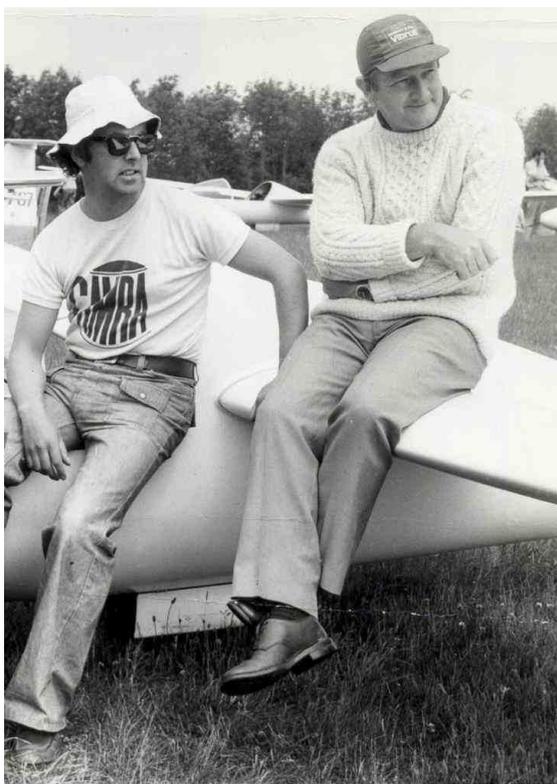


(Prices in this section should be compared with average weekly wage which rose from £18 to £30 during this period due to the high inflation rate)

Introduction⁹⁹

When Denis Corrick stood down as Chairman in the spring of 1971, his place was taken by Mike Harper. Mike had been a very active member for some years. He was a member of an active and lively glider syndicate. He had directed the Club's regional competitions for several years and assisted his wife Jane in issuing the Club's bulletin at two-monthly intervals since 1968. He took over with clear ideas of how the Club should develop. He was a hands-on leader and did his share of the physical work which involved any building or digging⁹³.



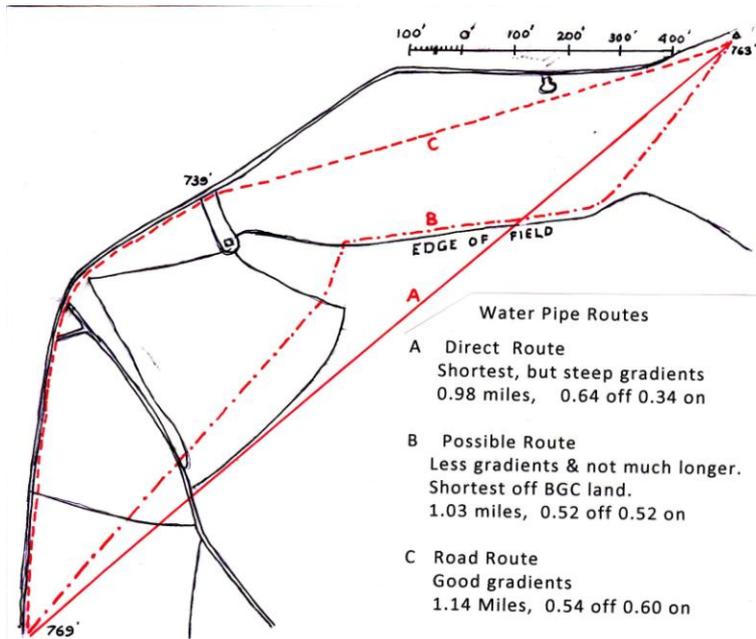
Mike Harper on right, with Robbie Robertson

caravan site and the provision of mains water.

During his five years in office some of the main developments that were made included the provision of mains water, installation of a new aviation refuelling point near the main hangar, introducing gas central heating in place of wood and coke burning fires, modifications to the bar and clubhouse, development of the caravan site and conversion of all the Club's ground equipment to diesel fuel. Better budgetary planning and a new flying accounts system were introduced, and Mike also laid the groundwork for the revision of the Club's company structure which came into effect a year after he left office. He introduced paid help into office work and Club instructing. All this development was made in the face of unprecedented inflation, restrictions due to the miners' strike and an arson attack which destroyed a large proportion of the Club's aircraft¹⁰⁴. In all this, Mike was supported by Tony Pentelow, Chris Day and Norman Harris. Tony, who was club manager and CFI for much of this period, was also keen to improve the Club's facilities, particularly the

Mains Water

As mentioned in the previous Section, the system of pumping water up from the spring in the valley was not ideal. It required constant climbs up and down the hill to switch the pump on, and the supply was only marginally enough for the Club's needs. So the provision of mains water was a high priority, particularly with Tony Pentelow as he had borne much of the brunt of climbing the hill. As early as the Summer of 1970, he was looking into the engineering requirements and costs of bringing mains water onto the site⁸⁴, and in 1971 Chris Day, as treasurer, prepared an application to the Sports Council for a grant towards the cost⁹⁶. Mike Harper applied to the Gloucestershire Playing Fields Association for another grant towards the work⁸ but they did not provide grants for this kind of project. Early in 1972, negotiations were started with the Severn Trent Water Authority for access to their main and this was followed by a formal application^{8 & 9}. The nearest point on the main was on the east side of the B4066 about a quarter of a mile from its junction with the road leading to Nympsfield village, a measured distance of 6016 feet from the clubhouse¹³. The initially estimated cost of the piping was



Some of the routes considered for the pipe runs
from the main to the clubhouse



Tony Pentelow

around £1400, with another £481 for fittings. The Water Board was unwilling to help with any of the cost. Mike contacted all the landowners whom we would have to ask for easements for the pipe run, and also confirmed that the electricity, gas or phone authorities had no problems about the routing¹⁴. The appropriate finalised forms were submitted to the Sports Council in August¹⁵ and a month later approval was received for a grant of £1040. This was half the estimated total cost of the work¹⁶. At this stage the fittings had been bought and tenders had been invited for the work of laying the pipe¹⁶. It was finally agreed to route the pipe along the B4066 verge to avoid any problems with obtaining wayleaves¹⁷. Mary Wooldridge, who owned some of the fields along the B4066, agreed to join the scheme and contributed £201 towards the cost of the fittings¹⁸. The installation work was carried out in January 1973 and Tony Pentelow, who as manager was overseeing the work and was keen that the caravan park should be developed, made sure that a branch pipe was laid to the park¹⁰⁸. The final cost was £2321 and the grant received was £1162^{18 & 19}.

Ironically, two years later after an exceptionally dry spell, Stroud District Council required the Severn Trent Water Authority to provide a water supply to a number of nearby houses, and this involved laying a four inch main along the north boundary of the Club's field. Although the Authority paid the Club £633 for the way leave and interference¹¹³, this did not compensate for the cost of the Club's installation, and the Club was not permitted to tap into the new main^{74 & 97}.

Modifications to the Bar and Heating Arrangements

The original bar store, which housed reserve bar stocks and beer kegs, was rather inconveniently placed. It was some distance from the clubhouse door and along a short narrow passage way. In addition the clubhouse door was some distance from the nearest access for vehicles. So it was decided to relocate the store to the outside of the building close to the workshop. The bar was to be moved from its position in the north-west corner of the room to run along the East wall. This required the removal of the original Peter Etheridge built fireplace and chimney, but allowed access from the bar to the store through a new doorway at the south end.

Heating was to be provided by a liquid gas fired central heating system to be installed concurrently with the bar modification⁹⁹. As originally installed, heating was provided by the wood burning fire in the bar and coke burning stoves in the clubroom and bunkhouse. These fires needed attention to light them, keep them fuelled and to clear out the ashes, and for the wood burning fire, a fair amount of manual work was involved with collecting the wood and reducing it to a suitable size. On the other hand, it was free. Going over to central heating tied in well with the plans for the bar⁹⁹.

Initial investigations into possible central heating systems were started early in 1972⁸, but details were still not finalised in May 1973²⁶. However, Whitbread's Brewery were approached for a loan to finance the central heating and bar re-build in September 1972, with an encouraging response¹⁶. Work on the bar store



Keith Aldridge

was under way in June 1973²⁷ with Keith Aldridge overseeing the work in the bar¹⁸. In August, Stan Lewington put down a concrete plinth for a gas tank supplied by British Petroleum²⁹ and the final central heating installation in the clubhouse was done by Howard Johns in November³³. The external chimney remained in place for a while longer, but was not functional.



New bar store

The Whitbread loan was for £1500, and carried the condition that only Flowers beer would be sold in the bar until the loan was repaid⁷¹



Interior of revised bar



View over car park in late 1973 showing gas tank

New Avgas Tank

In 1973 it was decided that the Club required additional aviation fuel (Avgas) storage, and plans were drawn up for a new tank to be sited opposite the workshop, clear of the apron²⁶. A 1300 gallon tank was bought from Watkins of Coleford³² for £150¹⁰⁵. The hole for the tank was machine-dug towards the end of the year³³. The concrete base was not laid until May 1974^{38,39} but the installation was complete in time for Euroglide in August⁴¹. The old tanks at the gate were still in existence (though later references were only to one tank) and in June 1976 the local fire officer recommended that it should be filled in or used for diesel⁴⁵.

The pump became unserviceable and it was found that spare parts were not available for it, so in May 1977 it was decided to fill the tank in and continue to use the above ground diesel tank near the hangar⁶⁸.

Following a series of supposed night-time thefts of fuel from the new tank, a time switch was fitted to the electrical supply to the pump in 1977⁶⁸. However, a system of logging fuel in and out was also introduced and when after a few months the Club appeared to have gained a small amount of fuel worries about the supposed thefts disappeared⁹⁷.



New tug refuelling station

Caravan Park

During the 1960s there were a very limited number of caravans on the site. These were positioned around the wooded area on the tongue of land projecting into the Woodchester valley on the south side of the field. Tony Pentelow, who had a residential caravan there, had ambitious ideas for enlarging and developing the



Bob Parsons, on right, with Tony Pentelow

existing park. In the late 1960s he had already obtained a copy of the Stroud Rural District Council's "Model regulations for a caravan site"⁸⁰ and got an estimate from the Midland Electricity Board for supplying mains electricity to the park via Woodchester Valley⁸¹. His ideas included a swimming pool^{82,83} and even, presumably at a distance, a piggery. By the early 1970s, now as Club manager, he got Bob Parsons to take a series of near-vertical air to ground photographs of the site and its surroundings⁸⁵, had drawn up a draft form of agreement between caravan owners and the Club, produced a costed work list for the upgrade⁸⁶ and had had the site surveyed^{87,16}. In this he had the support of the Committee, though the swimming pool and piggery were not supported^{16,27}. The main additions, apart from mains water, were the provision of fire points and a toilet block and the notional provision of the additional pitches. Roadways, though planned, were in practice only marked out by the tracks of the caravan owners' vehicles.

In 1975, after Tony had resigned as manager, a cesspit was dug and the foundations laid for a prefabricated toilet block⁴⁸. This prefabricated building cost £1445⁵², and was chosen rather than using Tony's design for one to be built by Club members. Planning permission was granted for 40 caravans in 1975⁴⁶ though the Club only proposed to allow 30⁴⁴.

The site was expected to cost £2100 to set up⁴⁵, and caravan owners were charged a one-off initial premium of £35 and an annual rent of £20⁴⁶. The number of caravans increased from 5 in 1974 to 22 in 1977^{106,107}



Caravan park in 1972



In 1977

Proposed new company structure

Mike Harper was convinced that if ever a claim for damages against the Club was upheld which exceeded the Club's third party insurance, the Club's assets, including the field, would be at risk. After consulting the Club's solicitors and Nick O'Brien, a barrister member, a scheme was prepared under which the Club would be split into two companies. A holding company, the original Bristol Gliding Club Pty Ltd, would own all the major assets: the field, the buildings, the aircraft and vehicles, and a new company, the Bristol and Gloucestershire Gliding Club Ltd would lease them from the holding company and run the operations of the Club. It should be noted that the Club had been trading under the Bristol and Gloucestershire name for some years, but this was a registered trading name and not a separate company. The proposal was put to the members at the 1975 AGM and was accepted in principle⁴⁹. The details were worked out over the next year and the necessary resolutions to form the new company were passed at the 1976 AGM⁶¹. The new structure came into force in April 1977⁶⁶.

Management

Mike Harper was keen to reduce the amount of paperwork which had been done by volunteers by employing someone to take on the book keeping. So in August 1971, Pat Hatcher was employed part time to do that work³. She worked about 8 hours a week⁵. But towards the end of that year, Tony Pentelow put a proposal to the committee that he should take over as paid manager and CFI, and also run the canteen as a private venture. This was accepted, and the arrangement lasted until the end of 1973. Working in conjunction with Mrs Smith, he made the canteen pay by buying from a cash and carry instead of local shops and generally improving efficiency. He continued to supply two-course cooked lunches and bread and butter and cake teas on Saturdays and Sundays, and Sunday breakfasts⁸⁹. (See Appendix 9 for a typical menu). At Christmas a traditional lunch was served to about 80 people using very limited cooking equipment. While Tony was running the canteen, Joy Jones, Doug Jones's wife provided evening meals on Saturdays.



Mrs Smith persuaded onto a visiting horse

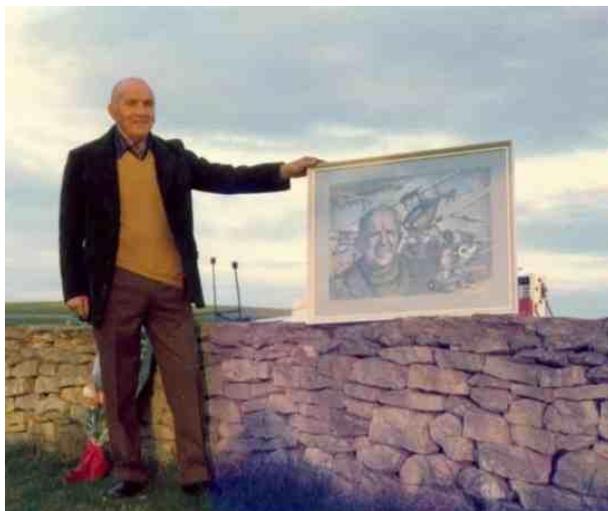
Also, by exercising better control of the bar, the profit was increased. While manager he did much to implement the provision of the mains water supply and to develop the caravan site. However, towards the end of 1973 he had a disagreement with Mike Harper and other members of the committee and did not continue the arrangement into 1974, although he did receive a warm letter from the committee expressing appreciation for the work he had done¹⁰⁹. So Mrs Smith and her daughter Nella were again directly employed to run the canteen at that time³⁴. Ray Jefferies who had done so much to keep the Club's vehicles and winches serviceable over the previous 18 years was taken on as paid manager, initially part time³² but he became full time manager in August 1974⁴¹.



Christmas dinner menu 1973

Mike was also keen to employ an instructor to increase the flying done by getting flying started earlier in the morning and by supporting mid-week flying. Although an instructors' meeting did not think employing a staff instructor was advisable, the post was advertised³¹ and Mike Munday was appointed in January 1974³⁴ and a residential caravan was bought for him^{44,45}.

Cyril Pugh continued to be employed to service the tugs and also had permission to renovate a privately owned Tiger Moth in the hangar²². He retired at the end of July 1976⁶³. David ("Chalky") White then took over the position⁶⁴.



Cyril Pugh at his leaving presentation



"Chalky" White

Aircraft

The Ka8 which had been ordered in 1970 was finally dispatched in August 1971. The Sports Council made a grant of £1050, and the Club bought a second hand trailer for it for £35^{2,3}. A minimum of 25 hours was set to convert to it, and at the same time, the hours requirement for the Olympia was reduced to 15³.

On the night of 15 June 1972 vandals broke into the hangar and damaged the T49, a foretaste of what was to come¹².

In October 1972, the Club decided to replace the Skylark 2 with either another Ka8, which was thought to be available at Bickmarsh, or a Skylark 4 from Lasham. In the event the Ka8 was not available so the Lasham Skylark 4 was bought for £1695^{17,18}. At the same time it was agreed to hire a canopied T21c from the Halifax Club at £5 per month to start in April, and to put the Prefect and Skylark 2 up for sale^{19,77}.



The club's first Ka8



Halifax Club canopied T21

On the night of Wednesday 3 May 1973, the wooden T-hangar housing a syndicate Ka13 was burned to the ground, destroying the glider. Members were reluctant to consider that this might be arson and one theory suggested at the weekend was that a tramp had dossed down in the hangar for shelter and had accidentally set fire to the glider⁹⁹. However, during the following Sunday night, 6/7 May, one of the doors of the north hangar was forced open and a fire started²³. Four members in the bunk house slept through this⁷³ but a passing motorist⁷² alerted the emergency services at around 5 am⁷³ and the fire brigade was called. But one Swallow, the Prefect, the Club's T21 and the one on hire from the Halifax Club and the T49 were destroyed. The Auster and the Tiger Moth were also severely damaged. The fire also destroyed a dismantled Tiger Moth and spares belonging to Cyril Pugh, and made a kit Kestrel fuselage belonging to Doug Jones and Tony Pentelow unusable. The heat of the fire was so intense that it burned through a number of the asbestos roof panels and damaged the hangar's electrical cabling. The total insurance value of the Club's aircraft came to £8600^{23,72}.



Tiger Moth after the fire



Hangar with roof panels removed

The next day, the Committee made a rapid survey of possible replacements and ways to keep the courses running. By good fortune a survey of available tugs had been completed a few weeks earlier and had located an Auster and a Terrier for sale at Crowland²², and it was agreed that the Club would buy whichever of them was more suitable. It was also decided to buy a second hand T21 which was for sale for £850 and to order a new Bocian and also a new Blanik for delivery in September²³.

With a course due to start that day, the situation was critical, but thanks to the K2 syndicate who allowed their glider to be used immediately, the course was able to go ahead²³. And thanks to the Cotswold Club and Oxford Club, who lent a Ka7 and a Ka13 respectively, the later courses were not greatly affected²⁷. Other clubs also offered help including Lasham, who offered the loan of a tug and West Wales a T21 or T49²³. Colin Pennycuick offered the use of his Super Cruiser^{27,112} tug. The Club was later also able to borrow a Blanik²⁶.



K2 Syndicate two-seater



Terrier G-ASKJ

After a visit from the Insurance Assessor during the following week, it was confirmed that the insurance would cover the damage²⁴, and so the T21 and the Terrier for sale at Crowland were bought and deposits were paid on the Bocian and Blanik. The T21 was on site by the 26 May²⁶, and Dave Braham fitted a dual spoiler lever system to it³⁴. The Terrier arrived by the middle of June²⁷. The Sports Council refused a grant towards these purchases on the ground that the aircraft had been ordered before the application had been put in,

in spite of an intervention by the Club's Vice President, Sir Peter Scott²⁶.

Cyril Pugh's aircraft and spares were not insured, but the Club did what it could to get him an ex-gratia payment from its insurers^{23,24,26,27} and they finally made him a grant of £500³².

For a short while, some private owners took their gliders off the site⁷³.

A police investigation failed to discover any leads.

The local Police Crime Prevention Officer came to the Club on 19 May to advise what security precautions were available²⁵ and following this it was decided to install an alarm system on the workshop door²⁷ and the north hangar doors were immobilised when closed by shackling them to a chain stretched across the front of the hangar⁹⁹. For the south hangar, an alarm system involving UV beams was installed²⁷ and the door bolts were moved to the inside, except for the central door of each slot which was secured by an arrangement using an iron bar and a padlock.

This was completed by early July. For a while the Club employed a night-time dog patrol, and a notice to this effect was posted at the main entrance. However, this was expensive and was soon discontinued^{25,28,99}. The south hangar alarm system also gave continual problems, some due to the need to keep the battery charged, and this was also discontinued after a couple of years^{36,99}. The cost of these security measures was £461³⁷.

With the arrival of the Bocian in June²⁸ and the Blanik in September, Club operations returned to normal, though with most of the instruction now being given in tandem two-seaters. The Bocian was a wooden mid-wing glider with a deep fuselage. Entry to the rear cockpit, which was higher than the front, required the use of a foothold on the outside of the fuselage. There was only one instrument panel. This was in the front, and the instructor had to look past the pupil's head to see it, or to make do with the reflection in the side of the canopy⁹⁹. It had a glide angle of about 1:26¹⁰⁰. The Blanik was an all-metal high wing design with a two piece canopy. It had flaps and a semi-retractable undercarriage, but it was Club policy not to use either⁹⁹ so as to standardise training⁰⁶. It had a glide angle of about 1:28¹⁰⁰.



Bocian



Blanik

The Committee accepted an offer of £1400 for the Skylark 2 in May 1973²⁶ and it left the site in August²⁹.

The Club bought the Auster salvage for £300²⁶. It was considered to be repairable, but a few months later its engine was transferred to the Terrier which had developed a cracked crank case²⁸. Although various people proposed to renovate the Auster it was never made airworthy again^{45,69,101}.



Super Cub G-BCFO

As a replacement for the second tug which had been burnt, the Club ordered a former Belgian military Super Cub in September 1973³⁰. After being refurbished in Germany it was collected from near Nuremburg and flown back without radio by Chris Day and Mike Munday over four days, landing at Staverton airport on Easter Sunday 1974. It arrived at the Club two days later on 16 April, and was then grounded until its British registration, G-BCFO, and C of A had been completed. It was finally cleared to fly again in July^{70,40}.

The Terrier suffered a broken undercarriage leg due a fatigue failure in May 1974^{38,39} but was back in service in mid-August, thanks to a repair by Ron Lewis and Ted Waterman⁴¹. Tony Gaze continued to provide tows when the Club's tugs were not serviceable⁴⁰.

The Blanik was written off on the 12th August 1974⁴¹ and a replacement was obtained new by November that year^{42,110}.

An additional Swallow was bought in June 1975⁵² for £1350 and it was decided to sell the Olympia that November⁵⁵. It was finally bought around Easter time 1976 and collected by a purchaser who paid a surprised Keith Aldridge with a wad of used notes⁹⁷.

During this period, Doug Jones and Tony Pentelow built a Kestrel 19 from a Slingsby kit, doing most of the work in the south hangar.

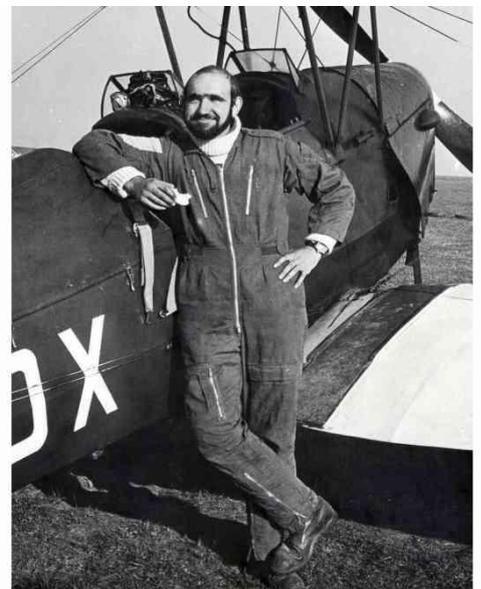
Flying



The best available contemporary picture of the Kings Head

Several changes were made to the way the courses were run. Firstly, the courses in 1971 and the following years were accommodated at the Kings Head in King's Stanley because the new tenant of the Rose and Crown did not wish to continue the previous arrangement⁷. In 1972, following a suggestion from Derek Vennard, it was decided to introduce aerotowing on the courses in addition to the usual winch launching⁷. The idea was to make it easier for solo Club members to be able to fly mid-week without disrupting the courses but aerotows were also available to the courses. This was the first attempt to encourage mid-week flying by solo Club members⁹⁶. With the higher cost of providing aerotows compared with winch launching, this inevitably meant that course members were charged separately for their launches instead of having an all-inclusive fee which included accommodation and as much flying as the weather would allow⁶. The downside of this was that with the longer flights and less ground work involved with aerotowing there was less bonding between the course head members through shared activities, and also a daily reminder of cost, as launches were charged each day⁹⁹. In spite of this the courses continued to be well supported⁹⁸. Although a private pilot couldn't legally be paid for flying, there was nonetheless a ready supply of young would-be airline pilots who were prepared to fly the tug and drive the winch when required in return for the flying hours they could log and free accommodation and food⁹⁶.

In 1976 the committee made a policy decision to accommodate and cater for future courses in the clubhouse instead of using local hotels, when suitable improvements had been made to the clubhouse facilities.⁵⁷ However, the planned clubhouse improvements had to be postponed because of the financial situation at the end of that year⁵⁸.



First Course tug pilot, Santiago Cervantes

Competitions continued to be run each year, with Mike Harper directing. In 1973 The Club hosted the Standard Class Nationals, the first Nationals to be held at Nympsfield since the "delegated Nationals" of 1958²⁸, and in 1974 it hosted Euroglide³⁷. Euroglide was a competition sponsored by the Daily Telegraph to encourage European pilots to come to compete in the UK. It was held at different sites each year. In 1974 there were seven foreign and twenty-eight British entrants⁴⁰. The Telegraph installed a hospitality tent decorated with a row of the flags of the Nations. The competition was opened by the Managing Director of the Telegraph, and Lady Scott presented the prizes^{40,78}. The Club received £1000 each from the Telegraph and the BGA for running the event⁴⁰ and also had the loan of a caravan with light signals. The number of entrants flying in the Regionals steadily increased from 19 in 1971¹⁰², to 40 in 1976⁷⁹. Dave Wales took over the direction of the competitions from Mike Harper in 1976⁵⁷.



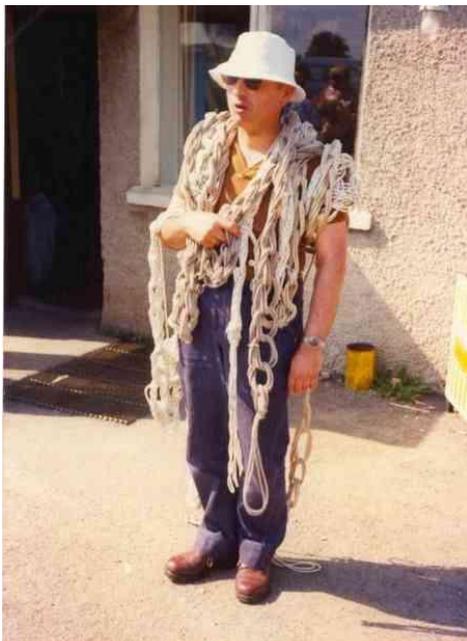
Pat Jones ran Control for many years



Jane Harper, Competition Secretary



The start line tower



Doug White, Launch point marshal



The Euroglide Daily Telegraph Pavilion

Launch point organisation and log keeping continued to be somewhat haphazard and a launch point organiser scheme was tried in 1973²⁸. In the same year a new requirement was introduced for Tug Pilots to keep a log of the tows they did, including details of the gliders and pilots being towed^{91,111}. In the next year another requirement was introduced for pilots to sign their entry on the log sheet before they were permitted to be launched. Pilots were also made responsible for checking their flying times after landing⁴¹. These measures greatly reduced the loss of revenue due to unlogged flights.

There were also changes to launch signalling. With more gliders having closed canopies, making it difficult for pilots to make themselves heard, a BGA system of finger signals was adopted in 1973. In this, the pilot held up one finger for take up slack and two fingers for all out⁹². Stop was supposed to be indicated by releasing the cable⁹⁷, though it was not defined what the signal was if the release did not function⁹⁹. Up to 1975, signalling to the winch driver had been almost exclusively by bat. Light signals, provided by car headlights, were only used in difficult light conditions. But in 1975, an instructors' meeting proposed that the Club should go over exclusively to light signals⁴⁷. However signalling by bat did continue after this⁹⁷.

Another national change was the introduction of the USTAL pre-landing check in 1974⁹⁴. This was introduced because of the growing number of glider types with retractable undercarriages and a small number of wheels-up landings. It stood for Undercarriage, Speed, Trim, Airbrakes, Lookout. Readers may have their own opinions on whether the last four of these should have been checklist items, or were things which a pilot should deal with as necessary, or in the case of Lookout continuously. At all events it led to pupils trying to get it all done in time, flying the downwind leg at approach speed and concentrating on adjusting the trim when they should have been monitoring their height and position and assessing the landing area. Opinions among the instructors were divided⁹⁹.

Mid-week instructional evening parties were continued⁶⁵, and for a while early morning parties were run on Saturdays with the participants staying at the Club over the Friday nights³⁹. In 1972 and 1973 Tony Pentelow ran evening parties for local schools^{12,22,76}.



Tom Bradbury

The number of privately owned gliders continued to rise, doubling to 29 by the end of 1976. The Instructors Committee had removed the limit of 30 gliders permitted on site in 1975⁴⁷ to allow this, as it was thought that the risk of a large numbers of gliders having to land at once was remote. Most of the new gliders were glass fibre: Libelles, Kestrels and Cirruses, but there were still a few wooden ones and two-seaters. (See Appendix 7.)



Ron Sandford

Notable achievements in the period were the first 500 Km triangle from the site, which was flown by Tom Bradbury on 29 May 1974^{49,78}, and Ron Sandford winning the Standard Class Nationals in 1975⁵².

During this period, Mike Harper, Ron Sandford and Ken Brown, who had taken an interest in assessing turning point photographs, were all on the BGA Competitions Committee.

At the end of 1973, a national fuel crisis caused by a prolonged miners' strike resulted in the Government introducing legislation under which businesses were only allowed to use any form of energy on three days in any week. As part of this policy, all private flying was banned on Sundays from the 16th of December⁹⁴. After representations from the BGA, first winch launching was allowed from January 1974, and then the whole restriction was lifted on the 15th of February⁹⁵. While the restrictions were in place an arrangement was made with the Cotswold Club that any of their members who could fly mid-week could fly at Nympsfield at normal rates, without additional fees³⁴.



Don Tapp (right) with Gordon Fisher

A new Trophy was inaugurated in 1973 in memory of Lt Col Donald Tapp who died that year. Don had shared his Kite 2 with the Club and had also acted as a steward at the Western Regionals for several years. The trophy was to be awarded for the best handicapped speed round a 100 km triangle starting at Nympsfield, and was in the form of a wall plaque. It was not recorded who won it in this period^{17,20}. The trophy itself has been lost, and so far no photograph of it has come to light.

Winches

In the spring of 1971, the Club was operating three winches¹⁰, the Garnett two drum having gone out of use towards the end of the 1960s. The three were the Mumford winch and the two diesel winches which became known as the lorry winch and the balloon winch³⁵. These all gave poor launches and there were many cable breaks.



Modified Mumford winch



Lorry winch

One of the first actions of the new committee was to initiate the overhaul of the Mumford winch and fit it onto a new chassis with a refurbished diesel engine⁴. This work was done by Club members and completed by April 1972¹⁴. A new engine was also fitted to the Lorry winch at the same time¹¹ but it was still under-powered⁹⁷.

New solid roller boxes were fitted to the winches and reduced the number of cable breaks¹⁰. In spite of this work, all three winches were out of service for repairs at various times^{14,29,32}.

So with the winching situation still unsatisfactory, it was decided to design and build a completely new winch with a fluid flywheel¹¹. The job was undertaken by Gordon McConville, starting in 1972, but so much of his time was taken up with keeping the other winches working that progress was very slow²¹. It was to have a Perkins P6 engine, a torque converter and a Jaguar automatic gearbox⁹⁷. It had got to the stage of buying a lorry to house it by the summer of 1975 and the gearbox was bought by the end of that year^{52,54}, so that the actual assembly could start. But it was still unfinished in the spring of 1977. Whitbread made a loan towards the cost of this winch, which became known as the Whitbread winch.



The Balloon Winch



Building the Whitbread winch

A sample of polypropylene covered cable was obtained in August 1972 to see if this would reduce cable breaks, but it was not a success^{15,16}.

Vehicles



Yellow Dumper with Juvenile crew

The Landrover was sold in early 1971⁸⁸ and a dumper truck was bought¹⁰. Dumper trucks were small diesel driven vehicles with a hopper. These were used in the building industry for carting and dumping building materials. The Club's dumper was painted a distinctive yellow colour and was used almost exclusively for towing gliders on the field. Pulling gliders by hand was becoming the exception. As with most of the Club's ancillary equipment, the dumper was in poor condition. It was out of action from January to August 1973 to have its crankshaft replaced^{19,29} and in 1974 to have its engine re-bored^{36,43}. A second dumper was bought in the spring of 1977.

Both the tractors which the Club had in 1971 were replaced during this period^{1,9}. The first "blew up" in January 1972⁷ and its replacement, which was fitted with a bucket, cost £190. The second was replaced in May 1975⁵¹. Neither of the replacements came fitted with cages⁵³, and these were added in 1976⁶³.

A new trailer was built in 1972 to accommodate both the T49 and T21, to replace the trailer that Jack Houghton had built for the T21 in 1954, and the Houghton trailer was sold¹⁷. After the fire which had destroyed the syndicate Ka13, the Club bought its trailer for its new two-seaters³⁸.

The winch batteries became flat from time to time, so in February 1972 it was decided to build a trolley to house a heavy duty accumulator to start the winches when required. It was in use in March 1973²¹, and was extended a little later to incorporate a general winch servicing trolley^{8,9,29}.

The Field

The Club was keen to get sheep back on the field, but there were continual problems with fencing the boundaries. Each year to 1975 there were reports in the Club minutes of work in progress on the fencing, but no sheep were actually grazed on the field again^{3,10,21,22,39,42,45,97}.

Fertiliser was applied to the field in 1972, 1975 and early 1977^{15,50,65}.

In 1973, there was some concern about the state of the roof of the shed, which at that time was known as the barn. Various reports stated that the roof was sound and only needed replacement iron sheeting, or that the whole roof needed to be completely reconstructed^{20,22}. In the event, after several sheets were blown off and across the road during a storm, the remainder of the roof was completely demolished by Chalky White⁹⁷, and was left unrepaired. As a result the walls gradually disintegrated⁹⁹.



Rubbish burning in the quarry

At some time in this period, the quarry, which had had a pleasant grassed area on its floor which had been used for picnics and camping, was used to burn an abandoned caravan. The remains were never cleared up, and the area became a general dumping ground for old winch wire and similar rubbish⁹⁹. In October 1976, the committee informed Stroud District Council that they intended to fill it in⁵⁴ and some time later, several loads of poor quality top soil were tipped into it. It continued to be used as a rubbish dump⁹⁹.

A certain amount of field levelling was done in 1974, with a large quantity of top soil being used to fill the ridges at the east end^{38,39}.

Finance

The Club was affected by a number of external events and trends which had an impact on its financial situation. Foremost among these was the high inflation rate which persisted throughout the early 1970s and beyond. Between April 1971 and 1977 prices had more than doubled. This inevitably resulted in frequent increases in subscription rates and flying charges⁵⁴. (See Appendix 5.) In 1973, VAT was introduced. This imposed a tax on subscriptions and flying charges for the first time, and the Club Treasurers had to learn how the system worked.



Peter Bray, who was Secretary for much of the period

Other short term effects were the postal strike in 1971 which affected course bookings for a while, and the miners' strike and resulting three-day week in the winter of 1973/1974, which stopped Sunday flying for around ten weeks.

In spite of these difficulties, the Club paid off the remainder of the Kemsley development loan in 1972, and the last of the members' loan notes which were taken out in 1966 to pay off the Kemsley mortgage, were redeemed in October 1975⁵⁴. This meant that the club's Nympsfield site had finally been paid for.

Fortunately, the fire in 1973 did not have a great impact on the Club's finances as the aircraft and hangar had been adequately insured.

In 1973 the situation was strong enough for the Club to take up a £1500 loan from the Whitbread brewing company to re-arrange the bar.

However, in 1974 discrepancies began to be noticed between the receipts recorded in the Club's till and the amounts being banked. The situation was clouded because the till entries made no distinction between amounts received and paid out. In 1975, with the introduction⁴⁶ of a new till it was evident that some £4500 was unaccounted for over the two years⁵⁸ and it was concluded that the money had been stolen. Although this was reported to the police, who mounted an investigation, no culprit was identified. An EGM was called on 31 December 1975 to consider a proposal to increase the Club's overdraft limit⁵⁸. The Chairman and Treasurer both came in for criticism at this meeting. Both offered their resignations, but the meeting voted not to accept them⁵⁸. An increase in the Club's overdraft with Lloyds Bank was arranged, with ten Club members each guaranteeing £400 of the debt⁶⁰. Neither the Chairman nor the Treasurer stood for re-election at the following AGM in March 1976, and they were replaced by Keith Aldridge and Robbie Robertson. More money was reported to have gone astray during the competitions in 1976, but again no culprit was found⁶².



Norman Harris, seen in a Tutor, was Treasurer for much of the period

Because of these losses plans for an enlargement to the north hangar and an enlarged bunkhouse and toilet block were postponed⁵⁸. The Club's indebtedness at the end of 1976 stood at just over £10,000. However, a trading surplus of £743 was made that year⁶⁶.

With the general poor financial position at the end of 1975, Mike Munday's contract was terminated early in 1976⁵⁹. Also, Mrs Smith was persuaded to take responsibility for the canteen⁶⁰.

The system for charging for flying was changed during this period. The previous system of launch tickets and individual bills for soaring fees, was replaced by a system in which each member was allocated a numbered flying account which was to be kept in credit. Initially, in 1972, only the cost of aerotows and soaring was debited from it. The scheme was extended to cover winch launches as well in 1974³⁶, but existing launch tickets remained valid⁹⁷. Some members ran up large debts and penalty pricing was introduced in September 1975 to discourage that⁵³, but the penalties were seldom if ever actually applied⁹⁷.

Affiliated Clubs

The gliding clubs of the Bristol Aeroplane Co. and Smiths Industries, which had provided the Club with valuable young engineering members throughout the early post war years and the early days at Nympsfield had gradually trimmed down their activities during the 1960s, and both stopped operating in the early 1970s. However, in March 1972 a complicated arrangement was made with the Bristol University Gliding Club for a set number of their members to have group membership with restricted flying at Associate Membership rates⁹. This system did not work well and from October the students just joined as Youth Members¹⁷. Also, in the following year the Club affiliated with the Central Electricity Generating Board Gliding Club, with their members paying full rates²⁸, though it is not clear how long this arrangement lasted.

Senior Members

Sadly, three prominent members of the Club died during this period. They were Keith Turner, Cyril Uwins and Sir George Dowty. Keith, who with Michael Maufe and Richard Cocke founded the club in 1938, died in 1975. He was an active member until the demands of family and work made him stop gliding in about 1958. Cyril Uwins had been the Club's vice president since the re-start after the war. In his position as Managing Director of the Bristol Aeroplane Company, and as well as setting up the BAC Flying Club, he supported the Club in various ways. Sir George Dowty, who took over the presidency from Sir Egbert Cadbury, died in 1975 and was succeeded by Andrew Kershaw, who was the local MP.

Tony Gaze agreed to become a Vice President in place of Cyril Uwins.

Social

The first Club dinner dance was held at the Hare and Hounds at Westonbirt in 1971⁵ and this became an annual event. Also bonfire night parties continued with multi-stage rocket competitions¹. However, the breathalyser began to make itself felt, and there tended to be less singing and music in the bar at weekends.

Hang Gliding.

**Geoff McBroom's original Hang Glider
at Ditchling Beacon**

In 1971, Ann Welch had seen photographs of the activities of young people in America flying Rogallo-style hang gliders, and she mentioned this on a visit to Nympsfield. A group of Nympsfield pilots decided to build one and to try flying it. They were Geoff McBroom, who designed it, Don Cameron (who had set up his balloon manufacturing business a few years previously), Lez Hockings, Howard Johns, Tony Gillett and Steve Stanwix. After experimenting with balsa models, they built a full sized device in the Club workshop, and on 23 April 1972⁹⁰ they made the first attempts to fly it. This was on the slope of Cam Long Down. They quickly learned how not to do it and after a few minor mishaps started to make prolonged flights. Tony Gillett actually made the first

UK "cross country" by over-flying the boundary at the end of their landing field. Ann Welch invited them to fly at an event at Ditchling Beacon on the South Downs to celebrate the beginnings of conventional gliding, and because of the publicity this gave them, they got several thousand enquiries from people wanting to buy a machine or to build their own. This encouraged Geoff to give up his job and go into manufacturing sail wings¹⁰³.

So this group introduced a completely new form of aero-sport to the UK, one which soon developed a nationwide following. And this was just a few years after another Nympsfield group had done the same for hot air ballooning.

Summary

In spite of two major setbacks, the fire in 1973, and the money lost in 1975/76, the Club continued to make good progress in improving its facilities over this period. Much of the credit for this was due to Mike Harper and his drive and enthusiasm.

Section 10 Appendix 1 Aircraft and EquipmentClub Gliders

<u>Gliders</u>	<u>BGA</u> <u>No</u>	<u>Comp</u> <u>No</u>	<u>Origin</u>	<u>Disposals in period</u>
Prefect	720		Brought from Lulsgate	Lost in Fire 7 May 1973
Olympia	504	14	Brought from Lulsgate	Sold in 1976
T21b	616		Brought from Lulsgate	Lost in Fire 7 May 1973
Skylark 2	827	78	Bought new in 1958	Sold May 1973 for £1400
Swallow	1008		Bought new in Summer 1961	
T49B	1120		Bought new end July 1963 for £1667	Lost in Fire 7 May 1973
Swallow	1182		Bought from Handley Page for £450 in June 1970,	Lost in Fire 7 May 1973
Ka8	1653		Bought new in August 1971 for £2068 with £1050 Sports Council grant	
Skylark 4	1161	328	Bought from Lasham Nov 72 for £1695	
T21 (canopied)	1388		On Hire from Halifax GC	Lost in fire 7 May 1973
T21	1000		Bought May 1973 for £850	
Bocian	1901		Bought June 1973 Price £2583	
Blanik	1918		Bought Sept. 1973 Price £3240	Written off 12 August 1974
Blanik	2008		Replacement for above Price £3850	
Swallow	1331		Bought S/H £1350 June 1975	

Tugs

Tiger Moth G-AODX			Replacement for G-AODR	Lost in Fire 7 May 1973
Auster 6A G-ASIP			Bought in Spring 1967	Lost in Fire 7 May 1973
Beagle Terrier G-ASKJ			Bought 30 May 1973 for £1000	
Super Cub G-BCFO			Bought Easter 1974, UK C of A issued July 1974	
Super Cruiser G-BCAZ			Colin Pennycuick's - Club given use from September 1973 ¹¹²	

Vehicles

Landrover WPB 557			Bought early 1961.	Sold 1971
Go Cart			Built by Brian Mumford in 1963.	Disintegrated.
Diesel tractor			Bought early 1965 for £200.	Scrapped
Ferguson P6 tractor			Bought 1969.	Scrapped
"Bucket" tractor			Bought for £190 in Jan 1972	
Tractor			Bought in May 1975	
Yellow Dumper			Bought in 1971 for £130	

Winches

Two-Drum			Club built - in service in Aug. 1959	Out of use before 1971
Mumford winch			Built by Brian Mumford in 1962/3	Diesel engine & new chassis 1972
Diesel winch			Bought in 1966	
2nd Diesel winch			Bought in 1969	

Trailers

Open trailer for T21			Built by Jack Houghton in 1955/56	Sold 1972
General purpose closed trailer			Built by Alwyn Sutcliffe 1955/56	
Skylark 2 trailer			Club built, hardboard covered	Sold with glider in 1973
Olympia trailer			1962 - Built by Ted Holmes and Harold Jefferies.	Sold 1976
Ka8 trailer			Bought for £35 in July 1971	
Open T49/T21 trailer			Built 1972	
Skylark 4 trailer			Bought with sailplane 1972	

Caravans Etc

Ladies' bunkhouse.				
Instructors Caravan			Bought for Mike Munday in 1974	
Avgas Tank nr North Hangar			Installed 1974 for £154	

Section 10 Appendix 2 Presidents, Directors and Committees

	1971/72	1972/73	1973/74	1974/75	1975/76	1976/77
President	Sir George Dowty					A Kershaw MP
Vice President	Cyril Uwins Sir Peter Scott		Sir Peter Scott Tony Gaze			
Directors						
	Mike Harper					Nick O'Brien
	Doug Jones					
	Ron Sandford					
	Chris Day	Norman Harris				-
		Del Farrall			-	
	Brian Mumford	-	Peter Bray			
Chairman						
Chairman	Mike Harper					Keith Aldridge
Secretary	Brian Mumford	Delwyn Farrall	Del.Farrall/ Peter Bray *	Peter Bray		
Treasurer	Chris Day	Norman Harris				Robbie Robertson
Vice Chairman	Doug Jones					
Committee	Mike Crisp	Peter Bray	Peter Bray	Peter Bray ¹	Keith Aldridge	Don Chatterton
	Arthur Duke	Frank Dent	Don Chatterton	Keith Knott	Bill Coombe	Bill Coombe
	Tony Gillett	Howard Johns	Howard Johns	Robbie Robertson	Owen Harris	Owen Harris
	Harold ² Jefferies	Ron Sandford	Derek Dye	Ron Sandford	Robbie Robertson	Nick O'Brien
	Derek Vennard ²	Derek Vennard	Gordon McConville	Derek Vennard	Ron Sandford	Colin Pennycuick
			Chris Wales	* Keith ¹ Aldridge		

1 In July 1974, Del Farrall moved abroad and Peter Bray took over as Secretary.
Keith Aldridge was co-opted on to the committee to fill the vacancy

2 Harold Jefferies resigned in July 1971 and Derek Vennard was co-opted in his place.

Section 10 Appendix 3 Appointed Officers

Post	1971/2	1972/3	1973/4	1974/5	1975/6	1976/7
CFI	Ron Sandford	Tony Pentelow	Tony Pentelow	Doug. Jones	Doug Jones / Howard Johns	Howard Johns
Aircraft Engineer	Doug. Jones				N/R	N/R
Vehicle Engineer	Gordon McConville		Not recorded but probably Gordon McConville			Ray Jefferies
Course Secretary	Val Corrick	Pat Parris (Gibbs)			Caroline Rhodes	Marylyn Giddy
Assistant Treasurer	Norman Harris	N/R	N/R	Robbie Robertson	N/R	N/R
Bulletin Editor	Jane Harper				Liz Harris	Jan Smith
PRO	Derek Vennard	Derek Vennard & Mike Cleaver	Derek Vennard & Bernard Smyth	Robbie Robertson	Bernard Smyth	
Membership Secretary	Mike Ross		Don Chatterton	Terry Cook	N/R	N/R
Flying Records	Ken Brown			Bridget Knott	Chris Cooper	A Varney
Flying Accounts	N/R	Joy Jones		Keith Knott	N/R	Ken Brown
Course Instructor	Tim Bradbury			Tim Bradbury and Mike Munday	Tim Bradbury and Dave Millett	Dave Millett
Course Winch Driver / Tug Pilot	D Coventry*	Santiago Cervantes	Martin Fricker	Mike Haydon	Dave Richardson	Al Hambley
Staff Instructor	None			Mike Munday		None
Manager	Tony Pentelow			Ray Jefferies		
Safety Officer	N/R	Geoff McBroom / Peter Bray	Laurie Smith	Howard Johns	N/R	N/R

N/R Signifies "Not recorded".

* D Coventry was only a winch driver, not a tug pilot.

Section 10 Appendix 4 Membership and Flying Statistics from Sailplane and Gliding¹

	1971	1972	1973	1974	1975	1976
<u>Members</u>						
Flying	243	216	222	213	232	228
Associate	64	55	62	55	54	61
Total	307	271	284	268	286	289
<u>Aircraft</u>						
Two-seaters	2	2	2	3	3	3
Solo	6	6	4	2	5	4
Private	15	15	17	21	23	29
Tugs	3	2	2	3	3	3
<u>Flying</u>						
Launches	7569	7574	6686	6330	7120	6587
Hours	1887	2138	3155	3513	4447	4456
Cross-Country Km	4134	3488	22,591	53,144	33,868	48,416

All these figures should be treated with some reserve.

Membership There is a mismatch between the Club membership year and the reporting date for the figures quoted in S & G. It is not clear whether the reported figures correspond to a date part way through the Club's year, or whether an attempt was made to estimate the additional members who might join later.

Aircraft For much of 1973, the Club owned or had on hire 3 two-seaters. In 1974 it owned 4 solo gliders, not 2. Throughout the whole period the Club owned 2 tugs. It also had the use of Colin Pennycuick's Super Cruiser for a while in the period 1974 to 1977. Tony Gaze continued to provide tows with his Rallye, certainly until 1976.

Flying Club records show the following figures for launches and hours:

	1971	1972	1973	1974	1975
Launches	7324	7596	6548	6470	7063
Hours	1582*	1750*	3086	3698	4826

* These hours exclude courses and competitions

It should be noted that the Cross-Country kilometres quoted in either of these table are not too reliable as not all Club members' cross countries were logged and only very broad brush estimates of the competition cross-country kilometres were made. The same comment applies to competition flying times.

Section 10 Appendix 5 Subscriptions

	1971/72	1972/73	1973/74*	1974/75	1975/76	1976/77
Entrance Fee	Nil	Nil	Nil	Nil	Nil	Nil
Full Flying	£12.50	£12.50	£14.50	£16	£22	£30
Family Flying	£16.00	£16.00	£18.00	£20	£27	£40
Country	£6.50	£6.50	£8.00	£9	£12	£15
Youth (under 22)	£9.00	£9.00	£10.50	£12	£15	£15
Associates:-						
Male	£1.50	£1.50	£1.75	£1.75	£1	£5
Lady	50p	50p	60p	60p		
Junior						£1

Flying Charges

	1971/1972	1973*	1974	1975	1976
Winch Launches:	35p	42p	50p	N/R	N/R
Aerotows to 2000 feet:**	£1.60 From August	£1.90	£2.10	£3.00	N/R
Soaring charge ***	2p/min	2½ p/min 1½ p/min after 2 Hrs		N/R	3p /min

*VAT at 10% was introduced in April 1973.

** There were charges for Aerotows to heights other than 2000 feet, and these were essentially pro rata.

*** Soaring was charged after 10 minutes on winch launches, and 15 on Aerotows. The charge for these "free" periods were notionally included in the launch fee.

Section 10 Appendix 6 Trophy Winners

Club Trophy	1971	1972	1973
Cyril Uwins Cup - (Best distance)	Derek Vennard	Ron Sandford	Ron Sandford
Rex Young Trophy - (Best progress by a beginner)	Not presented	Chris Wales	Brian Curtis
Evening World (Best gain of height)	Tom Bradbury	George Upson	Dave Braham
Guinness Trophy - (Most meritorious cross-country in a club glider)	John Mast	Santiago Cervantes	Howard Johns
Shaun De Salis Trophy - (Best closed-circuit flight)	Derek Vennard	Keith Aldridge	Derek Vennard
Ladder Trophy - (Winner of Club Ladder)	Derek Vennard	Ron Sandford	Howard Johns

	1974	1975	1976
Cyril Uwins Cup	Tom Bradbury	Tony Pentelow	Tony Pentelow
Rex Young Trophy	Derek Giles	A Verney	Ken Barker
Evening World Trophy	Ron Sandford	Robbie Robertson	N/R
Guinness Trophy	John Mast	Brian Curtis	Dave Millett
Shaun De Salis Trophy	N/R	N/R	N/R
Ladder Trophy	N/R	N/R	N/R

A new award, The Donald Tapp Trophy was inaugurated at the end of 1973. This was for the best handicapped speed round a 100 km triangle. It was not recorded who won it in the following years.

Section 10 Appendix 7 Private Gliders

As in previous years, there are no definitive lists of the private gliders on site. The following information has been pieced together from odd mentions in various Club minutes, bulletins, reports of competitions and information provided by contemporary members. However, information from Richard Cawsey, particularly concerning the BGA numbers and arrival and departure dates has been invaluable. The listed membership of the various syndicates is quite likely to be incomplete, and certainly does not reflect the changes which occurred from time to time very accurately. There is scant information about several gliders which are mentioned in the various sources.

There were reported to be 15 Private gliders in 1971 and 29 in 1976.

Glider	BGA Ident	Comp Number	Owners
Skylark 2c	778	33	Bought in February 1957. Members Ken Brown, Dr Ensel, Gordon Fisher, Mike Garnett, Norman Greenwood, Ted Holmes, Bob Perrott, Don Tapp. Glider sold early in 1977.
Skylark 3F	996	180	Bought from Doug Jones & Tony Pentelow in 1969. Syndicate included John Taylor, Eric and Eve Martin and Rex Garland, who left the syndicate in 1974. Sold to Cotswold Club in 1975.
Dart 17R	1337	409	Bought in 1967 to replace the Kit built Skylark 3F 180, by Doug Jones, Tony Pentelow, Joe Grimes, Hobby Hobkirk and Dave Braham. Sold to Laurie Crampton and Dave Benton in May 1974.
Skylark 4	1105	81	Bought in 1963. Members over the period included Alf Samuels, Tom Bradbury, Peter Philpott, John Daniell, "Hoppy" Twiston Davis, Howard Johns (left in May 1973), Wilf Harper, Ted Elliott, Ted Aylett and in 1976 Lance Peters.
Dart 17R	1318	210	Bought by Tony Gaze in 1966. Exported to Australia in 1978.
Dart 17R	1333	257	Joe Grimes and Rod Barrett. Sold in November 1971.
Ka6cr	1027	270	Bought from Tony Gaze in 1966. Syndicate members: Geoff McBroom, Roy Owen, Mike Coram, Des Rich, Freddie Guest, Brian Walker, Alwyn Sutcliffe, Geoff Harmsworth, Chris Tudge and Tony Gillett. But not all at the same time. Originally blue with orange wings, but the fuselage was later painted white. Crashed on 27 Jan 1973 and the insurers wrote it off.
Rhonbussard	337		Owned by Arthur Hobkirk, and sold in 1971.
K6e	1425	125 925	Jim Webster, Don Chatterton and Nigel Humphreys. Sold to Eve Dent and partners in 1976 and given new comp. number
Olympia 463	1277	417	Bought in 1964 and sold in the summer of 1972. Members in this period were Mike Harper, Pete Bray, John Lord, Ron Lewis, Chris Day and one other It was replaced by a Libelle with the same Comp. number 417.
Libelle	1756	417	Bought in September 1972. Members: Mike Harper, John Lord and Roger Jefferies. John Harmer joined in 1973 and George Upson and Ron Lewis were also in the syndicate at that time.
Dart 17R	1313	46	Mike Pope (who allowed club members the use of it). Moved off site in summer 1972.

Appendix 7 Continued



Peter Philpott in the completed Scud 3

Scud 3	283		Bought in an un-airworthy condition. Re-conditioned by Peter Philpott and Mike Garnett. Flew in June 1976.
Ka6e	1504	247	Bought by Derek Vennard, Stan Lewington and Barry Ratcliffe in 1969, and replaced by a Kestrel 19 with the Comp Number 488 in November 1972.
Kestrel 19	1760	488	Bought in November 1972 with the same syndicate members as Ka6e 247 with the addition of Keith Aldridge. Sold to Mike Randle at Weston on the Green before 1976.
Ka6CR	1323	495	Bought in the 1960s. Members: George Upson, Roy Owen, Lez Hocking, Ivor Shattock, Ian Stockdale and Arthur Duke. Sold in September 1972. (Possibly 1974)
Ka6CR	1284	434	Bought in 1971 from Trevor Foxen with Change of Comp. No. from 424, by Laurie Smith, Geoff McBroom, Eve and Frank Dent and Jed Barrett. Later members included Barry Walker, Alan Mathieson, Derek Giles & Tony Housden.
Tutor	1071	N/A	Bought in 1970. 12 Members including Tony Pentelow, Gordon Fisher, Chris Day and possibly Ron Sandford and Robbie Robertson.
Eagle 3	863	97	Ex-Gaze Eagle. Crashed in 1971, and replaced by the ASK13 1649 with the same syndicate members.
ASK13	1649	158	Bought in August 1971. Members Bob Parsons, Chris Hughes, Stuart Waller, Barry Walker, Howard Johns, Bill Coombes, Chris Wales Nick O'Brien et al. Lost in fire on 3 May 1973.
Bocian	1804	158	On site August 1973. Members included Bill Coombes and Del Farrall.
Std Cirrus	1624	242 252	Bought in May 1971 by Ron Sandford, Keith Aldridge, Ralph Hindle, Peter Bray and Chris Hughes. Ron left the syndicate and replaced it by a Pik 20 with the same competition number in August 1976. The Cirrus competition number was changed to 252.

Appendix 7 Continued

Pik 20	2078	242	Ron Sandford's replacement for the Standard Cirrus.
Ka6E	1568	375	Owned by Barry Walker between 1970 and 1972.
K2	1728	595	New Syndicate of 10 in June 1972. Arthur Duke, Guy Harris, Lez Hockings, Brian Woodcock, Frank Dent, Gordon McConville, David Briggs, Mike Davis, Ted Waterman, Ron Barnes and possibly Bob Parsons & Tony Chambers. Dave Barker joined in May 1975.
Kestrel 19	1914	14	Built from a kit by Doug Jones and Tony Pentelow. Members Doug and Tony, Dave Braham, Ken Brown, Gordon Fisher, Tony Gillett, Harold Grimes, Laurie Smith. First flight 26 Oct 1974. Later Alwyn Sutcliffe took Tony Gillett's share.
Libelle	1840	253	Brought onto site December 1972 by Tom and Tim Bradbury.
Libelle	1686	238	Brought onto site in July 1973. Members: Nick O'Brien, Arthur Duke, Chris Wales, Howard Johns, Paul Harding and Mike Davis. Sold 1975
Skylark 4	1103	267	November 1973. Members Terry Cook, Derek Dye, Gordon Dorwood and Jim Findley et al.
Kestrel 17	1720	179	New Glider on site in April 1975 brought by Tom Bobbin and partners.
Open Cirrus	1835	657	Arrived in April 1975: Members Jed Barrett, Colin Pennycuick and Norman Harris.
Open Cirrus	1865	272	Arrived January 1975 for Howard Johns.
Pilatus B4	1849	103	Bought in March 1973 by A Forbes and partners.
IS 29D	2065	980	Bought by Eric Martin in June 1975.



The Slingsby Sovereign, ordered in 1973 by Bill Coombes, Barry Ratcliffe, Howard Johns and others. Returned to the manufacturers because of problems with the type certification.

Section 10 Appendix 8 - Finance

Year	Operating Surplus	Loans					Annual inflation rate %
		Kemsley Loan	Notes Loan	Misc.	Whitbread	Lloyds Overdraft	
1971	793	340	820	550	Nil	Nil	8
1972	1785	Paid off	620	550	Nil	1,579	8
1973	775		350	550	1,500	1,850	12
1974	-1,304		350	2,550	1,275	5,306	20
1975	-5,467		Paid off	2,550	975	7,907	24
1976	743			2,553	675	6,919	17

Section 10 Appendix 9 Typical canteen menu 1972 to 1973

M E N U (retyped for clarity)

SATURDAY 22nd. JANUARY 1972

LUNCH OXTAIL SOUP 5P
1.00 pm approx.
IRISH STEW, POTATOES 30p
CREAMED RICE AND JAM 5p

TEA BREAD & BUTTER, CAKES ETC. AT USUAL PRICES
4.00-4.30 pm

SUPPER SPAGHETTI BOLOGNAISE 25p
7.30 pm

SUNDAY 23rd. JANUARY 1972

BREAKFAST CORNFLAKES, BACON, EGG 20p
8.00-8.30 TOAST, TEA

LUNCH THICK VEGETABLE SOUP 5p
1.00 pm approx.
STEAK & KIDNEY PUDDING 30p
BOILED POTATOES, CARROTS

STRAWBERRIES & CREAM 5p

TEA BREAD & BUTTER, CAKES ETC. AT USUAL PRICES
4.00-4.30 pm

COFFEE 4p CUP OF TEA 3p

CUP OF TEA FREE WITH 3 COURSE LUNCH ONLY

Section 10 References

No	Document	Location
1	Committee Minutes 7 May 1971	<Min6> 34-36
2	Committee Minutes 9 Jul 1971	<Min6> 39-40
3	Committee Minutes 6 Aug 1971	<Min6> 41-42
4	Committee Minutes 10 Sep 1971	<Min6> 43-44
5	Committee Minutes 8 Oct 1971	<Min6> 45-49
6	Committee Minutes 20 Nov 1971	<Min6> 50-55
7	Committee Minutes 8 Jan 1972	<Min7> Min7-1
8	Committee Minutes 5 Feb 1972	<Min7> Min7-2
9	Committee Minutes 4 Mar 1972	<Min7> Min7-3
10	Committee Minutes 8 Apr 1972	<Min7> Min7-4
11	Committee Minutes 21 Apr 1972	<Min7> Min7-5
12	Committee Minutes 20 May 1972	<Min7> Min7-6
13	Committee Minutes 23 Jun 1972	<Min7> Min7-7
14	Committee Minutes 26 Oct 1972	<Min7> Min7-8
15	Committee Minutes 25 Aug 1972	<Min7> Min7-9
16	Committee Minutes 23 Sep 1972	<Min7> Min7-10
17	Committee Minutes 26 Oct 1972	<Min7> Min7-11
18	Committee Minutes 2 Dec 1972	<Min7> Min7-13
19	Committee Minutes 6 Jan 1973	<Min7> Min7-14
20	Committee Minutes 3 Feb 1973	<Min7> Min7-15
21	Committee Minutes 3 Mar 1973	<Min7> Min7-16
22	Committee Minutes 5 May 1973	<Min7> Min7-19
23	Committee Minutes 7 May 1973	<Min7> Min7-20
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30	Committee Minutes 22 Sep 1973	<Min7> Min7-27
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33	Committee Minutes 24 Nov 1973	<Min7> Min7-30
34	Committee Minutes 5 Jan 1974	<Min8> Min8-1
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46	Committee Minutes 15 Mar 1975	<Min8> Min8-18
47	Committee Minutes 23 May 1975	<Min8> Min8-19
48	Committee Minutes 5 Apr 1975	<Min8> Min8-20
49	AGM 5 Apr 1975	<Min8> Min8-21
50	Committee Minutes 26 Apr 1975	<Min8> Min8-22
51	Committee Minutes 17 May 1975	<Min8> Min8-23

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53	Committee Minutes 12 Sep 1975	<Min8> Min8-26
54	Committee Minutes 12 Oct 1975	<Min8> Min8-27
55	Committee Minutes 15 Nov 1975	<Min8> Min8-28
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59	Committee Minutes 14 Feb 1976	<Min9> Min9-3
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62	Committee Minutes 10 Jul 1976	<Min9> Min9-9
63	Committee Minutes 14 Aug 1976	<Min9> Min9-10
64	Committee Minutes 11 Sep 1976	<Min9> Min9-11
65	Committee Minutes 5 Feb 1977	<Min9> Min9-14
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67	Preliminary Chairman's Report for 1977	
68	Committee Minutes 28 May 1977	<Min9> Min9-18
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73	"Glider Club Disaster"	<Press Cuttings> 73-5-10 SNJ
74	"Gliding Club anger over water scheme"	<Press Cuttings> 75-
75	Sailplane & Gliding August 1971	
76	Sailplane & Gliding August 1972	
77	Sailplane & Gliding April 1973	
78	Sailplane & Gliding October 1974	
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95	Severn Skies March 1974	<Bulletins> b 74-3
96	As remembered by Chris Day	
97	As remembered by Graham Morris	

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No	Document	Location
98	As remembered by Dave Barker	
99	As remembered by Ken Brown	
100	Wikipedia	
101	CAA's internet site G-INFO	
102	Ken Brown's scoring book	
103	Geoff McBroom's Hang gliding write up on internet	
104	Chairman's report 1974/75	
105	c1 121 Treasurer's Statement 31-12-75	<BGC Co Docs> c1 121
106	Aerial view of caravan site in 1974	<Photographs> Image 2833
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