

BANNERDOWN GLIDING AND SOARING CLUB
ROYAL AIR FORCE COLERNE

NEWSLETTER No 1 JANUARY 1961

This, the first of a series of newsletters, has been produced just at the right time to wish all our members a happy New Year and the best of gliding for the coming season.

The idea of the newsletter is to publicise the club's activities, and to provide means of letting all members know what is going on. As this will be displayed on notice boards around the unit it would perhaps be advisable to a few facts about membership.

The club is open for membership to all ranks and their families serving at Colerne, Melksham, Hullavington and South Cerney. The membership fee is £2.10.0 per year or 5/- per month for all ranks. Melksham and South Cerney both pay block membership fees to cover all of their members, and personnel from these stations are not required to pay subscriptions. A launch fee of two shillings per flight is charged for each launch. Full training is given in all aspects of gliding and ground handling, and it is normal for a complete novice to obtain solo standard in about thirty launches, many require less, depending on aptitude. The club flies every Wednesday, Saturday and Sunday, weather and power flying permitting. A most important feature in the running of the club is the attendance on Tuesday nights which is devoted to servicing the aircraft and ground equipment. Attendance at these evenings is essential, as the pupils allocation of flights largely depends upon the keenness he shows in assisting with the many jobs required to keep the club going.

Launches and Hours Flown

Since we started flying last August we have made 689 launches and clocked 55 hours and 55 minutes. In October we were seventh on the list of overall flying effort for the whole of the RAFGSA, which is a creditable performance, considering that we are still in the initial stages of organisation. However with another tow car and two cables in use we hope to double the monthly launch rate from now on.

Certificates Gained

We did not expect to break records in this respect as so many of our members were completely inexperienced but the following B Certificates were obtained: Fg Off Taylor, Flt Lt Smyth, Mr Hutchings, Brian Campbell and Roger Perin (the latter being our youngest member). Although we have several airmen members coming up for their first solo flight, the main reason for the lack of such names is the lack of persistence in attending at every opportunity. With better weather and much larger flying lists coming up, if continuity of training is required one must be prepared to sacrifice quite a lot of time to get the requisite number of launches in.

Aircraft

Our fleet consists of the following:

Oly 2B	High performance sailplane
Eon Baby	Intermediate performance sailplane.
T31	Two seat trainer.
Tutor	Single seat trainer.
Cadet	Single seat trainer.
Sedburgh	Side by side two seat trainer (Being collected 27 Jan)

We also fly a privately owned Olympia, and may have a further Tutor under private ownership.

Ground Equipment

Our vehicle fleet is also growing, and we now hold two Humber tow cars, an Austin 7 retrieve car, a Ford Mercury glider retrieve car and two trailers.

Interesting Flights

Since we have had the Olympia a certain member who shall be known as ‘Cyril Stratus’ has been walking around with a barograph tucked up his jumper. But although enough hot air normally rises off the unit to thermal a Hastings, our Cyril has not been too fortunate in lift, and has been unable to get enough height to make that goal flight to Hawkinge. However in spite of the weather some pretty good flights have been made, and even the old T31 has been urged to reasonable heights. To quote a few:

25 th September	T31 Plt Off Prince and Cpl Barnard to 2800ft for 30 minutes.
25 th September	T31 Plt Off Prince and R Perrin to 2100ft for 28 minutes.
6 th November	Eon Baby Mr Mealing to 2400ft for 38 minutes.
6 th November	Olympia Plt Off Prince to 4600ft for 56 minutes.

These flights are particularly notable in view of the foul weather that we have been experiencing lately, and we look forward to some startling performances in our Oly when the thermals get cracking.

Tuesday Nights

As mentioned previously Tuesday night is the ‘graft night’ and attendances in the past have been particularly disappointing. For the chaps who do come up and get their hands dirty we are running a flying priority roster, and attendances will be assessed for allocation of flights. This is only fair as there is always a considerable amount of work to be done, and all members are expected to help. If you do come up please come suitably attired, otherwise your ‘zoot suit’ will suffer.

Payments for Flights

We have considerable trouble collecting money for flights as many members forget to pay and nip off home. It is essential that you pay for your flight immediately you land – this will help the timekeeper and treasurer in sorting out the day’s takings.

Items for Sale

The following are for sale and can be obtained from Flt Lt Perrin:

RAFGSA Handbook	6d.
Air Law	1/-.
Log Books	2/- and 4/-.
RAFGSA Ties	17/6d.

Petrol Economy

We were rather unfortunate last year in exceeding the fuel consumption rate of 3 launches per gallon, and we missed out on some 61 gallons when claiming Customs Duty Rebate, which cost the club some £5. There were unusual circumstances which caused this high consumption, but all the same it must be carefully watched in future and the utmost economy in the use of club vehicles must be exercised by all drivers. New techniques for launching are being evolved which should give us at least 6 launches per gallon.

Duty Crew

The time has now come when we will require to detail a Duty Crew, and lists will be published in the Clubhouse. We do not wish to make this too rigid, but if you can not make it on the day you are detailed, please try and find a stand in.

Meetings

A committee meeting is being held later this month which will be followed by a General Meeting, dates to be published later. With the start of a new year, and with ever increasing equipment, quite a lot of planning will be required to obtain maximum flying effort. Please make a point of attending these meetings as there will be many important points to discuss.

BANNERDOWN GLIDING AND SOARING CLUB
ROYAL AIR FORCE COLERNE

NEWSLETTER No 2 APRIL 1961

Apologies are made for the repeat of certain information published in the last newsletter, but so many enquiries have been received regarding membership, that the Newsletter has found to be a convenient means of passing this sort of information.

Membership

The club is open to membership for the following personnel:

Ordinary Membership

Any member of the RAF or WRAF on the active list and members of their families, over 16 years of age.

Affiliated Membership

Any member of the Royal Navy or Army on the active list and members of their families, over 16 years of age.

Associate Membership

Any member of the active reserve of the RAF, R N or Army; including ATC gliding instructors, A M civilian employees, members of the ATC and CCF and members of their families, over 16 years of age.

Special Membership

For civilians only. Strictly limited to 5% of total membership (regret all vacancies are filled at present).

The membership fee for all but Special Members is 5/- per month or £2.10.0 per year. Launch fees are 2/- per launch. Special Membership fee is £5 per year, with launch fees at 2/6- per launch. All members must produce a certificate that they are medically fit for gliding before acceptance.

Whilst basically serving the local RAF units of Hullavington, Rudloe Manor, Melksham and South Cerney, we would welcome membership from local ATC and CCF units, and units of the other services.

One word about membership for those not familiar with the gliding world. We carry no rank element. This is essential for airfield and flying discipline, where the Duty Instructor and Duty Pilot have to be nominated on their experience, and not rank. Another point to bear in mind is the amount of work required behind the scenes to keep the aircraft, vehicles and club organisation on top line. A good club member is a chap who will work willingly for six days per week, for the pleasure of a flight on the seventh day. Of all sports, gliding is the one which requires the utmost team spirit from every single member, no matter what his particular ability.

Aircraft and Equipment

We now have our full fleet which consists of a Sedburgh two seater, T31 two seater, Tutor single seater, Eon Baby single seater, Olympia single seater, and a Cadet Mk1 single seater which requires a considerable amount of work before it will be flyable.

On the MT side we have three Humber 27HP tow cars, an Austin 7 retrieve vehicle and a Ford V8 car for glider retrieve. This will give some idea of the ground tasks that we have to cope with.

Accommodation

We have been extremely fortunate in having use of an excellent hangar, and club building, the latter consisting of office, bar, and workshop.

Flying Effort

Our flying effort is steadily on the increase as we evolve more efficient techniques, and the better weather comes along. Our launch rates since January have been:

<u>Month</u>	<u>Launches</u>	<u>Hours</u>
January	175	13.42
February	205	16.32
March	478	42.31
April (to date)	338	21.32

During this period our first lady member went solo, Kathy Fielding gaining her B certificate. B's were also gained by Pat Patterson, Dave Ives, and Paddy Stevenson, the latter being the first nucleus of our airmen members to start climbing the ladder to higher achievements. We hope to see more on their way up in the very near future.

John Prince, who has been threatening to desert the airfield for some time now, at last found the right conditions, and disappeared into the blue, landing at Old Sarum having gained his Silver C height and distance certificate, with a height of 8,200ft and a distance of 52.5 kilometres.

Although we have seen a few strange gliders soaring over the airfield, our first visitor a Skylark from Nympsfield landed off cross country, on 19th March.

With the thermals popping off daily, we should now gain quite a few 'C's in the next few weeks, and it is obvious from the number of times that the trailer lights get checked, that some of the boys will be away on cross country before long. Mysterious markings on club charts have, after investigation, proved to be pubs, rather than landing areas, but as we know, all pilots must be sympathetic to their retrieve crews.

Bannerdown Trophy

A very nice cup has been presented to the club by Mr Daniels. This is to be awarded annually to the novice showing the best flying progress combined with effort on the ground. The 1960 award has been made to Frank Perrin, one of the founder members

of the club. It is hoped to hold a social evening on 20th May for a get together, and the presentation.

The conditions laid down for this cup gives every novice member a chance of gaining the award, by his effort as a good club member, rather than being a brilliant pilot.

Flying Programme

The club flies on Wednesday afternoons, Friday evenings, Saturday's and Sunday's, when power flying permits. May should be our most active month, as it is p[ossibly the best 'thermal popper' of the year.

Social Activity

We would like to build up the social side of the club, as we have the facilities (and certainly need the money). We would like a volunteer to run the bar, and if any of the wives who have kindly given their breadwinners 'pink chits', would care to avail themselves of the magnificent cooking facilities behind the bar, and knock up a few snacks for the ever hungry aviators over the weekends, we would be extremely grateful. We would also appreciate talks, lectures, or film shows concerning all aspects of gliding from any of our members.

General Activities

There are many jobs in the club which are vacant, and volunteers are required. These together with the present Committee Members are as follows:

Chief Flying Instructor	Flt Lt Meddings,	114 Sqn.	Ext 298
Secretary	Sgt Bush	36 Sqn.	Ext 293
Treasurer	Flt Lt Perrin	EPAS	Ext 226
Civillian Rep	Mr H Daniels		

FLY WITH
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GLIDING CLUB

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

NEWSLETTER No3 – JUNE 1961

The May mixture did not include much rain, on the other hand over development in favourable conditions has not given many soaring days – except, of course, when we are at everyday tasks and ‘humulis’ floats by the hangar doors are locked.

Nevertheless we continued our good progress with 561 launches and 74 and quarter flying hours during the month. A and B certificates were gained by Bob Cockerill, Brian Chaplin and Alan Bush, and our CFI’s lady, Ann Meddings (who said husbands should not teach their wives, but then we shall never know what happened up there!!). C’s were achieved by Frank Perrin, Brian Campbell and your scribe. A height of 4300ft gave Gordon Mealing his Silver, and 10,700ft a Gold height for Plt Off Prince. Mistress Tutor has been fallen upon, disrobed and dismantled, overhauled, and is now ‘recovering’ soon to return to duty and the embrace of the newly fledged. Total energy variors have been fitted to the T21 and Eon Baby, and the pilots now regularly report red and green spots before the eyes. Post-solo training continues with side slipping, soaring and instrument practice, and the T21 is frequently inverted as Plt Off John Prince conducts graduates in their first loops. Extra keen types Paddy Stephenson and Bob Cockerill went off to live under canvas at Lasham for the Nationals to crew for Ron Dunn (Oly 460 League 1). Their longest safari was 420 miles to Tregony, Cornwall and back, from whence they returned at 6am, the next day, which was not a rest day. A minor shunt modified their tow car and an Armstrong Siddeley, and they finished the week featherbedded in a borrowed Austin Westminster. Dave Ives also joined the circus and did sterling duty with the operations squad.

Every single member is delighted to know that Flt Lt Frank Perrin was awarded the Harry Daniels trophy for 1961 as best all round novice of the year. Frank has done more hard labour than any of us on the deck; our present standards of serviceability and comfort are largely due to him and we shall be sorry to see him posted – but then Harrogate is a portal to the better things we all wish for him.

By accident, design or attrition, one tow car has become almost Grand Prix. The goggled, bone domed driver behind no screen, practically no body, a healthy exhaust and high power/weight ratio combine to give colourful site and sound to our launches. One glance at the drivers determined mien and our left hand hovers closely above the yellow knob.

During the month we welcomed an ATC unit with their own Primary glider; 4 members from Melksham, S/sgt Antley, Upper Heyford, Cpl Bunker, Andover, Cpl Bullock, Henlow, Sqn Ldr Boyer, Swinderby, Major O’Hagan, Wessex TA Centre

and Mr Humphreys HMS Royal Arthur; also members from Hullavington; and we look forward to their continued attendance.

A small thermal popped off in the club room on Saturday 20th, after flying and developed nicely during the comprehensive evening when we saw 'Tub Collin's' Bannerdown film again, and rolled in the aisles. After respectable development however, time was called before nimbus could grow or 'thunderheads' appear.

Altogether a happy month and we look forward to increased endeavour in scraping certificates, seeking Silvers, gleaning Golds and what about a Diamond or two from our Archangels, just to make sure that the 40,000 ft barograph does really work.

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

NEWSLETTER No4 – AUGUST 1961

It has been suggested that there is not one weather god, but two – one for weekdays and one for weekends; we think the weekend one must have a terrible liver or is it true that there is always more lift on Mondays to Fridays inclusive! Be that as it may June and July produced 767 launches and 85 hours 15 minutes and the last 3 weekends proved reasonably soarable.

Early June saw the departure of the founder member Plt Off John Prince (the original Cyril Stratus). He was posted to Ballykelly where North Atlantic depressions are required to orbit before occluding in an easterly direction. John writes to say his new club, the RED HAND (!) has not yet flown although formed in 1958. If we know J.T.P. they will be in the air in a very short time – at the double – having now the aircraft, the instructor and 130 members. We remember John's extraordinary energy and organising ability and the high standard he set himself and us and we wish him every success in his personal endeavours and service career.

The temporary absence of Mistress Tutor resulted in a sudden access of popularity for Madame T31, for solos. The old lady was urged into the air at extraordinary angles with grim determination to wrest the last foot from the groaning cable. However on July 2nd when in the hands of strong man Sid Bush it was the tow car floor which gave up the struggle and for several moments Sid and Madame had a whopper on the end of their line, before hooking off. Such unaccustomed activity was evidently too much; she retired to the hangar while Miss Tutor in snazzy scarlet and silver ensemble reappeared to the delight of all. on test in the hands of Flt Lt Keith O'Brien she accomplished a brilliant pas de deux of exactly one hour, with exquisite thermalling and the newly fledged were shown that it can be done

During the period A and B Certificates were gained by R V Taylor, J Taylor and our youngest member M Yates. C's were flown by Kathy Fielding, R Perrin, B Collins, J Taylor and M Stephenson. While the aforementioned John Prince said an appropriate farewell on his last day by soaring the Oly and Sedbergh to respectable heights before conducting the T21 to 4,400 ft in the course of an hours flight.

Previous newsletters have made reference to the overriding requirements of power flying at Colerne. Accustomed to the sight and sound of Hastings activity we stood on Sunday 2nd July in awe and silent prayer as one by one they took off for parts unknown. We wished them and their crews a long and happy detachment but six of the poor chaps are back already.

During the period we have had an increase in membership and have been glad to have with us as visitors two REME members from Devizes, four UAS from Edinburgh and Nottingham, four airmen from RAF Locking and Mr Wheeler 93 ATC Sqn, Bath.

On Saturday 22nd July we welcomed with great pleasure the one and only John Willie – Sgt J S Williamson, National Gliding Champion – who came to categorise Alan Yates. We are glad to have Alan’s membership and experience – he flew his first solo in 1938 and his silver in 1949. Since then over some 300 hours he has flown many aircraft types, taken part in championships and contributed to national gliding affairs.

Recently we were taken aside by a visitor after he had enjoyed his first turn with a demand for a sure fine formula for the C Certificate. This is of course the sole prerogative for our hard working and very able instructors but after considerable research we humbly offer the following.

$$\frac{C = (DI + TLP + LG + CA)}{CMLS.F} \Rightarrow 900$$

Where:

DI	=	Daily Inspection
TLP	=	Tow to Launch Point
LG	=	Good Launch
CA	=	Co-operation from all.
F	=	Fumble Factor

HOW IS YOUR ‘F’?

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

NEWSLETTER No5 – OCTOBER 1961

Summer madness seems to have passed us by, but progress has been maintained and in the full gamut of the weatherman's repertoire we logged 726 launches and 84 hours in August and September.

During the preceding two months we missed the presence of our CFI Ed Meddings who was driving Hastings aircraft in foreign parts, but he returned at the beginning of August to declare a gold triangle the following week. Sad to relate however he did not bring back enough tropical air, and with a hard scrape, marginal conditions put him down after 45 miles. We also missed two other friends, the Perrins – per at fils – who left in typically modest fashion on posting to Harrogate. We have already said a sincere thank you to Father Frank for his work with us; son Roger was a gliding type in the real sense of the word, who did far more than his share on the deck, labouring many long and dirty hours to ensure tow car serviceability for us all. However, Roger said goodbye in fine fashion by soaring the Eon Baby for 1 hour 1 minute and we wish him the best luck in the future.

Recent pages of the flight authorisation book make interesting reading and we are glad to record A & B Certificates by G Millington, D Werb and J Whelan and C's for R Patterson and B Chaplin. On August 7th Alan Yates declared Great Yarmouth and missed by only 30 miles. This effort brought forth a dramatic headline from our Bath and Wilts Chronicle – 'Pilot's lone struggle amid clouds' with equally interesting description. Alan later told his own story on the BBC Home Service, but the one we should like to hear unexpurgated would be that of Brian Campbell and Co. The retrieve crew, who needed radar for the last 40 miles of their night retrieve and ran out of fuel and sparks at the guardroom at 05.30 am. Later in the period Alan found really good conditions and flew Upavon and return in 2 hours 8 minutes.

There was a Committee Meeting on 25th September, and among other business the following matters were decided:

Review of launch, flying and retrieve charges.

- a. Launch fees. ordinary and affiliated members and youth members of the CCF and ATC 2/- per launch. Other associate and special members 2/6- per launch
- b. Flying fees. maximum charge per flight £1.

- c. Retrieve fees. officers and their families and civilians in all categories of membership 6d per mile for the first 100 road miles and 4d per mile for subsequent mileage. Other ranks and their families ATC and CCF cadets 3d per mile.

It is some time since we wrote about the charges for flying and we feel it should be said again that a launch fee of only 2/- is extraordinarily cheap. In civilian clubs the charge varies from 4/- to 8/6 there is no doubt that gliding in the GSA offers a wonderful opportunity to fly at negligible cost and we should like to see even more members from the stations we serve.

Our equipment has continued in full utilisation; the Austin 7 was broken up and a motorcycle substituted for cable retrieve. Subsequently this caught fire and pending its repair a Morris Minor does good service. A most impressive looking Rover has just been presented to us, but we have not yet time to try it out. The Eon Baby is back from the menders after having a heavy landing and is awaiting a major inspection. It is hoped that the breakage of runway lights will now cease with the provision of packaging, temporary, resilient, protective, circular (old tyres). If this is effective it will enable us to return to the main runway operation and thus get maximum height on launches in the prevailing wind direction.

During the period we have had a number of visitors and many applications for membership including 2 more from Locking. We are particularly glad to have Sqn Ldr Max A Bacon, Cpl Bill Longley and Cpl Warwick Fleming with us as members as their wide gliding and instructors experience will be of most value to the club, affording the membership an even higher standard of help and instruction.

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

NEWSLETTER No6 – DECEMBER 1961

It seems from Phillip Wills' new book 'Where No Birds Fly' that Tuesday is the best day of the week for gliding. At first this news confused us more than somewhat for we were firmly convinced that Monday had it by a large margin, but then the penny dropped – the Tuesday rule takes care of Bank Holidays! Notwithstanding Tuesday's, clamps and early dusk we observed Prince Phillip's digital dictum by clocking 24.5 hours and 319 launches in October and November. This could have been better but our Sedburgh is away being mended, soon to return we hope, when your scribe will emerge from deep disgrace and the aviators from plaster jackets.

During the period personal achievements were fewer than usual but on 29th October Steve W-F angled for 40 minutes and 51 minutes in the Oly returning with graphic description of the gold fish that got away and making muttered reference to battery trouble. November 25th was a good day for Kath Fielding who is a slim 8 stones. On the word from Bill Longley she had much advice and many offers of help in donning the parachute preparatory to her first flight in the Eon Baby, seated on a thick sponge cushion, backed by three blankets and carrying a pocket full of spanners.

However it is a great pleasure to report that activity on the deck has increased, with majors and minors carried out by our proud new J/T Paddy Stephenson and his helpers, while Vince Griffith, Bob Cockerill, Brian Campbell, George Millington and Percy Hoyle have slaved away at the MT. Now with the addition of a Ford V8 our tow cars are in triplicate and the Rover with healthy exhaust is operating on cable retrieve. At a recent instructors meeting opportunity was taken to review operations generally and a new duty roster will ensure an early start to flying. It was also decided that each student should carry his logbook at all time to be presented before flight so that progress can be noted. This will be a great help to students, ensuring good continuity in their instruction.

Another set of notices on the board promises interesting activity as expeditions are to be arranged for ridge experience, while a small band of hardy souls has opted for a week at the Long Mynd on Wave Safari. This commences on January 1st when no doubt long underwear and parkas will be the order of the day.

Our Committee has been reshuffled and new office holders are: -

President:	Air Vice Marshal P Wykeham
Treasurer:	Sqn Ldr Max Bacon
Asst Technical Member:	J/T J W N Stephenson

After Christmas festivities we hope that all members and those readers who have been thinking about it will make a New Year Resolution to start serious training. Take our tip – THIS is the time to get cracking. Steady flying in January and February with a progressive programme will ensure you will be ready to soar in the spring and take advantage of what are often the best conditions of the year.

**DAZZLE YOUR FRIENDS THIS CHRISTMAS
BRUSH UP YOUR GLIDEN VOKKABULARIE....NOW!**

Recently we attended at great expense, a highly scientific symposium on gliding held in the Neimotorflugelplatz at Prangd, in the Keitz Mountains. In advance of the papers which will doubtless be circulated we offer members the following glossary (to be learned by heart before their next flights!)

CFI	Ein Obergruppenglidenfuehrer fur Klotz.
Towcar	Das Upflingerwagen.
Winch	Das Standenjerkeupflingermaschine.
Bat	Das Fingerautensein.
Bungey	Das Gummiautflinger mit pattenbacker und bestoflucken.
Small Cumulus	Das Liftenkeinderklaud.
Cumulo-Nimbus	Das Guldenseeupflingerklaud mit halengrosserbumpenlaundkrakker donner und blitzen.
Control Column	Das Puschenpullen und Schovenwerke.
Pilot in Crash	Ein Schweinhundsadder und weiserklot.
First Solo	Das Kleimendeivenweevenfurstbumpensitz mit Laudscheer.
Cable Break	Das Weirschnapps mit Kursenwaren.
Landing Out	Das Unterschootenscheerbadluckensitz.
Blind flying	Das Neinpeepergliden mit Turnenschlippengessenklok.
Navigation	Das Hittenmissenfingerkrossenschteerenwerk.
	Not forgetting the important:
Clubhouse	Das Beerundleinschootenhaus.

We wish you all much happiness this Christmas and lots of uplift joy in 1962.

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

NEWSLETTER No8 – FEBRUARY 1962

Please be not misled, gentle reader, by the colour of our heading even though we do have Irish connections and it is St. Patrick's Day next month. To check your colour vision be sure to buy the next and subsequent issues.

In our first full calendar year of operations ending 31 December we flew 383 hours from 3797 launches and gained 17 A, 17B and 10 C Certificates, 11 Silver and 1 Gold Leg; total cross country miles 300.

The launch total in 1960 was exceeded by only two GSA clubs and it will be interesting to see how we compare for 1961. Our flugelmeisters have set a target this year for 5000 launches and if the weather gives us half a chance we shall achieve it. Perhaps the only imponderable is the station power flying requirement but a few lost hours on that score is small enough price to pay for the opportunities to pursue our sport and the facilities at our disposal.

The last two months have seen the nadir of our aerial activity for which celebration and precipitatch must share the blame although maybe the January sales cost us a launch or two. Nevertheless it was certainly a pleasure to see a number of new members after Christmas. These are obviously wise and wily birds who will be ready to soar with the swallows and we congratulate Major O'Hagan, the first with his A & B.

In the last week of January we employed a new launching procedure (here's the commercial) – copied from the Cornish GC with acknowledgements – and find that our launches are the smoothest and the best ever, with if anything an improvement in the rate.

Lack of VMC however has been no deterrent to our hardcore; the Oly has been majored and the T31 refurbished. Tow cars have been stripped, reconditioned, rewired and repainted. A structure that started life as a police box will soon become a mobile flight office with all mod cons, including, we hope an anemometer. Courses for instructors are being arranged and generally enthusiasm is bubbling nicely. At the time of going to press we have not heard Vince Griffiths' comments on the collection of the T21 from Yorkshire when a wheel came off the trailer, but if they are printable we will include them next time. Those who worked also played – at a social evening on 16th December. Steve WF and Alan Yates showed their colour transparencies and there were fun and games – recorded for posterity by Paddy's late night picture service.

At the last committee meeting thanks and good wishes were offered to Keith O'Brien who is posted away to drive Argosies, hearty congratulations and a real welcome are extended to Steve WF as our new Deputy CFI; already his energy and enthusiasm have infected us all. Consideration was given to publicity and activity in 1962 and a sub committee nominated to select the winner of the Bannerdown trophy for 1961. For new members and readers – this trophy, given by Harry Daniels, is awarded to the novice who during the year has put up the best performance both in the air and ON THE GROUND.

Earthbound and chairborne in January we may be, but the shortest day has gone, the catkins are in the hedgerows; the forecaster who says 'good day gentlemen, good sailing' is surely one of us as was the poet who wrote:

Oh I have slipped the surly bonds of earth
And danced the skies on laughter – silvered wings,
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds – and done a hundred things
You have not dreamed of – wheeled and soared and swung
High in sunlit silence

John Gillespie Magee (1922 – 1941)

FLY WITH

BANNERDOWN

GLIDING CLUB

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

NEWSLETTER No9 – APRIL 1962

In our last newsletter we did warn you about our Technicolor headings and now hasten to reassure all that nothing should be read into the present hue, other than a desire to brighten up the notice board. Actually we thought it might be welcome after the present spell of arctic weather when blue nosed bear like figures stuffed themselves into narrow cockpits to be borne aloft leaving contrails in the air and sympathy on the ground. Notwithstanding the polar conditions 425 launches were achieved during the period for a total of 37 hours which included 1 ¼ hours each in the Oly for SWF and PH and a similar time in the Tutor by John Stockwell. One day, March 11th, it was good to see four aircraft in the air, a healthy 'list' and 22 cars at the launch point. Publication of the April Sailplane and Gliding reveals that our position in terms of launches was 6th in the GSA 'league table' for 1961, which is reasonably satisfactory, but we must do better this year. More significant perhaps is our ratio of flying time to launches where we far down the list so there is evidently plenty of room for improvement in our soaring times.

On the ground our personnel have appeared and disappeared with startling rapidity. During detachment CFI Ed Meddings had the misfortune to slip a disc and is now in hospital with the prospect of being grounded for some time. J/T Paddy Stephenson our maintenance gen-man has gone to Dishforth. Bill Longley is off on his Hastings trips again and Steve WF recently welcomed Deputy CFI is posted to Germany at the end of June.

At a recent committee meeting consideration was given to the award of the Bannerdown Trophy which is won each year by the novice who has put up the best performance in the air and on the ground. A sub committee considered all fourteen members, awarding them points for attendance, flying progress and for ground effort, making suitable weighing for leave, detachment and credit squeeze. The clear winner is Brian Campbell who topped all sections and we offer Brian hearty congratulations and thanks for being a gliding type in the true sense of the word.

Recently we were happy to learn that the GSA Centre at Bicester had accepted three of our members for an instructors course, and this got off to a rousing start on March 19th when the 14 pupils shared well over 100 launches. Intensive training continued through the week and not until midday Saturday were they let off the hook. The one Oly, which could be spared to go away, was promptly flown to Exeter giving the pilot his last Silver leg for which he had waited for 10 years! Other Oly's were soared in a shuttle service of one hour flights. Our three members received their categories and returned much impressed by the activity, efficiency and tremendous enthusiasm of

Officer I/C Ken Poole, CFI Andy Gough and their small band of cheerful chaps, and it was certainly a pleasure to get to know them.

This will be the last time we shall write before the Nationals, which will be held almost on our doorstep at Aston Down. We are proud we shall have an entry – Mac Bacon; we hope he will have opportunity to improve his rating in the Easter competitions and will give him all possible support in the big event, which we remember also incorporates the Individual Inter Command and Inter Services Championships. Two other members Ed Meddings and Steve WF will fly Oly's at Bicester and we certainly wish them streets ahead.

Attention, Attention! Members; readers; wives and sweethearts, the Club Annual General Meeting will be held on April 28th (time to be notified later) followed by a film show, dancing snogging and natter. We look forward to seeing you all there.

FLY WITH BANNERDOWN

GLIDING CLUB

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

NEWSLETTER No10 – JUNE 1962

A yellow heading seems appropriate for our June number but there was nothing spring like about spring other than the sight of members leaping about to keep warm; the chore of retrieving from mid field has been almost popular. Earnest consultations with met man 'Chalky' White produced nothing but northerly airstreams, clamps and rain and it seems it is not only the fashion trade that lost a season. In consequence our activity although respectable, was way below plan with 488 launches for 68 ½ hours. There were no flights of real note, though Vince Griffith found a decent thermal on a visit to Bicester and recorded Silver height. Bicester was also the venue for the GSA contest April 16th to April 23rd, billed as practice for the Nationals. However the same weather-willie presided and you can imagine the contestant's frustration when practically the whole week slipped by without a launch. On Thursday 19th an unofficial free distance task saw Steve WF down 35 miles away at Kington, after a practice flight Bicester – Hullavington on 14th April. Then followed two official tasks 22 April out and return to Netheravon and SWF was down at Pewsey, 49 miles. 23rd April: out and return Pershore. Our member reached the turn to land at Stow, 57 miles. In the official results he was a creditable 14th out of 25.

Although there were several unavoidable absences, the AGM went well with a jolly fine party afterwards. All members of the present committee were re-elected with, in addition, Equipment Member, Flt Lt M Lanng and Deputy Technical Member, Cpl M Channon. Amid acclamation, blushing Brian Campbell was presented with the Bannerdown Trophy and it was certainly good to see esprit and hard work so rewarded. Our finances are soundly based, equipment is in good nick and enthusiasm well maintained. A new rule to reward early starters was agreed and has since been put into operation – the first six on the dual list get three launches in their first turn and this has proved popular. Following the AGM a noggin and natter was prelude to the showing by Max Bacon of four of the finest gliding films we have seen, ending with the star billing 'Whispering Wings'.

A new system for Silver and Gold leg attempts has been posted on the board. On each flying day either the Oly or Baby are the property of a specified member and he has three launches at any time he chooses. although listmanship is practically unknown in our club this system does allow the aspirant certain peace of mind, and when the Nationals are over the Oly, cars and trailers are back, we hope for great things.

Recently your scribe had to be in Stockholm for a few days and met up with the local gliding club. Much information and gliding talk was exchanged and a smart lesson in conditions experienced. By 11.30 am on the appointed day nicely building Cu produced visions of Gold legs and other glittering baubles; by 1200 the sky was

absolutely clear and the Baltic sea breeze front was 10 miles inland. A seven minute kite like aero tow in a Bergfalke was followed by a seven minute decent in anything up to 20 down, but the experience was well worth it, and it was noticeable that aircraft already up and away were all back home smartly without incident.

NEWS OF THE NATIONALS

Bannerdown was well represented at the Nationals. Max Bacon flew the Oly into 9th place in league 2 averaging 85 miles per flight. The following members helped in various capacities: Alan Jury, Philip Hutchings (press officer), Steve WF (I/C RAF passenger flying), Mike Lanng (I/C maps and barographs) and Paddy Stephenson, Roger McGrann, Dixie Dean and Mike Channon slaved as retrieve crew. The retrieve story of the week starts with Max setting the Oly down on a large upper crust estate, where a swim and a few pints of beer were immediately forthcoming, and the evening continued in pleasant fashion. Delayed by tyre and electrical troubles the crew arrived at midnight all set for the neatest and fastest de-rig and departure ever – which they did, not losing a single safety pin. However it was the pilot who did not replace all items in his rig. Maybe they were a bit damp from swimming but that was absolutely no excuse for him to leave his underpants behind. We wonder what explanation he gave when he de-rigged later at home.

FLY WITH
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GLIDING CLUB

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

NEWSLETTER No11 – AUGUST 1962

Recently we were glad to have a visit from founder member Frank Perrin and were delighted when he demanded all back numbers of the newsletter. A casual look through the stock developed into a frantic search for number 7 but it transpired that this is to be the newsletter that never was. December 1961 was number 6 and February 1962 was number 8, so we record this for posterity and apologise, offering as an excuse the advancing years and the loss of our bifocals at the critical moment.

After the sterile spring, Nationals week seemed to open our soaring season and since then excellent progress has been made during the period with 128 hours from 1060 launches. 27 1/5 hours were flown in the Nationals. On Sunday 3rd of June a mass of gyrating dots to the North resolved into a large thermal with eleven gliders inside it. One by one our aircraft fluttered up to join in, and eventually the Baby, Sedburgh and Tutor circled with an august league 1 throng, Mistress Tutor from time to time pausing to watch Phillip Wills below her! (overheard later in the bar ‘ I was thermalling with Deane – Drummond when...’) Anyway this mass demonstration of virtuosity obviously stirred members imagination for our launch rate has hit a new high and the trailer has covered many miles and had not a few adventures. We are glad to record A and B Certificates for C P Clark, S Lodge, and Wg Cdr Bladon and C Certificate for Secretary Sid Bush. On 3rd June Roy Gaunt soared the Baby for 1 hour and 34 minutes, while on 3rd July Brian Campbell had a long and determined scrape before conducting the Tutor to 3500 feet for one and a half hours whence the Bannerdown trophy holder returned only because of cramp. June 16th saw PH scrabbling about in the Baby before setting off on a maiden cross country which came to an end 25 miles away at Tilshead, although Silver height was achieved on the way. This did not prove much except that it will go away, so what about it, Baby sitters? On June 23rd Bill Longley exhibited remarkable patience while his pre planned Yarmouth goal flight was delayed due to re-rigging and inspection of the Oly after repair. However he got off at 12.42 hours and did well to reach Baldock where he discovered what must be the largest field in England (500 acres). Later our ‘grounded’ CFI Ed Meddings could wait no longer to get into the air and on July 7th he declared a Gold/Diamond Goal to Leeming, Yorks. for himself and his full supporting plaster cast. An early start at 10.45 saw him on the way first to Daventry, then to Leicester and Derby. However a thumble or two in and above 8/8 cloud caused a circular tour resulting in an advance of only 5 miles in an hour. Further progress under complete overcast was achieved mainly by the use of sulphur laden thermals from factory and cement works and he ran out of chimneys and height some six miles north of Barnsley to log 175 miles in eight hours, only 11 miles short of Gold Distance. In the meantime many thousands of miles away, Alan Yates was having himself a ball in Texas, USA.

In two attempts at Gold Distance he covered 130 and 160 miles, landing on one occasion on a ranch driveway.

Aircraft serviceability this period has not been good. The Oly returned whole from the Nationals after 11 rigs and de-rigs but a foreign boot was put through the fuselage in the last rig in our own hangar. The T31 and Eon Baby have both suffered landing trouble with subsequent loss of utilisation.

At the last Committee meeting it was decided to hold an Open Day on July 22nd, and that invitations should be given to passengers to fly. In the event careful preparations came to naught; high winds prevailed all day and we unable to make a single launch. Launch and subscription rates were reviewed and it was felt that although we are reasonably solvent, an increase of 6d per launch would be advisable to protect our balances. This decision will however be reviewed in October. New Committee members: The CFI will undertake additional duties as Assistant Treasurer and Alan Jury will become Deputy Technical Member.

Our new poster, which showed the Bannerdown flag at the Nationals, has been distributed far and wide and further copies will gladly be made available to readers on request. In the meantime our membership continues to grow, we are now 120 strong and we are hoping for two 'pundit' additions in the autumn.

STOP PRESS. Much excitement was evident among our archangels when they heard that the GSA has allocated the Oly 403 to Bannerdown. Instructions concerning eligibility and use has been posted on the notice board; there must be much 'gold' in thit thar 403 and we look to our pundits to git prospectin' after the Bank Holiday.

STOP STOP PRESS. The gold rush is on. The Oly 403 arrived by road from Norwich on Friday 3rd August and was back in Yarmouth on Saturday with Max Bacon aboard he covered the 189 miles in 3 hours and 34 minutes to average 53 mph. Having retrieved it over night and seeing that similar conditions prevailed on Sunday, what else could Bill Longley do but declare Yarmouth. He made Bungay airfield 163 miles after 5 ½ hours and again just missed his gold after a late start. However better luck next time – the 403 is back again and ready.

STOP STOP STOP PRESS. CFI Ed Meddings won the GSA Nationals Rating Competitions at Bicester over the holiday in the Oly 2b, his record in the three days of flying was 12th, 1st and 1st. On the last day he was the only pilot to complete the task. Our pundits are certainly setting us a good example, lets hear now from the graduates.

FLY WITH
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GLIDING CLUB

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

NEWSLETTER No12 – OCTOBER 1962

At the last AGM in January, the point was made that of all the means of getting the right publicity, good flying achievement is easily the best. This has been well demonstrated in August and September when Bannerdown pilots put up a very fine show indeed. Praise is due to them but this first paragraph is written for the unsung; to record equally fine esprit exhibited by nestlings and fledglings in keeping them flying and bringing them back, for which we are all grateful, and which proves our club is in good heart. Your turn will come and you too will be served.

Operations during the period were at record level, for 962 launches were given for a total of 129 flying hours. Mention was made in our last issue stop press of the Yarmouth gold rush which started immediately we received the Oly 403 when Max Bacon made it at 53mph and Bill Longley had his second near miss. Then Ed Meddings won the GSA Nationals rating comp; it was evident from the record that his flying was masterly and he emerged clear winner. Thereupon he could do no less than secure his Diamond Goal leg and on 25th August the 403 once again put down at Yarmouth airport. However, the most exciting flight, productive of no certificate but a promise of great things in store, was Alan Yates 9th September launch at 1430 hours. After thermalling to 2500 ft Alan contacted wave and climbed to 7800 AMSL, then flew forward and climbed to 5600 in the next wave upwind – wind direction was south, Southwest 18 kts at the surface. On the same day the ATC were wave soaring at 5600 feet over the Mendips at Halesland. A careful record has been made of the met conditions and now the met officer Chalky White has his A & B Certs you can bet he will say when the Mendips will be waving at us. Also to solo were P Fincham and P Willimont, J Stockwell had over an hour in the Tutor, Alan Jury flew Bicester – Duxford during the comps to complete his Silver. Your scribe scrambled off to Ashampstead, 47 miles for the distance leg. Our hard working secretary Sid Bush converted to the Olympia while Johnny Morris and Vince Griffiths were cleared for passenger flying.

Owing to the temporary departure of the Colerne motorised aircraft, Sept 24 –28 was declared gliding week and all members were invited to glide every day. In the event the weather was somewhat mixed but a total of 114 launches was achieved. A week or two earlier had seen the arrival of the Moonrakers Chipmunk on a visit and opportunity was taken to inaugurate aero tows which so far have proved very successful. Somewhat mysteriously we have had an addition to our upflier equipment and on occasions a most efficient and well equipped winch lent by the Wessex Club is trundled out to augment the launch rate.

Mention of equipment brings us to the new Meddings mobile motel, which must be the most luxurious retrieve vehicle in the country. Based on a Commer chassis this motorised mansion has 7 seats or 4 berths, lounge, wall and eaves cupboards, table, cooker, water supply, radio, all mod cons. A telescopic roof and does 20 mpg on tow. Imagine de-rigging and trailerising in the middle of a field at 4am to the sound and smell of eggs and! The list for volunteer retrieve crews closed weeks ago.

At a recent committee meeting an amendment to the club rules was passed, inaugurating an Executive Committee to meet on the first and third Tuesdays in the month, the membership is to comprise: Vice-Chairman, Treasurer, Secretary, CFI, technical Equipment and MT members. This very good move will ensure a continuing review of our affairs and rapid action when necessary.

The club notice board was covered last week with *cris de coeur* from the MT member who evidently has winter serviceability well in mind, so if any reader felt slightly embarrassed on reading our first paragraph now is his chance to deserve it. Our work night has now become Tuesday and the other six nights if you can spare the time.

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

NEWSLETTER No13 – DECEMBER 1962

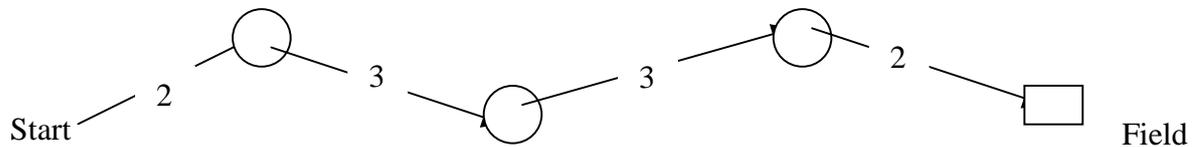
Sometimes we here a comment on the influence of the weather on our daily round, and someone will guess what is the opening conversational gambit in Bombay or Quetta. Do the Hawaiians say 'nice weather we're having' after four weeks of unbroken sunshine! Interesting thought but it is good that gliding people are nearer to nature than most and will speculate on our climatic cocktail with intelligent enthusiasm, albeit the probable cause of a depression is itself and basis of what the charts foretell. In the last two months the charts have been kind and grim in turns, occasionally even the birds were walking and our achievement 28.08 hours for 356 launches represents the best possible. It has been good to see Jim Arnold a solo in the Tutor and a band of determined young men filling a long Sedburgh list. The winch has proved to be a typical standenjerkeupflingermaschine; there will be less jerke when the driver's train on, but it is certainly a most excellent if temporary addition to our equipment.

If aerial activity were the only news our letter would end here, but your chronicler is fortunate to observe that deck bustle, which is the sign of a happy ship. On a recent clamp day morn there were three hands on the MT, two on a Humber engine, three rubbing down a 403 wing, two sweeping, two researching aircraft utilisation, one treasuring (and one making tea). Talking of money it is good to know that our 1962 operations have been a record and after adequate ground development we are a net £25 to the good.

This winter we shall cover an often neglected but important aspect of gliding – that much wanted ground instruction in principles of flight. Already a large blackboard is covered with definitions and drawings in Technicolor and the CFI has begun a lecture series on 'how and why a glider flies'. In addition just to prove our point above, weatherman 'Chalky' White has given a first talk on met. Major projects under way include overhaul of all MT, a respray and major for the 403 and a Baby switch, the Eon for a Grunau. Johnny Morris and Jim Arnold have laboured to produce a most impressive flight office, in scarlet livery, which only needs breathing on by the fitter wizards to be fully mobile. Jim and Johnny have also gone into the entertainment business and following a club evening with slides on 25th November, have a social programme which will include a Christmas party at the Klubhaus on Saturday December 8th. All systems are nearly go and lift of will be at 1900. There will be a nominal charge of 5/- per head and all members, wives, friends and sweethearts are welcome.

At your Christmas party, play
FUMBLE, FUMBLE!

Seat all the competitors in pairs, one pilot and one navigator per pair. Each pilot has in front of him a piece of paper on which are drawn three one inch diameter thermals and a ½ square landing field so:



The pilots are blinfolded and on the word go from the MC, start off with their pens or pencils at the point marked start. Each navigator gives his pilot no more than two courses to steer for thermal 1 – the first course will obviously be 045. At the moment the pilot’s trace enters the thermal his navigator says ‘thumble’. The pilot then circles his pen or proceeds as he wishes, the navigator says ‘thumble, thumble’ when the trace comes out of the thermal and ‘fumble’ when the trace goes in again. The pilot must do his best to make two complete circles in thermal 1, before leaving for thermal 2. The same procedure is followed; not more than two courses to steer, not more than two circles, then off to thermal 3. From thermal 3 the navigator gives one course to steer for the landing field and says no more. The pilot endeavours to land (finish his trace) in the field (no wind is assumed). Points are awarded.

Each complete circle in each thermal		5 points
Accurate field landing		10 points
For every thermal circle less than ¼ diameter	deduct	2 points

The MC will call stop after three minutes and all flights will terminate whether or not the task is completed.

Pilots and navigators now change places and the second heat is run on the same lines. The winner (or ties) in each heat to contest the final.

It is strongly recommended that this game is introduced about half way through the evening.

At this time we send best wishes to all friends, members and readers for the happiest Christmas and for many hours of successful soaring in 1963.

FLY WITH
BANNERDOWN
GLIDING CLUB

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

NEWSLETTER No14 – FEBRUARY 1963

Chapter 11 of a new and absorbing paperback on meteorology and the British climate, starts with a quotation from RLS --'the belching winter wind, the missile rain, the rare and welcome silence of the shows'!! Towards the end the author says 'snow is capable of giving a remarkable amount of trouble in this normally mild country' this must now rank as the understatement of the year. Witness the 9ft drifts outside our clubhouse and almost complete absence of aerial activity during the period, which yielded only 72 launches and 5 ½ hours. The last occasion we were in the air was on Christmas Eve when a number of hardy characters, aviating in 15 below rediscovered virtue and their circulation's in retrieves at the double. Not that our affairs came to a standstill, far from it. The Christmas party proved a great success with an attendance of fifty including visitors from Upavon and Four Counties. It seems that a slight misunderstanding in the commissariat resulted in 18 chickens being cooked instead of 9, but bottle putting and other fun and games produced healthy appetites and not a single aileron was left.

The GSA operations statistics were pounced upon and studied with great care and we were all glad to see Bannerdown in 4th position with aggregate 3522 launches and 435 hours, which at once shows solid progress and room for improvement in 1963. Just before the end of the year Jim Arnold and Dixie Dean joined the wave project in N.I. They flew to Aldergrove to be met by Bannerdownian founder John Prince, at T21 canopy and a rover. This equipment survived a perilous journey to Ballykelly and all was teed up for the wave. This however seems to be far from permanent; Dixie had 40 minutes with Dave Ellis in the T21 but it seemed to elude Jim altogether. However many circuits were flown, the canopy was fitted, and a good time was had by all.

On his return Jim Arnold had the pleasure to learn that he had been awarded the Bannerdown Trophy. This is the novice who has done the best in the air and on the ground in 1962 and is a right worthy winner. It was nice to see him receive the trophy from Air Marshall Sir William MacDonald, the President, at the GSA AGM on 11th January, we wish him the best of luck and continued good progress.

At the beginning of January we started a move to our new home just off the south perimeter track and are now in the progress of fitting out our new clubhouse and office. All able bodied members who are keen to exercise their talents are asked to weigh in with tools of their trade; when the bar is installed the kettle will be released for use! During the move the Boob's Cup was discovered in a dark corner; to our chargin we found our name on it, but it seems the present holder is a lady and we are torn between a gallant wish that she gets rid of it soon and a fervent hope there will be no claimant in 1963. And 1963, in spite of the deep freeze is looking good already.

Feelers are out for another winch, there is good prospect of early delivery of a spoiled Tutor and maybe ditto T31.

The Annual General Meeting will be held on 16th March at 7.30 p.m. followed by a social evening and all friends and relations will be heartily welcomed.

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

NEWSLETTER No14A – MARCH 1963

If you are not yet a member of Bannerdown GC please read on because what follows is important and concerns you. The RAF Gliding and Soaring Association was formed in 1949 with the aim of bringing gliding and soaring within reach of all members of the RAF, with special regard to those normally employed on the ground. In practice this means the great majority of airmen and this aim is reflected in Bannerdown membership for out of a total of 127 service members 105 are airmen. In the past three months we have welcomed new airmen members from Colerne squadrons, Locking, Lyneham, Kemble, Melksham and Hullavington. There is no rank element in a GSA club and through the enthusiastic efforts of all the GSA is held in high regard throughout the gliding world. The GSA's clubs are formed on a regional basis with reference to the RAF population and our club serves Hullavington, Rudloe, South Cerney, Melksham, Compton Bassett, Lyneham, Kemble, Filton, Rissington and Locking. An inter station league based on the gliding achievements of serving RAF and WRAF personnel, was formed in 1960, and points are awarded for various achievements.

The station which accumulates most points in the gliding year 1st Nov to 31st Oct is awarded the Bicester Cup. Minutes of the Executive Committee recording the latest positions are sent to all command representatives who are charged to circulate all league results to their participating stations.

As a small boy you wanted to fly. You laid in the heather or perched on the dunes and watched the soaring gulls and wondered – and hoped. Maybe you have since flown in powered aircraft and know half the magic and wonderment of the air. Now, you can soar with the clouds for company, in the silence and beauty of the summer sky. You can take up the challenging, exciting sport of gliding at the Bannerdown club, where flying takes place all the year round. A spacious hangar, heated club room and bar ensure comfortable and efficient conditions on the ground. Our fleet comprises dual trainers, intermediate and advanced sailplanes and in flying operations we use both tow car and winch launching. Fully qualified instructors including several with national competition ratings give ab initio and advanced training and the 650 ft amsl site offers thermal, ridge, and wave soaring. Charges for flying are very low, a launch costing only 2/6d. in civilian clubs the charge varies from 4/- to 8/6d and there is no doubt that gliding and soaring with Bannerdown offers a wonderful opportunity to fly at negligible cost.

- Two seater training; qualified instructors.
- Only 2/6d per launch.
- Block subscription paid by your station.

- No medical examination.
- Cross country flying.
- Competitions flying and crewing, expeditions and wave project.

For further information apply to your station Officer i/c Gliding or better still join us any Saturday or Sunday or holiday at the clubroom and hangar number 24 on the south perimeter track. You will almost certainly fly on your first day and with normal progress you will go solo in about 4 hours flying time.

FLY WITH

BANNERDOWN

GLIDING CLUB

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

NEWSLETTER No15 – APRIL 1963

When the deep freeze came to an end we had our fingers crossed for a bumper spring but high winds, rain and Hastings activity have restricted our flying to nine days only giving 23 hours for 249 launches – much below target. Nethertheless good attendance and high productivity have resulted in an excellent state of readiness in time for the unstable north easterlies and high insulation, which must surely be our lot in the next two months. At least we are armed with inspiration in the shape of Part 6 'Cross-Country and Wave Soaring' of the American Soaring Handbook and it is hoped that all members will be gen-men by Whitsun. Talking of gen-men reminds us that the Oly 403 has been majored by Eric Hales, the Oly 2B by Alan Jury and the Sedburgh by Mike Lanng. In addition the 403 has been stripped and repainted by Gordon Mealing. When our fleet is fully settled in we shall have a spoiled T31, the Sedburgh, Mistress Tutor will be back with spoilers, the Eon Baby and the two Oly's, all of which will cater for our full membership. After two years of hard graft Vince Griffith has handed over the MT fleet to Roy Gaunt as a going concern and Roy will certainly need to keep 'em rolling because we hope soon to use the auto pulley method of launching. When that happens the launch rate is liable to be spectacular and indeed all members will need to observe the digital dictum. The move to our new clubhouse is complete; order has not yet been fully established but all mod cons are there including the bar, ably modified and installed by John Morris and Brian Hunt. Brian has now joined Denis Rickets and a small group dedicated to the production of a trailer for the Oly 2b while the Morris/Arnold flight office is being wired for heat, light and sound or so it would seem from the impressive control panel. As we go to press the Bicester competitions are about to start and we look forward to CFI Ed Meddings and Treasurer Max Bishop to keep Bannerdown at the top of the list, ably supported by keen crewmembers. Two interesting notices have recently appeared on the board, one offering a gliding/soaring week at Bicester May 6 – 12 for a total of 15 members and the second, perhaps not unrelated records that a special rule has been introduced limiting flying charges to a maximum of two hours on all certificate attempts and productive flights. This is a masterly bonus offer worthy of Mr Maudling and only sur-tax payers will remain unmoved.

Perhaps the most remarkable point which emerged from an interest packed AGM was our low achievement in A and B Certificates during last year. In spite of a good performance in almost all other directions we had only 7 B's and 1 C. Perhaps research could suggest why, but the CFI in his report, made it clear that even more student launches must be achieved this year for a much higher A and B rate and much earlier conversion of B's to C's.

The Committee for 1962/3 is:

Group Captain G B Johns DSO, DFC, AFC	-	Chairman
Flight Lieutenant E J Meddings	-	CFI
Squadron Leader G Mac. Bacon	-	Treasurer
Flight Lieutenant R Grundy	-	Secretary
Flight Lieutenant M J R Lanng	-	Equipment Member
Mr P Hutchings	-	Publicity Member
Sgt R Gaunt	-	MT Member
SAC Standbridge	-	Deputy MT Member
Chf Tech E Hales	-	Technical Member
Cpl Tech A Jury	-	Asst Technical Member
Mr H Daniels OBE	-	Civilian Representative

Plus the Gliding Representatives of RAF Melksham, RAF Lyneham, RAF Locking.

The Gliding Representatives of RAF Colerne, RAF Hullavington and RAF Rudloe Manor already hold offices on the Committee.

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

NEWSLETTER No16 – JUNE 1963

Hopes for a record period April/ May were not fully realised on account of weather Willie and the requirements of an operational station. Nevertheless there has been good regular attendance, and there were some excellent personal achievements. At the Bicester Comps Max Bacon (K6) was overall third, taking 1000 points for the second task, a 136 mile triangle. Ed Meddings (Oly 2B) was ninth after an epic 6 hour flight on the same triangle whence he landed only one field short of base. John Morris and Eric Hales have had the expedition itch. On April 21st they de-rigged the Oly and left at 7 am for Upavon where, with the generous help of John Willie and 1500 ft launches they soared the Huish ridge for 3 ½ and 4 hours 50 minutes respectively. However a subsequent sortie to Keevil saw Eric, after two launches and one thermal, sitting on Westbury ridge. This time he made no mistake and sweated out a well deserved 5 hours. In the mean time Mike Lannng completed his Silver with a cross country of exactly 100kms, Dick Grundy and John Griffiths soloed on a Bicester course, on the home site Brian Hunt and Douglas Collins soloed in the Tutor and aforesaid John Griffiths collected his C on his sixth solo flight. As usual Bannerdown gave good support to the Nationals. Harry Daniels was Chief RAF Operations Officer and John Morris his deputy; both had the honour to be presented to HRH Prince Phillip. Alan Jury was crew chief to S/Ldr J L Bayley who flew our 403 complete with radio and towcar (the towcar remained on the ground). Ann Meddings did a stint as crewman – woman and Christine Lannng was press officer. Gordon Mealing and Vince Griffiths have returned from Bicester with instructor categories and much praise for a thoroughly interesting and well organised coarse. Almost every weekend we have welcomed new members including Mac Macintyre from Cyprus, our instructors work hard with long Sedburgh lists and it is good to see growing lists under Tutor and Eon Baby headings.

It is also a pleasure to say again how much we appreciate Harry Daniels' generosity. He has given us the Colerne Cup, a fine trophy to be awarded annually to the member making the longest cross-country flight. Under the regulations all eligible have an equal chance on a handicapping system. Sunday April 28 saw the inauguration of the Daniels Auto-pulley launching system. This remarkable piece of equipment is precision made and beautifully finished; it occupies an area of only 2 foot 6 by 1 foot 8 inches and has been located on an extension of the chassis at the front of an old Humber towcar so that it is completely mobile. In use the cable has a parachute attached at each end. One end is hooked on, in the normal way, to a towcar that faces the launch point. The cable runs back a few yards to the pulley car, through guides, over two pulleys and then forward again down to the launch point to be hooked onto the glider. On the signal all out the towcar accelerates to the launch point and the glider takes off and climbs towards the pulley car. After the glider has hooked off, the

tow car continues slowly to the launch point to deposit the cable end which has a parachute on it is then immediately available for the next launch, initiated by either the same towcar (which has returned to the pulley car position) alternatively by a second car which can be already there for immediate action. Using two towcars and faultless organisation it is possible to launch a glider every three minutes and already it has shown excellent possibilities for a much improved launch rate. The unique feature of our pulley system is however the automatic guillotine which operates immediately the wire exceeds a predetermined (steep) angle. A further addition to our equipment is a Calnan winch, a lightweight trailer type which will greatly facilitate and, we hope, encourage expeditions.

We are now completely installed in our new clubhouse and hangar on the southern perimeter track. The bar suffers no shortage of liquidity, the notice board is covered with gen. on all possible subjects and to one side a most elegant circular map shows terrain within the new silver distance 100km from the airfield. It is evident from this that all-rounders and really keen types should learn Welsh for 'good afternoon', 'telephone', 'de-rig' and 'beer' – and the best of British luck to them all

FLY WITH BANNERDOWN

GLIDING CLUB

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

NEWSLETTER No17 – AUGUST 1963

In recent weeks we missed the company of cheerful 'Chalkie' our met man member and discovered he is on a course. This reassured us somewhat in view of the recent antics of Weather Willie, and on his return we expect him to get Willie under control again so that we shall do better than the 740 launches for 112 hours, during the last period. Nevertheless, activity has been brisk and we are now familiar with the sight of tow cars and trailers heading out to far off places. Tug Wilson and Roy Gaunt each got their Silver duration and distance, Vince Griffiths went off on a maiden cross country to Calne and Eric Hales declared Lasham, 53 miles, arrived safely but with awful 'ush in the barograph department, so the lad has to do it again. Chris Gildea missed Gold distance by 18 miles, landing near Norwich after 5 hard hours, Hugh Bellingham arrived near Oxford and Mac Macintyre went to Devon, both for Silver distance. Two seater types to graduate to Mistress Tutor include Malcolm Hinder, Vic Cornah, JD Smith, S Lodge, while P Finch and Doug Collins notched their C's. on 14th July a small group frustrated by weather conditions on the home site and believing in the old adage – Never wait to aviate – seized and dismembered the 2B and the Baby, fled to Huish, rigged and flew eight hours on the ridge. We are delighted to record this because expeditions are a sure sign of hard core enthusiasm, which is infectious. Coming events include the departure of Tug Wilson and Owen Harris on an instructors course, while Alan Jury and Mike Lanng were nominated for the Bicester Aspirants Comps 3rd – 7th August. A further great attraction is the camp to be organised at Keevil 6 – 14th August, to which all are heartily invited. It is intended to fly all day and every day and this will be a wonderful opportunity for pupils and pundits alike especially as the Westbury ridge is only 4 ½ miles away.

In the midst of all this busy-ness came the rumour later confirmed that we are to lose both our CFI and Treasurer on posting which will be a big blow, but that's how it is and we can only hope that we may attract equally hard-working and experienced gliding types to carry on with the very fine foundation that they have laid for us. STOP PREE: Bill Bailey has just arrived from Driffield and we sure do welcome him.

A review of our fleet shows that all aircraft are now spoiled or braked and in full serviceability. The MT fleet has been rationalised and is ready to cope with auto tow or Daniel's auto pulley launching whenever the wind direction allows, while the Callnan winch is a tremendous asset for the aforementioned expeditions.

The mobile flight office is now fully operational with all mod cons including automatic light signalling, effective windsock, and stair to the 1st floor and anemometer. It certainly makes a businesslike contribution to our operations making no secret of its function in displaying a stern admonition PAY AS YOU FLY in large

red letters, but only 2/6d per launch takes the sting out of that. Membership increase during the period was 19 and the club total now stands at a healthy 194.

At a recent committee meeting a number of decisions affecting membership and subscriptions were taken and summarised as follows:

Unless covered by block subs from your station subs are 50/- per annum or 30/- per six months. Members dependants 25/- or 15/- respectively. There is now a non-flying membership without subscription. Flying fees remain as previously but are now required to be paid in an envelope into the steel box provided. Passenger flying will continue to be mainly after 6pm at a cost of 5/- per flight but potential new full members can have a first priority flight at any time at a cost of 10/-

All members and readers are to note that airfield driving regulations must be observed at all times. All who have not yet done so are to report to SATCO to read airfield driving instructions and obtain a signed permit so to drive. In addition a new membership application form recently introduced requires airfield driving authorisation from SATCO before membership is completed.

STOP, STOP PRESS: Dunkeswell Regional Comps. Bannerdown members Ed Meddings and Max Bacon sharing the 403 took first place after an exciting well flown contest.

FLY WITH
BANNERDOWN
GLIDING CLUB

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

NEWSLETTER No18 – OCTOBER 1963

Quotation for the period (!)

‘Tis the hard grey weather
Breeds hard English men’ Charles Kingsley

Nevertheless 730 launches from 101 hours were flown and the period was full of activity. First of our achievements, reflecting great credit on the club and setting a fine example from the top was CFI Ed Meddings and Treasurer Max Bacon’s joint win in the Dunkeswell comps. Flying the 403 they got down to business straight away when Ed won the first day’s triangle task via Merryfield and Milverton by no less than 45 minutes. A second strike was made by Max next day when for free distance he flew to Perranporth a full twenty miles further than the second man. Following this fine effort Bannerdown effectively wrote their name on the cup when Ed won the next day’s race to Davidstowmoor over 100k in 2 hours 15 minutes beating the only other arrival by 45 minutes. At this point our representatives were 800 points in front of No2 a margin not reduced after the remaining two days. At the Bicester Aspirants week 5th August poor conditions prevented a satisfactory contest but we claim second place through Alan Jury. As usual his flying was ‘with it’ but on one occasion so was his landing and the resulting long float did no good to the Oly nose. Towards the end of the period Alan Yates and Bill Bailey were nominated at very short notice to fly in the RNGSA Comps at Lasham and they kept the Bannerdown flag well flying by finishing in 3rd spot. August 7th saw establishment of a camp at Keevil under the leadership of Alan Yates. In mixed weather conditions there was a reasonable attendance and 166 launches were flown for 26 hours. Another small foray concerned two short expeditions to Nympsfield, both of which yielded valuable experience for ridge first timers.

It is good to record other personal achievements in particular Eric Hales completed Silver by his second journey to Lasham (mit ticking barograph) and the conversion of our only lady flying member to the Oly 2b. it seems not so long ago we were recording Kathy Fielding’s first ascent in the Baby and her perseverance, application and good record are a fine example to all. conversion to the Baby include S Lodge, C Hall, B Chaplin, J Arnold and D Collins, while Padre Mckenzie our new secretary, A/P/O Batchelor have soloed for A & B certificates. Looking ahead to the future we have nominated P Bellingham, C Gildea, T Wilson, Mac Macintyre and M Valentine for instructor courses. Looking back however to our ab-initio intake during the summer it shall seem that we need to redouble our efforts to recruit new members to keep all these instructors busy so it behoves us all to spread the word. Those who can ‘take it’ during autumn and winter, circuit bashing, will be ready to soar in the spring

long before the hibernators are fledged. As foreshadowed in our last letter there has been a reshuffle in the committee following the departure of Ed Meddings and Max Bacon. We certainly do owe them a great deal for their experience and guidance in development of the club and wish them well in their next postings. New gu'nor is Mike Lanng whom we welcome with great pleasure; new secretary is Padre Mckenzie and Richard Grundy has taken over the lolly box. A great deal of work falls on these office holders and as we all gain experience in club affairs we should give them ever increasing help so that esprit and achievement continues its good progress. Great plans are afoot already, there will probably be a camp October 2 – 9th during which time ridges local to Keevil may yield 5 hour legs or ridge experience. The Wild winch is to be made completely mobile with own 'steam', the Calnan to be converted to two-drum operation with own prime mover, while a diesel winch has been sited and feelers are out. Someone else has located a large bus and there are great ideas for a mobile club room-cum flight office. Finally one day someone will write the inside story of our equipment; the latest chapter would concern the tractor, which just appeared one Saturday in September and has been going ever since.

FLY WITH
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GLIDING CLUB

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

NEWSLETTER No19 – DECEMBER 1963

It is inevitable at this time of year that the aerial productivity is reduced although we did manage 277 launches for 32.59 hours during the period. Particularly heartening was the news of our share of the subsidy and we congratulate all members whose achievements contributed to £105 received. Possibly it might have been more but for power flying priority – or if there were a handicapping system to take care of that! Even at this late stage our expedition enthusiasts are still active for Mike Channon did 4 hours at Huish and Mac Macintyre got his silver leg with 5 ¼ hours on the Nympsfield ridge.

Ground work continues with a resolution of the launching policy and a full programme of vehicle and aircraft maintenance. The 403 has been cocooned until the spring and sits alongside the dismembered Grunau which arrived ex Germany November 1st. this will be a tough one to prepare as neither timber nor glue are up to standard but we look forward to good service from this replacement of the Eon. The hangar appears to be littered with trailers in variou8s stages of construction. Eric Hales and family and Hugh Bellingham are building a lightweight job for the 403. A lightweight chassis has arrived for the 2b and Grunau and a new T21 conveyer is being carpentered and engineered by Roy Gaunt and Mac Macintyre. The latter has also done a good job on the tractor and is concerned with Tug Wilson and Padre Mckenzie in a mod to the Calnan Winch.

CFI Mike Lanng has bought the Order Book up to date and all are to sign forthwith. Christmas cards are on sale at 9d each, see specimen on notice board. Following the 'sardine' farewell party to Ed Meddings and Max Bacon on November 9th (68 bodies in the clubroom all vertical to begin with) there will be a Christmas party on December 14th, see board for details.

During the last few weeks we have been both instructed and entertained by Alan Yates and his colleagues on the weekly independent TV programme The Elements. In particular the speeded up films of cloud formation, and practical demonstrations have shown the great value of visual aids and the gliding content has been most interesting. Suitably edited and condensed this series could make a real impact on potential recruits to our sport.

Our trophies for 1963 have gone to:

Officer Cadet Clive Hall. (Now on initial training at South Cerney). He wins the Bannerdown Trophy for the novice who puts in the greatest effort into club activities both in the air and on the ground.

Chris Gildea. He wins the Daniel's Trophy for the best cross-country flight from Colerne.

Congratulations to these members for their well deserved honours.