



# HANDBOOK OF THE GLIDING HERITAGE CENTRE

Issue 1.7 November 2017

**This is a replacement document for the previous 1.6 version which was released in April 2017. The main change is in Appendix 4 and is specific to non Lasham members flying GHC owned gliders at Lasham. Changes also to Appendix 5 “Overview”. Small changes in Appendix 2, “Normal GHC hangar occupancy usage”, point c.).**

## 1 INTRODUCTION

### 1.1 The Nature of the GHC

The Gliding Heritage Centre (GHC) is a private company limited by guarantee and also a registered charity. It was incorporated in March 2012 and became a charity in

August 2012. There are no share holders and any profit cannot be distributed to the members.

## **1.2 Objectives**

The primary objective of the GHC, as stated in its articles of association, is

*To advance the education of the public in the history of gliding, in particular but not exclusively, by the provision of a heritage centre and the preservation of historical gliders, artefacts and records which can be displayed.*

The centre is a working museum where visitors can see vintage gliding flying as well as learning about the gliding heritage of the UK. It has a strong educational role and it is planned to establish links with local schools and youth organisations. It also provides a focus for the vintage gliding movement in the United Kingdom in association with the Vintage Glider Club and the British Gliding Association.

## **1.3 Location and Facilities**

The GHC is a separate organisation based at Lasham airfield on land leased from the Lasham Gliding Society (LGS). The initial facility is a hangar which is used to house and display vintage gliders. This was completed during the summer of 2013 and the official opening took place on the 4<sup>th</sup> August. The original plan was that phase 2 of the GHC development project would be a museum building followed by phase 3 a second hangar. A substantial sum (approx. £1.8 million) was needed for the museum building and a bid was put together and submitted to the Heritage Lottery Fund at the beginning of March 2015. This was unfortunately rejected by the HLF, and so the second hangar was promoted to phase 2. The museum building remains on our radar as the new phase 3.

## **1.4 Origins**

The Vintage Glider Club was founded in 1973 with the aim of encouraging the preservation and flying of vintage gliders. It forms a link between vintage gliding organisations worldwide. A number of countries have national centres or museums concerned with gliding. Although there is a long history of gliding in the UK and a number of groups of enthusiast who own and fly vintage gliders, to-date there has been no similar focus for vintage gliding in the UK.

Chris Wills was a founder member of the VGC and he was its President until his death in May 2011. Chris left a bequest in his will to help the Lasham vintage glider group build a hangar for vintage gliders. He also left a Musger MG19a Steinadler glider which was restored by the group. These gifts provided the stimulus for the establishment of the GHC.

### **1.5 The Purpose of this Handbook**

The legal constitution of the GHC is formed by the Articles of Association of the company. This handbook describes the current plans and rules of the GHC. It will be reissued when appropriate as the GHC evolves. Further information about the centre and updates on its progress can be found on the web site [www.glidingheritage.org.uk](http://www.glidingheritage.org.uk).

## **2 MEMBERSHIP**

Membership of the GHC is open to anyone who has an interest in vintage gliding and who would like to support the objectives of the GHC. A small annual membership fee (currently £24) is charged to help offset the running costs of the centre.

The benefits of membership include:

- The opportunity to support the objectives the GHC.
- The right to vote at general meetings and to help decide the future policy of the centre.
- The possibility of keeping privately owned vintage gliders in the GHC hangar. (See Section 5) so that they can be exhibited.
- The possibility of flying in a range of vintage gliders.
- Access to help and advice in maintaining vintage gliders.
- Belonging to an organisation which can represent the interests of the UK vintage gliding community to other bodies including the BGA, and the VGC.

See Appendix 1 for full details of GHC membership fees.

### **3 FLYING VINTAGE GLIDERS AT LASHAM**

It is intended that the GHC will provide opportunities for members of the LGS and other clubs to fly in vintage gliders depending on their experience and qualifications. This will enable the gliders to be seen in the air and it will help preserve the knowledge of how to operate vintage machines. The range of gliders available is likely to include those owned by the centre (e.g. the Steinadler) and a few privately owned machines. Flying fees will apply to these flights to help cover the running costs of the gliders. See Appendix 4 for the details of the qualifications and Appendix 5 for the flying fees.

Note that members of the GHC who wish to fly at Lasham must either be full or temporary flying members of LGS and must abide by the LGS flying regulations. Owners of gliders kept at Lasham must pay the appropriate facility fee to LGS.

### **4 MANAGEMENT**

#### **4.1 The Committee**

The GHC is managed by a committee formed by GHC members who act as the directors of the company and trustees of the charity. The committee holds regular meetings and the minutes are made available to the members of the centre on the web site. The procedure for electing the committee is set out in the Articles of Association.

#### **4.2 General Meetings**

The GHC will hold annual general meetings. Other general meetings will be called as appropriate. General meetings will be run in accordance with the procedures set out in the Articles of Association and the Companies Act 2006.

### **5 THE HANGAR**

The hangar is used for three purposes:

- To allow as many vintage gliders as reasonably possible to remain rigged so that they can be seen by visitors and flown more often.

- To provide accommodation for the vintage gliders acquired by the centre.
- As a building in which gliders and other artefacts can be displayed.

The choice of which private gliders can remain rigged during the year (other than those owned by the GHC) will be guided by the criteria as set out in Appendix 2.

Note if demand for hangar space exceeds that available, the year is split into three periods (April to June, July to September, October to March) so that different gliders can be accommodated. There will be an incidental benefit to members whose gliders are kept rigged in the hanger for all or part of the year. They will be charged extra fees for that year as a contribution to the running costs of the centre. See Appendix 3 for details.

Phase 2, the second hangar, is in an advanced stage of planning as of April 2017. We expect the preparatory construction work will begin by late spring/early summer 2017.

## **6 THE MUSEUM BUILDING**

The intention to construct a Museum Building remains part of our long term planning. It is now referred to as phase 3 of the overall GHC development plan. Note the plan is it will have a workshop, archiving space, and a lecturing capability in addition to hosting displays of gliders and artefacts.

## **7 VISITORS AND OPEN DAYS**

The centre is open to members of the public and visitors from other gliding clubs by prior arrangement depending on the availability of a GHC host(s) for the requested time and day. Additionally a hangar tour on a Sunday starting at 2:00pm is always hosted and this is promoted on the GHC website. So far the GHC has held one Open Day (6 Sept 2015) which was a big success. We will look to hold further Open Days though it should be noted the effort to organise and run them is enormous. We expect the next one will be in 2018, there are too many conflicting events at Lasham in 2017 to make one viable.

## **APPENDIX 1 – Membership requirements and fees of the GHC**

- Membership is currently £24 for a 12 month period running from the date of joining. The options for payment are explained on the membership page of the web site. The option of “Gift Aid” will apply.
- You do not need to be a member of the Lasham VGC group to be a member of the GHC. Neither do you need to be a member of the Vintage Gliding Club, though it should be noted that to fly certain vintage gliders made available by the GHC it will be necessary to be a member of the VGC to fulfil insurance requirements. Also anyone flying at Lasham has to be a LGS member, though this can be temporary membership.
- You have to be a member of the GHC to have your aircraft in the hangar. If the aircraft is syndicate owned then ALL syndicate members must be members of the GHC for their aircraft to be eligible for hangar occupancy – see a possible exception under Appendix 3.
- You also have to be a member of the GHC to fly the GHC owned gliders or the privately owned vintage glider that are made available to the GHC for this purpose.
- Visitors from other clubs are welcome to bring their vintage gliders to Lasham and fly them. It will be necessary for these visitors to take full or temporary membership of LGS and they will be subject to the current LGS flying regulations. If the visitors are GHC members it may be possible for their gliders to be housed in the GHC hangar for a limited period subject to space being available and with the agreement of the GHC committee.

## **APPENDIX 2 – criteria determining priority of occupancy in the GHC hangar**

- **GUIDELINES as to POLICY**
  - a.) The GHC is a UK “National” organisation and it is therefore desirable that we should concentrate on British built gliders of particular historical interest - but not exclusively so from the perspective of where they were designed / built.

- b.) Note, having your glider in the GHC hangar is an incidental benefit of being a GHC member. It has to be remembered that the GHC is registered as a charity, and we are governed by our Articles of Association with respect to what our goals are and the policies we adopt to meet those goals. A key goal of the GHC is education of the interested general public with respect to gliding, this with a particular emphasis on the history of British gliding and the aircraft and pilots that form part of that history.
- c.) An owner / syndicate taking up an occupancy slot for their glider in the GHC hangar does so at their own risk. It is expected that gliders will be insured appropriately by their owners re the perceived / acceptable risks.
- d.) The GHC committee is well aware that the demand for floor occupancy of the GHC hangar considerably exceeds what is seen to be sensible re available places. This will not change until phase 2 of the GHC project, the second hangar, is implemented. With this in mind we have had to take some hard decisions after considerable debate. The key factor in establishing priority for hangar occupancy is that they have to be listed EASA Annex 2 aircraft. Only if there are not enough Annex 2 gliders competing for places will applications from non Annex 2 be considered.
- e.) The committee can approve a non Annex 2 glider as eligible for occupancy alongside Annex 2 types but this is seen as very unlikely – it would need to be one of exceptional provenance, and thereby a glider that we see as most desirable to have on display to the public.
- f.) To have your aircraft in the hangar you have to be a fully paid up member of the GHC – and a member of the LGS (temporary if a visitor) as well. You don't need to be a member of the VGC, though naturally we encourage this. For syndicate owned aircraft ALL members of the syndicate must be GHC members – there cannot be any exceptions unless it can be shown that such person(s) is a long time non-flying member of the syndicate. Also you have to have paid the LGS facility fee which effectively entitles you to keep the glider on the airfield. Finally we expect that the glider has a trailer, though whether it is roadworthy is not our concern!
- g.) The GHC hangar is for the housing and display of vintage gliders, it is not a workshop. Accordingly no repairs or lengthy maintenance activities (eg CofAs) may be carried out unless expressly authorised by the committee – and it is expected that such agreement would only very rarely be given.
- h.) Note no inflammable liquids can be stored in the hangar. Batteries in gliders should be disconnected.
- i.) The general rule is “No trailers in the hangar”. Possible that the committee may agree that some gliders may be stored in their trailers during the winter period.

- j.) The year is broken into 3 periods: April – June; July – September; October – March. Apr - Jun and Jul - Sept are seen as the main flying months.
- k.) No more than one glider of the same type may be in the GHC hangar during any occupancy period. This can be waived by the GHC committee in specific instances, but the likelihood is seen as low for privately owned gliders.
- l.) One member may not have more than 2 gliders in the GHC hangar at the same time. Note a “syndicate” is seen as a unique member. However, this rule is waived if there is insufficient demand for hangar places resulting in one or more places that otherwise would not be used.
- m.) A member with a glider in the hangar may not swap it for a different glider unless this is expressly authorised by the committee.
- n.) Hangar occupancy fees must be paid “in advance” when due. The norm is that rebates will not be given should an aircraft be removed from the hangar during an occupancy period. However, the committee at their discretion can decide to waive this.
- o.) In the event that there is more demand for GHC hangar space than space available in a given occupancy period then a ballot(s) will be held – see below for details of how such ballots will be conducted.
- p.) The committee may occasionally agree to occupancy for a short period (matter of days) for visiting aircraft of particular interest subject to space being available. Also the committee may agree to a request from a member to house their aircraft for a week when they are on holiday and intending to fly, again space dependent and also not clashing with any scheduled group visits.
- q.) An absolutely vital part of the GHC is that it is a charity with educational responsibilities to the general public. It is a condition of hangar occupancy that owners must give their complete co-operation in removing their aircraft temporarily from the hangar if such is required before an open event/display – see below.
- r.) All GHC members must take the greatest care when moving aircraft in and out of the hangar. We must avoid “hangar rash” at all costs.

- s.) The committee may decide to change the rules and procedures relating to hangar occupancy in the light of operational experience.

- **NORMAL GHC HANGAR OCCUPANCY USAGE.**

- a.) Defined as when the hangar is not being used for a display event which will be the great majority of the time, at least in the early years of the GHC. The first phase GHC hangar is 30m x 30m. How many gliders can be in the hangar using the floor space is a decision based on 3 factors - how many big span gliders (typically 2 seaters), the ease of viewing by a group of visitors, and to a lesser extent the ease of getting a glider out of the hangar when it is not at the front. Note we have to try and avoid packing them in like sardines as this will deter their normal flying usage by members, significantly increase the risk of hangar damage, and make it difficult for viewers to properly see the exhibits. With, say, five 2 seaters we think we can get 14 – 15 gliders occupying floor space such that a small group of visitors could be navigated around the collection without too much risk of tripping over wings – as a guide really packing them in we could probably manage 20 on the floor.
- b.) Static exhibition aircraft (ie those which don't have a CofA and are non-flyable), whether owned by or loaned to the GHC, will where possible be suspended from the hangar beams so as not to take up floor space.
- c.) The GHC owns a number of potentially flyable aircraft – whether they can be flown depends on their being insured and having a current CofA. See the GHC website [www.glidingheritage.org.uk](http://www.glidingheritage.org.uk) GLIDERS “Flying” column for guidance. The present committee policy is to only have 6 as flyable at any one time. GHC owned flyable gliders have automatic priority as to hangar floor space. This is to facilitate their flying as they need to earn revenue to justify their being kept as operational aircraft. However, if a GHC owned glider just isn't being flown, or flown enough, the committee will consider whether in the best interests of the GHC it should be removed and stored in its trailer.
- d.) Annex 2 gliders have absolute priority. Only if the number of Annex 2 gliders requesting a hangar floor space is less than the available places will applications from non Annex 2 gliders be considered. However, with the two conditions already stated :
- No more than one glider of the same type in the hangar during any given occupancy period unless expressly authorised by the committee. However, an owner with a hangar space can reach an arrangement with the owner of the same type (eg 2 Skylark 4s) to split the occupancy period. This is subject to a.) The second aircraft

having been in the ballot but failed to win a space b.) Notifying the committee of the arrangement.

- No individual (or syndicate) to have more than 2 aircraft in the hangar during an occupancy period.

- **ALLOCATION OF HANGAR FLOOR SPACE**

- a.) If there is excess demand from Annex 2 applicants a ballot will be held. There will be 2 “pots” – “ANNEX 2 NEW”, “ANNEX 2 OLD”. “NEW” signifies that the aircraft in question did not occupy a hangar space in the previous occupancy period, “OLD” that it did.
- b.) The order of draw will be 2 from “ANNEX 2 NEW”, followed by 1 from “ANNEX 2 OLD”. This process will continue until all available places plus 3 reserves have been allocated. If either of the “pots” becomes empty then the ballot continues with the remaining “pot”. The 3 reserves are drawn to cater for places unexpectedly becoming available during an occupancy period.
- c.) If both “pots” become empty with hangar places still available then a further ballot is drawn from the non Annex 2 applicants. The same NEW and OLD concept applies to non Annex 2 so as to provide fairness in the hangar places allocation.
- d.) A record of the ballot results will be kept and circulated to GHC members.

- **SUSPENDED FROM THE HANGAR ROOF**

- a.) The committee expects that there will be limited spaces available for “light” gliders that can be hung from the hangar roof beams. Winches will be used for raising and lowering them.
- b.) The current expectation is that we will have the Surrey club Weihe and the replica Colditz Cock permanently on display in the roof together with the Brooklands Willow Wren and replica Scud 1 which are on loan to us. We expect that this will allow for a further 3 light “flyable” gliders to be suspended.
- c.) Aircraft such as the Slingsby T38 Grasshopper, Slingsby T7 Kadet, Grunau Baby, Hutter H17 are considered as suitable for suspended occupancy, perhaps the Slingsby Swallow. Other eligible glider types will be judged on a case by case basis by the committee.
- d.) Owners wishing to have their gliders in the hangar with a “suspended” space must notify the committee before the start of an occupancy period.

- e.) They will need to completely satisfy the committee and the GHC safety officer as to the absolute security of the glider when suspended.
- f.) In the event that there are more applicants for “suspended” places than those that the committee have decided are available then a ballot will be held. If a ballot is needed for “suspended” places then it will be held before any ballots for floor spaces. This because if a member fails to get a “suspended” place they can then decide to take part in the floor space ballot if they wish.

- **CHARGES FOR HANGAR OCCUPANCY**

- a.) This is an abbreviated repeat of Appendix 3 in this Handbook.
- b.) For a single seater the cost is £52 for a 3 month “prime soaring” period, £78 during the 6 month winter run. This is £4 a week (£3 pw during the winter), a week being the minimum granularity permitted apart from specific instances authorised by the committee.
- c.) For a two seater the cost is £65 per 3 month “prime soaring” period, £104 during the winter - £5 per week (£4 pw during the winter).
- d.) Gliders which occupy “suspended “space are half price – this will almost certainly be single seaters only, so £26 for a 3 month “prime soaring” period, £39 for the winter run.
- e.) A week begins on a Saturday. The minimum granularity for hangar occupancy is calculated on a weekly basis. Partial weeks are not allowed unless specifically agreed by the committee – unlikely.

- **GLIDERS AND DISPLAY EVENTS – OPEN DAYS**

- a.) The committee will have an “A” list of the gliders that it wishes to display during an Open Day for the general public. These Open Days are our “Big events” when we can expect very significant numbers of people walking around looking at the exhibits and their storyboards. Such events will likely be held only once or twice a year, Bank Holiday weekends in the spring and summer suggest themselves. The events will be agreed with the LGS and organised in very close liaison with the LGS staff. A great deal of help will be required from GHC members to help make these events a success,

and to ensure that the security of the active airfield and the south side caravanners is maintained.

- b.) It is unlikely that we will be able to have more than ten gliders on floor display such that visitors can walk round them easily without having to step over wingtips. We will of course have further aircraft on display in the roof.
- c.) The “A” list will almost certainly contain some gliders that aren’t occupying floor space – eg Richard’s Sky, Mark’s Weihe. Those gliders having a floor space that are not on the “A” list must remove their gliders at least 2 days prior to an Open Day event, and this is a condition of hangar occupancy.
- d.) Failure to comply will result in the aircraft in question being removed from the GHC hangar. The first option will be to derig it into its trailer at the owner’s risk, followed by removal to the Lasham main hangar, else de-rigged in the Brown Elephant – both at the owner’s expense to LGS.
- e.) Very bad or a repeated violation will be considered by the GHC committee. This may result in a ban to hangar occupancy for a stipulated period, or even exceptionally expulsion from the GHC. The committee recognises that there may be mitigating circumstances which it will judge on a case by case basis.
- f.) The dates of Open Day events will be made known to all GHC members at least 4 months in advance.
- g.) There will be a “B” list of gliders we wish to have on display outside subject to the weather on the day being suitable.
- h.) To-date the GHC have held one Open Day. This was on the 6<sup>th</sup> September 2015, held in conjunction with Energy Alton, and was a very considerable success. To bring in big numbers given the current reputation/status of the GHC it’s clear we need to have at least one significant external partner involved – eg Energy Alton. The organisation of the 2015 Open Day and the resource needed on the day to support it was colossal. A “full” Open Day is therefore almost certainly only going to happen on a once a year basis. Possible we might organise another “GHC only” event.

- **GLIDERS AND DISPLAY EVENTS – LARGE GROUP VISITS**

- a.) A large group is defined as more than 12 people.
- b.) Such visits need to be pre-arranged.
- c.) Desirable that we should “thin out” the number of gliders in the hangar to facilitate their viewing. How many we will have on display will be judged on the basis of how many are in the group. Hopefully the weather will be kind and those gliders that have to be removed can be displayed outside the hangar.
- d.) There should be at least a month’s notice of a “Large Group Visit” and the co-operation of GHC members is expected so that the hangar is arranged as required.
- e.) We will not have the “A” list gliders all on display. Large Groups will see a selection (hopefully all) of those gliders we have in the hangar as a consequence of normal occupancy. If we feel given the nature of the Group it’s necessary to advise them of what gliders they’ll be seeing, we can notify them in advance.
- f.) Possible, but unlikely, we’ll get a request saying “We know you have XYZ glider at Lasham, we’d love to see that.” In such a case we’d look to accommodate the request but with no guarantees.
- g.) Possible that before the hangar tour the group will want to see the powerpoint presentation in the LGS briefing room.

- **GLIDERS AND DISPLAY EVENTS – SMALL GROUP VISITS**

- a.) A small group is defined as less than 12 people.
- b.) Such visits will still need to be pre-arranged unless they’re a consequence of a large turn-out for the regular Sunday 2:00 pm tour.
- c.) We may need to “thin out” the number of gliders in the hangar a little to facilitate their viewing, we shouldn’t need to remove more than one or two at most. This will be decided on the basis of how many are in the group.
- d.) Hopefully the weather will be kind and those gliders that have to be removed can be displayed outside the hangar.
- e.) There should be at least a week’s notice of a “Small Group Visit”.
- f.) Small Groups will see the great majority of those gliders we have in the hangar as a consequence of normal occupancy. If we feel given the nature of the Group it’s necessary to advise them of what gliders they’ll be seeing, we can notify them in advance.

g.) Possible, but unlikely, we'll get a request saying "We know you have XYZ glider at Lasham, we'd love to see that." In such a case we'd look to accommodate the request but with no guarantees.

- **GLIDERS AND DISPLAY EVENTS – CASUAL VISITS**

- a.) Individuals or a small number turning up on a non-arranged basis.
- b.) Being able to view the collection will be dependent on a GHC committee member else senior and committee approved GHC member being available to show them round.
- c.) They see what they see!

- **GHC EXTERNAL EVENTS**

- a) The GHC looks to support a number of external events during the year. The norm is for these to be held during May to September. Usually no more than 5 or 6 per year where we take along 1 or 2 gliders for display. Typically a small event would be supporting the Medstead fete and a large one the Blackbushe Open Days.
- b) The GHC has a small team of members who organise and run these events.

### **APPENDIX 3 – fees for occupancy of the GHC hangar**

- 1.) Note ALL members of a syndicate owned glider must be members of the GHC for it to be eligible to be housed in the hangar. Only if the GHC committee can be persuaded by the syndicate administrator that one or more syndicate members are genuinely non flying will this requirement be waived.
- 2.) All flyable gliders in the GHC hangar must have had their LGS facility fees paid.
- 3.) The year is divided into 3 periods. April – June inclusive, July – September inclusive, and October to March inclusive. The first 2 periods are seen as the main flying months, the last as the winter + late autumn and early spring when gliders occupying the GHC hangar are expected to do less flying.
- 4.) The cost for a single seater is £4 per week during each of the two "prime flying" 3 month runs - £52 total for a single period. For a two seater it is £5 per week - £65 total.
- 5.) The cost for a single seater during the 6 month "winter" run is £3 per week – total £78, for a two seater £4 per week – total £104.
- 6.) Flyable gliders suspended from the hangar roof beams are half price. However, the GHC committee has to agree that a particular glider is suitable for suspension – and this will just be for light single seaters.

- 7.) Hangar fees are payable in advance. Non occupancy of an agreed and accepted occupancy place will not normally qualify for a rebate. However, this can be waived by the committee depending on the circumstances.
- 8.) If a GHC member has been allocated a hangar space and has more than one vintage glider, then it's not permissible to switch between gliders without this being sanctioned by the GHC committee. It is recognised that circumstances may arise that warrant this, for example a glider gets unfortunately damaged and has to be removed for repair.
- 9.) Visiting vintage gliders may be housed in the hangar at the GHC committee's discretion subject to available space being available. The norm is that a charge will be made though the committee may waive this for very short (1 or 2 days) periods of occupancy. Otherwise £4 per week for single seaters, £5 pw for 2 seaters. Minimum granularity is 1 week.
- 10.) GHC owned gliders will not be charged for occupancy.
- 11.) Wherever possible GHC owned aircraft that are static exhibits will be hung from the roof of the hangar, this so as not to take up space on the hangar floor itself which is better employed as revenue earning space.
- 12.) Note trailers are not allowed in the hangar unless it has been agreed by the GHC committee which would require exceptional circumstances.

## **APPENDIX 4 – Qualifications for flying GHC owned gliders (and those made available to the GHC)**

The GHC owns a fleet of vintage gliders several of which are flyable as they have current CofAs and are insured, but not all can fly on the same day. The norm is that 7 or 8 out of the 15 potentially flyable gliders will be insured and have current CofAs. However, our agreement with the insurers is that only 6 may fly on any one day. Other privately owned vintage gliders may be made available by their owners. Airworthy and insured gliders of the GHC collection may be flown subject to the following conditions.

- 1.) You have to be a member of the GHC which is £24 pa, the membership year runs from the date the member joined.
- 2.) You have to be a member of the Lasham Gliding Society – this can be via daily membership.
- 3.) You don't need to be a member of the VGC (Vintage Glider Club) or the local Lasham VGC group.
- 4.) Flying GHC gliders is charged for at the rate of £2 per 5 minutes or part thereof for the first hour, thereafter £1 per 5 minutes up to 4 hours, and then free. Thus the maximum charge is £60 which requires a flight of 4 hours or more.

- 5.) Members can be approved for flying specific GHC gliders subject to their flying currency as required by the Lasham Gliding Society being maintained. Note to fly other than a LGS owned glider solo at Lasham it is a LGS rule that you have to have a minimum of a Bronze C.
- 6.) Being signed off has to be authorised by one of the approved GHC briefing instructors - Gary Pullen, Richard Moyse, Mark Wills, David Hopgood, John Brooke, and Jordan Bridge.
- 7.) The norm is all flying will be “local” to Lasham airfield. Cross countries may be approved on suitable days but only with the agreement of the duty GHC instructor. If a cross country is attempted then it is expected that a retrieve crew has been organised and the trailer readied.
- 8.) Note that access to the cockpits of both the Scud3 and Mu13-D3 is difficult for larger pilots due to both having overhanging leading edges. Consequently larger pilots may need to fly without a parachute to get into the cockpit, assuming that is acceptable to them.
- 9.) Privately owned vintage gliders may be flown subject to the above conditions plus the agreement of the owner/syndicate. Note minimum insurance requirements plus flying experience may be higher than for GHC owned gliders. If you know of a privately owned glider you would like to fly and want to talk to the owner(s) about the possibility, and don't have their contact details, suggested that you e-mail [enquiries@www.glidingheritage.org.uk](mailto:enquiries@www.glidingheritage.org.uk)
- 10.) Check requirements are likely to differ depending on whether you a flying member of Lasham or alternatively a member of a gliding club that flies from a different site. See below:

#### **FLYING MEMBERS OF LASHAM**

- A.) Likely that the member will be known to the approved GHC instructors.
- B.) Depending on experience and flying currency, including the launch method(s) to be used, a check may be required in a 2 seater (probably a Lasham K13).
- C.) A briefing on the GHC glider to be flown must be given by an approved GHC instructor before the member makes their first flight in it.

#### **VISITORS WHO ARE NOT MEMBERS OF LASHAM**

Gliders in the GHC collection may be flown subject to the following conditions. Normally 7 or 8 gliders of the GHC fleet are kept insured and with a valid CofA. Which ones these are can be subject to rotation. Currently (November 2017) they are Foka 4, Olympia 2, Olympia 463, Prefect, Swallow, Scott Viking, Steinadler, and YS53 Sovereign. Note the two 2 seaters (Steinadler and Sovereign) may not both fly on the same day because of agreement with the Lasham Gliding Society over facility fees. This might change in 2018 to can't both be airborne at the same time.

- 1.) You must be a member of the GHC** which is (currently) £24 pa, the membership year runs from the date the member joined.
- 2.) You must be a member of the Lasham Gliding Society to fly solo at Lasham** – temporary daily membership costs £10 per day but this is **ONLY** applicable to flying GHC gliders. Note the normal Lasham temporary membership also costs £10 per day and runs for 8 consecutive days. However, a visitor to Lasham can only have one of these a year.
- 3.) You must be a member of another gliding club.** Advisable that you have your membership card or logbook with you so that the LGS office can verify this. Note that Lasham has a reciprocal membership agreement with Booker and Southdown.
- 4.)** You don't need to be a member of the VGC (Vintage Glider Club) or the local Lasham VGC group.
- 5.)** Flying GHC gliders is charged for at the rate of £2 per 5 minutes or part thereof for the first hour. £1 per 5 minutes or part thereof subsequently up to a maximum of 4 hours. So your maximum charge (launch costs excluded) is £60 per flight even if it lasts for 6 hours!
- 6.)** The minimum insurance requirements for flying GHC gliders P1 are 200 hours P1 or Silver C. Minimum medical requirement is a valid driving licence. However, if you wish to fly P1 with a passenger then you must have a suitable medical certificate. Unless flying a LGS glider you must have a minimum of a Bronze C to fly solo at Lasham.
- 7.) The norm is that a site check will be required with a Lasham instructor flying in a Lasham 2 seater.** This may be waived if the member has flown at Lasham before else is highly experienced. It is expected that you are in current flying practice and you may be asked to supply your logbook to verify this. This is a decision for a Lasham instructor at the launch point. It is possible that the check will be in the YS53 Sovereign with a GHC instructor. Being checked in the YS53 is much more likely at weekends than on a weekday.
- 8.)** After satisfactorily completing a check flight(s) a briefing will be required on the GHC glider to be flown if the pilot has not flown the type before. Approved GHC briefing instructors are currently Gary Pullen, Richard Moyse, Mark Wills, David Hopgood, John Brooke, and Jordan Bridge.

**9.)** The norm is all flying will be “local” to Lasham airfield. Cross countries may be approved on suitable days only by a GHC instructor. If a cross country is attempted then it is expected that a retrieve crew has been organised and the trailer readied.

**10.)** There are a number of privately owned vintage gliders based at Lasham. You can view a list of these on the GHC website [www.glidingheritage.org.uk](http://www.glidingheritage.org.uk) – COLLECTION/GLIDERS. Several are kept rigged in the GHC hangar and it may be possible to fly one with the agreement of the owner(s). Note insurance requirements may be higher than for GHC owned gliders. If you know of a privately owned glider you would like to fly and want to talk to the owner(s) about the possibility, and don't have their contact details, suggest that you e-mail [enquiries@www.glidingheritage.org.uk](mailto:enquiries@www.glidingheritage.org.uk) .

**11.)** You can of course bring your own vintage glider to Lasham and if you intend to you need to liaise with the LGS office as flying your own glider does not directly involve the GHC.

### **QUICK CHECK LIST**

- A.)** Strongly recommended that you contact [enquiries@www.glidingheritage.org.uk](mailto:enquiries@www.glidingheritage.org.uk) to flag the fact you're intending to come to Lasham with the intention of flying GHC gliders. Absolutely vital if your intention is to fly mid-week – as it needs to be confirmed that GHC members will be on site to help. If there are no members available then the GHC hangar will not be opened. If OK you should receive a contact name(s) for when you arrive at Lasham. **VERY, VERY inadvisable to arrive “on spec”, especially mid-week.**
- B.)** On arrival at Lasham check that your GHC contact is on site. **Then immediately go to the LGS office and complete all the necessary paperwork and pay your temporary membership.** You need to show that you're a member of another gliding club.
- C.)** Note even if you flew at Lasham earlier in the year you must still sign up for a new temporary membership at the LGS office.
- D.)** Have your site check and get clearance to fly a GHC glider(s). Your GHC contact will be able to advise you here.
- E.)** Enjoy your flight(s)!
- F.) Pay for your flight(s)!** Make sure you pay for your launch fees before you leave Lasham. Note the LGS office hours, they are 09:00 – 17:15 April – September and 09:00 – 16:45 October – March.
- G.)** Desirable but not essential that you also pay the GHC flying fees before you leave. £2 per 5 minutes or part thereof for the first hour. £1 per 5 minutes or part thereof subsequently up to a maximum of 4 hours. So an absolute maximum flying fee of £60 per flight. You can write a cheque in favour of the Gliding Heritage Centre, put it in an envelope marked “Treasurer”, and pop it in the GHC mail box next to the LGS office counter. Alternatively mail it to the LGS attention of Julian Ben-David, GHC Treasurer.

## APPENDIX 5 – Fees for flying GHC owned gliders (and those made available to the GHC)

### OVERVIEW

Note that in the Articles of Association of the GHC the Objectives are stated as:

*“To advance the education of the public in the history of gliding, in particular but not exclusively, by the provision of a heritage centre and the preservation of historical gliders, artefacts and records which can be displayed”*

With this in mind the GHC owns a number of vintage gliders that are intended to be flying exhibits rather than purely static. Other vintage gliders which are privately owned will also be made available to the centre.

At the time of the last amendment to this document (2<sup>nd</sup> November 2017) the GHC potentially “flyable” gliders are :

- Steinadler MG 19a (1955) – insured and flyable
- MU 13D-3 (1956) – potentially flyable but out of CofA and not insured
- Abbott Baines Scud 3 (1936) – potentially flyable but out of CofA and not insured
- Slingsby T30 Prefect (1958) – insured and flyable
- Slingsby T45 Swallow (1967) – insured and flyable
- Skylark 3b “155” (1959) – potentially flyable but out of CofA and not insured
- Skylark 3f “BJK” (1961) – potentially flyable but out of CofA and not insured
- Olympia 2 (1959) – insured and flyable
- Olympia 463 (1965) – insured and flyable
- YS53 Sovereign (1974) – insured and flyable
- Zlin 24 Krajanek (1946) – potentially flyable but out of CofA and not insured
- Foka 4 (1963) – insured and flyable
- Ka3 - potentially flyable but not insured
- Viking 1 – insured and flyable
- As time progresses we expect the GHC will selectively add to the number of flyable exhibits it owns.

Additional points:

- a.) Besides being insured to fly the glider also needs to have a valid CofA. If in doubt check the placard in the cockpit or speak to a GHC committee member / approved instructor.
- b.) 8 gliders insured at the time of writing (including the Oly 2b being recovered).
- c.) Only one of the Skylark 3s may be airborne at the same time.
- d.) Only one of the Steinadler and YS53 Sovereign may be airborne at the same time for insurance purposes.
- e.) These rules may well be slightly amended in 2018. If they are a new version of this document will be produced.

Flying the gliders helps to preserve the knowledge of how to operate vintage machines (which often have quite different flying characteristics from modern gliders) and allows them to be seen in the air by visitors.

To keep these gliders in a flyable state incurs costs – Lasham Gliding Society facility fees, insurance, CofA, etc. The GHC committee believes that many GHC members will enthusiastically want to fly these gliders and therefore it is reasonable to make a charge for this so as to defray the costs that the GHC has to pay to keep them in a flyable condition.

### **ELIGIBILITY TO FLY GHC GLIDERS**

- You have to be a paid up member of the GHC. You have to be a member of the Lasham Gliding Society, though this can be temporary membership – applicable to members of non Lasham based gliding clubs. You don't have to be a member of the Vintage Gliding Club or the Lasham VGC group.
- Compliance with the conditions of Appendix 4 of the GHC Handbook.
- Special eligibility conditions, as dictated by their owners, may apply for non GHC owned gliders that are made available to the GHC to be flown by its members and subject to GHC supervision.

### **FLYING TARIFF**

- £2 per 5 minutes or part thereof for the first hour. Thus £24 for the full first hour.
- £1 per 5 minutes or part thereof for the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> hours.
- Over 4 hours free, so the maximum soaring charge for flying a GHC glider is £60.
- This applies to all GHC owned flyable gliders and the tariff is deliberately set to be simple and encourage flying.
- In a good soaring season we can reasonably expect to break even re the costs of GHC owned flyable gliders being met by the revenue they earn. Note there is no intention to earn net profit from flying the GHC owned gliders.

### **PAYMENT OF FLYING FEES**

- Flying fees due should be paid by cheque in favour of the “Gliding Heritage Centre”. Note the GHC has a mailbox immediately to the right of the Lasham office counter. Otherwise cheques can be handed directly to a GHC committee member who will ensure it is passed to the GHC Treasurer.
- Flying fees need to be settled promptly. It is not acceptable if the GHC Treasurer has to chase the debtor. Repeated offences and the GHC committee may well vote to ban the member from flying GHC gliders.

**Glyn Bradney, GHC Secretary, 21<sup>st</sup> March 2017**