

# Surrey & Hants

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## Introductory Notes for New Members

### Introduction

These notes are to try and give you some pointers on where to find out further information, what to do when things go wrong, and generally how to get along in the club.

### Sources of Information

Probably the most important place for information is on and around the S&H notice board. It is located in the canteen on the wall next to the bar. On it are posters and adverts, recent news, committee-meeting minutes, rules of the club, the fleet's flying requirements, the hirings poster and information about the location and serviceability of our fleet.

If you hunt around the notice board, you will find various goodies:

- Firstly, and probably most importantly, is the Red Book. This contains lots of useful information on all things related to the club, from the rules of the ballot to what to do if you break a glider.
- Next is the Defects folder. This is for use by anyone who finds a fault in one of the gliders or any of the equipment -but please, if you can fix a minor fault yourself, then please do so. Our Technical Officer is well overworked without having to deal with all of our little problems!
- Each of the gliders has a flight manual, which you are advised to read before converting onto each new type (not forgetting that you also need a good briefing from someone who has flown the glider lots - preferably an instructor).
- Lying around there are also some manuals on the instruments (notably for the L-Navs in the Discuses and Ventus, and the Westerboer in the DG300).
- A copy of the S&H rules (essential reading!) is also available from the office.
- There is also a folder containing various statistics about the club covering the last few years. It should make interesting reading!

### The Committee

If you ever wondered who the committee are and what they look like, their photos are posted on the S&H notice board. So, who are they and what do they do... ?

#### ***Chairman – Graham Garnett***

He'd like to be referred to as "Acting Chairman" as he insists he's only doing the job until someone else can be persuaded to take on the role; long term Lasham member, part of the fixtures and fittings around here and well known for his shy and retiring personality (not!). Until becoming Chairman Graham was Technical Officer, and continues to manage our insurance renewals and claims, and a great deal of the maintenance matters – C of As, repairs, inspections and the like.

***Treasurer - Richard Brewer***

Keeps tabs on the financial side, prepares a budget, controls the cash flow and generally makes sure we are operating on a sound basis.

***Secretary – Liz Wells***

Liz prepares meeting agendas, takes and writes up the minutes of the S&H committee meetings and generally keeps things happening as they should.

***Club and National Ladder - John Simmonds***

To John falls the task of getting recognition for the flying done by S&H members, by getting us to enter details of our flights into the “ladder” system(s). You’ll find his notices about the subject on the board. John is a member of Lasham’s instructing staff, and conducts weekly (mid-week) courses.

***Communications – Graham Prophet***

Writes the regular Club News paragraph for S & G, and also produces the occasional newsletter in which S&H members tell each other about their exploits.

***Flying Liaison - Pete Masson***

**Club Class World Champion** (in his DG101 “EKP”) and twice British Junior Champion (in our Discus). As the title implies, gets involved on the flying side, liaising with the CFI & flying committee. Younger brother of;

***Past Chairman – David Masson***

David stood down from the Chairman’s role in 2001 following an extremely successful five years in which the club went from strength to strength. Although he’s officially no longer on the Committee he still has the Club’s interests so much at heart he still gets a mention here. Continues to prepare the club statistics, and to organise the S&H team for the Inter-Club League.

***Hiring Management - Nigel Pocock***

Well, actually, looking after the glider hire requests and a whole bunch of other stuff, Nigel (self-confessed born-again biker) generally knows what’s going on.

***Committee Members;***

Who, despite having no particular job title, are nevertheless very active in looking after our interests and equipment;

***Ken Summers***

***Mike Rubin***

***Jeremy Anscorb***

***The North Downs Trust***

There are others who attend our committee meetings - the members of the North Downs Gliding Trust: Ann Welch, Chris Lovell, Ray Partridge, Alix Pentecost and Mike Roff-Jarrett. The North Downs Trust is basically there to oversee us – to make sure we manage S&H competently and that the committee doesn’t run off to the Caribbean with all the money. But they have a lot of experience between them, give us support and make a valuable contribution to our decision making.

Of course, just because you have a committee to sort the club out, it doesn't mean that they can do it on their own. S&H still requires a lot of help from club members, especially on the glider/trailer maintenance side of things. If there is ever any way in which you think that you can help out, don't be afraid to step forward and volunteer (please!). Any help is always welcome. From time to time job lists may appear on the notice board. These are typically things that members should be capable of doing, are too time consuming for the committee to do, or would cost us a lot to get done commercially. Please help!!!

## The Fleet

For the 2002 soaring season, S&H owns 12 gliders. These are:

- 2 Ka8's (CJM and 474)
- 3 Grob 102's (396, 398 and JZY)
- 2 ASW19's (SH5 and SH6)
- 1 DG300 (393)
- 3 Discus (397, 399 and SH2)
- 1 Ventus C (391)

We may also occasionally get use of other gliders – in the past we've borrowed a PW5 and an Astir. If there are any such "guest gliders" please look after them especially well (difficult, when we are already looking after all the gliders with the utmost possible care, but you know what we mean) and remember that they aren't ours!

The current requirements for each of these gliders are posted on the notice board. Before flying a new type you should read the manual, check with the CFI/DCFI and get a briefing.

The Ka8's, Grob 102's, ASW19's and DG300 are all kept in the hanger. The rest are kept in their trailers. For the purposes of getting the gliders out, it is always a good idea to try and reciprocate help with other S&H members (who you will no doubt get to know, especially if you go to the ballot). Sometimes it may seem not worth the effort to get the gliders out, because there is nobody you know around to help you. **Don't be afraid to ask!** There is nearly always someone around who is willing to help get a glider out. You may have to help them with their glider or buy them a cup of tea, but it is always worth asking around.

In S&H, we like our gliders to be treated well. If you have never rigged or derigged a particular glider, then always get someone competent to show you – and not just once!. In the past people's carelessness and lack of know-how has caused a lot of unnecessary damage. **Don't be afraid to ask!** When it comes to the end of the day, always wash the glider (taking particular care to remove any traces of bugs on the leading edges of wings and tailplanes) before putting it back in its trailer or in the hanger. If you're a recent convert to gliding you might be thinking, "can the odd squashed fly really matter and affect the flying?" Yes, they can! – and it's just good practice in any case. Most of the gliders that live in the hanger now have wing, tailplane and canopy covers. Please find them, re-unite them with the correct glider if necessary, and put them back on when you put the glider away. They are our first line of defence against dust, grit, and crow guano.

Finally, if you are the last person to fly one of the gliders (and have not officially handed it over to someone else), you are responsible for making sure that it is dealt with at the end of the flying day. It would be unfair for you to inflict your responsibilities on other, more responsible

members of S&H, Lasham or it's staff. To help remind you, there are "End-of-day Checklist" posters above the S&H battery chargers and opposite the parachute room.

## S&H Equipment

There are various other bits of equipment you will need before flying the gliders:

- **Parachutes** - these are found in the parachute room opposite the door. Each parachute has its glider number on it, and there are also a couple of spares in case one is being repacked. If you find a parachute that needs repacking, please take it to the office. Always keep the parachute in its bag the parachute is in its glider keep the bag with it. At the end of a days flying, please replace the parachute in its bag on its shelf in the parachute room.
- **Batteries** - these are found attached to the battery chargers in a metal cabinet in the north-east corner of the main hangar.  
Some gliders have one battery, some have two. Please make sure that they are replaced at the end of the day, are put on charge and don't go home in your car!
- **Tow-out Gear** - there are various pieces of tow out gear for the glass gliders. The tail dollies for each of the gliders should be kept with the gliders when they are in the hanger or trailer. If the glider has a tail dolly (all do except for the Ka8's) then please use it. There are also some tow out bars and wing dollies (which you need to be careful with), which are kept either in one of our trailers or the front of the hangar next to the Battery cabinet. Straight after towing out, please return ALL of the tow out gear to where it belongs - it is very frustrating to have to go on a treasure hunt before you can move your glider in the morning - especially if it is in the boot of someone's car!
- **Barographs** - these are kept in the parachute cupboard. We now have EW electronic barographs sufficient for most of the fleet, supplemented by the old-fashioned wind-up, smoked foil barographs – still perfectly serviceable. If you win a glider in the ballot on a potentially soarable day, then we like you to prepare a barograph, even if you don't want to use it. There maybe someone who wants to fly the glider after you and do a badge flight! If you have never used one before, then it is probably best that you get someone to show you how.
- Both types are very expensive to replace, and following a couple of losses we have had to insist on a signature for each of the EW's taken out (signed for on the ballot sheet). When you hand over a glider to another member and get a signature in the hand-over book, you must include the logger in the hand-over. If you don't follow the procedures you will be held accountable! EW's run either from the glider batter or independently from an internal 9V battery. If you a using them in this mode, a battery check (done via a PC, find someone who know how) is a sensible part of the DI routine (it takes less time than smoking a clockwork battery). You wouldn't want to risk that 5hour claim because the logger died after 4hours!
- Of course, you can still make badge claims with photographs and all of the gliders have sockets that double as GPS and camera mounts. If you are going to need one often the best advice is make your own camera mount.
- **The Trailers** - these are very important to the well being of the gliders. If you believe one of them to be unserviceable (e.g. one of the wing holders doesn't hold the wing securely), then feel free to try and make it serviceable. If this is beyond your capabilities, then please make a note in the defects book and try and tell a committee member. Whatever you do, don't drive with an unserviceable trailer -it can get horribly messy!
- **The S&H Cupboard** - This is where we store odds and sods for general maintenance, such as trailer bulbs and battery connectors. Generally, we don't like people to delve into the

cupboard, but if you do need (e.g.) a bulb for a trailer, then there is a key available in the office.

## **Getting to Know Other Members**

S&H often gets accused of being an unfriendly club. This is not really true. However, as with Lasham, we are a big club, and sometimes it can appear unfriendly because there are so many different faces who 1) you've never met before and 2) all appear to have known each other for ever. The reality is that 1) is probably true, 2) might or might not be true – but neither matters. If you actually try talking to other people (the ballot is a good place to meet people) they are normally quite happy to converse with you, and even happier if you help them rig or get their glider out, a favour that will invariably be returned.

## **The (Dreaded) Ballot**

The ballot is our way of allocating gliders fairly on days when there are more people than gliders available. It may not seem so fair if you are the last one out and don't get a glider. We have experimented with variations, and may do so again, but for now the standard ballot applies. Like someone once said about democracy, it's a terrible system, but all the others are worse!

- Each day before 8am, you should turn up and put your name on the ballot list, and pick one of the plastic chips (generally the one with your lucky number on) and put it in the hideous green box, the number of which you write against your name.
- At 8am (according to the clock in the canteen -as long as it isn't too far out!) the ballot begins! The first person's number to come out of the box gets first choice on a glider and so on.
- It is generally expected, especially when it's busy, that you take the highest-ranked glider available for which you are cleared and current. Taking a group 1 glider because you can't be bothered to rig a Discus, and depriving a less-experienced member who has no choice in the matter, is "poor form". This isn't a rule, but it could be proposed as one if members found it necessary.
- If you want a glider which has already gone, then you can opt to go on the reserve list, so that you can have first dibs on the next glider to become available.
- If you win a glider, then this gives you first priority on it. If you subsequently decide that you aren't going to fly, then tell the next person on the reserve list.
- The ultimate rules of the ballot:
  1. keep it friendly!
  2. make the best use of the gliders. If say, you are planning a cross-country, and don't plan to launch until 1 pm, then offer your glider to someone else while you go off and mark your maps. Likewise, if someone has given you their glider and wants to launch by 1 pm, then keep your side of the bargain and make sure that you are back on the ground by 12:30pm. Again, if you are likely to be back reasonably early from your cross-country, then see if there is anyone else likely to want to fly the glider before you put it away.
  3. remember- if you stick to these basic rules, then people are more likely to want to help you out and get you to fly.

## **Hire Requests**

From time to time, you may wish to hire a glider from the club, whether for a soaring course, competition or an expedition to another site or just for a week's flying. If you have opted for the Unlimited Flying membership deal, then you are entitled to five days (normally Monday-Friday) hire as part of that. All hire requests, including unlimited deal days are at the discretion of the CFI and club committee, who will always try to balance the club aims of enabling its members to "do stuff" in club gliders, with the need for fleet availability on-site. During the week, there is not normally a problem with hiring a glider, but at weekends (especially during the summer) we try to keep hiring to a minimum (generally only for competitions - but exceptions may be made) in order to maximise the number of gliders available for the ballot. If you want to hire a glider, all you have to do is ask for a hire request form from the office and hand it back filled in, for the committee to consider.

## **Competitions**

Each year at Lasham there is at least one major competition. Also each year is the Junior Nationals. There are often more hire requests for these two competitions than there are gliders. A draw may be made to see who gets what gliders. These hire requests will need to be in by a certain date (see notice board and newsletters). Remember you will also need to have applied for, and been awarded a place in, the competition itself.

You could also consider entering one of the other regional or national competitions held at other clubs through the year.

## **Going Cross-Country**

In S&H, we are very keen on getting people to go cross-country (provided that you are current on type and are appropriately qualified, of course!). If you ever need a briefing to go cross-country, then please find someone capable of advising you sensibly (an instructor or experienced pilot) and ask for one. Early on in your cross-country career, until you are "signed off" you must get this briefing. As long as they aren't too busy preparing huge flights of their own, they should be only too willing to help you.

Before you leave on your cross-country flight, you should always check that the trailer is roadworthy, and make sure that you have an arrangement with someone who can retrieve you should you land out (it pays to try and make friends!). In the Lasham training scheme (see below) you get a comprehensive check-list to keep you right.

If you are a beginner in cross-country flying and want to learn more, then we highly recommend the advanced soaring courses which Lasham run, and we are keen on hiring gliders for this purpose. You should think about this early in the year and get your name down on a suitable course and apply to hire a suitable glider.

## **Insurance Waivers**

By now you will have filled in a membership form, and you should have noticed that you can opt to pay the optional insurance excess waiver. We very strongly recommend that you pay this small amount, but it is not compulsory. The idea behind this is to build up a fund to cover

the cost of excesses or repairs should you damage a glider. If you choose not to pay this, then the committee may have to ask you to pay the insurance excess or repair costs. The insurance waiver is automatically included in the Unlimited Flying Deals.

## **The Unlimited Flying Deals**

These deals have been in place since 1998. They have proved an out-and-out success. They were set up to encourage people to fly more (and cheaper) and provide the club with a certain level of security in our income.

All the deals include membership, 5 days hire (which you can use for a course, towards a competition or for a week off), the insurance waiver and unlimited casual flying where you pay no additional soaring fees. For more details, see the S&H notice board.

If you are considering applying for one of these deals, have any questions or would like some guidance on whether they would be worth it for you then please contact one of the committee for a chat.

## **Get Involved, It's Your Club!**

As has been said before, although the committee members are there to run the club, they have lives of their own too, and so ANYTHING that you can do to help would be much appreciated. You could also consider standing for election to the committee.

From time to time we may organise unofficial club get-togethers. They are an ideal opportunity to meet the committee and other members.

At the very least, we do like to see as many of you as we can at our AGM which is held every Spring, and hear your views and ideas on how to run your club the best we can.

## **The End Bit (at last!)**

We hope this gives you a bit more of an insight into the club and how it works. Remember, if you ever have any questions, ideas or comments (we love feedback when we get it!), then please feel free to contact one of the committee. The possible ways to do this are: speak to us, phone us, email us or hand a message to the office, and they will put it in our pigeonhole.

If you have not filled in the "New Member Questionnaire" then please do so.

*Originally written by Peter Masson, Feb 1998.*

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