittaker and Ray Ingram.

Groundwork on the whole has been up to standard, but it is noticeable that this is falling on our hard core who we have to thank for their devotion to duty. In fact several members have remarked to us recently, we have seen and experienced the first signs of upmanship in our club, exhibited by loafers, 'sunflowers' queue jumpers and strategic late arrivals. This is a poor return to present and past members who have slaved in forming the club, sweated and frozen over our aircraft, MT, winches, towcars, instruments, trailers, clubhouse, flight office, cable retrieve, secretarying, treasuring et al, and it is not confined to abinit members either. If these people are not prepared to work and / or play the game we are better without them. Since the formation of the club four years ago, your editor has been glad to record the names of people like Colerne Cup winners Frank Perrin, Brian Campbell, Jim Arnold and Clive Hall and many others including our CFI's; ALSO Harry Daniels whose contribution in cash and kind has been magnificent. Currently newcomers Ray Ingram and Rod Tew by hard work and selfless devotion are proving worthy additions to the list of real gliding types we have had in membership. If this upmanship continues the people concerned will be asked by the committee to practice it elsewhere. Actually we would far rather that all members re-read the new members gen. sheet and that soon we can write again as we have in the past:-

'Fettling and preparation for the new season proceeds with enthusiasm' Apr 1964
'Your chronicler is fortunate to observe that deck bustle which is the sign of a happy ship'. December 1962.
'Although listmanship is practically unknown in our club' June 1962.

And before we leave this subject a sincere word of thanks to Roy and Eve Gaunt and family, on their posting to Changi, for all they have done to keep us mobile and flying.

Let us press on therefore and deserve our reputation for being the friendliest club in the GSA, with the best espirit. We hope someone will include this topic in his / her entry in the 'Gliding Poets' competition mentioned in the last Newsletter, which is announced below:

CAN YOU WRITE A RHYME?
(and win a bottle for Christmas)

Entries are invited from readers at home and away in a competition for gliding poets.

1. The subject must concern an aspect of gliding – any aspect!
2. The poem must be traditional in metre and rhyme; free verse will not be eligible. The poems will be judged on their originality and literary merit.
3. Entries to Phil Hutchings addressed or handed in to the clubhouse not later than September 30th.
4. 1st prize is a bottle of scotch. Two free launches will go to the writers of all poems published.
5. The Editors decision is final. You have eight weeks to woo your musea.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No24 – OCTOBER 1964

This is the first time since Bannerdown was formed that two successive Newsletters have praised Weather Willie for his most welcome co-operation. Pundits and abinits alike have been borne aloft in ever increasing circles and strains of 'Indian Summer' have been heard overhead. The period has produced its quota of achievements in a near record 887 launches for 131 hours. On more than one occasion our entire fleet has been in motion, the time sheets record on several days a number of soaring flights between 1800 and 2000 hours and one days activity produced 18 hours for 42 launches. Following a near gold height last period, Tug Wilson made nearly 10,000 feet on 20th September, while Brian Hunt, away at Portmoak on meteorology research exceeded that height in the course of a 3 hour Sedburgh sortie and gained for himself well merited wave experience. Just prior to his posting Roy Gaunt seemed determined to set up an endurance record. On 30th August he declared Waterbeach for Gold Distance but a few miles north of Aylesbury decided it was not 'on'. With commendable consideration for the retrieve crew he thereupon set up a reciprocal and with two final thermals from Swindon and Chippenham arrived (low!) over Colerne exactly 7 hours after he had left. This marathon set the standard for his farewell party, which started for 38 members in Biddestone on 24th September and ended at Lyneham sometime the following morning. Other achievements have bee A and B for Mike Spencer, C's for Brian Hunt, Rod Tew and John Bell and distance leg for Mac Macintyre who completes his Silver.

Other aerial activity has occurred on weekday evenings and in expeditions to Keevil. Battle of Britain day 19th September saw an exceptionally fine ground and flying display, the latter including aerobatics by Tug Wilson with passenger Pat Sassi in the Sedburgh, and by Doug Bridson in the Moonrakers 419. On the ground our 403 has been turned out in new scarlet livery; the T31 re-appeared on August 9th in dazzling colours, the clubhouse redecoration is nearing completion and a second Wild winch has now arrived. Mike Lanng and Tug Wilson have both done a stint at Perranporth and have returned with a high regard for that club and 7000 ft of winch cable for which we owe Perranporth our most grateful thanks.

Following the posting of Station Commander Group Captain Johns, our new Chairman is Group Captain A C L Mackie DFC. We are delighted to welcome the new CO as an active member of Bannerdown and to record that Group Captain Mackie was checked out within a few days of his arrival and since has been happily turning circles in the Grunau. From a quiet peek at his enrolment form we notice he is A1 QFI and we are sure that example and precept will lift our standards of flying and airmanship. Recently we have missed CFI Mike Lanng from our midst due to service commitments, and to his and our great regret he relinquished his command at the last

committee meeting. We thank Mike for his all to short CFI service to the club, also Chrissie Lanng for her valuable help, and hope we shall continue to have their company when circumstances permit. New gaffer is Flying Officer Tug Wilson and we are fortunate to have his energy and experience at our disposal on station. In due course he proposes to reinstate the one man one day roster for cross countries and certificate attempts. In addition Tug is concerned with the perennial problem of continuity in abinitio instruction an proposes to improve this by nominating; each flying day one instructor and one assistant who will take all dual flights on that day. This arrangement will make for better relaxation, all round application and go a long way toward continuity with the ultimate result of a higher level of pupil progress and achievement. One other alteration to the committee – chief technician Binfield has resigned and Cpl P Sassi succeeds him as technical member.

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NEWSLETTER No25 – DECEMBER 1964

A recent civil aviation circular records that a P38 of all up weight of some 13,500 lbs., was held in standing wave for an hour with the propeller fully feathered. The lift was estimated by the pilot to be in the order of 8,000 feet per minute. This does indeed give thought to the aspiring soaring pilots of Bannerdown, who on many occasions have observed lenticular cloud above Colerne.

In our last period shorter days have to some extent been compensated by reasonable flying weather and in consequence our record of launches and hours has been quite respectable. Our statistics for the year also show an improvement on last year to the extent of our finishing fourth in the GSA.

One of the most frustrating expeditions ever, fell to the lot of Pete Weavers, Sandy Sanderson, Bob Bryant, Keith Vater led by Mac Macintyre during October. With much planning and careful attention to logistics they arrived for a weeks soaring at Halesland, but wind and weather failed to co-operate and they eventually returned having achieved two 3 minute circuits each for the week. They are now at least hardened if not expert campers.

Work on the ground has continued apace; G meters have been installed, the clubroom has been decorated, as also has the coach which now proceeds to the launch point under its own steam (when suitably persuaded by Tiny Whitney). A Ferguson tractor has been loaned to the club by PSI and this is already being put to exceptionally fine use. Along with the tractor, Mac Macintyre and Tom Cobold have produced, after much planning and even more hard work, what must be the finest spreader trailer in the GSA.

At the last committee meeting the Daniels Trophy was awarded to Roy Gaunt for his 7 hour and return to Aylesbury, since then in spite of his protests the Colerne Cup has been awarded to Padre Mackenzie. Our most sincere congratulations to the Padre on winning this trophy which is awarded to the member doing best in the air, and most on the ground for the year.

Although major inspections are not due on the two Olympia's until next spring out Technical Member Pat Sassi has the work in hand to ensure we have an unimpaired soaring season next year. Our latest excitement came when CFI Tug Wilson sniffed out our very first local ridge on the west side of Bath racecourse. He confirmed his estimate of a 15kt westerly requirement with a 45-minute flight in the 2B at between 500 and 1000 feet.

A revision of the subsidy rules by the GSA make interesting reading and show clearly how soaring and certificate achievement weight the awards – and rightly so. The details are that all clubs start with 250 points; thereafter we are each awarded a proportion of the following points according to performance.

Launches	100
Hours Flown	100
Membership	100
XC Miles	200
Qualifications	250

At this time we send best wishes to all our readers for a happy Christmas and much lift for 1965.

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No26 – FEBRUARY 1965

It is inevitable that December and January see the nadir of flying activity when disinclination, celebration and precipitation all take their toll, but this year ventilation has been added in the form of gale force westerlies, although our 96 launches for 5.30 hours is better than the achievement in last years deep freeze. However our hardcore have been hard at work and word has it that CFI Tug Wilson is determined to see that these devotees will get a fairly good crack at the soaring whip in the months ahead. Even so, we are just a little surprised to hear, on a rare still day, a comment that there is not much point flogging the circuit for an hour or two, and with great respect offer the suggestion that even if pilots are turn perfect and can land on a prayer mat, there is always one exercise worth doing. Glider pilots on average get few opportunities for instrument flying practice and to watch aircraft attitudes and needle response is well worth the trouble, while a few circuits eyes down in the Sedburgh can be quite entertaining.

Over the last two months committee discussions have resulted in action on dieselisation of winches and in making ready our fleet for the season. The Grunau has gone away for refitting and the T31 to the centre for sale. A second T21 with canopy has now arrived and we are looking forward very much to this addition. A second Oly 2B has also been asked for and this is now under consideration. In addition we are fortunate that Flt Lt P Lane will permit selected pilots occupy his K6 and Harry Daniels has ordered a Blanik in which some members may be offered some high performance dual. In the meantime our 2B has been majored and brilliantly resprayed green and white by Rod Tew and Pat Sassi.

The club AGM was held on January 9th, the Chairman Group Captain A C L Mackie DFC, said he was pleased with progress in the short time he has been in the chair and was glad to hear the club was in good shape and looking forward to a good year. During 1964 the club increased launches from 3533 in 1963 to 4244 and the hours from 435 to 526, the 1964 total being achieved in the main with only one winch.

Club trophies were awarded. The Bannerdown Trophy to the Rev Sqn Ldr G M Mackenzie and the Colerne Cup for the best cross country to F/S R Gaunt.

The Committee for 1965 is:

President	Air Vice Marshall A L V Mavor CB, AFC
Chairman	Group Captain A C L Mackie DFC
Vice Chairman	Wing Commander D R Corley

CFI	Fg Off B Wilson
Secretary	Rev Sqn Ldr G M Mackenzie
Asst Secretary	Fg Off A Freeman
Treasurer	Fg Off G Foster
Equipment Member	M Sg Sanderson
MT Member	Cpl Whitney
Technical Member	Cpl P Sassi
Publicity Member	Mr P Hutchings
Civilian Rep	Mr H Daniels
Trailer Member	F/S Macintyre
OC Gliding RAF Colerne	Sqn Ldr Spry
RAF Lyneham	Flt Lt W Harrop
RAF Hullavington	Flt Lt P Lane

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No27 – APRIL 1965

Once again the February / March period has been relatively flat and aerial activity largely confined to ups and downs with an average of four minutes between them, although we did have two days when the green ball bravely hovered in the top half of the vario. 395 launches and 39 hours were flown and a number of abinitios are hoping for their A's and B's quite soon. For several weeks the T21 trailer stood at readiness for the inaugural beat on our new ridge near Bath Racecourse; indeed on 6th March we made the journey but found assembly of the big bird a hazardous task in 25 knots so had to retire.

However the great day dawned, March 27th, when an early start saw us rigging on top in the quiet behind the ridge while 20 knots flowed steadily overhead. CFI Tug Wilson took the first flight, with your scribe to report on the vario and such was the lift and performance that 5 hour plans were hastily conceived and the Sedburgh regained the deck with the G meter reading +2! During the day, however, conditions slowly changed; nevertheless it is obvious we have a first class site and every credit is due to Tug for this splendid addition to our local facilities and to our potential.

Progress in the hangar has been good, fettling has proceeded apace, we are looking forward to the return of the Grunau and the allocation of a second medium performance sailplane. A keen working party of Tom Cobald, Padre Mackenzie, Tiny Whitney, Mac and Tug Wilson recently fell on the large Wild, removed the V8 and installed a diesel. The result is a most business like winch, which performed with unflagging success on Sunday 28th March, when 90 launches were given without incident.

Easter will see the first of the Bicester Inter Services and Inter Command contests and it is good to read that the Competition Selector Committee, headed by GSA Deputy Chairman, Air Commodore N W Kearon has included Bannerdown personnel in its schedule. For league 1, Pete Lane is selected Number 3 and in league 2, Bill Bailey, Mike Lanng and Tug Wilson are 5th, 6th and 9th respectively. These members will either fly or fill ground staff positions and exchange these duties in the next (August) fixline.

All will know that the World Championships will be held at South Cerney 29th May – 13th June, with practice week 22 – 28th May. Bannerdown, as usual, will contribute in various ways to the total RAF effort, which includes the provision of Cerney for a month, 30 chipmunks and pilots, static and flying displays and marshalling, launching and controlling staffs.

Shorts;

In the 1964 Bicester Cup, Colerne station was 7th out of 18 with a total of 4273 points.

The petrol rebate came to an end on February 28th, but we look forward to greater economy than ever before with diesel winch operation.

Students from Hullavington may fly with Bannerdown on a monthly membership basis; we look forward to the pleasure of their company at weekends.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No28 – AUGUST 1965

We heard the other day from a weather wise country man that if the cuckoo calls more than twice in succession or goes around cuckooing his head off, there will certainly be a long fine summer, and dang it we remember last May the wretched bird was heard only briefly and with not more than two calls. Sure enough the mixture so far has been incredible; cracking days interspersed with flat skies and a week of cu-nims, even Ann Welsh only just made it with the Nationals.

Nevertheless Bannerdown activity has been the greatest with trailers shuttling in and out of the main gates like trains in a marshalling yard and club records have been made and remade. One club achievement, which may be unique, came on the weekend 5 – 7th June, when Bannerdown members flew for and obtained at least one of each type of every certificate A, B, C, Silver, Gold and Diamond legs. We should like to hear any comparable performance. Hours flown in the June / July period were a record 277 for a record 1633 launches. Sunday 13th June, produced a record 127 launches and on six other days we exceeded 90.

Individual successes have been chalked up by Bill Brown, John Dungate, John Hunter, UAS's Martin and Winton, who soloed for A and B certificates. Ray Carey, Bob Bryant, John Mayo and Bruce Coutts flew C's. Sandy Sanderson went to Bicester 19th May to gain Silver distance and height, Douglas Collins near to Bicester for distance on 5th June. Pat Sassi on the 19th June got near Odiham for distance. George Lee on 20th June took the Oly away for five and a half hours in an out and return to Bicester and achieved Silver height, distance and duration on the one trip, but the regulations permit only two legs to be claimed. George Foster, after a preliminary journey to South Marston 4th June, gained Silver height on 27th June and followed this with a distance cross country on 9th July to Tidpit (Tippit to the locals) near Salisbury. Our archangels have not been idle either; Tiny Whitney has been to Nympsfield and Brize Norton in unsuccessful Gold attempts, Cpl Mitchell to Woburn, Mac Macintyre spent 51/2 hours in a nearly successful Gold triangle attempt. Appropriately setting an example to all, CFI Tug Wilson flew a 6 ½ hours 300k triangle on 5th June for Gold distance and Diamond goal and followed this by Gold height in a local cu-nimb on 20th July. Although now almost history, it is good to record that Bill Bailey was 2nd in the Easter Inter Services Competition at Bicester, and it is now some time since Secretary Padre Mackenzie and D Collins returned from a successful instructors course with suitably endorsed certificates.

Upgrading aircraft and equipment continues; the Grunau is back and in regular use, the 403 has been sold to the Bath club and a fine Skylark 4 received via Upavon and we are looking forward to a K7 in October. A lightweight space frame trailer for the

Skylark is being built by Mac, Sandy and Co. and there are plans for converting a diesel truck with transfer box to give us a self-contained mobile winch.

At the time of writing, we do not know whether Bannerdown members will be chosen for the Junior Inter Command Comps, but Bicester 25 – 30th August is the venue and date; crews and helpers welcome.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No29 – OCTOBER 1965

Occasionally in previous newsletters we have referred to the overriding requirements of service flying and the consequent curtailment of gliding. However in the past three or four months the somewhat indifferent weather has been well compensated by our ability to fly on any suitable day while Hastings aircraft were grounded for modification. In consequence utilisation has been high, and following our record June / July period, we have maintained a good level of progress 1197 launches were given for 251 hours and of this total the August achievement was an all time record for 1006 launches for 203 hours with 1050 miles logged in cross country flights.

The Junior Inter Service and Inter Command Competition at Bicester 25 – 30th August gave opportunity for those ground working at Easter, to fly, Bannerdown pilots were Pete Lane in league 1, Mitch and Mac in league 2. Our league 1 man, flying a K6 had mixed fortune, with a splendid win on day 3, to finish in 9th position. Mac in league 2 made steady improvement through the four days to finish in 11th spot, but the Bannerdown flag was well carried by Mitch whose consistently good flying put him into the lead on the first day and he finished well ahead with 2134 points against the runners up 1680.

For Battle of Britain day we had two spots on the programme, but high winds prevented the second item which was to wind up the proceedings. However our CFI and secretary conducted Harry Daniels Blanik in a series of graceful movements and this more or less opened the display.

Jack Power has gained A, B and C certificates, Ben Lyon and Sarah Wharnhurst have soloed, Doug Collins got his Silver height in a 7000ft cloud climb. Pat Sassi and Geo Foster completed their Silvers with 5 hours on the 15th and 16th August respectively. Bill Bailey flew gold distance, while Mac Macintyre in his second marathon – this time for 7 ¾ hours – was just 3kms short of the 300km triangle. This man certainly does try; third time must be lucky! Shortly we are to lose three good men and true, Ben Bennett and Sandy on posting and we thank them most sincerely for their unselfish devotion and hard work on our behalf. Brian Connoly who has just returned from a successful instructor's course at Bicester is also on his way to CCTU – with our congratulations and best wishes for the future. The other successful new instructor is Pat Sassi who has both completed his Silver and been installed as mine host in the bar. For this amenity we have to thank him for his enterprise and espirit, and we are sure the resulting improvement in our social side will be his well deserved reward. Hardly had this installation taken place when a party developed on October 9th, when a right good time was had by all.

We are glad to acknowledge receipt of a replacement Skylark 4 in lieu of a similar ship written off in the Bicester Comps and are all agog for a successful conclusion to negotiations for an Auster tug. Fingers crossed on this one which may open a new horizon (well – a more frequent sight of it) in the club performance. And at the time of writing things already look good for the 1966 year for we have great hopes of finishing in the first three in the GSA table.

Plans for the winter are still somewhat fluid, but if everything goes well, we should start off the 1966 year with the best potential yet and we look forward to providing plenty of opportunity for all.

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No30 – DECEMBER 1965

Once again we come to our December issue and at this time your scribe is always torn between waiting another four weeks for news of the GSA League Table (and now the Bicester Cup and Founders Trophy) and having the opportunity to send Christmas greetings to all readers. This we now do, with the very best wishes for a happy time and much uplift for you in 1966. This does not mean that there is any complacency here about the results of these events, in fact we are quite excited and eagerly await their publication.

In the last period aerial activity has been average with 556 launches for 53.12 hours but not entirely abortive because Judy Hunter and Taffy Mays have both soloed our laude. Although since the club was formed we have had a number of lady members, Judy is the fourth to complete her abinitio with us and we offer her our special congratulations. In our last newsletter we wrote of the departure of several good friends and members; Sandy has now gone but we here that George Foster has a reprieve. Pat Sassi is posted sometime soon and we don not know quite what so say about Mac Macintyre who recently went dual up the aisle, but we certainly hope to see him back soon.

During the season CFI Tug Wilson has shown extraordinary energy in organising the club's operation and achievement, at the same time spending 185 hours in the air which sounds impossible but he now appears to have grounded and our winch and vehicle programme proceeds apace. Herein we have standardised on two engines – a 5.1 for winches and 2.2 litres for road and airfield operation. Our number two winch will be fully mobile on a truck chassis, the drum being driven via a transfer box. It seems possible there may be a temporary hold up in the negotiation for the Auster Tug, but when that does arrive our potential will be much enhanced.

At the last committee meeting Flt Lt P Bates was elected treasurer and we welcome him. Consideration of candidates for the award of the Colerne Cup is under way, and we shall report all trophy winners in the next issue.

Over the last four or five months, the GSA council has given much consideration to the training policy in the context of the sporting pursuit by improved training and instructor checks, by maintenance of progress records and other means. It is expected that a revised syllabus will be issued as an appendix to the new RAFGSA Handbook, which will be ratified at the next AGM. In the mean time, weather minima for site operations have been revised which mean that we cannot operate with a clod base lower than 600 feet or with mean surface wind in excess of 25kts. Gliders must

maintain 100 foot vertical separation from cloud and in-flight visibility must be 1 nautical mile.

- Just a reminder of the Bicester Cup competition points table:

Achievement	Points Awarded
Launches	1 per launch
Hours Flown	6 per hour
A & B Certificates	3 per certificate
C Certificate	10
Silver Leg	15
Gold Leg	60
Diamond Leg	100
British record	100
XC Mileage	1 per mile over 20 miles

(Now you know why Tug and Mac have been rushing around big triangles)

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No31 FEBRUARY 1966

At the time of going to press, February is making a determined start to filling its dyke; depression succeeds depression and the mild weather is almost unhealthy. Of course the last two months have included the holiday period and the hangar doors have not been opened as frequently as we wished. December gave us quite a mixture but it was good to see gliders in the air over the Christmas period. Four hardy souls took seven launches on Christmas Day with 36 minutes in the air and signed off with Merry Xmas to All! Sufficient heads were clear on Boxing Day for 21 launches. Even January's white mantle did not keep us on the deck; the 22nd saw operations in icy conditions and six inches of snow and the first lift of 1966 came on the 30th when Mac Macintyre held the barge aloft for 20 minutes. Ground work has not been neglected and most weekends have seen the faithful few, including Jock Courts, Jack Power and Tiny Whitmey hard at work on the static and mobile machinery. We hope that they will be rewarded with many soaring opportunities in the spring.

Following our success in winning the Founders Cup with 618 ½hours we hope for good news of our record in the Bicester Cup. Secretary Padre Mackenzie has suceeded Wing Commander H D Campbell as Admin Member of the RAFGSA and attended the AGM with the joint winners of our trophy. Prize winners for 1965 were:

Bannerdown Trophy	George Foster, George Lee
Colerne Cup	Tug Wilson

An early GSA notice concerning the 1966 competition records that Pete Lane is seeded number 2 in league 2 Inter Services Championshios, while Bannerdown seeds in thhe Inter Command Competitions are:

4th Tug Wilson
7th Mitch Mitchell
8th Bill Bailey
9th Mac Macintyre

publication of the revised syllabus of flying training has shown that a great deal of thought has been given to a more thorough and varied curriculum. The intention is clearly to ensure higher standards all round, in instruction, in airmanship, in achievement and, above all safety. Systems in which pilots regularly return to the two seater for further advanced instruction are in use in many other countries, for the operation of a wider variety of high performance sailplanes calls for high standards of pilot ability. Generally this is good news and we are sure that abinits and intermediate

pilots alike will welcome this updating and upgrading of the syllabus with consequent closer attention to their individual needs.

If you are reading our newsletter for the first time (or even the second or third) and have not yet made up your mind to join Bannerdown – decide now to come along next weekend. Enthusiasm and hard work will now reap great rewards in the Spring , you will enjoy solo soaring when the later birds have still to find their wings.

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No32 – MARCH 1966

Switched on pundit watchers always observe among the old hands a certain urgency in February fettling; the old uns of course have the unstable nor' easterly's in mind but last month produced the finest meteorological mixture for many a long day including a 60 knot unstable westerly bringing with it a fantasy Yarmouth before lunch! Nevertheless, the climatic cocktail was put to best advantage with 60.40 hours for 502 launches. J Barret was sent aloft to solo cum laude and our Chairman, Group Captain Mackie converted to the Oly. Lady Oly, thus honoured, bestirred herself and the combination returned from the first sortie with a C certificate and much acclamation. Bruce Coutts was on the ball for the new certificate and is now the proud possessor of the Club's first Bronze C.

On the deck, maintenance and fettling have proceeded apace. The hot ships are being organised for the Easter Comps and their carriers being readied to be turned into wind. For several months amid ant like activity in different places a huge structure has arisen to the sounds of human toil and this – a magnificent mobile winch – is due to be trundled out very soon. A 5.1 litre diesel has been installed in a modded crash truck and this will either propel the vehicle or, via a transfer box, will spin the winch mounted amidships. This reminds us that twelve months have now elapsed since we dieseled our Wild and the results have more than justified GSA policy. Four times as many launches can be given for a tank full of fuel, the fuel is less than a quarter of the price, the winch is a most efficient upflingermaschine and the balance sheet looks healthier. The hook problem for the Auster has also been solved and this now awaits the return of the aircraft from Coventry, where a new engine is being installed.

Turning to future events, it is now confirmed that Pete Lane and Bill Bailey will fly in the Easter Inter Command and Inter Services comps; the MDI will probably be seen in the nationals as well.

A well attended AGM brought two items of very good news. In spite of the postal contretemps which put us officially out of the running for the Bicester cup, RAF Waddington have most generously offered to share the Trophy with Colerne and we eagerly await the RAFGSA reaction to this proposal. The second item concerned our record of flight safety which last year was the best ever. CFI Tug Wilson called for no complacency in this connection and even greater vigilance this year. Reference was made to the new syllabus reported in our last issue. Full details will be published in the new GSA Handbook and will show that follow on training will be introduced on the basis that no one will be considered fully trained until he has reached cross country standard. Club officers and committee for 1966 are:

President	Air Vice Marshall P C Fletcher CB OBE DFC AFC
Chairman	Group Captain A C L Mackie DFC
CFI	Fg Off B Wilson
Deputy CFI	Flt Lt P Lane
Secretary	
Asst Secretary	Cpl J Hunter
Treasurer	Flt Lt P Bates
Technical Member	Sgt B Coutts
MT Member	Cpl Whitney
Trailer Member	F/S W Macintyre
Equipment Member	Cpl M Mitchell
Publicity Member	Mr P Hutchings
Civilian Rep	Mr H Daniels

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No33 – JUNE 1966

The April / May mixture has come and gone, blank days and cracking days have given us gloom and excitement, and Colerne motorised aircraft have occasionally kept us on the deck. In the circumstances our total of 1067 launches for 50 hours 22 minutes has been respectable, including as it did 770 cross country k's. CFI Tug Wilson and Harry Daniels contributed 305 of these in an attack on the 300Km UK seed record for two seaters. Harry's Blanik was the hot ship and in it they raced around the triangle Colerne – Gaydon – Lasham - Colerne in 5 hours 31 minutes, to give the old record a good beating. Ratification is now confidently awaited and in the meantime the same aviators have proposals to write their names elsewhere in the record books. On other days many opportunities were taken and it was good to see our hardcore rewarded for their tireless efforts on the ground. Doug Collins completed his Silver with 5 hours in the open Barge and following a Bronze leg in the Grunau, Jack Power collected all three Silver legs in a splendid Oly cross country which brought him in site of the Channel and he elected to claim duration and distance. Dave Curryer followed his C in the Tutor with a Bronze leg and Silver height. Jack Bloomfield and John Hunter also claimed Bronze legs while Bruce Coutts attempted Silver distance to Upavon. New soloists are Jim Barrett, Peter Bates, Mick Collins, Tom Cobbold, Oggie Ogden, Tich Hilton, Jack Coombe and Jack Dungate. Special congratulations too, to Wilma Ross, our fourth lady member to go off alone. In the same week, we heard of a woman member of our Bath friends who achieved all Silver requirements in one flight and of course Anne Burns, our new National Champion. Good for the girls and an encouragement we hope for others to join us. Mention of the Nationals brings us to our representitve Pete Lane who acquitted himself well in league 2. Flying the MD1 he collected 2738 points to gain 6th spot in the standard class and we notice ex members Max Bacon in 10th place and Ed Meddings 7th in the open class. At the time of going to press the Skylark is being fettled for Tug Wilson who will be our representative in the Western Regional at Nympsfield.

All this airborne activity has been well matched by excellent groundwork, which has maintained our state of readiness. The mobile winch has taken its place in the fleet of prime movers and proved to be a well engineered and efficient unit. Never has the hangar looked so business like and a visit to the Coutts workshops is well worth while. Here in neat array, labelled and docketed, all the tools of the trade, the spares and the facilities are presided over by our Bruce, complete with desk, filing system, log books, et al. You want it - he has got it! The grapevine has it that our tug designate needs only a propeller before it can join the fleet and we look forward to a considerable uplift in achievement when it arises.

In the mean time new members are still somewhat thin in the air and we ask every man and woman to make personal approaches to prospective flyers confident that freshman's frustration is non existent at Bannerdown

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No34 – AUGUST 1966

It is doubtful whether farmers around these parts are any different from any others, but locally they are never satisfied with the weather and neither are gliding types! Just as launch rate varies (inversely) with temperature, weather requirements vary with site; when we are about to batten down the cry is 'get out the bunjy' at the Mynd. So we record our ups and downs in philosophical mood, chalking up 1009 launches for 194 hours in the period, which is quite respectable.

Speaking personally, your scribe is sorry that S & G can no longer print club personal pars; 'naming names' is a guarantee of circulation and of survival for example of local newspapers. Personal achievement is the best form of publicity for movement and club alike, so here's to our achievers this month which includes you all on account of the record 130 launches on 4th June of which 123 were circuits.

Since then Ralph Locke has soloed and C'd, Tich Hilton has acquired his C and so has Judy Hunter, while husband John has chalked up his second Bronze leg. In league 2 Phil Hutchings flew locally for 5 hours 41 minutes on June 18th and in league 1 George Lee attempted a 300Km triangle which somehow gave him a 365K 'diabolo', three turning points, no 'leg', 7 hours odd in the air and corns. There was also an occasion when the Daniels / Wilson hot ship rolled out for a 100Km record but without luck this time. But the big story is CFI Tug Wilson's near miss in the Western Regional. After finishing in front on two days and 2nd, 3rd and 4th on the remaining three, he lost first spot on account of a low score on day 4. And this after 'winning' two no contest days as well! This result should provide more fuel for the great contest scoring debate but in the mean time let us give a hand to winner Ralph Jones from our nearby friends the Bath and Wilts Club.

Recently we lost the services of Mac Macintyre and D Collins as instructors and welcome the present Bicester course on which, as we go to press, three of our aspirants are sporting themselves – Bruce Coutts, George Lee and Bob Mcginn.

In the equipment department all is well and at full readiness. The 419 did disappear one weekend, but is now back and obviously awaiting an early opportunity to earn points at Bannerdown.

Thinking back to the instructors away on course coping with the new syllabus prompts us to remind post solo graduates up to 20 hours that they must not regard it as infra dig to go back to the Barge from time to time for advanced instruction. No one knows it all and the mark of a good gliding type is his willingness to learn. All our archangels would give a lot for experience in daily sea breeze effects, mountain

flying, rotor flow, wave flying and Texan thermals, and graduates should be equally anxious to progress with repeated instruction and practice in cross winds, aerotows, turbulence, spin r4ecovery, thermal soaring, instrument flying, field landings, difficult situations, use of calculators et al.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No35 – OCTOBER 1966

Apart from the surprising weather mixture we enjoy in this country, probably the most significant variable is met in site conditions. Portmoak, Mynd, Sutton Bank, Dunstable, Nympsfield and Perranporth for example have unique and occasionally exciting experience to offer and sometimes our rather featureless environment makes us look at the grass that's greener elsewhere. Hence we were astonished recently when on two separate occasion's enthusiasts with aircraft visited us to sample our thermals (and they did n't do to bad either). And even greater surprise when we motored to Bicester twice to find that fully equipped and expert unit unable to aviate at all owing to a blanket of fog which seemed to cover Oxfordshire and nowhere else. However we read Sling's story of California's visible thermals and the Gaffers pilotes de montagne at Rieti and then we are green with envy. Sure we missed the Bicester fogs but they were on weekdays and our weather during the period has been poor with the odd superlapse that makes us forgive all. Bill Bailey flew 250 of a 300Km triangle attempt and the Blanik had another record essay, but no more than 130Km were on. John Cummings and Bob Clare have soloed for A and B certificates.

Groundwork has kept pace with events and red Barge 286 looks very clean and tidy after a Coutts major. Air testing confirmed much improved handling and there is a plot on to provide green windows and red goggles for instrument flying – which, it is hoped, will provide both diversion and valuable practice for graduates during winter months.

Another most useful modification has taken place in and on our mobile clubroom. It is difficult to assertion who was responsible but a fair body of men and women recently descended on the bus, revamped the office arrangements and provided a new four eyed signalling device. On trial this seemed in need of lots of watts but probably an extended hood will produce the necessary laser to compete with the sun.

Clubroom conversation leads us to believe that several plots are on for expeditions to ridge sites in the coming months and it is certainly good to know that such activity is planned.

Several personnel movements have taken place recently with consequent committee changes so we record the current office holders:

President	Air Vice Marshall P C Fletcher CB OBE DFC AFC
Chairman	Group Captain F O Barrett DFC
CFI	Fg Off B Wilson

Deputy CFI	Flt Lt P Lane
Secretary	Sqn Ldr W H Bramwells
Asst Secretary	Cpl J Hunter
Treasurer	Flt Lt P F Bates
Technical Member	Sgt R McGinn
Publicity Member	Mr P Hutchings
Civilian Rep	Mr H Daniels

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No36 – DECEMBER 1966

As we said last year we are at this time always torn between waiting for the GSA statistics and publishing in time to send good wishes. However, the S & G deadline must be met so our annual review will be confined to the comment that generally the year has not been as sparkling as we could have wished, but this has been the experience everywhere. Nevertheless, we had one important highlight – Bannerdown's first ever British National and UK speed record achieved by the Wilson – Daniels Blanik back in May when they all rushed round a 300 Km triangle at 55.5 K's / hour. The other day we saw the certificate, a most elegant scroll and typography and script letter of old-world form, but beautiful for all that.

The new GSA year has for us started reasonably well with 374 launches for 35 hours in the October period. Sometimes it is the fashion to record that thermals ceased on such and such a day, but since hope springs eternal we will not do this. And in any case we are delighted to record that for the first time since the club was formed we seem to have established a reasonably productive ridge with a workable system. So much so that Bruce Coutts and Bob McGinn both sat out 5 hours a week ago thus advancing their Silver legs and giving us an excellent start in the 66/67 league table. These achievements have set the lads by the ears and weekend sorties are being planned in odd corners of the clubhouse, which is a good thing because we all lack ridge practice. In the mean time abinitio and advance Cards have been established in the bus and instruction proceeds normally – witness an entry in a certain lady members logbook (which recently fell into our hands) 'four loops in succession with 'X' – FAB.

Recently we had the great pleasure to welcome our one and only John W who left Locking in bright sunshine ready to conduct a category test only to Finnish the last road mile or two to Colerne on instruments to find almost automatic landing conditions on top. Later we heard an unofficial statistic i.e. dual launches / solos was being examined and that we had a very good record in this calculation. This could be quite interesting and members might like to advance theories on the validity of this ratio as a yardstick of something.

Another statistic, not so easily quantified, is our accident record which again must be very good indeed but somehow one dare not write much about this – we must maintain the utmost vigilance and have no complacency.

A mild form of listmanship your scribe looks forward to, each year, is the ratings. This is permissible perhaps on our pride in the Bannerdown members, past and present, who have merited inclusion. From the last S & G we see that Pete Lane is

number 69, Tug Wilson 114. Ex members Ed Meddings, Max Bacon, Chris Gildea and Steve W-F are there too and we wish them all the best.

At the present time names are being considered for the Bannerdown Trophy and the Colerne Cup and these will be confirmed in our next issue. In the mean time, the happiest Christmas time and much upliften joy in 1967.

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No37 – FEBRUARY 1967

The New Year weather has given us spring like conditions and the odd soaring day, but if we listen to the local countrymen – oh bother!

'In January if the sun appear
March and April will pay full dear'

Another old saw is even more drastic:

'All the months of the year
Curse a Februeer'

But take heart, and hope for:

'East winds in spring
a brilliant summer will bring'

however shrivelled we feel at the time!

In the meantime we record reasonable utilisation of all currently insured planeurs with 37 hours for 346 launches. Among our winter hardcore we are glad to see some wise heads on young ab initio shoulders for they will all be fully fledged in time for early soaring and a rewarding season. The wraps are off the 419 and all majors are in hand. Bruce Coutts, Tiny Whitney, Pat Cleeve, Rick Richards, George Lee, Bob McGinn and others get stuck in with gliders, winches, MT et al while 'les girls' Jan Smith, Judy Shaw, Wilma Ross, Jean Jones make do, mend, sweep, sew, brew, fry and fly and the day is more pleasant for their company.

Which for no reason at all reminds us of the publication on the notice board of plans and elevations of a magnificent new flying machine the Harris Mk1 bi-sailplane with no drag nacelle and 'readily detachable wheel'. This device has evidently been designed on highly scientific and advanced aerodynamic principles complete with accurate stagger, no biplane interference and no struts either! To avoid transfixing the pilot the wings are of geodetic construction. In an exclusive interview professor Harris said ' the concept is the result of many disturbed nights. The no drag design will make it unnecessary to apply to Reynolds for a number but the basic advantage is double lift, which together with doubled weight brings trebled penetration. Actually the only disadvantage is that it must be operated from swept runways or billiards tables'

The other day we came across further evidence of forward planning in the form of a carefully prepared map of the terrain about 50 miles around with a cleverly drawn Silver circle and a number of mysterious markings which at first we thought to be checked out landing fields. However close examination showed them to be in the middles of villages and they turned out to be pubs – clearly prepared by a retrieve crew in readiness for their traditional reward from a generous pilot. Just wait till that chap goes Gold distance!

On 8th January we again welcomed Flt Lt J Williamson to conduct category tests for one of our members and one from our good neighbours the Bristol Club. It was a real pleasure to have the great John W with us for the day and to see how gracefully he put us all at our ease.

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No38 – APRIL 1967

It was probably appropriate that there should be a cracking week at Easter. However with typical perversity the holiday weekend produced unstable south westerlies instead of the usual north easterlies and wind velocity curtailed training. The following weekend saw the arrival of two fronts so lift lived up to its reputation of being available Monday – Friday inclusive.

However during the period activity has been respectable with 854 launches for 117 hours. All aircraft have had full utilisation and personal achievements have been good. A's and B's have been won by Dan Goldsworthy, and with acclamation by lady members Jan Smith and Jean Jones. John Morgan has his C, Rick Richards C and Bronze leg, Bob Claire and Mike Williams Bronze legs; Bob McGinn took the 2B off to Thruxston and Bruce Coutts 95Km to Barford St John for two Silver distances and completed certificates.

Conditions were not fooling on April 1st; at 1130am five club aircraft were observed circling in one thermal and Mistress Tutor (with a lady member aboard) hurrying to catch up; however flying regulations and LD ruled otherwise. Instructor strength rose following the return of John Hunter and Tiny Whitney from Bicester with assistant categories.

On the groundwork has continued unabated. The 419 and 2b have been majored by Bruce Coutts and John Cummings. The clubroom has been completely redecorated and endowed with a delightful mural in oils by Jean Jones. Gliders are depicted thermalling against the most promising sky we have ever seen at Colerne so this scene and Dan Goldworthy's magnificent stereo player keep spirits high on social occasions such as the party on 13th February, when 45 bodies were accommodated, initially in vertical positions.

Launching equipment is well maintained by Tiny Whitney and co. the cable retrieve van has been restructured and given a 'transatlantic' mod in the form of a swivelling driver's seat complete with wire lunch basket underneath. This ensures driver re-fuelling on the move and if augmented by drogue and probe for liquid refreshment almost perpetual motion will be ensured. Towards the end of the period we heard of the past and the future almost in one breath with the publication of the award of the Seager cup for the best GSA two seater performance – by Wilson/Daniels and the expectation that a Bocian will arrive before the next issue of this sheet.

The AGM will be held at 7.30pm in the club room; any member who wishes to raise a matter for general discussion and discussion should submit his proposition to Hugh

Bramwells for inclusion in the agenda. There are strong rumours concerning CFI Tug Wilson's posting; possibly we shall hear more at the meeting but certainly we shall be writing in a subsequent issue about his magnificent leadership during the past three years.

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No39 – JUNE 1967

Well, we were warned. Our local countryman said ' In January if the sun appear, March and April will pay full dear'. He might have added that May would not be any better either, and certainly the mixture has been the wildest yet. However the uncertainty of it all is the spice of our sport and in the circumstances the record for the period was not to bad with 788 launches for 156 hours. What is more, personal achievements have been excellent. Jim Justice, Cyrill Yates and Michael Dicks have soloed for A & B. First Bronze legs were gained by Dan Goldsworthy, Mike Williams and Hugh Bramwells. Pat Cleeve, Terry Jones and John Cummings got their 2nds; Wilma Ross and Rick Richards their C's and Bruce Coutts his final Silver Leg. Then, of course, there was this man John Morgan who got a Bronze leg, then a C and then at Bicester whistled at 20 up to Gold height on turn and slip in a K8! Hats off too to George Lee who took part in the Transport Command unofficial task week for aspirants, held at Bicester. Using the 2b he showed his tail in the field in an out and return to Shoreham, was second in a sortie carrying him in the 419 to Wincanton via Devizes and finally again in the 419 he headed the field in an out and return to Winkley, collecting Gold distance and Diamond goal in the process.

On Spring Bank Holiday Monday we finally said good bye to CFI Tug Wilson. Or to be precise he said goodbye to us by soaring everything in sight, conducting the 2b in aerial manoeuvres from a great height, finally aviating firefly back home at special request – it had apparently refused to soar after arriving from Keevil and tried to bite its owner on landing. But good news is that Pete Dawson may be with us perhaps in September, from Germany, and we certainly look forward to making him welcome.

At the time of writing the Silver Barge is dismembered and undergoing C of A. with only one two seater we feel the pinch a little and are expecting the Bocian any day now.

Thanks to our hard working hardcore all systems are go and hear this – a 'big deal' is in the offering. Hugh Bramwells has located a double decker bus, sans engine. And Already our tame architects and designers are hatching wonderful schemes for office, control tower, kitchen, restaurant, changing rooms, shower h and c et al, all mod cons and of course the destination blinds will indicate cross countries required for the day. A two way R/T link with the winch would complete the set up, but when we can see over the hill, Aldis communication will be on anyway.

Following the AGM our new committee is:

Chairman	Wing Commander JG Brodie DFC RAF

Secretary	Sqn Ldr W H Bramwells
Asst Secretary	Flying Officer J Morgan
Treasurer	Flt Lt P F Bates
Acting CFI	M/Sig N C Bailey
Aircraft Member	Cpl T Jones
Asst Technical Member	SAC J Cummings
Equipment Member	C /T B Coutts
MT Member	SAC P Cleeve
Field Co-ordinator	J/T G Lee
Publicity Member	Mr P Hutchings
Civilian Rep	Mr H Daniels

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R.A.F.G.S.A. R.A.F. COLERNE

SPECIAL EDITION - NEWSLETTER No40

At the last AGM our CFI reported on the year's activities and praised the work put in by our hardcore – which has certainly bee considerable. What he could not do was to refer to his own contribution and now that he is posted your scribe feels it is not now out of place to write a special news sheet about a special record.

Tug Wilson joined us almost exactly four years ago with a C certificate albeit he wore a pilots brevet. In no time he completed his Silver and distinguished himself in other directions, including an unorthodox sortie with kindred spirits to prove that the Bannerdown road to bath could be soared in both directions! We recall this not to awake sleeping dogs for it was in this typically questing spirit that almost immediately on taking over 2 ½years ago he sniffed out our very first workable ridge to the west of Bath Racecourse.

At this time the club was not in good heart, equipment was tatty and performance low. Tug set about his task with great energy and expertise setting a personal example in trailer design and building, diesel conversion winch building and maintenance.

Six months of slogging leadership brought us to a reasonable state of readiness in 1965 whereupon the man Wilson seemed to be in all places at once. Club records were made and broken; on one weekend we secured one of every possible certificate A B C Silver, Gold and Diamond legs and we have never heard that this has been beaten. Tug was selected for Inter Service and Inter Command Comps. He flew his Gold legs and 1 Diamond leg and in all spent 105 hours in the air, making a great contribution to our win in the Founders Trophy. The winter of 1965 / 66 saw no let up; he had discarded the sunflowers and built a team of gliding types whose dedication equalled his own. In 1966 the club was infinitely stronger in every department and Tug's personal score included 2nd place in the Western Regionals, the UK two seater record which won the Seager Cup and a National Rating.

Civilian clubs and service clubs seem to flourish for different reasons. In the average civilian club there will be a number of pilots of long standing – many of them probably founder members – and so the club gradually aquires strength through continuity. As we were reminded at the AGM the turnover in GSA clubs is inevitably high because this is the way of service life. Since 1961 we have had 5 CFI's and the membership has probably turned over as many times. However although there is no rank element there is an inherent sense of discipline and togetherness from the day the

new man joins. So while we do not enjoy strength through continuity we do have the advantage of discipline and instant belonging.

Growth espirit in the GSA has been driven from total effort and Tug left Bannerdown a much stronger club than when he came, and this should be the aim of us all.

So we say goodbye to Tug and thank you for his leadership and example in flying achievement, record breaking, instruction, outlandings, approach technique, organising and doing. Just as big a thank you we say to Marlene Wilson, for her amazing forbearance, and we wish them good luck at their new unit – a portal for better things, which are so obviously in store.

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No41 – AUGUST 1967

In order to comply with S & G's deadline for Club News, our Newsletter is always written just after the previous issue is published, and how the Nationals story in the Aug / Sep has haunted us. Was there such dampness at the end of May / June; we suppose there must have been but this is not a lasting memory because for once it happened on week days and our recollection of the last period has been of average conditions, frustrated only by the sorties of the Colerne heavy brigade, the delays usually minimised by welcome co-operation from the tower. So during the period conditions have been reasonably with occasional cracking days with 199 hours flown from 880 launches.

Personal achievements have been quite good with Cyril Yates, Mick Dicks and Jim Justice claiming C certificates. Geoff Sutton claimed a C also a Bronze leg and other Bronze legs were flown by Mike Williams, Rick Richards and Dan Goldsworthy. Silver legs were achieved by John Cummings with height and distance to Yeovilton, John Morgan distance to Tarrant Rushton and Pat Cleeve height and distance to Lasham.

Bannerdown members continue to take part in contests. Our representative in the WD & HO Willis Glider Pilot Competition for 1967 was Pat Cleeve. He worked through the first training syllabus and from the CFI's nomination was selected for the semi finals. However he did not progress to the final but was far from disgraced and counts the experience as very worth while. In August Inter Services and Command Comps at Bicester August 16 – 31st Bill Bailey will be flying a K6, and we hear that old friend Tug will have a Dart.

They come and they go. Recently Tiny Whitney finished his stint and left for civvy street – can you imagine Tiny in a bowler hat! Anyway we wish him luck and thank him for his devoted service in keeping the wheels and drums turning. Currently we welcome 'Kings' Guest from St Athan and Dave Howell from Bruggen.

With a good degree of fettle and serviceability there is little to report about equipment other than that the red Barge has gone back to Bicester, we await our Bocian and the double decker bus has arrived. Redesign and development have started and we aim to have a fully fitted mobile clubroom for the launch point this winter.

Recently we were intrigued to come across a recommended method of centring emanating from across the Atlantic. In a new title 'Soaring Guide', Peter M Bowers, Crown Publishers, New York from the Modern Aircraft Series, Peter Bowers suggests that on contacting a thermal the pilot does not try to circle in it immediately. Instead

he flies straight in, counting the number of seconds of lift. On leaving the lift he turns 180 degrees right or left and flies on the reciprocal for half the number of seconds already counted. He then turns 90 degrees in the same direction and radius as the first turn, flies half the number of seconds counted and then begins to thermal – which should be there!

Your scribe should like to hear of anyone reporting success with this method, no prizes are offered but we promise to publish the best line shot (Editor's decision is final)

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No42 – OCTOBER 1967

Rain, wind and powered flying have taken their toll of flying time during the last period; we must be philosophical about the antics of weather Willie. But the best news is that as the Hastings birds fly away, weekend power flying is likely gradually to diminish so that 1968 should present much better prospects. Since our last report the August Inter Services Comps have come and gone, with Bill Bailey filling 14th spot, flying a K6cr. Mick Gardner has soloed and John Boyes achieved his C by the square search method of looking for sink, this is a bit involved but we gather there was a weak rising air over the whole of Wiltshire. During flying and after hours, we have heard the odd comment about 'getting on the ridge'. True there is a gully and the odd bowl or two but the only local ridge that works is the Fosse Way Spine carrying the Bannerdown road to Bath; that needs a lot of penetration to reach and fine judgement when to leave so we recommend to five hour aspirants the following sites all of which have given really productive soaring.

Inkpen	Roundway	Bath Race Course
Huish	Westbury	Golden Ball
Olivers Castle	Draycot	Nympsfield
White Sheet		

Since we last wrote Pat Cleeve and 'Kings' Guest have been passed assistant instructors by Andy Gough and his merry men, and at the moment of writing the Terrys – Jones and Carpenter are off to Bicester for a similar engagement.

On the deck, activity has continued with the installation of a reconditioned diesel in one winch and an overhaul of the mobile upflinger. The picture of the Ouse double decker in last issue of S & G was a spur and challenge to our bus crew who are working hard on ours. The crew includes les girls who are I/C the lower deck amenities and are at present knocking up a (soft) bar counter and sink unit.

Jean Jones has designed a club tie; has had the samples made and exhibited on the notice board. Will all readers and members old and new who would like to have and wear our colours please write to Jean C/O the secretary for description or better still enclose 16/0d for a really distinctive tie.

Following the last committee meeting we record some revision of the committee membership as follows:

Secretary	F/Sgt J Boyes
Treasurer	Flt Lt P F Bates
Aircraft Member	Cpl T Jones
Asst Aircraft Member	SAC J Cummings
Equipment Member	C /T B Coutts
MT Member	SAC P Cleeve
Asst MT Member	SAC C Richards

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No43 – DECEMBER 1967

This is the time of year when the hot ships are either dismembered or cocooned, when weather Willie is usually churlish and it takes a certain strength of character to turn out for hangar duty or even circuits. Not that it has been all that cold but in a succession of nearly nil visibility weekends, our altitude might have been 2675 for all we knew. However we did manage 172 launches for 17.34 hours in the period. There is still a certain amount of activity among Colerne motorised aeroplanes, but this is gradually getting less and we look forward to an unaccustomed hush at weekends and maybe mid week soaring.

In the aircraft department the 419 is already in a state of C K D ready for a Couts major and a privately owned Skylark 2 has arrived, the property of Ian Smith, who we welcome from Germany. During the last week of November Harry Daniels discovered the bones of two primaries somewhere in Gloucestershire and presented them to us. Terry Jones gathered them up and brought them in to see whether we can either fly them or other them to Sotheby's. a further report will be made when our archaeologists have completed their examination.

Life was not entirely peaceful during November but as they say it is an ill wind because one sortie to Keevil gave us a most enjoyable day with our friends of the Bath Club and we hereby acknowledge and thank them for their neighbourly help.

We made a note in the last issue about club ties which have been organised by Jean Jones and most of these have been snapped up. However, previous orders will be met, and if any members or ex members have not yet ordered will they get in touch with Jean Immediately – on a first come first served basis. A club blazer badge has been designed and the first prototype received. For price and availability see club notice board.

Now then members, wives, husbands, sons, daughters, sweethearts, boys and girls, friends and neighbours forget not the Christmas party in the clubroom Saturday, December 9th at 8pm until cu-nims appear, 5/0d per person which will entitle you all to eats at least!

In the meantime we send a thermal felicitations to all our readers for the happiest Christmastime and for ever increasing circles in the new year.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No44 FEBRUARY 1968

An interesting discussion arose during the period; this centred on the days when weather Willie is marginal. Essentially the problem is to maximise the value of time in alternative situations: (a) revenue from marginal launches and values (experience added), (b) future increases in revenue from present investment in serviceability. Break even point seems the thing to look for and this could be quite a nice exercise in mathematical model making. The departure of the Hastings and the end of regular motorised flying have given Colerne a degree of quiet unknown since it first became operational in 1941 but the ill wind dictum applies. We have lost our own met sections and thus miss the benefit of on the spot mini briefings with the aid of charts, ascents, and tephigrams et al. On the other hand the prospect of regular weekend and even mid week flying is encouraging, while the switched on are already thinking about improved club facilities which may be available in more commodious premises. Any improvements possible in that direction should greatly help to attract and keep increased membership.

The main event of the period has been the arrival of our new CFI Pete Dawson, from Germany, complete with super filing system (avec photo section!) and motorised glider! We sure do welcome Pete and know that under his experienced and energetic leadership the club will continue to prosper. Already there is purposeful air in the hangar; currently his policy is MT provision and serviceability, which of course is an investment for smooth operation through the season. At the same time aircraft C of A's etc are in progress and with the arrival of a magnificent gas cooker activity on the double decker has re doubled.

The well attended AGM got of to an uproarious start when Secretary John Boyes, with a perfectly unconscious lapsus linguae reported that the 'morals of the club had much improved'..'to which the girls had made great contribution'. This forthright statement brought the house down and it was some time before order was restored. Finances are sound but the swingeing increase in insurance rates caused consternation particularly in view of our accident free record. Surely some N C B Scheme could be negotiated.

1967 award winners were:

Colerne Cup	(Best flight from Colerne)	Bill Bailey
Novices Cup	(for the novice who has done most in the) (air and on the ground)	Pat Cleeve

The new committee is:

Chairman and Treasurer	Sqn Ldr	H Bramwells
CFI	Chf Tech	P Dawson
Secretary	F/Sgt	J Boyes
MT Member	J/Tech	P Cleeve
Aircraft Member	Chf Tech	B Coutts
Equipment Member	Cpl	T Jones
Publicity Member	Mr	P Hutchings
Civillian Rep Member	Mr	H Daniels OBE

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No45 – APRIL 1968

At the time of writing the traditional unstable north easterlies have decided to blow on the reciprocal, tall cumulus floats by the office window and streets appear all over. Naturally it is mid week so what else can we do but dive into statistics and record that during the period we flew 456 launches for 48 hours which was not bad considering the high winds which arrived at weekends.

The new Bocian appeared in the middle of February and has been much in demand proving to be a sociable bird in spite of the tandem seating, and a good thermaller too, although we wonder what would happen if there were two sets of instruments.

The big day came on March 2nd when we rolled out the Bannerdown double decker to take its place beside 07 runway. Virginia Warriss, wife of comedian Ben Warriss cut the ribbon and was Bocian borne in no time with CFI Pete Dawson to look at the circuit and a vertical of the Warriss's Vineyard Restaurant right near the camp. Our new mobile clubroom has the promised catering and office facilities and is the result of much hard labour by many hands including the ladies, and we are very proud of it. And talking of clubrooms more spacious premises may soon be ours so that good social and admin facilities plus aircraft maintenance will be available under one roof. In these activities Pete Dawson has been driving us on and is also responsible for repossession of the Daniel's autopulley with which we hope to augment the launch rate. Of course this could not come into use without a supplementary tow car policy and sure enough a large Jaguar appeared one day and fully converted was trundling down the main runway the next day to give the first M launches at Colerne for 5 years.

Looking through official ratings list we were glad to spy old friends Tug Wilson and Pete Lane 28 and 32 respectively, Ed Meddings and Max Bacon in 73rd and 88th spots followed by Bill Bailey and Chris Guildea, and miracle dictu, our own CFI 22nd. We wish one and all much uplift this season and every success in the coming competitions.

Back on the site it is hoped and suggested that we shall be visited by ATC members during the season and if a hooked chippie were around a most unexpected and welcome bonus would be ours. Another rare and interesting experience in store will be the advent of the refurbished Primary, which we are sure, will be a huge attraction.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No46 – JUNE 1968

During the last six months or so there have been whispers that a certain member is a direct descendant of Jupiter Pluvius and that he never goes far without his friend Nimbo Stratus. Members know and accept that both turn up on Saturdays only but were apprehensive should our friends decide to come on Sunday. Sure enough at the end of May they both arrived on a Saturday and Sunday causing the weekend lift to be postponed until Monday when the hangar doors are locked and only the crows are thermalling. Doubtless this serious matter will be referred to the Committee; in the meantime the performance during the period was just adequate with 1340 launches for 200 hours. Individual performances were as few as soaring days. Dennis Britton has A & B and 1 Bronze leg, John Boyes and Neil East have also Bronze legs, Rick Richards, Dan Goldsworthy and Mike Williams Silver legs, Pat Cleeve and Terry Jones completed Silvers the last with distance to and through Lasham for 92Kms and five hours, the last two being spent revising estimates of the previous tail wind! Terry Carpenter and Rick Richards are now seldom seen without barographs up their anoraks and recent track laying has revealed that doglegs are called for whatever the traditional winds blow in order to avoid Lyneham SRZ.

One highlight of the period was the station inspection by Air Vice Marshall V C Otter CBE, C Eng., AFRAeS – AOC ASC accompanied by Group Captain L J Turner MBE CEng AFRAeS Officer Commanding RAF Colerne. Air Vice Marshall Otter is also of course Chairman of our GSA and we had great pleasure in welcoming his inspection of the club with its aircraft, trailers, winches, double decker bus and retrieve vehicles.

Fettling for the season is complete under the energetic direction of CFI Pete Dawson with C of A's and repaints for the Oly trailer, the 419 and its trailer, which together with retrieve vans and bus are complete with club badges painted by Jean Jones. Our Sedburgh has received much attention from Bruce Coutts and was finished off by a Dawson repaint, emerging resplendent in new livery of blue and white, surely the most beautiful Barge in the Association.

At the time of writing the 419 and the CFI are at Bicester, the former to be airborne and the latter chairbourne during practice week for the nationals. However our other pundits are lucky to have Ian Smith's Skylark in which to turn circles should cumulus appear. So far however the Spring has produced little more than overcoat weather with resulting good business for 'les girls' mobile snack bar/restaurant where the menu would be worthy of the hole in the wall and is already well known outside Colerne.

Another rendezvous we hope will come equally well known are the new premises, which will merit the title of Club House, when plans mature. Perhaps the official opening is some time off; it could be quite an event and well worth waiting for.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No47 – AUGUST 1968

Have you ever wondered why certain British birds proceed in dipping in flight? Recent experiments using budgerigars trained to fly in wind tunnels may give part of the answer. Their power requirements in flight were calculated by measuring oxygen consumption and carbon dioxide production; other criteria established were (a) their 'fuel' consumption as a percent of body weight and (b) the energy cost in calories of transporting a gram of body weight over 1k. the budgies' power requirements from hovering to 48km/hr in level flight and climbing and descending at 5 degrees were recorded to give a series of polars. It is evident that the bird can save energy by changing altitude in flight if it flies at 43km/hr ascending at 5 degrees and then descends at 5 degrees it expends the same energy as level flight. The same phenomenon occurs at 27km/hr while at lower speeds the bird actually saves energy by alternately climbing and descending. So maybe finches, woodpeckers, budgies and tits may be on to something, if they are – why not us? This is not an invitation to members to cavort about the sky like a bunch of tits, but now that we have a few aerotows perhaps some enquiring minds might care to practice what the aerodynamicists will probably reject.

In the meantime we are delighted to report that authodox manoeuvres in the latest period have been the greatest, with the massive total of 1878 launches for 336 hours, with the club one-day record broken on July 21st with 146 launches. Individual performances have also given us a lot of pleasure with Chris Whitehead, Frank Sharples, Martin Jones, George Pooley and Judy Richards collecting A & B Certificates. On the day Judy went off alone and husband Rick waited for her safe return before setting out for 50 Kms (achieved) and five hours (all but 2 ½minutes). But five hours and completed Silver was in the bag the following week. Other Silver legs went to Jill Hitch, Mike Williams and Dan Goldsworthy, while Martin Jones quickly followed his solo with a C Certificate in Mistress Tutor. This was a especially fine performance in view of Martins handicap, which must give much pleasure to those who, believed in his ability to fly. In the top class Pat Cleeve has battled around a 136 Km triangle and Al Whiffeen flew into 21 spot (Standard Class) of the National Sport Class Championships. In the same event Terry Slater claimed Gold and Diamond legs. Much of this activity of course is due to our CFI who has had his knout out for the last three months and has organised the first regular aerotows we have ever had. Naturally he wouldn't be kept down and treated us to two impeccable displays of Bocian aerobatics on Station Open Day. other men who are going to, or have, made their names are – Mike Williams and Gus Pateron who are off on instructor's course in September, tech wizard, Bruce Coutts off this month for his Full Cat. Pat Cleeve who has engineered / carpentered a most elegant bar in the new house and Max Kirchener whose dedicated and unremitting G D work brings him special reward from

those who know. Another well remembered name cropped up in the news ex CFI Ed Meddings has become National Coach; we send Ed our best wishes for success in this busy and valuable job.

Operations over the period have expanded with mid week flying and three or four visits from the Bath Club, temporarily locked out of their Keevil home. And at times the hangar has been reminiscent of Bicester even to the presence of the Primary, which shephered by Terry Jones is now back from refurbishing and currently laid out in the workshop for further professional fettling. All members should have at least one go in the 'Name the Primary' competition, details in the new clubroom. Mention of the new house reminds us of the most successful opening day (and night) 19th July when members toured the workshops, offices and stores before confirming new officers at an extra ordinary general meeting:

Chairman	Sqn Ldr	B Warsap
Treasurer	Flg Off	W Rhodes
Secretary	Mr	M R Jones

Future proposals include long term plans already being laid by CFI Pete Dawson for a club expedition to Issoire during February next year. It seems incredible that such an opportunity will come our way; Pete will have a big operation on his plate and we must all weigh in to make it a success – and success means certificates.

Recently there has been a fair amount of mutual work in the T21. This is a good way of improving technique and patter, not only left handed, but also one thing really is important – one of the pilots must be nominated P1 and thus be responsible for the conduct of the flight. He/she should sit in the seat he/she is most familiar with and do the approach and landing. There will be plenty of left hand approach and landing on the course.

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R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No48 – OCTOBER 1968

The £10.000 prize for the first (figure eight) manpowered flight is still to be won and an ingenious way of increasing wing area in the interests of low flying speed has been adopted by a BAC team at Weybridge. Quite simply the idea is to do without ailerons by making the whole wing change its angle of attack differentially for control in roll, by pivoting it at the root. This avoids giving the wing a high degree of tortional stiffness, for the team found they could have pivot hinges at the same cost in weight as conventional aileron hinges, and thus a much lighter wing structure possible. This must represent a challenge to members, particularly Professor Harris (of bisailplane fame) and we hope to hear of similar projects in the coming winter. In the meantime if anyone feels like castigating weather Willie for this seasons excusable performance let them read London Weather by J H Brazell where one learns of years with no summer, snow in June, record floods and fogs and the performance. And a whole heaven full of saints alongside Swithin including St Benoit for France, Bartholonew for Italy, St Luke and St Martin for UK and the Seven Sleepers for Germany.

For us the last period has been one more of consolidation rather than performance although Pat Gibson has secured A & B Certificates. Ian Smith flew his Skylark in the Junior Inter Services, Terry Carpenter crewed in the Nationals and Guy Patterson and Mike Williams returned from Bicester with Furrowed brows, assistant categories and unanimous appreciation of the extent and responsibilities of instructor duties.

We have welcomed Al Whiffen as our new CFI and currently Al is hard at work at collecting together all loose ends preparatory to an extensive and comprehensive work programme. Apart from aircraft and equipment serviceability, we are giving more attention via instructor and committee meetings to effective organisation and administration and the new deal is to include ground school for all concerned and the continuation of the Issoire project.

Our new club premises have been occupied, serviced, redecorated, furnished and a spate of excellent carpentry by Bruce Coutts and others has helped to equip the new offices and briefing room, which from all accounts will be a show piece.

In pursuance of the consolidation programme an extraordinary general meeting will be held on Saturday 12th October at which will be discussed the future trends and objectives of the club including plans for recruitment, equipment and general activity.

In the meantime the Committee is currently:

Chairman	Sqn Ldr	B I Warsap

CFI	Cpl	A H Wiffen
Secretary	Mr	M R Jones
Treasurer	Fg Off	W Rhodes
Aircraft Member	Chf Tech	B Coutts
Equipment Member	Cpl	T Jones
MT Member	J/T	P Cleeve
Flight Safety / Publicity	Mr	P Hutchings

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GLIDING CLUB

R.A.F.G.S.A. R.A.F. COLERNE

NEWSLETTER No49 – DECEMBER 1968

With five weeks out of the eight week period either washed out or blown out it might be said that weather Willie has been having himself a ball. Certainly his behaviour has been remarkably churlish, having achieved an all time low, but our low point is now well behind us and investment in the future is now well under way. At the extraordinary meeting a new business like approach contributed to a most useful exchange and adoption of ideas from the thirty-four members present, the discussion centring on operational policy for the 1969 season. Since then the clubs facilities have been further improved and the schedule of weekly evening classes (Fridays 8 p.m.) is well under way. The future programme will include:

Principles of flight
Airmanship and Soaring Safety
Meteorology
Soaring and Cross Country Flying

Guest speakers will include the SMO, Flt Lt J S Williamson and Flt Lt G E Mason. These classes are held in the briefing room, which must be one of, the best equipped in the GSA with:

Photo Section
Cross Country Maps and Briefing
Training Syllabus and Visuals
Airfield Dispositions
Flight Safety Corner
Certificate Regulations and General Regulations

At the time of writing it would seem that we shall not win either the Bicester or Founders Trophies but our position in the League Table will not be disgraceful.

Notwithstanding the 10 ¾ hours airborne this period there has been a certain amount of activity in certificate hunting and Mike Williams has sat out a cold and windy five hours on a Somerset ridge. Our five hours aspirants continue in perpetual optimism and every opportunity is taken to search for ridge lift even to the extent of visiting a north facing site with the wind from 080! Hope they say, springs eternal and at least they try.

Currently the Barge is dismembered for a major but the Bocian, Tutor and Oly are fit to fly as is our latest aerodyne – a K6 which arrived on aerotow on 16th November at about 2 p.m. and was back in the air five minutes later carry CFI Al Whiffen who was

not exactly looking a gift bird in the mouth but making sure she would settle in with us.

It is time again to offer our readers hearty wishes for a super Christmas holiday. This we now do with more than normal confidence wish you all a happy wave blown, cu puffed, lift laden 1969.