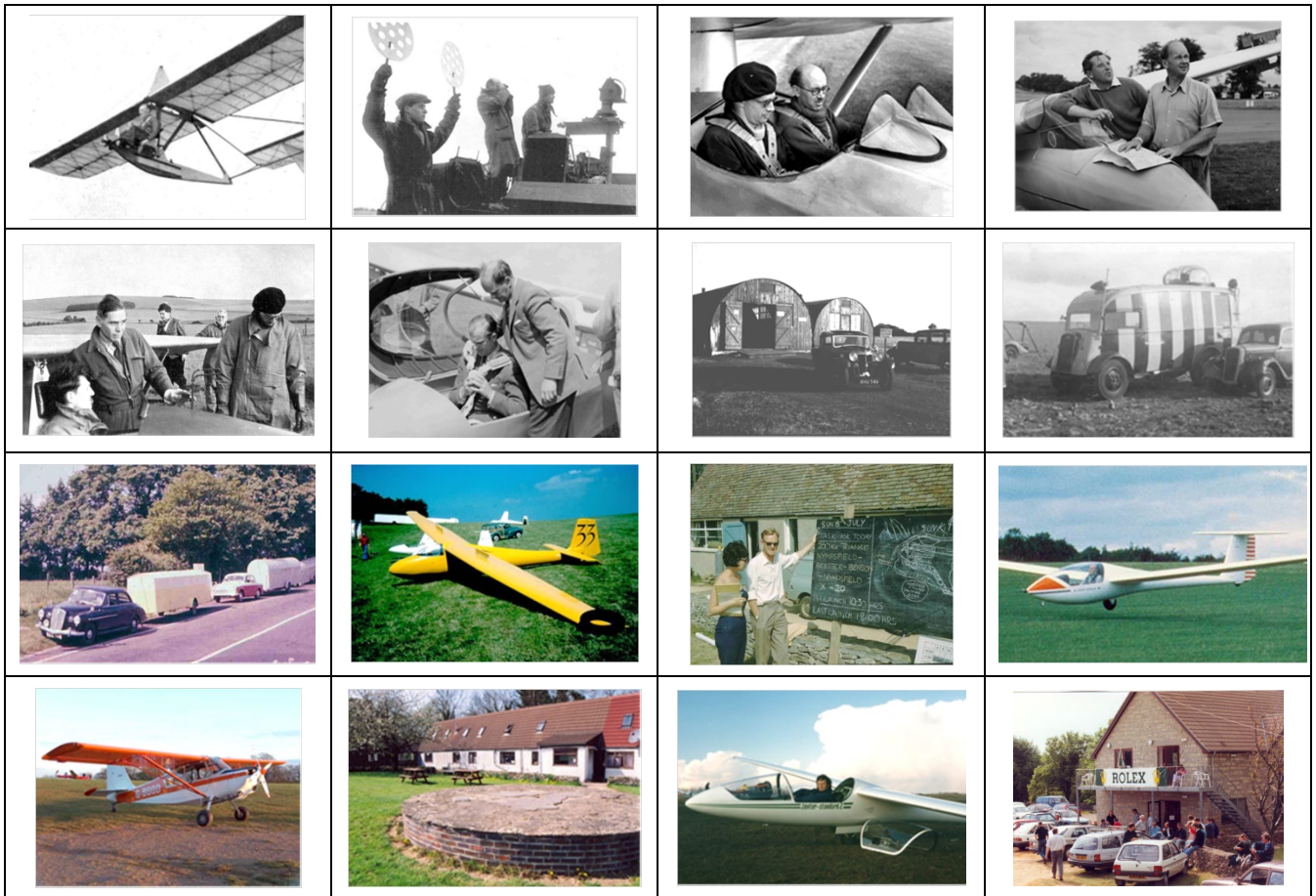


Landmarks

In the Development of the Bristol & Gloucestershire Gliding Club 1930 – 1993



By Ken Brown
2023

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1. INTRODUCTION

1.1 Introduction

The purpose of this history of the Bristol and Gloucestershire Gliding Club is to let people know how the Club came into being and who deserves the credit for that.

The Club's digital History Archive is the main source of information for this account, created largely from information kindly supplied by past and present members. At the end of every chapter is a comprehensive list referencing the source material in the digital History Archive.

I hope that you will enjoy your read.

1.2 Acknowledgments

I should like to thank:

- All those people who donated photographs and other items to the Club's History Archive, without which this account would have been much less complete.
- The dedicated members of the Club's History Group - Nancy Barrett, Chris Day, Helen Evans, Nick Kelly, Bill Meyer, Jeremy Mitcheson, Bet Samuels and Bernard Smyth.
- Jane Thomas for standardising the formatting and bringing all the sections together in a single document.



Ken Brown (1929-2023)

1.3 2023 Update

'Landmarks' represents a great many hours of meticulous research by Ken. He began writing the Club history back in 2008 publishing the individual chapters on the Club's website as they were completed. In 2022 all the completed chapters were brought together into a single document for Ken to review, but sadly he had not completed the task before he died in March 2023.

Bernard Smyth, Ken's good friend and contemporary, was approached and kindly agreed to use his professional skills to complete the task of editing 'Landmarks'. Bernard was the editor of the Club's Severn Skies magazine for more than 21 years and a proofreader for Sailplane and Gliding, and his input has been invaluable.

All the photographs and illustrations in 'Landmarks' are taken from the digital History Archive. New reference tables have been added to 'Landmarks' listing each photograph or illustration with its archive reference and, where available, the name of the source or donor. It has not been possible to assign a source to every photograph, but in later chapters it is likely that the photographs were taken by Bernard, who took hundreds of photographs at the club, tireless documenting competitions, prizewinnings, social occasions as well as day-to-day activities on and off the airfield. There are no photographs of Bernard in 'Landmarks' as he was usually behind the camera, so in acknowledgement of his contribution it seems only right to add one here.



Bernard Smyth

2. THE PREDECESSOR CLUB

2.1 Early Club

The first gliding Club at Bristol, the Bristol and District Glider Club, was also known as the Wessex Gliding Club. It was formed in October 1930* by Norman Hall-Warren and a dozen or so others, after an article about gliding appeared in the Bristol Evening World newspaper. Mr A. McLoughton of 14 Woodstock Road, Redland, Bristol was the Club secretary, the president was Lord Apsley and vice president was Mr R. Wills. It had around 35 members, the entrance fee was £1-1-0 and the subscription £2-2-0. The Bristol Evening World presented the Club with a Scud sailplane in 1931, which was first flown by Flying Officer E. L. Mole, from a bungee launch on Wavering Down in the Mendips on 28th November. In a flat calm, he flew over Compton Bishop church and made a safe landing at the bottom.

Another keen member was Mr Bill Sykes (known as Psyche) the landlord of the New Passage Hotel at Pilning. He had experience as a test pilot for Whiteheads during the Great War and afterwards barnstorming with an Avro 504-K. He had a collection of components from a variety of aircraft and constructed a Primary glider using the wings of a 1914 Sopwith aircraft and the tail booms and empennage of an even earlier Caudron. The glider was perfectly balanced, flew well and suffered no structural failure during its career. The Club started its activities bungee launching the Sykes glider from a field adjacent to the hotel.

A two-day public display was organised at Wavering Down for the weekend of 30th April / 1st May 1932. On the first day there was an aerobatic display by a group of six powered planes and a number of hops by the Sykes glider. A guest pilot, L. C. Williams, the Chief Flying Instructor of the London Gliding Club, was bungeed off in the Scud and soared it for a while in the stiff breeze. Baynes, the Scud's designer, watched the flight and was delighted to see his aircraft soar. When he lost the lift, Mr Williams went for a landing in a field at the bottom. Unfortunately there were sheep in the field and in avoiding them he clipped a hedge and badly damaged the glider. A replacement Scud arrived overnight, but the wind was not favourable for soaring on the Sunday, however the crowd were entertained by repeated hops in the Scud and Bill Sykes' glider.

After this, flying took place at Parnell's Yate aerodrome with the repaired Scud, using elastic cords and manpower. Fred Miles, later of Miles Aircraft, was one of the members. Very soon however, the short flights and the work involved in bungee launching on a flat site sapped enthusiasm and the Club petered out in a couple of years.

This Club, which was not registered with the British Gliding Association (BGA), handed nothing on to any successor, except its president, and so cannot really be considered as the start of the present Club.

Note:

* Contemporary references 1 and 2, report the Club in formation in August and formed in November 1930. Later references 6 and 8, give the date of formation as 1931.

2.2 References

Ref	Source	Digital Archive Location
1	"Clubs in Formation" – Flight, 8th August 1930, p900	<Press & Magazine Cuttings>
2	"British Gliding Clubs" – Flight, 21 st November 1930, p1260	<Press & Magazine Cuttings>
3	"Where to Glide" - L. Howard-Flanders and C. F. Carr, Gliding and Motorless Flight, 1930, Appendix B	
4	"Statistics of Gliding Clubs in the British Isles" - Dorset Gliding Club, Gliding, 1931	
5	"The Past and the Future" - Keith Turner, Bristol Gliding Club Manual, 1948, p28	<Bulletins & Severn Skies>
6	"The Pilot who Crashed Picked Daisies" - Norman Hall-Warren, Bristol Evening World, 3 rd April 1952	<Press & Magazine Cuttings>
7	"1931-1932 Press Cutting Transcriptions"	<Press & Magazine Cuttings>
8	"Bristol Gliding Club" - Keith Turner, Bristol Evening Post, 4 th December 1954	<Press & Magazine Cuttings>

3. THE PRE-WAR CLUB

3.1 Leighterton

In 1937, Keith Turner and Michael Maufe, who had been founder members of the Cambridge University Gliding Club,⁴ moved to Bristol to take up employment with the Bristol Aeroplane Company. With no gliding club in the area, they decided to set one up.¹ Together with another Bristol Aeroplane Company Apprentice they set about looking for suitable sites to fly from.¹⁷ They hoped to find somewhere close to Bristol for initial training and possibly another site for soaring, preferably with potential for aerotowing.⁴ This search involved much walking in the vicinity of likely hill sites in the Cotswolds, Mendips and Malborough Downs.¹² They also considered Whitchurch, the home of the Bristol and Wessex Aeroplane Club.⁹



Keith Turner- 1948



Richard Cocke - 1951

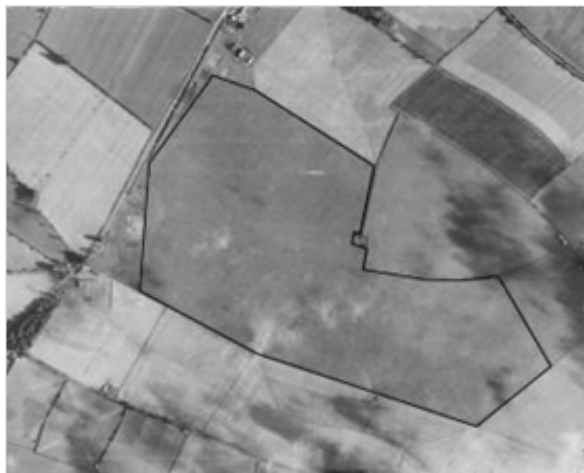


Captain Barnwell

On 3rd June 1938, they held a public meeting at the Clifton Down Hotel in Bristol, under the chairmanship of Captain F. S. Barnwell, OBE, the chief designer of the Bristol Aeroplane Company.¹⁴ At this meeting Miss Naomi Heron-Maxwell, a prominent glider pilot of the time, was a guest speaker. At the meeting it was agreed to go ahead with the formation of the Club, and Keith Turner became Acting honourable secretary. It was also agreed to hold a further meeting to agree rules for the new Club.⁴ Among the potential members were seven members of other gliding clubs, including two former Club Secretaries.²⁸ Towards the end of July a second meeting was held at the same hotel, under the chairmanship of Mr R. Ashley Hall, president of the predecessor club, he was prominent in aviation and a director of a Bristol paint manufacturing company.¹⁸ A gliding film was shown and a talk was given by Mr Hugh C. Bergel, of the London Gliding Club, he was one of the leading glider pilots in the pre-war period and later a senior Air Transport Auxiliary (ATA) pilot during the war.^{7,24} It was reported that the Club had acquired a Primary trainer as well as a Grunau and intended to start flying on the next weekend at Leighterton, at an inclusive charge of 3/- a day.^{5,8} (Though in fact the Primary was not registered until October and the first flight at Leighterton was not until November).^{3, 27}

The Club was formally registered as the Bristol Gliding Club Proprietary Ltd. on 26th September 1938 (Company Number 344632) with an authorised capital of 100 £1 shares (three being issued).^{20,21,22} The Club had Lord Apsley as president and Captain Barnwell and Mr Ashley Hall as vice presidents.¹ (Though Captain Barnwell was killed test flying an aircraft of his own design on 2nd August 1938).¹⁴ Keith Turner was secretary and instructor, Michael Maufe ground engineer, and Richard Cocke treasurer, these three were directors of the limited company holding one share each.¹ The Club was a member of the British Gliding Association (BGA).¹³ On the 5th September an agreement was signed with Mr Kenneth Harper, the owner of Leighterton Airfield and the Airport Garage and Café, to permit the Club to use the field for gliding, at an annual fee of £5 payable quarterly.²¹

Leighterton was a grass field about 23 miles from Bristol, on the east side of the A46 and about seven miles south of Stroud. It had been set up as a military airfield and used by the Australian Flying Corps for training in 1918. Following the end of the Great War, it was reduced in size, with most of its buildings dismantled. The remainder, an L shaped field of 145 acres, about a mile from the edge of a steep valley, started to be operated as a private strip by the then owner of the Airport Garage, Mr J. E. Herbert. It was used for "society people", including Lord Apsley, visiting local country houses. However it had changed hands by the time the Club operated there. It had runs, north south of about 1800 feet and east west of 2700 feet.¹⁵ In 1948, Keith described it as being "poor by modern standards, but the best that could be obtained at the time".¹ The members used the cafe for a Club house.²³

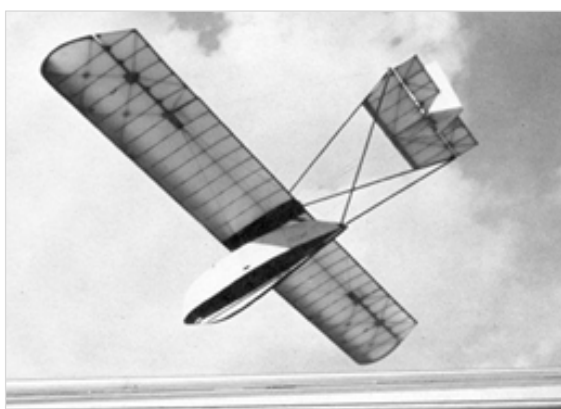


Leighterton airfield - 1946



Location of Leighterton – 2000

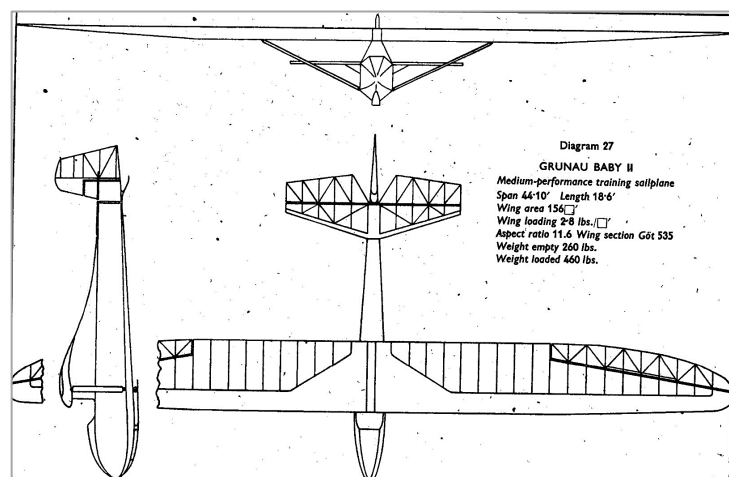
At the time gliders cost between £100 and £200, the Club had obtained a Nacelle Dagling, BGA 37327, built by Slingsby, and had the use of the unbraked Grunau Baby II, BGA 329, which Keith Turner had bought in March that year.²⁷ The Club operated it in partnership with the syndicate of Keith and Tony Deane-Drummond.^{1,5,26} The accounts for the first year, together with amendments to the end of the following January, indicate that these purchases were financed in part by a Grant subsidy administered through the BGA.²⁰ However the Grunau had been obtained before the first meeting and Keith Turner had flown it at the National Competition at Dunstable in July.^{5,9} Michael Maufe flew in the same competition representing the Cambridge University Gliding Club, and completed his Silver "C" there.¹⁰



A Nacelle Dagling



An Open Dagling



Grunau Baby II drawing

The first flying as members of the Bristol Club, apart from Keith's flying in the competition, was at Roundway near Devizes in October 1938, when several hours of soaring were done from bungee launches.^{1,11} Flying started at Leighterton on Saturday 26th November when Michael Maufe had a car-bungee hop in the Dagling and a pupil, Warry, had two "car trundles" behind the Club's 20 HP Essex Super 6, which had cost £7.³

Training launching was by bungee with various lengths of rope behind the car, and using rope alone for Grunau circuits. Most launch heights seem to have been around 500 to 600 feet, though one of 850 feet was noted. There was one note of finding a thermal.^{3,11,17}

Altogether there were 24 days of flying at Leighterton before the second world war stopped gliding. A number of certificates were gained; Four "A"s and a "B" were recorded. There was a certain amount of crashery, one crash that put the Grunau out of action for 2½ months, and on the 2nd April 1939 the Nacelle Dagling was written off in an accident, in which Peter Gear spun in from a winch launch to 90 feet. Sadly he died in hospital during surgery to clean a compound fracture.²⁹ The Dagling was replaced with an Open Dagling, BGA 402.^{3,27} In addition to the flying at Leighterton, the Grunau was flown at Roundway, Huish, Inkpen and Beacon Hill in April 1939, at Dunstable in June and July, at the BGA contests at Derby and Lancashire later in July and then at Dunstable and Beacon Hill again in August.^{11,25} At the end the membership stood at around 30 or 40.^{2,21}

The last recorded flight at Leighterton was on 23rd July 1939.³ With war inevitable, operations stopped. The Club's equipment was sold and the Grunau was put into storage until 1944 when it also was sold.^{1,26} Michael Maufe and Keith Turner both joined the RAF. However, Keith was employed in the Performance Department at Bristol Aeroplane Company for a time in 1940, sitting near Lyn McFarlane, and Keith passed his enthusiasm for gliding on to Lyn, who was to become one of the people who reformed the Club after the war.¹³

Unhappily the Club's president, Lord Apsley, did not survive the war.¹

The following are names of members mentioned on the daily flying summaries³:

Keith Turner	Michael Maufe	Richard Cocke
A. J. Deane-Drummond	Allen	E. P. Furlong
Larkin	J. S. Sproule	Blount
Peter Gear	MacLucas	W. V. Warry
Miss Murry-Brown	Holt	Sylvia Mapson

Visitors Wigg and Hebden also flew and the Reverend K. Batchelor.²¹

3.2 Analysis of Accounts

Since the Club came into existence sometime about the middle of June 1938, and the only available accounts for the pre-war operations are from the date of its registration, 29th September 1938, to 29th September 1939, it is possible that these accounts also cover income and expenditure incurred before their nominal start date. The accounts also cover the period beyond the end of flying, and so in reality may cover the whole of the pre-war operation. Pencil amendments to the accounts update them up to 31st January 1940, and the only change involved is that a "BGA Subsidy Grant" had been refunded.

The following are some significant deductions which may be drawn from the figures given.

The subscriptions totalled £49-7-0, which is 47 guineas. This suggests that there were 47 paid up members and the subscription was 1 guinea. Alternatively, if there had been only 30 members as Keith Turner remembered, and the subscription was 1½ guineas, that would have left 2 guineas unaccounted, which could perhaps have been daily memberships from visiting pilots.

Flying fees totalled £9-10-4, which averages just over 5d a flight for the 440 flights recorded at Leighterton. However, there may well have been different charges for slides and circuits and there could have been a charge for airborne time, in addition there may have been charges for the use of the Grunau at other sites.

An Item for "Petrol and Storage" at £26-18-10, indicates that there was some kind of a building available to the Club at Leighterton.

The "Cost of glider crashed" must refer to the Nacelle Dagling. This was £21 before the subsidy grant was refunded and then £70 afterwards. This suggests that the subsidy was 70%, leaving the Club to pay 30%. The total subsidy repayment of £227-13-6 corresponds to a total glider price of £325-5-0. Subtracting the £70 for the Dagling leaves £255-5-0. "Machines, Motor car and Equipment" totalled with depreciation came to £256-5-0, near enough the same, so it appears that the subsidy covered everything down to tow car and bungee. Given that the replacement open Dagling must have cost around the same as the original, and the tow car cost £7, the price of the Grunau would have been around £180. (However, Tony Deane-Drummond stated that the Grunau originally cost £100 and was sold for £150 in August 2006).

Since the Club made an operating loss over its active life, the fact that it had some £70 to hand over to its successors after the war suggests that Richard Cocke must have done very well when he sold the Club's assets at the start of the war.¹⁶

These prices should be compared with the average gross weekly wage of £3-9-6d for an adult manual worker in 1938 and about 35% more than that for non-manual workers.

3.3 References

Ref	Source	Digital Archive Location
1	"The Past and the Future" - Keith Turner, Club Annual, 1948, p28-31	<Bulletins & Severn Skies>
2	"Bristol Gliding Club" Keith Turner, Bristol Evening Post, 4 th December 1954	<Press & Magazine Cuttings>
3	Daily Flying Summaries at Leighterton	<Club Minutes>
4	"Sailplane Club for Bristol", Bristol Evening World, 30 th June 1938	<Press & Magazine Cuttings>
5	"Bristol to Have Club for Gliding", Bristol Evening Post, 21 st July 1938	<Press & Magazine Cuttings>
6	"Bristol Man Comes to Grief", July 1938.	<Press & Magazine Cuttings>
7	"New Gliding Club for Bristol" Photo of Public Meeting, June 1938	<Press & Magazine Cuttings>
8	"Bristol Glider Club Plans", July 1938	<Press & Magazine Cuttings>
9	"Bristolian Helping to Make Gliding Popular", June 1938	<Press & Magazine Cuttings>
10	"Qualified for Gliding Silver C", July 1938	<Press & Magazine Cuttings>
11	Log Book - Michael Maufe, 1938-1939, April 1939	<Miscellaneous> 069
12	Michael Maufe, personal communication	
13	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane	<Library>
14	"Bristol Aircraft – Pictorial History of British Achievement", Robert Wall, Halsgrove, 1 st January 2000, p88	
15	"Leighterton Airfield" - Chris Ashworth, Action Stations 5. Military Airfields Of The South-West, 1990	<Miscellaneous> 007

Ref	Source	Digital Archive Location
16	Organising Committee Meeting, 14 th November 1945	<Club Minutes>
17	"Gliding and Soaring in the Early Days", Vintage Glider Club News, autumn 1996	<Press & Magazine Cuttings>
18	Letter - John Cochrane to Wing Commander Ashley Hall, 10 th June 1955 Letter - Wing Commander Ashley Hall to John Cochrane, 14 th June 1955	<Nympsfield Purchase File>
19	Maps - Leighterton Airfield, Gloucestershire Records Office, circa 1924	
20	Club Accounts, 29 th September 1938 to 29 th September 1939	<Club Accounts>
21	Bulletin, November 1969	<Bulletins & Severn Skies>
22	Company Registration application, 1938	<BGC PTY Company Documents>
23	Mike Harper, personal communication	
24	Walter Kahn, personal communication, 2006	<Miscellaneous> 070
25	Log Book - Tony Deane-Drummond, 1937-1947	<Miscellaneous> 069
26	Tony Deane-Drummond, personal communication, 30 th August 2006	<Miscellaneous> 072
27	BGA Registration information - Phil Butler, personal communication, June 2009	
28	"A Club at Bristol", The Sailplane, June 1938, p142	<Press & Magazine Cuttings>
29	"Other Gliding Clubs", The Sailplane, June 1939, p124	<Press & Magazine Cuttings >

3.1 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
10	Keith Turner - 1948	Unknown	<Photographs>796
10	Richard Cocke - 1951	Unknown	<Photographs>1259
10	Captain Barnwell	Unknown	<Photographs>795
11	Leighterton airfield - 1946	© English Heritage	<Photographs>801
11	Location of Leighterton - 2000	© Ordnance Survey	<Photographs>802
11	A Nacelle Dagling	Unknown	<Photographs>00741
11	An Open Dagling	Unknown	<Photographs>00739
12	Grunau Baby II drawing	Unknown	<Miscellaneous>092

4. THE POST WAR RE-START

After the end of the war in 1945, all that remained of the pre-war Club was:

- One Vice President - Wing Commander Ashley-Hall.
- Three Directors - Richard Cocke, Keith Turner and Michael Maufe – the last two still in the Air Force.
- Recognition of the Club by Companies' House and the British Gliding Association (BGA).
- A sum of around £75, salted away by the treasurer, Richard Cocke.^{1,2,3}

However, there were no aircraft, no site, no launching equipment, only one previous member locally and no instructors or indeed anyone with previous gliding experience.⁴ In addition, petrol and food were still rationed.



Maurice Chantrill & Tommy Thompson



David Farrar



Lyn McFarlane

The driving force for reforming the Club was Maurice Chantrill, with support from Lyn McFarlane and David Farrar. These three were all aeronautical engineers working for the Bristol Aeroplane Company and had a keen interest in gliding. Lyn had worked in the Aerodynamics Department with Keith Turner during the early part of the war and he and David had flown model gliders together during the war, when full scale gliding was not permitted.⁴

Maurice called a meeting at the Greyhound Hotel, Bristol, on 25th June 1945. This was attended by a small number of interested people, mostly from the Bristol Aeroplane Company.⁴ At this meeting an organising committee was elected, consisting of:

Treasurer: Richard Cocke who agreed to serve until the reforming process was completed.

Secretary: Maurice Chantrill

Committee members: J. Kukucki, Lyn G. McFarlane, and Peter G. Mobsby ⁵

However, it should be noted that the Organising Committee freely co-opted members from time to time, whenever it seemed expedient to do so.⁶ Notable among these additional members was T. Rex Young, who was co-opted in January 1946 and was elected chairman of the committee in February 1946.⁷ Rex was rather older than other committee members. As well as holding a Private Pilot Licence and having been a gliding instructor in the Air Training Corps (ATC) during the war, he was a business man, and it was largely thanks to his wise oversight that the Club was able to reach a sound financial position.⁴

At this first meeting, the following points were identified as needing attention:⁵

1. Investigating the credit balance of the pre-war Club.
2. Contacting the absent directors, Maufe and Turner, to transfer the assets and status of the old Club to the new organisation.
3. Investigating the status of the registration of the Club with the authorities and the BGA.
4. Prospecting for possible sites for training and soaring, and the availability and prices of gliders.

5. Arranging an inaugural meeting.

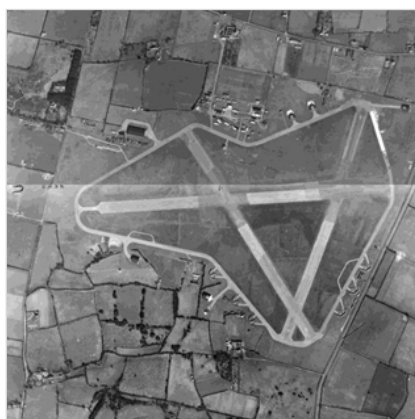
It was quickly established that the Club was still recognised by the authorities and the BGA, Richard Cocke was able to define the Club's bank balance, £116 less around £40 owing to Keith Turner.⁴ He also quickly made contact with Mike Maufe and obtain his resignation as director on 1st August 1945.⁴ However, contacting Keith Turner proved more difficult as he was still in the Air Force in India.¹⁷ It was not until 4th July 1946 that Richard reported that Keith's resignation, dated 2nd February 1946, had been obtained and Richard was able to resign as treasurer and director.²⁵ David Farrar was appointed treasurer, and he, Rex Young and Mr J. Kuckchi were appointed directors.⁹

During this time, Maurice Chantrill had discovered that the Air Training Corps at Charmy Down was looking for volunteers to train as ATC instructors. Squadron Leader Phillips, the Group Gliding Officer and Charles Ryall, an ATC instructor, agreed to take on Maurice, David Farrar and Lyn McFarlane, in spite of knowing that they were setting up a civilian club. The air cadets were trained mostly by the solo method using Kirby Cadets towed by ex-barrage balloon winches and retrieved using Beaverettes, light armoured vehicles designed for airfield defence. The cadets had priority for gliding, and initially the trainee instructors were mainly involved in winching and retrieving, but they started to get airborne in January 1946. In addition to slides and hops in the Cadet, they were fortunate to get a limited amount of dual instruction in a Falcon 3, but less than an hour each. By the middle of the year they had each reached "B" Certificate standard, at that time being able to demonstrate the ability to turn, and also qualified as instructors to "B" standard. All three continued to instruct with the ATC until the middle of 1947.¹⁰

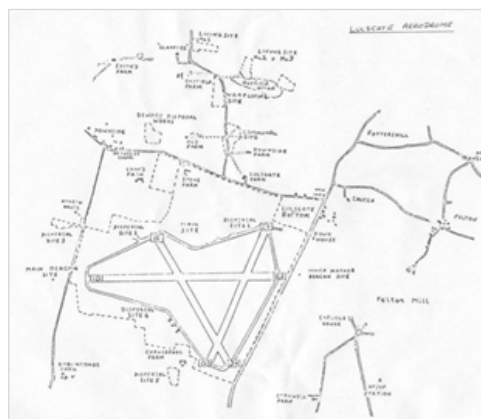


Squadron Leader Phillips

The organising committee also started to look for suitable sites. It was generally considered at the time, that with initial training being carried out solo with ground slides and hops, the only way to get worthwhile time in the air for more advanced training was through hill soaring. This perceived requirement for a hill site persisted even after the introduction of two-seat training, and influenced the much later decision to move to Nympsfield. Among others, Flight Lieutenant Jennings was very active in the search, testing various hills for their soaring potential by using his powered aeroplane with its engine throttled back or stopped.¹¹



Lulsgate - 1948



Lulsgate location

By April 1946, Jennings had obtained verbal permission for the Club to use Lulsgate Bottom, a disused RAF airfield, about seven miles from Bristol, subject to written permission from higher authority.¹² However, by 28th May, the reply from the Air Ministry denied permission, with a refusal to consider any further approaches. The committee decided to pursue the matter through an MP.¹³ It is not recorded in the Minutes whether this avenue was successful, but permission was obtained soon after and rent was paid on some buildings from 24th August 1946. The landlord then was the Ministry of Civil Aviation, and it is possible that a change of Ministry may have accounted for the change of decision.¹⁴ Other sites under consideration at the same time were Charmy Down Airfield, Babdown Farm Airfield, Priddy, Whitchurch Airfield, Huish, Burton Airfield, Milton, Draycott (Halesland) and Stinchcombe suggested by Philip Wills.^{13,15,37} A start was made at Halesland to clear the field of rocks but the site was taken over by the ATC.³⁷ Even after the use of Lulsgate had been confirmed, the Club was still interested in obtaining the use of a hill soaring site.²⁸

The BGA had access to a quantity of redundant Government equipment, such as barrage balloons winches, cables, and Beaverettes. It asked what facilities the new Club might need, in response a meeting of the Organising Committee on the 25th January 1946 came up with a wish list of gliders: one two-seater, one secondary, and a sailplane. However it was appreciated that there was no hope of achieving this without financial assistance, as the current funds would not stretch to more than a Dagling.¹⁸

A tentative budget was drawn up, which suggested that a subscription of 4 guineas, entrance fee of 1 guinea and a launch fee of 2/6 would be viable with 50 members. A questionnaire sent out to interested people confirmed for the 18th April 1946 meeting that this level of subscription would be acceptable.¹⁹ On the strength of that it was decided to order a Kirby Cadet on hire purchase and put in a claim for a "liberated" German Grunau through the BGA. At the end of the war German aircraft were ordered to be destroyed by the allied forces, but two Grunaus were saved and given to the BGA.³⁷ It was also decided to call an Inaugural General meeting in May and to hold a dance in October to raise funds.²⁰

The Kirby Cadet

The original Kirby Cadet was designed to meet the demand for a robust club type training machine to fill the gap between the Nacelled Primary and the intermediate Sailplane.

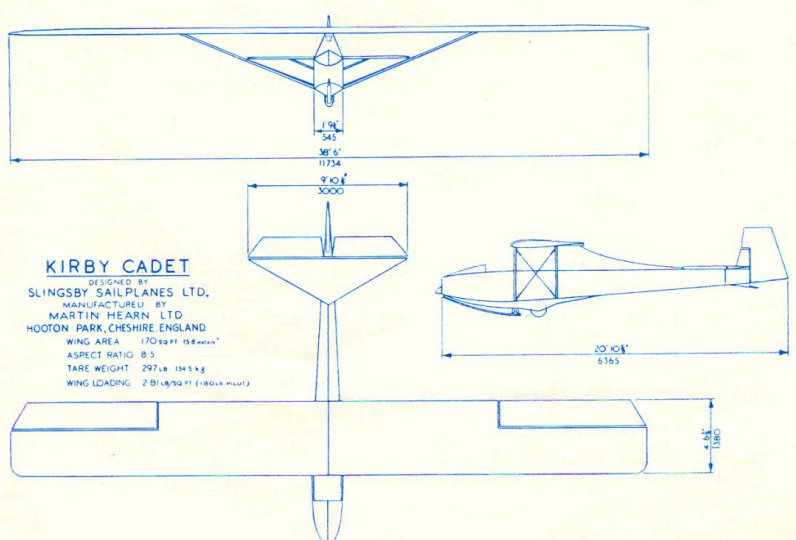
The aim was to construct a machine of low cost and of the utmost simplicity, so that repairs and replacements could be carried out by semi-skilled club members with limited workshop facilities.

A two-spar wing with diagonal stiffeners and braced by faired tubular steel wing struts was chosen as the easiest form of construction. The fuselage and tail units also were designed for robust simplicity rather than appearance.

Because of its high lift at low speeds and gentle stalling characteristics, as well as its suitability for two-spar construction, Aerofoil Section Gott. 426 was selected as the most suitable for this particular type.

During the last few years this machine has been in extensive use by the Air Training Corps and has been progressively modified and improved. As a result the 1946 Kirby Cadet, with its wing loading of 2.8 lbs. per sq. foot and aspect ratio of 8.5, is highly satisfactory for instruction in circuits and soaring. For those who prefer this type of *ab initio* training this machine is without equal. Gliding Angle, 1 in 16; Sinking Speed at 32 m.p.h., 3.5 f.p.s.

Price £295



KIRBY CADET
DESIGNED BY
SLINGSBY SAILPLANES LTD.
MANUFACTURED BY
MARTIN HEARN LTD
HOOTON PARK, CHESHIRE, ENGLAND
WING AREA 170 sq. ft. (15.8 m²)
ASPECT RATIO 8.5
TARE WEIGHT 297 lb. (134.5 kg)
WING LOADING 2.8 lb./sq. ft. (138.0 N/m²)

Kirby Cadet brochure - 1946

The Inaugural General Meeting was held at the Grand Hotel, Broad Street, Bristol, on 22nd May 1946 and was chaired by Sir Egbert Cadbury, who had been invited to become president of the Club. It was agreed that there should be three grades of Membership: Associate (non-flying), Gliding (up to "B" Certificate standard) and Soaring (with "B" Certificate).

The subscriptions to be:

- Associates and Gliding members - 1 guinea
- Soaring members - 4 guineas with a 1 guinea entrance fee

In addition, Gliding members would be required to deposit 10 guineas, part of which would be refunded on achieving their "B" Certificate.

The launch fee was to be 1/6d and soaring 3d a minute after the first two minutes.

Those joining before the end of May would be founder members and excused the entrance fee.

The Organising Committee was asked to stay in place until a further General Meeting to be held in September.²¹ About 60 members enrolled at the meeting, including a number of ex members of the Gliding regiment.^{22,38} The records currently available do not say how much money was raised at the meeting, but if half the members were Gliding members, it would have been around £450. This compares with the price of £266 for a new Cadet.²⁹ A sum of £25 was also donated by the president.²³

Over the next few months the committee investigated the purchase of various other gliders; Kranich, Pruffling, a Baynes glider, a Wilkinson and a Kite without going ahead with any.^{15,28} However the ex-German Grunau was allocated to the Club by the BGA. This required a thorough overhaul, which was probably undertaken by Marshalls of Cambridge. Two ex-Government barrage balloon winches and two Beaverettes were also ordered through the BGA. As the balloon winches required extensive modification before they could be used for glider launching, it was decided to hire a winch from Roger Pears to cover the modification period.^{15,29,30,31} Beaverettes were small armoured vehicles fitted with Standard 17 engines and three speed non-synchromesh gear boxes.³⁶ They had forward facing seats for the driver and his mate, and cross facing bench seats behind. In versions cut down to waist level, they were used by many clubs during the early post war years, and the bodywork being made of quarter inch steel, it was reasonably member-proof.



Pears winch with Joe Lance, Bonzo Hinton & R. M. McDougal



Pears winch on its mobile carriage with Eric Smith

A committee meeting on 30th July turned its attention to flying operations. A Flying Committee was set up, with Rex Young as CFI, and Tommy Thompson as secretary. Desmond (Tiny) Rendell was appointed chief ground engineer, and Lyn McFarlane became responsible for aircraft and equipment spares.³⁴ By September a set of flying rules had been formulated.²⁸ Permission to use Lulsgate was finally confirmed shortly before the Red Cadet, BGA 445, was delivered in September.³¹ An overcast Tuesday evening, the 10th September 1946, saw the first Club aircraft movement, when the Cadet was given a ground slide behind the Beaverette, and flying training began in earnest on the following Saturday.³



Red Cadet BGA 445

Lulsgate Bottom was a disused RAF airfield situated alongside the A38 about seven miles from Bristol and on a main bus route. It was an almost flat field, about 600 feet above sea level, with the usual three runways at around 60 degrees to one another, bounded by a perimeter track, all these surfaces being Tarmac surfaced. The east-west runway was then 1400 yards long, the other two considerably shorter.³³ All the grass areas were landable, but a wire fence extended round outside of the peri-track, well inside the airfield boundary.⁸ Use of the grass areas was restricted during the summer so that a hay crop could be grown.³⁶

Initially the Club had the use of two buildings, Numbers 164 and 165, which they occupied from 24th August 1946 to the end of November. It then took over; a blister hangar, building 125, a cluster of four Nissen huts, building 122 and a toilet hut 119, all on a dispersal to the south of the airfield, for a total rent

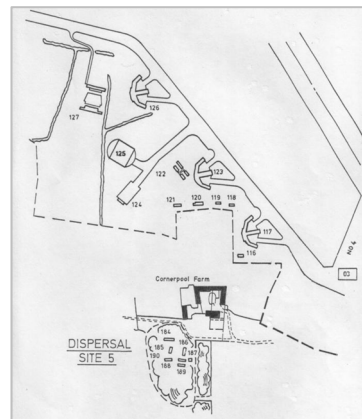
of £26 per annum.¹⁴

The blister hangar was a "Double Over Extra" model. The roof span was a shallow circular arc, about a 61 degree segment. The front and rear were closed with canvas curtains and the floor area was 69 by 90 feet, though with vanishing headroom at the sides. The maximum height was 20 feet 4 inches.²⁶

The Nissen huts were 16 feet models, just over semi-circular cross section and 16 feet diameter. Three were 36 feet long and the other one 48 feet. They were disposed as the parallel arms of an "H" block and joined with a brick corridor.^{27,33}



Club's blister hangar & H block of Nissen huts



Dispersal Site 5



Hangar and apron



Nissen huts - workshop left, clubhouse right

So at this stage, from a standing start some 15 months earlier, the Club had acquired an influential president, a strong committee, a membership of some 60 people, a fine site, an aircraft, a tow car, a winch, six instructors, an embryonic training regime and about £200 cash in hand.³⁵

4.1 Members of the Organising Committee

Member	Role
Richard Cocke	Treasurer of the pre-war Club and during the handover to the new membership
Maurice Chantrill	Secretary and Instigator of the restart of the Club
David Farrar	Co-instigator of the restart and treasurer after the handover to the re-started Club
"Bonzo" Hinton	
Flight Lieutenant Jennings	
J. Kukucki	
Lyn McFarlane	Co-instigator of the restart
R. M. McDougal	

Member	Role
Peter G Mobsby	
Squadron Leader A. H. Phillips	Air Training Corps Group Gliding Officer
"Tiny" Desmond Rendell	Ground Engineer
Charles Ryall	Instructor who arranged gliding instruction for committee members at Charmy Down
Ron F. Tayler	
Edwin Allen "Tommy" Thompson	Secretary of Flying Committee
Keith Turner	Founder of the pre-war Club
T. Rex Young	Chairman

4.2 References

Ref	Source	Digital Archive Location
1	"The Past and the Future" - Keith Turner, Club Annual, 1948 p28-32	<Bulletins & Severn Skies>
2	Mike Maufe, personal communication	
3	Committee Minutes, 14 th November 1945	<Club Minutes>
4	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p6	<Library>
5	Committee Minutes, 25 th June 1945	<Club Minutes>
6	Committee Minutes, prior to 1 st AGM, 2 nd April 1947	<Club Minutes>
7	Committee Minutes, 19 th February 1946	<Club Minutes>
8	"1946-1956 Recollections of Flying at Lulsgate" - K. Brown & E. T. L. Smith, p1	<Library>
9	Committee Minutes, 4 th July 1946	<Club Minutes>
10	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p7-8	<Library>
11	Lyn McFarlane, personal communication	
12	Committee Minutes, 18 th April 1946	<Club Minutes>
13	Committee Minutes, 28 th May 1946	<Club Minutes>
14	Committee Minutes, 2 nd September 1949	<Club Minutes>
15	Committee Minutes, 4 th July 1946	<Club Minutes>
16	Committee Minutes, 14 th July 1947	<Club Minutes>
17	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p14	<Library>
18	Committee Minutes, 25 th January 1946	<Club Minutes>
19	Committee Minutes, 19 th March 1946	<Club Minutes>
20	Committee Minutes, 18 th April 1946	<Club Minutes>
21	Inaugural Meeting Minutes, 22 nd May 1946	<Club Minutes>
22	"The Bristol Gliding Club" - Rex Young, Gliding, 1949, p10-12	<Press & Magazine Cuttings>
23	Committee Minutes, 28 th May 1946	<Club Minutes>
24	Letter - Mike Maufe to Club, 1 st August 1945	<BGC PTY Company Documents>
25	Letter - Keith Turner to Club, 3 rd February 1946	<BGC PTY Company Documents>
26	"Blister Hangar" & "Nissen Hut" - Paul Francis, British Military	<Publications>

Ref	Source	Digital Archive Location
	Airfield Architecture, 1996, p106-7, 205 and p210-3	
27	"Royal Air Force Works" - The Air Ministry, Air Publication 3236, 1956	<Publications>
28	Flying Committee Minutes, 3 rd September 1946	<Club Minutes>
29	Club Accounts, 1946	<Club Accounts>
30	"1946-1956 Recollections of Flying at Lulsgate" - K. Brown & E. T. L. Smith, p5	<Library>
31	"1946-1956 Recollections of Flying at Lulsgate" - K. Brown & E. T. L. Smith, p6	<Library>
32	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p10	<Library>
33	Plan - Lulsgate, dispersal & tabulation of buildings	<Miscellaneous> 098
34	Committee Minutes, 30 th July 1946	<Club Minutes>
35	General Meeting Minutes, 7 th October 1946	<Club Minutes>
36	"1940s Early Operations at Lulsgate" – Ron Tayler, 2005	<Library>
37	Lyn McFarlane, personal communication, 2 nd June 2005	<Miscellaneous> 010

4.3 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
15	Maurice Chantrill & Tommy Thompson	Lyn McFarlane	<Photographs>1712
15	David Farrar	Unknown	<Photographs>797
15	Lyn McFarlane	Unknown	<Photographs>798
16	Squadron Leader Phillips	Harry Daniels	<Photographs>0485
16	Lulsgate - 1948	English Heritage	<Photographs>1287
16	Lulsgate location	Unknown	<Miscellaneous>098
17	Kirby Cadet brochure - 1946	Slingsby Aviation	<Miscellaneous>050
18	Pears winch with Joe Lance, Bonzo Hinton & R. M. McDougal	Ron Tayler	<Photographs>0774
18	Pears winch on its mobile carriage with Eric Smith	Eric Smith	<Photographs>00240
18	Red Cadet BGA 445	Eric Smith	<Photographs>00244
19	Club's blister hangar & H block of Nissen huts	Lyn McFarlane	<Photographs>1694
19	Dispersal Site 5	Unknown	<Miscellaneous> 098
19	Hangar and apron	Ron Tayler	<Photographs>0777
19	Nissen huts - workshop left, clubhouse right	Lyn McFarlane	<Photographs>1710

5. LULSGATE – SOLO TRAINING

Flying operations started at Lulsgate in September 1946, with the Cadet, a Beaverette tow car and a winch hired from Roger Pears of the Fforest Fawr Club.⁷ It marked the beginning of a remarkable period of expansion and development. By the end of 1947, just 15 months after the first ground slide, the Club had acquired a fleet consisting of an Olympia, a Grunau Baby 2b, a Tutor, a Cadet and a Wilkinson I glider, in addition to the original Cadet.¹⁶ It had a second Beaverette, two balloon winches, one of which had been converted for glider use, and a three wheeled vehicle for cable retrieving. Sections 5.10 - 5.13 list the aircraft and equipment acquired during the whole period at Lulsgate, together with their prices. This expansion was made possible by; a boost in membership, the creation of an "establishment loan fund", and most importantly, the Kemsley Flying Trust set up by Lord Kemsley.²⁷

The Bristol Aeroplane Company setting up its Flying Club in 1947 and offering subsidised flying for its members, also helped the Club on its way, providing a large group of mainly young qualified aircraft engineers. The phasing in of the five day working week, in lieu of the pre-war 5½ days also helped.

The contribution of the chairman Rex Young, who guided the Club firmly and wisely, and the relatively small number of members who worked devotedly on aircraft, vehicles, buildings and paperwork, must not be overlooked. This was against a background of post-war austerity, when food, fuel and clothing were still rationed quite severely. The petrol ration was only allocated to people who the Government considered needed it in the National interest, and one had to apply to Government organisations to be allowed to buy furniture or timber. Furniture was allocated mainly to newly-weds.⁶⁶

5.1 The Establishment Loan Fund

The Establishment Loan Fund was set up in November 1946 with the purpose of providing money to buy capital equipment.²⁷ The idea was that members could contribute to the fund, receiving 5% interest, to be paid off by the end of five years. The loans, which rose to a maximum of £403 at the end of 1948, were finally paid off by the end of 1951.^{17,59} The value of the fund and other amounts quoted in this Section should be compared with the average adult weekly wage, about £6 in 1947.⁶⁹

5.2 The Kemsley Flying Trust

The Kemsley Flying Trust was instituted in 1947 with the object of encouraging private flying, offering low interest loans to spread the cost of capital equipment over a number of years.^{19,20} The fund was endowed with £100,000 of which about half was made available to the gliding movement. By ensuring that the recipients were in a position to support the loan, they were required to provide 10% of the cost of a project in advance, and by limiting the repayment period, typically to about seven years, the money in the fund could be recycled. Over the period from 1947 up to Lord Kemsley's retirement in 1960, the loans made to the gliding movement totalled over £100,000. After 1960 no further loans were made, but repayments continued for some years. The fund was instrumental in helping to revive the British gliding movement after the war. The Bristol Club had the distinction of receiving the first loan in 1947 and later the largest loan for the purchase and set up of Nymphsfield.⁵ The latter was finally paid off in 1965.¹⁵

5.3 The Bristol Aeroplane Company Flying Club

In 1947, the Bristol Aeroplane Company (BAC) Flying Club was set up at the instigation of Cyril Uwins. He had previously been the chief test pilot and was at that time managing director of the BAC. The aim was to encourage the company's employees to get flying experience, by taking advantage of a tax concession provided by the Government of the day.² It was run by the company secretary, Harry Fream, assisted by Mr Godfrey. The gliding section of the Club secured a group membership of the Bristol Gliding Club for its members.³⁵ Members of the company scheme were charged an annual fee of 10/- to join.⁶⁶ The original scheme was to support members up to "B" certificate standard, and then have them go on to power flying. There was a similar scheme to support power flyers up to solo and then have them transfer to gliding.⁶³ Initially, the BAC Club bought launch tickets in advance in bulk, at an increased price of 5/- each in lieu of its members' subscriptions, and agreed to maintain a float of 1200 tickets. It then charged its members a third of the normal Club price for launch tickets and soaring.³⁵ The scheme was limited to 40 members. However, in 1949 the system was changed so that the BAC Club was buying entrance fees, subscriptions and launch tickets at normal rates and passing a third of these charges to its members and there was no restriction on how members divided their subsidy between gliding and power flying.⁵³ There was a limit to the subsidy each member was allowed



Cyril Uwins

each year and this was £18 in 1950.⁶⁶ The scheme continued for many years, but when the tax concession was withdrawn it was scaled down and it finally petered out in the early 1970s.

5.4 Build Up of Facilities

The Club had ordered a Tutor in May 1946 but this was cancelled in November because of financial constraints and the need to obtain winches.^{21,27} However, news of the Kemsley Flying Trust was received in February 1947 and by April, with encouragement from the Trust's trustees, the prospects of receiving a loan were firm enough for the committee to order a Short Nimbus, two additional Cadets, a conversion set of Tutor wings and struts, and an Olympia.^{30,33}



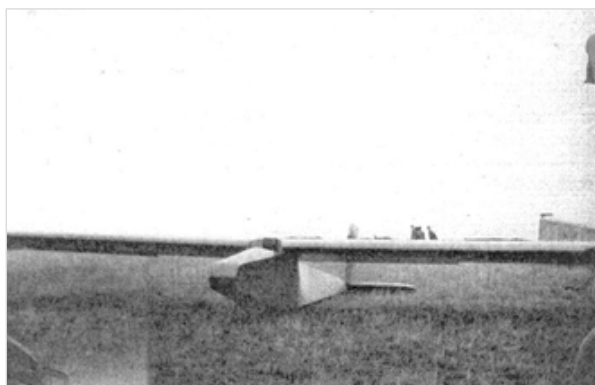
The Short Nimbus



Grunau 2b BGA 447

The Short Nimbus was a mid-gull-wing tandem two-seat glider, designed and built by the seaplane manufacturer Short Brothers, and looked as one might expect from this source. The story was that Short Brothers decided to build this glider to provide employment for their carpenters after the war, when the need to build wooden mock-ups of their flying boat prototypes was declining. However, after building the first glider, the carpenters demanded higher wages because they were involved with actual flying machines. Fortunately for the Bristol Club, Short Brothers terminated the project and the order was cancelled in December 1947.⁴⁰

The Club took delivery of the ex-German Grunau 2b (wheel-less, but with airbrakes) on 11th May 1947 after its refurbishment, probably by Marshalls of Cambridge.^{1,74} This was paid for out of the Club's own resources. The glider was one of two in poor condition, saved by Philip Wills from destruction by the American forces at the end of the war. Given to the BGA as war reparations, they allocated one to the Bristol Club.



The Wilkinson 1 BGA 172 - 1931



Tutor BGA 497

In June the Club also acquired the only Wilkinson I, BGA 172, for the sum of £816.⁸⁰ This glider was designed and built by a Mr Wilkinson in the early 1930s, the story was that his wife refused to let him fly it. It had been stored in the basement of a three storey house in London and a team of David Farrar, Tony Heron and Mick Wilde went to collect it. They found it impossible to get it out onto the street, but managed to get it into the back garden, where it was confined between two terraces of houses. They managed to throw a line over the house and used a bungee to pull the glider over the roof to the road. The Club had offered £100 for it provided that the glue was sound, however it was not, there were also structural problems with it, which accounts for the low price paid and the committee's decision that it should only be used for wing balancing.³⁴



The house where the Wilkinson was stored - 2007

It did in fact get airborne on one early morning with two (unauthorised) low hops behind the James tri-car driven by David Farrar. The pilots were John Hahn and Ron Tayler respectively. They found it to be sensitive in pitch and sluggish in roll. It was later damaged when a Beaverette ran into its rudder.^{70,81}



Olympia BGA 618 in CAA Registration - 1949



Delivery of Tutor and Cadet - 1947

By August the Kemsley money became available; an initial loan of £1259-10-0 at 1% interest, repayable over seven years, to cover 90% of the cost of an Olympia, Tutor and Cadet with a set of spare wings.^{16,36} The Olympia was delivered by aerotow from Elliott of Newbury by Ann Douglas (later Welch) in August.¹ The Cadet and Tutor were delivered from their manufacturer, Martin Hearn at Hooton Park, by Bristol Freighter courtesy of the Bristol Aeroplane Company, on 20th September 1947, the day before an open day which the Club ran on the following Sunday.

Towards the end of 1947, the Club acquired two Daglings in poor condition.¹⁷ The first became operational in July 1948, the second was held as spares after a write-off accident.^{12,51,75} The book value of the surviving one was only £20.¹⁷ An EoN Primary (SG38 copy) ex the Somerset Aero Club, was also bought towards the end of 1948 for £150.⁵³ No Kemsley loans were involved in these purchases.¹⁷ Someone expressed interest in buying the Wilkinson in October 1948 but there is no record of whether it was actually sold.⁵⁰ The Olympia was written off on 7th August 1948 in a landing accident and was replaced by another, BGA 618.^{12,68}

The first private syndicate glider arrived on site on 23rd March 1947, in the shape of an Olympia Bluebird, BGA 504, bought by Rex Young and Charles Ryall.⁶¹

5.5 Launching Gear

The two Wild Balloon winches which had been bought in 1946 required extensive modification before they could be used for gliding purposes and had been delivered to Western Airways for storage.^{22,36} So operations started with a winch hired from Roger Pears of the Fforest Fawr Gliding Club in addition to tows using the Beaverette. A second Beaverette was bought soon after flying started.²⁴ The Pears winch was mounted on a Jeep-like vehicle and so was mobile. It had no safety cage and the driver was situated immediately behind the drum. However it gave good service and caused no injuries.⁶ The first of the balloon winches was converted early in 1947 while the Pears winch was in use, and because a second winch was needed urgently, the conversion was very basic. The drum was mounted to the side of a heavy four wheeled chassis, and as with the Pears winch, it used 10 cwt cable and had hand operated laying-on gear. However, it again gave good service though it was somewhat heavy on

cable. This was known as the Bristol Mk I or Red Winch. Although it remained on the books until at least 1954, it was not in general Club use by 1950.⁶⁶



Pears Winch



The Beaverette



Tony Heron driving his winch



Silver Ford & James 3 Wheeler

Towards the end of 1947, the Club made a collaborative arrangement with the Somerset Aero Club and through that obtained the use of a winch owned by Bunny Wheatley and the hire of the Pears winch was ended. The Somerset winch was in use until June 1948, when the Club's connection with the Somerset Club was terminated.^{38,47}

The committee decided in October 1947 that the second balloon winch should be converted into a roadworthy mobile vehicle so that it could be used in prospecting for possible hill sites. This extensive conversion, with a light-weight two-wheeled chassis and a completely new drum, was completed in September 1948. It incorporated the original automatic laying-on gear and was the result of devoted work, mainly by Ken Lance and Tony Heron. With its 15 cwt cable and laying-on gear, cable wear was reduced considerably, with a cable giving around 1150 launches.⁵⁶ This winch was known as the Mark II or Heron winch.^{6,10} The conversion cost around £60. It was a very successful winch and was still in use fifteen years later.⁶⁶

All these winches gave launches to around 1000 feet, or more on windy days, but while the 10 cwt cable was in use breaks were very frequent and costly in terms of time and revenue. This also applied to autotows behind the Beaverettes. Operation on the runways made things worse.⁷⁰

Squadron Leader Phillips, who owned a milk business and used James three wheel vehicles as milk floats, offered the Club one of them, in return for help in solving a problem with breaking half shafts. Lyn McFarlane was able to buy a supply of steel to S11 specification from BAC and had a local firm make up about half a dozen half shafts. The donated James was stripped down and overhauled by Ken Lance and Lyn in Squadron Leader Phillips' work shop, and it was used to retrieve cables, lay field telephone lines and as a general run-about.^{3,74} Later on, in early 1949, Squadron Leader Phillips donated a second James to the Club.⁷²

The Beaverettes were not very well suited for autotowing as they were heavy and low geared. So particularly on low wind days they required high revs, leading to expensive repairs.⁷⁰ In mid-1948 it was decided to buy a V8 engine vehicle for launching, and also to experiment with the use of piano wire instead of stranded cable.^{48,49} This proved to be successful though winch launching continued at Lulsgate until well into 1949, still accounting for about a third of the launches in that year.^{52,56} The Ford launch car had been stripped down to a bare chassis, with seats for the driver and his mate, and

"Silver" Ford and James 3 Wheeler with a platform built on the back to carry miscellaneous equipment.⁶⁶

5.6 Flying & Instruction

Flying started with six instructors headed by Rex Young as CFI.^{5,23} Rex produced a set of notes for instructors at the end of 1946 and this was followed by a 44 page manual covering all aspect of learning to glide, for sale to the members.^{9,46} The Club operated a policy of handling no cash on the field. So Launches were paid for by pre-paid tickets, with the instructor being responsible for reconciling the tickets handed in, with the launches done at the end of each day.²⁶ Flying time was charged at 3d a minute after the first two minutes and billed quarterly.²⁴ Members were expected to arrive early enough to get flying started and remain to pack up at the end of the day.



The Dagling



The EoN Primary

Up to April 1948, all initial training was done on Cadets. Then the Club had the use of the Somerset Aero Club's EoN Primary, known as the SG38, for three months at the end of which time the Dagling was operational.¹² But the Aero Club's SG38 was available again towards the end of that year.⁵¹ The performance of the Dagling was very poor, and was scarcely enough to get round a circuit; consequently, while in use, it was used only for slides and hops.⁸⁶ For more advanced flying, there was the Grunau from March 1947 and the Tutor and Olympia added later in that year. In order to give the newly trained pilots a chance to get time in the air by hill soaring, the Grunau was kept at the Midland Gliding Club's site at the Long Mynd over the winters of 1947/48 and 1948/49. During these winters, the Bristol contingent, who travelled up at weekends, were sometimes the only people on site, and on occasions the Midland members rang the site to see whether the Bristol people were there, so as to be sure there would be enough people for them to be able to fly.⁸⁶



Bungee launch at the Mynd



Cadet fitted with spoilers for ground slides

From the start of flying in September 1946, the Club trained by the solo method. This is described by Eric Smith in his "Recollections of Flying at Lulsgate", J. Grout's article "Learning to Fly at Lulsgate" in the 1949 Club Annual, more formally in the British Gliding Association Basic Syllabus for Glider Training and the Club's Flying Notes 1948.^{6,13,77,79} Briefly, the new pupil first learned to use the ailerons to keep the wings level by balancing the wings of a stationary glider facing into wind. This was followed by ground slides, during which the glider was towed along at a speed low enough to stop it from becoming airborne. The Cadet was fitted with removable spoilers to keep it on the ground for this exercise. These slides enabled the pupil to consolidate aileron control, and also to use the rudder to keep straight and

balance the glider on the wheel with the elevator.

Once ground slides had been mastered, elevator control was re-enforced by towing the glider fast enough to get airborne, but with not enough height to do damage if things got out of hand. As skill developed, first the height was increased, and then the pilot was allowed to release and fly freely. When a hop was high enough for a free flight of 30 seconds, the pilot was granted an "A" certificate.

Throughout this process the glider finished up at the far end of the airfield. In light winds, slides were also carried out in the opposite direction and the glider shuffled from one end of the field to the other. When the wind was too strong for this, the glider was attached by its tow hook to a boom, about 6 feet long, secured to the side of the tow car. This could be stowed vertical when not in use. With the pilot strapped in, and the wing of the glider resting on the knees of two or three men sitting facing backwards on the back of the tow car, the whole set-up was driven back to the start point at around 20 mph. Once straight flight had been mastered, the next stage involved learning to do S turns, still landing straight ahead, with the amount of turn being increased on each hop. When the pilot could do reasonably good turns in each direction he was awarded his "B" certificate and progressed onto flying circuits. Height control for the final turn on circuits was essentially achieved by performing beats and S turns behind the downwind boundary of the field, though side slipping was taught as an advanced exercise.⁷⁷ The Beaverettes were used generally for the ground and airborne slides, and the winches for hops and circuits. The solo training method gave scope for minor accidents during the slide and hop stages, and for more serious damage during the circuit phase.



**The Club's first accident -
landing on a bicycle shed**

Signalling was by the two bat method, supplemented by messages from field telephone to brief the winch driver about the type of launch required.⁷⁸ The bats were round or octagonal, about 10 inches across with wooden rods as handles.

All the gliders at this time, and for many years to come, were lightly built with low wing loadings. Stalling speeds would be under 30 mph. Knots did not become the norm until some 10 years later. The pilot constituted a significant proportion of the flying weight, for example around 30% in the case of the Tutor. Consequently there was a strong possibility of a glider being blown over when there was no pilot in the cockpit. It was a strict rule that the pilot remained strapped in after landing until the retrieve crew arrived. Hand retrieves were normal after circuits. Gliders were normally pulled backwards, with the tail being held up to reduce the wing incidence and with someone either standing by the cockpit, or sitting in if the wind was strong. One person held the more upwind wing-tip in a low position and others pushed on the leading edge. If it was necessary to turn the glider so that the other wing became "up-wind" there would be a cry of "change wings" at the critical moment, and someone would take over the other tip. Occasionally gliders would be pulled forwards, with people pulling on the ends of the struts and on the cockpit coaming. Gliders were always parked cross-wind with the into-wind wing down. Old car tyres were used to picket the gliders whilst parked. As a minimum there would be one tyre on the wing tip, but depending on the wind strength this could be increased to four or more. Additional tyres would be placed under the nose skid and on the down-wind side of the rear fuselage, to prevent the glider from weather-cocking. A tyre would be placed on the tailplane to stop the rear of the glider lifting. Whatever the wind, when the glider was turned into wind for launching the pilot got in at once and someone would stand holding the nose down until he did.⁶⁶

Very early on, the Club instituted a system of promoting pilots by stages to fly each more advanced glider; Tutor, Grunau, Olympia as their ability and experience built up.⁶⁶



Launchpoint scene



A course with the Beaverette

1948 saw the introduction of holiday gliding courses for members of the public. These started in May and were run initially by Bunny Wheatley of the Somerset Aero Club, which had run them in previous years.⁴¹ However, with the withdrawal of the Somerset Aero Club in June, two young instructors, Eric Smith and John Sedden, took them over.^{48,11} The course members and instructors were accommodated by Mrs Clarke at the Golden Lion at Wrington and this arrangement was continued until the Club left Lulsgate in 1956.

For the next three years Arthur Hobkirk was the course instructor. The courses ran from May to September, with each course running from Monday to Friday with eight pupils on each. Transport between the Golden Lion and the airfield was provided by the Beaverette, augmented by any transport course members could provide.

Rex Young resigned as CFI in July 1948 through pressure of business and was replaced by Maurice Chantrill.⁴⁸

During these first three years of flying the Club was very successful in its instructional programme. For example, in 1948 it achieved 146 "A" and "B" certificates, which was the best of any Club in the country.⁶⁴ A highlight was Mike Hinton, who got a "C" certificate in an uninstrumented Cadet in September 1947 at the age of 13.⁶⁷ He went on to achieve his five hours and become an instructor at the age of 14.

From the start the committee were interested in acquiring a two-seater for instruction, but this took until late in 1949 to achieve.

See Section 5.14 for flying statistics over the period.

5.7 Buildings

The buildings rented to the Club were provided with electricity, but no running water or sanitation. Water was collected at the start of each day from a tap on the far side of the airfield in various oil drums, pots and pans.⁶⁶ Chemical toilets had been left behind by the Air Force and initially they were dealt with by the Club.⁷⁴ Later they were emptied by the Airport Management for an annual fee.⁷³

Lyn Mcfarlane undertook the major work to convert the Nissen huts for Club use. He installed a kitchen, and helped by Eileen Chantrill obtained a food ration and a catering licence, and obtained a solid fuel ration for heating the buildings.^{4,70} This was achieved by early in 1947.²⁸ A bunk house was provided in June 1949, to cater for members without transport, and at about the same time the bar was opened.⁶⁵ Lyn constructed the bar from the front end of a surplus Waco troop carrying glider, and built an open brick fireplace to heat the room.⁴ The longest of the four huts was used as the workshop.⁶⁶



Alf Winter officiating in the bar

The hangar was originally furnished with canvas curtains to close the ends, however these did not wear well. One replacement curtain was provided by the Airport Manager in May 1948.⁴⁶ The rent for the buildings was £26 per annum.⁵⁷

5.8 Management

As agreed at the inaugural meeting, a general meeting was held at the Grand Hotel, Bristol, on 7th October 1946, to agree the draft rules for the Club and to elect a committee. The rules were accepted, but the Organising Committee were asked to continue in office until the Annual General Meeting (AGM) in March 1947, to give the members a chance to become acquainted with each other. Keith Turner, who had returned to the Club, was introduced to the meeting.²⁵ At this stage, about a month from starting to operate, the Club had a credit balance of about £200, launch costs were working out at about 1/8½. Membership figures given in November were 24 under training with potentially 23 depositors.²⁷ The launch fee was raised to 2/- in November.²⁷

Cyril Uwins and Mr Ashley Hall both accepted invitations to become vice presidents of the Club in February 1947.³⁰

The First AGM was held at the Grand Hotel Bristol on 2nd April 1947, under the chairmanship of Sir Egbert Cadbury.³² There were some adjustments to the subscriptions; Gliding membership increased to 2 guineas, Soaring membership was unchanged, but the entrance fee for Soaring members was increased to 2 guineas. The insurance deposit to cover damage up to the insurance excess was reduced to £7, with £3-10-0 returnable. Individual pilots were still liable for the Insurance excess of £30, in the event of an insurance claim.²⁴ The membership stood at 104.

The first elected committee was:

Chairman:	T. Rex Young
Vice Chairman:	Keith Turner
Treasurer:	David Farrar
Secretary:	Maurice Chantrill
Committee:	Lyn McFarlane R. M. McDougal Ron F. Tayler G. Allen Thompson R. J. "Bonzo" Hinton

The Club held two open days in 1947 to increase public interest. The first, on 23rd March, involved a number of visiting pilots and gliders putting on a display, and resulted in a catering profit of £4 and about £22 from a prize draw.^{31,60,61} A second one was held on Sunday 21st September to mark the anniversary of the start of flying at Lulsgate. This was a big affair with advance publicity, lapel badges, buses and St John's Ambulance, visiting aircraft including the Nimbus laid on and demonstrated.^{37,62} In addition to raising interest, this event raised over £70 profit.³⁹ This was equivalent to 18 soaring members' subscriptions.

The subscriptions were unchanged for 1948/9, but a surcharge of 2 guineas was introduced to fly the Olympia. The contribution to the pool to cover the cost of accidents below the insurance excess was reduced to £3-10-0, and the liability of individual members for their accidents was reduced to £5.⁴⁴ The launch fee was raised to 2/6.⁴² However, a new flying membership structure was introduced for 1949/50. The distinction between gliding and soaring grades was abolished and all flying members paid an entrance fee of 2 guineas, a subscription of 4 guineas and an insurance deposit of 3 guineas. The Olympia surcharge was unchanged. The liability of ab initio pilots to pay £5 towards the cost of their accidents was dropped in June 1949.⁶⁴

Over these three years, the Club's position improved steadily, with membership rising to over 150 and assets to over £3000.^{5,58}

See Section 5.15 for Club committees and officers during the period.

5.9 Somerset Aero Club (SAC)

In late 1947, the Somerset Aero Club were faced with the loss of their base at Westonzoyland, and started negotiations with the Bristol Club to share facilities at Lulsgate.² The idea was for a temporary amalgamation.³⁶ However an initial agreement was reached to share equipment and the Lulsgate site, with a start date of 1st November 1947.³⁸ The SAC had two Cadets, an EoN Primary, and a winch belonging to their engineer Bunny Wheatley, which replaced the Pears winch.³⁸ The Cadets were transferred to Lulsgate immediately, the EoN Primary was collected by Bunny Wheatley and Eric Smith in April 1948.⁶ The Bristol Club was to insure the two Cadets, and the SAC's subscriptions were to be

brought into line with the Bristol subscription in the following April.³⁸ The SAC members were to be allowed to fly the Bristol Club's more advanced gliders.⁴⁰

Bunny Wheatley was taken on as manager and course instructor in January 1948, and represented the SAC on the committee.⁴¹ Although the collaboration went well on the field, problems surfaced from the start. SAC complained about the treatment of their equipment as early as mid-November, and there was some friction between the Club ground engineer and Bunny Wheatley.^{38,43} In December it became apparent that the SAC was in financial difficulties.⁴⁰ Although asked, the SAC could not produce proper accounts, and it appeared in April that they had a hire purchase payment outstanding on their Blue Cadet. They decided to put their Silver Cadet up for sale.⁴⁵ The Bristol committee agreed to pay the outstanding HP payment in return for transferring the Silver Cadet's insurance to the Bristol Club's Green Cadet.⁴⁶ Things came to a head at the committee meeting on 26th June 1948, when a delegation from the SAC attended.⁴⁷ They complained that they were receiving no income from the courses or from the amalgamation, though they had expenses in maintaining their equipment which the Bristol Club were using. They had debts of £350 and writs were about to be served on them. Rex Young countered that they had freely entered into the agreement, but had not been open about their financial position. It was not possible at this stage to say whether the courses were showing any profit to share. The Bristol Club were not in a position to cover the SAC's liabilities. The SAC then gave a month's notice to end the agreement. Mr Young said that the Club would not use the SAC's equipment during the notice period, though they were entitled to, and would store it free of charge and remit any balance due on its insurance. The profit from the courses would be assessed. Mr Wheatley was given a month's salary in lieu of notice so that he could set about disposing of the SAC's assets. The SAC went into liquidation in October 1948, and the Club bought its EoN Primary in March 1949.^{51,53}

It should be noted that at the end of June 1948, the courses had been running for only around six weeks, so their profitability, with only half the season's places booked, was not certain.⁴⁶ Also, the Club had only 10 months earlier taken on the commitments of the Kemsley loan, it was not in the position to make substantial ex gratia payments to the Somerset Club, when it had to make the first repayments to the Kemsley Fund in about two months' time.

With the departure of Bunny Wheatley, and the courses in progress, the instruction for this first season was taken over at short notice by two young members, Eric Smith and John Seddon.¹¹

5.10 Aircraft Details

Type	BGA #	ARB #	Date acquired	Price	Remarks
Cadet Red	445	G-ALPX	September 1946	£266-4-0	Converted to Tutor in 1952 CofA not renewed in 1953
Cadet Green	456	G-ALPY	1947	£305	Converted to Tutor in 1950 Crashed 17 th March 1960 Written off 17 th August 1960
Tutor Blue	497	G-ALPZ	1947	£348-3-6	Written off in 1951, but wings rebuilt for Club by Doug Jones
Grunau 2b	447	G-ALRA	May 1947	£156-4-9	Written off 1953 at Roundway and replaced by Prefect. Remains passed to Don Campbell in 1954 ⁸⁴
Wilkinson I	172		1947	£8-0-5	Used only for wing balancing. Disused in 1949
Olympia	554		1947	£577-4-10	Written off 7 th August 1948 replaced by Olympia BGA 618
Olympia	618	G-ALRB	September 1948	£602-4-10	Written off 1952 - wreckage rebuilt by Doug Jones and partners as a private syndicate

Type	BGA #	ARB #	Date acquired	Price	Remarks
Olympia	504	G-ALTV	1952	£550	Bought from "Bluebird" Syndicate to replace Olympia 618
Dagling			1948	£20	Not in use in 1950 – remains burnt November 1953
EoN Primary	586	G-ALPW	1948	£150	Written off in 1952 – remains burnt November 1953
T21b	616		August 1949	£625	Bought from Martin Hearn Flying Club
Cadet Yellow	454		August 1952	£45	Bought from Hereford Gliding Club, CofA not renewed in April 1953
T31	692		April 1953	£301-15-9	Fuselage new from Slingsby
Prefect	720		Late 1953	£650	Replacement for Grunau
Cadet Silver	708		May 1954	£15	Bought from ATC, CofA not renewed in May 1955

Note:

During part of 1949, some gliders held ARB registration letter, with the exception of the EoN Primary, all these reverted to the BGA markings in August 1949.

From November 1947 to the end of June 1948 the Club had the use of the following Somerset Aero Club's gliders:

- Silver Cadet BGA 439
- Blue Cadet BGA 453
- EoN Primary BGA 586 from April 1948 later bought by the Club

5.11 Vehicle Details

Type	Date Bought	Price	Remarks
Beaverette 1 GYD 985	1946	£107-19-3	Exchanged for a brake in 1954 ⁸³
Beaverette 2	1946	£111-12-6	Scrapped 1952., both Beaverettes were said to share one set of number plates.
Tri-car 1	1946	£34-16-0	Sold January 1954 ⁸²
Tri-car 2	1949	£25	Sold January 1954 ⁸²
Silver Ford	1948	£105	Main launching car from 1949 to 1954
Ford Saloon VV3 794	May 1950	£147-8-8	Crashed 31 st March ⁸⁵ 1951, used for launching
Ford Brake EGJ	September 1951	£197-10-0	For road use – retired April 1953
Ford Brake DPO 173	April 1953	£125	For road use, crashed Sept 1955
Fire Engine EYD 214	August 1953	£65	
Launching car	February 1953	£40	

5.12 Winch Details

Type	Date Bought	Price	Remarks
Pears winch	N/A	Hired	1946/1947
Balloon winch 1 (Red winch)	1946	£111-15-8	Including conversion cost. Converted to 2 Drum around 1955/6
Balloon winch 2 (Heron winch)	1946	£45-9-0	Unconverted. Converted in 1948 at cost of £105-3-1 In use until early 1960s

5.13 Trailer Details

Type	Date Bought	Price	Remarks
Cochrane	1950	£95-12-4	Open angle-iron general purpose trailer built by John Cochrane. Crashed September 1955
Rice trailer	1951	£50	Custom built for Olympia, bought with Bluebird

Note: Two additional trailers were built in 1955/56 by Alwyn Sutcliffe and Jack Houghton. Until 1950 the Club had a trailer on loan from Jock Forbes.⁷⁶

5.14 Flying Statistics

These statistics are taken from chairman's reports at AGMs and from the Club Annuals for 1948 and 1949.

Category	1946	1947	1948	1949
Launches	602	2502	5751	4660
Hours-Minutes		144	269-13	297-03
Certificates				
"A"		18	95	62
"B"		25	51	22
"C"		13	6	12
Silver Duration			8	1
Height			2	4
Distance			-	2
Completed		1		
Cross-countries			2	8
Mileage			45	362

5.15 Club Officers & Committees

Role	1947/48	1948/49	1949/50
Chairman	T. Rex Young		
Vice Chairman	Keith Turner	Maurice Chantrill	
Secretary	Maurice Chantrill	Ron F. Tayler	P. G. Mobsby
Treasurer	David Farrar	David Farrar / G. Allen Thompson	G. Allen Thompson
Committee	Lyn McFarlane	J. K. Lance	Lyn McFarlane

Role	1947/48	1948/49	1949/50
* Co-opted Members	R. M. McDougal Ron F. Tayler G. Allen Thompson R. J. "Bonzo" Hinton	J. M. Heron John N. Cochrane G. Allen Thompson Keith W. Turner J. K. Lance Barry Laight*	J. M. Heron John N. Cochrane Barry P. Laight Keith W. Turner David Farrar Bob H. Perrott* Alf Winter*
CFI	T. Rex Young	T. Rex Young / Maurice Chantrell	Maurice Chantrell
Deputy CFI		John N Cochrane	
Flying Committee Secretary	R. M. McDougal	G. Allen Thompson	John M. Hahn
Ground Engineer Assistants	Tony Heron J. K. Lance W. Jones	Tony Heron J. K. Lance D. L. Rendell	Tony Heron G. L. Ferrier
House Secretary	Lyn McFarlane	Barbara Brice	Alf Winter
Chairman House Improvement Committee		Alf Winter	
Press Secretary	Ron F. Taylor	D L. Rendell John N. Cochrane	John N. Cochrane
Membership Secretary		Barry P. Laight	

5.16 References

Ref	Source	Digital Archive Location
1	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p11	<Library>
2	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p12	<Library>
3	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p13	<Library>
4	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p14	<Library>
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7	Ron Tayler, founder member in 1947, personal communication, March 2005	
8	Log Book - "Tommy" Thompson, 1946-1952	<Miscellaneous> 069
9	BGC Notes for Instructors - Rex Young, December 1946	<Miscellaneous> 028
10	"The Bristol Mark II winch" – Tony Heron, Club Annual, 1948	<Bulletins & Severn Skies>
11	"The Summer Courses" - John Seddon, Club Annual, 1948, p21	<Bulletins & Severn Skies>
12	"Flying Summary" Club Annual, 1948	<Bulletins & Severn Skies>
13	"Learning to fly at Lulsgate" – J. Grout, Club Annual, 1949 p3	<Bulletins & Severn Skies>
14	Club Annual, 1949, p7	<Bulletins & Severn Skies>
15	"Money" – Ken Brown, Severn Skies, August 1965	<Bulletins & Severn Skies>

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16	Club Accounts, 1947	<Club Accounts>
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18	Club Accounts, 1950	<Club Accounts>
19	"Obituary Lord Kemsley" Sailplane & Gliding, April 1968, p154	
20	Sailplane & Gliding, April 1960, p67	
21	Committee Minutes, 17 th May 1946	<Club Minutes>
22	Committee Minutes, 4 th July 1946	<Club Minutes>
23	Committee Minutes, 30 th July 1946	<Club Minutes>
24	Committee Minutes, 2 nd October 1946	<Club Minutes>
25	Committee Minutes, 7 th October 1946	<Club Minutes>
26	Committee Minutes, 9 th October 1946	<Club Minutes>
27	Committee Minutes, 22 nd November 1946	<Club Minutes>
28	Committee Minutes, 11 th December 1946	<Club Minutes>
29	Committee Minutes, 1 st January 1947	<Club Minutes>
30	Committee Minutes, 12 th February 1947	<Club Minutes>
31	Committee Minutes, 26 th March 1947	<Club Minutes>
32	First AGM Minutes, 2 nd April 1947	<Club Minutes>
33	Committee Minutes, 8 th April 1947	<Club Minutes>
34	Committee Minutes, 9 th June 1947	<Club Minutes>
35	Committee Minutes, 14 th July 1947	<Club Minutes>
36	Committee Minutes, 12 th August 1947	<Club Minutes>
37	Committee Minutes, 9 th September 1947	<Club Minutes>
38	Committee Minutes, 1 st October 1947	<Club Minutes>
39	Committee Minutes, 16 th November 1947	<Club Minutes>
40	Committee Minutes, 19 th December 1947	<Club Minutes>
41	Committee Minutes, 9 th January 1948	<Club Minutes>
42	Committee Minutes, 20 th February 1948	<Club Minutes>
43	Committee Minutes, 20 th March 1948	<Club Minutes>
44	2nd AGM Minutes, 31 st March 1948	<Club Minutes>
45	Committee Minutes, 23 rd April 1948	<Club Minutes>
46	Committee Minutes, 28 th May 1948	<Club Minutes>
47	Committee Minutes, 26 th June 1948	<Club Minutes>
48	Committee Minutes, 9 th July 1948	<Club Minutes>
49	Committee Minutes, 26 th August 1948	<Club Minutes>
50	Committee Minutes, 30 th September 1948	<Club Minutes>
51	Committee Minutes, 29 th October 1948	<Club Minutes>
52	Committee Minutes, 3 rd December 1948	<Club Minutes>
53	Committee Minutes, 11 th March 1949	<Club Minutes>
54	3rd AGM Minutes, 29 th March 1949	<Club Minutes>
55	Committee Minutes, 3 rd June 1949	<Club Minutes>
56	Committee Minutes, 5 th August 1949	<Club Minutes>
57	Committee Minutes, 2 nd September 1949	<Club Minutes>
58	4th AGM Minutes, 31 st March 1950	<Club Minutes>

Ref	Source	Digital Archive Location
59	Committee Minutes, 25 th January 1952	<Club Minutes>
60	"Gliding Notes" – Doc Slater, Aeroplane, 21 st March 1947	<Press & Magazine Cuttings>
61	"Gliding Notes" – Doc Slater, Aeroplane, 4 th April 1947	<Press & Magazine Cuttings>
62	"Gliding Notes" – Doc Slater, Aeroplane, 3 rd October 1947	<Press & Magazine Cuttings>
63	"Gliding Notes" – Doc Slater, Aeroplane, 25 th June 1948	<Press & Magazine Cuttings>
64	"Gliding Notes" – Doc Slater, Aeroplane, 15 th April 1949	<Press & Magazine Cuttings>
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66	Ken Brown, recollection 2004/2005	
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68	"Accident Report B10" - 7 th August 1948	<Accidents>
69	"Average Gross Weekly Earnings 1938 to 2003"	<Miscellaneous> 025
70	"1940s - Early Operations at Lulsgate" - Ron Taylor, 2005	<Library>
71	Committee Minutes, 7 th October 1949	<Club Minutes>
72	Committee Minutes, 14 th December 1949	<Club Minutes>
73	Committee Minutes, 23 rd June 1950	<Club Minutes>
74	Letter - Lyn McFarlane to Ken Brown, 2 nd June 2005	<Miscellaneous> 010
75	"Accident Report B13" – 16 th October 1948	<Accidents>
76	Bulletin, January 1950, p3	<Bulletins & Severn Skies>
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80	"British Gliders" - Merseyside Aviation Society, April 1975	<Publications>
81	David Farrar, personal communication, 10 th March 2008	<Miscellaneous> 090
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5.1 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
22	Cyril Uwins	Unknown	<Photographs>800
23	Short Nimbus	Unknown	<Photographs>0794
23	Grunau 2b BGA 447	Eric Smith	<Photographs>00247
23	The Wilkinson 1 BGA 172 - 1931	Delphine Wilkinson	<Photographs>1293
23	Tutor BGA 497	Eric Smith	<Photographs>246
24	The house where the Wilkinson was stored - 2007	Delphine Wilkinson	<Photographs>1726
24	Olympia BGA 618 in CAA Registration - 1949	Tommy Thompson	<Photographs>0660
24	Delivery of Tutor and Cadet - 1947	Tommy Thompson	<Photographs>0639
25	Pears Winch	Ron Tayler	<Photographs>0775

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25	The Beaverette	Eric Smith	<Photographs>00250
25	Tony Heron driving his winch	Tommy Thompson	<Photographs>0642
25	Silver Ford & James 3 Wheeler	John Cochrane	<Photographs>>01012
26	The Dagling	Eric Smith	<Photographs>00243
26	The EoN Primary	Tommy Thompson	<Photographs>0641
26	Bungee launch at the Mynd	John Cochrane	<Photographs>01028
26	Cadet fitted with spoilers fitted for ground slide	Martin Garnett	<Photographs>0935
27	The Club's first accident - landing on a bicycle shed	Ron Tayler	<Photographs>0783
28	Launchpoint scene	Eric Smith	<Photographs>00252
28	A course with the Beaverette	Lyn McFarlane	<Photographs>1696
28	Alf Winter officiating in the bar	Unknown	<Photographs>799

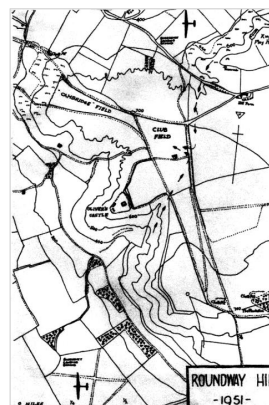
6. ROUNDWAY

In his article "The Past and the Future", which appeared in the 1948 Club Annual, Keith Turner set out the view that the cheapest way for pilots to gain the flying hours needed to be able to thermal soar effectively was by hill soaring.¹ This view was widely shared and the Club had organised expeditions to the Midland Club's site at the Long Mynd, in the winters of 1947/8 and 1948/9.^{3,6} During 1948 the Club had been, as Keith stated in his article, actively prospecting for a hill site to replace or supplement Lulsgate.

At the AGM on 31st March 1948, Rex Young stated the intention to develop Halesland on the Mendips when national conditions permitted. The importance of a hill site was re-iterated during a committee meeting in August that year.⁴ It was proposed to use one of the Beaverettes and the Mk 2 mobile winch, which Tony Heron had nearly finished converting, to try out various sites when the recently purchased Ford V8 car was ready to take over launching duties at Lulsgate.⁵ By September, the idea of using Halesland had been dropped, because the ATC had taken over the site.⁶ Although a start had been made some time earlier to clear the site of rocks.³⁴ Among the other sites then being considered; Nibley, Stinchcombe and Lansdown was Roundway Hill, and a month later this site was the favourite.⁷



Roundway site



Map of Roundway site

Roundway Hill is situated on the western edge of the Marlborough Downs three miles north of Devizes, about 20 miles from Bristol as the crow flies. There is a steep predominantly west facing slope about a mile long to the west, though this is indented with a number of gullies. There are rather less steep slopes to the north and south. The land was owned by the Crown Agents and the part the Club was interested in was farmed by a tenant farmer. There were two derelict semi-detached farm cottages with outbuilding round three sides of a courtyard, which had the potential to be converted into a Clubhouse, hangars and workshops. These were positioned at OS Ref SU 005,651.

Approaches were made to the farmer through Lyn Mcfarlane and his mother, who knew the farmer's nephew, Keith Turner, who had flown at the site before the war, was also involved.³² A demonstration of flying was arranged for the farmer in January 1949 and after almost a year of negotiations with him and the Crown Agents, an agreement was concluded in August 1949.^{2,8,9} The rent was £50 per annum and the Crown Agents agreed to lay on water to the cottages, though the memory is that water was obtained from a well by a hand pump in the middle of the courtyard.^{10,42} The rent included the use of a kite shaped field to the west of the cottages. The longest run was about 500 yards in a north west direction, but a more typical run was about 300 yards. It was bounded by a hedge to the north and west and by a track with wire fences to the east.

Basil Meades, trustee of the Kemsley Flying Trust, visited the site soon after and offered a loan to support its development, but the Club felt that it was unable to take on any further debt, and so the development was made using the Club's own resources.¹¹

The cottages were in a poor state of repair, with leaking roofs and boarded up windows with rotten frames.^{28,25} A formidable amount of work was done in the face of post war restrictions and shortages of materials and with limited finances. The majority of the work was done by Club members under the leadership of Bill Gotch. The Crown Agents helped by providing various materials including window frames and glass, by April 1950 the access track had been treated with 20 tons of cinders and the first cottage had lighting working, powered by a 12volt generator thanks to Dennis Flack.^{12,13,14,25}



Cottages from courtyard



**David Farrar & Barry Leight in cottage kitchen -
January 1949**

Work continued on the essentials throughout 1950 and 1951, by which time the two cottages had been interconnected, electricity extended into the second cottage, drains laid, the kitchen equipped with water, sink, Calor gas rings and stove, a bar installed, and the roof repaired.^{16,17,18,20,26,27} Secondhand furnishings were donated by Club members.¹⁴ Throughout this time, groups of enthusiastic members more or less camped out in the cottages at weekends, with greater attendances for bank holiday camps. With the basics dealt with, less essential work was continued over the next two years. Ration allocations were obtained for the site and Mary Martyr organised the catering.¹⁸



Cottages & barn from the north east



Buildings from the south east



Outbuildings from south west



Entrance to barn used as workshop and hangar

Access to Roundway was more difficult than to Lulsgate. Few members had their own transport and although petrol came off the ration in 1950, it was a 30 odd mile journey from Bristol on 1950s standard roads. For those unable to arrange lifts, there was a bus service to the centre of Devizes, which had to be followed by a walk of 5400 of "Dusty Miller's paces" from the bus station.²⁵



Rigging the Tutor



Rigging the Grunau

The equipment kept permanently at Roundway included a Tutor BGA497 (without spoilers), the Heron winch and a Beaverette.³³ The Club Olympia and Grunau (later replaced by the Prefect) and privately owned gliders visited for periods from time to time and the T31 flew there in 1953.²² The gliders were kept wholly or partially de-rigged as the out buildings were not large enough for a fully rigged glider.³⁸

Launch heights of only 400 to 500 feet were obtainable from the original field but for periods, when the farmer did not require it for agriculture, the Club had the use of the field to the north west of the cottages, known as the Cambridge field.^{33,38} This was a narrow field about 600 yards long, running from the other field towards the edge of the hill. This allowed a longer winch run and greater launch heights, but needed a relay of signallers because of the undulating nature of the surface.²¹

A problem at Roundway was the chalky nature of the top soil throughout the district. In wet weather, this turned into slippery mud, making driving over the field almost impossible. On occasions the only way to position the winch on the far side of the field was to pull the cable out to the winch point by hand, secure it to a gate post, and then engage the winch engine to pull the winch itself into position.³⁸



Pulling the Forbes trailer through the mud



View towards the slope with more mud

An instructors' rota was established, with the "duty instructor" being in charge of flying at Roundway.⁴¹

However, flying got off to a good start with Dusty Miller completing five hours in the Grunau on 15th March 1950 and several other pilots making soaring flights on the same day. Later in the same year 36½ hours were flown on a five day Easter camp by the Tutor, Olympia and two visiting Olympias.^{25,29} Many other good flights were made, and also many quick circuits from low launches which did not find lift. The south slope was soared in November 1950.²⁶ Given the size of the field, the very low level of experience, particularly of the Tutor pilots, and its lack of spoilers it is surprising how few approach accidents there were. (Ken Brown for example was passed out to fly the Tutor at Roundway with only 1½ hours and 42 flights solo).³⁸ However the Tutor was written off in August 1951, when a pilot got out of position after a low launch. It crossed the field from the south with the wind behind it, passed over the hedge, clipped a strut on a fence post at the north side of the next field, leaving the strut behind, and flew out over the valley. It finally hit a tree with one wing and ended up upside down in a small paddock. The pilot was unhurt.^{35,38} The Olympia was spun in on a low circuit after a cable break in April 1952 and the Grunau was damaged in August 1953, after being briefed to land in a field (which turned out to be unsuitable) to position it for a bungee launch.³⁶ Investigation of the damage showed that its glue had deteriorated and this glider was also written off.^{37,22,23}



Grunau approaching from the east



Rex Young briefing a Tutor pilot

A limited number of aerotows were made from Roundway. The first, on 20th May 1951, was with Doug Jones in the Olympia, towed behind the Bristol and Wessex Aero Club's Auster flown by John Cochrane, using a 50 foot long rope. The takeoff from the original field was to the south east. The technique was to run up to full power stationary, with flaps up, the brakes were released and when the tug was about 50 yards from the fence, the flaps were lowered to become airborne and climb away.³⁹ An attempt was also made to aerotow the Grunau on the same day, but it had a problem with the drop wheels and skid on the bumpy ground, so the launch was aborted.⁴⁰ Current records do not show whether any other aerotow launches were made from the site.



Tutor returning from the slope



And landed

After the first enthusiasm, attendances at weekends tended to drop off, even though instructors were rotated for the site, on occasions when the weather was soarable, there were not enough people to be able to operate. However, camps organised for bank holiday weekends were well supported.³⁸ At the Easter camp in 1954 when the finishing touches were being put to the Clubhouse, it was announced that the farmer had terminated his agreement with the Club.³⁰ He said that flying might continue after the grass season, though he would require the use of some of the out buildings during the winter.⁴³ In the event, because of the impending loss of Lulsgate to Bristol Airport and the need to prospect for a new home, the last flight at Roundway was on the 1st May 1954.⁴⁴ The last of the Club's property was removed from the site in the autumn of 1955.²⁴

During the four and a half years the site was operated, 200 hours were flown in all, with 1300 launches, 12 "C" certificates and eight silver legs being gained.³¹ Running two sites had been less successful than had been hoped, largely because of the distance to Roundway, but also because for those who made the journey there was no guarantee that there would be enough people there to operate. Also the better standard of training following the introduction of the two-seater at Lulsgate and the higher launches achieved by autotowing with piano wire, helped to make the journey seem less necessary. If the experiment had not been entirely successful, at least it was by no means an abject failure.³⁸

6.1 References

Ref	Source	Digital Archive Location
1	"Past and the Future" - Keith Turner, Club Annual, 1948	<Bulletins& Severn Skies>

Ref	Source	Digital Archive Location
2	"Back Room Ballast" – Rex Young, Club Annual, 1949	<Bulletins & Severn Skies>
3	Committee Minutes, 16 th November 1947	<Club Minutes>
4	AGM Minutes, 31 st March 1948	<Club Minutes>
5	Committee Minutes, 29 th August 1948	<Club Minutes>
6	Committee Minutes, 30 th September 1948	<Club Minutes>
7	Committee Minutes, 29 th October 1948	<Club Minutes>
8	Committee Minutes, 5 th January 1949	<Club Minutes>
9	Committee Minutes, 5 th August 1949	<Club Minutes>
10	Committee Minutes, 2 nd September 1949	<Club Minutes>
11	Committee Minutes, 7 th October 1949	<Club Minutes>
12	Committee Minutes, 14 th November 1949	<Club Minutes>
13	Committee Minutes, 15 th March 1950	<Club Minutes>
14	Committee Minutes, 14 th April 1950	<Club Minutes>
15	Committee Minutes, 12 th December 1950	<Club Minutes>
16	Committee Minutes, 23 rd February 1951	<Club Minutes>
17	Committee Minutes, 8 th April 1951	<Club Minutes>
18	Committee Minutes, 17 th August 1951	<Club Minutes>
19	Committee Minutes, 14 th September 1951	<Club Minutes>
20	Committee Minutes, 23 rd November 1951	<Club Minutes>
21	Committee Minutes, 12 th September 1952	<Club Minutes>
22	Committee Minutes, 13 th October 1953	<Club Minutes>
23	Committee Minutes, 20 th November 1953	<Club Minutes>
24	Committee Minutes, 19 th September 1955	<Club Minutes>
25	Bulletin, January 1950	<Bulletins> 1950
26	Bulletin, November 1950, p1	<Bulletins & Severn Skies>
27	Bulletin, June 1951, p2	<Bulletins & Severn Skies>
28	"Gliding Notes" – Dr Slater, Aeroplane, 7 th October 1949	<Press & Magazine Cuttings>
29	"Gliding Notes" – Dr Slater, Aeroplane, 11 th April 1950	<Press & Magazine Cuttings>
30	"Gliding Notes" – Dr Slater, Aeroplane, 23 rd April 1954	<Press & Magazine Cuttings>
31	"Gliding Notes" – Dr Slater, Aeroplane, 16 th September 1955	<Press & Magazine Cuttings>
32	Letter - Lyn McFarlane to Ken Brown, 2003	<Miscellaneous> 010
33	Log Book - "Tommy" Thompson, 1946-1952	<Miscellaneous> 069
34	"1938-1949 Bristol Gliding Club" - David Farrar & Lyn McFarlane, p4	<Library>
35	"Accident Report E12" - 25 th August 1951	<Accidents>
36	"Accident Correspondence" - Olympia, 11 th April 1952	<Accidents>
37	"Accident Report G6" – 30 th August 1953	<Accidents>
38	Ken Brown recollection, 2006	
39	Doug Jones, personal communication, 2006	
40	"Accident Report E4" – 20 th May 1951	<Accidents>
41	"Instructors' Rota", June 1950	<Miscellaneous> 068
42	John Harding, personal communication, 2007	
43	Bulletin, May 1954, p1	<Bulletins & Severn Skies>
44	Bulletin, July 1954, p2	<Bulletins & Severn Skies>

6.1 Photograph & Illustration Credits

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37	Map of the Roundway site	© English Heritage	<Photographs>1482
38	Cottages from courtyard	Martin Garnett	<Photographs>0967
38	David Farrar & Barry Leight in cottage kitchen - January 1949	John Cochrane	<Photographs>01045
38	Cottages & barn from north east	John Cochrane	<Photographs>01034
38	Buildings from the south east	John Cochrane	<Photographs>01044
38	Outbuildings from south west	Martin Garnett	<Photographs>0968
38	Entrance to barn used as workshop and hangar	Maurice Bendall	<Photographs>01008
39	Rigging the Tutor	John Cochrane	<Photographs>01036
39	Rigging the Grunau	John Cochrane	<Photographs>01040
39	Pulling the Forbes trailer through the mud	John Cochrane	<Photographs>01035
39	View towards the slope with more mud	John Cochrane	<Photographs>01033
40	Grunau approaching from the east	John Cochrane	<Photographs>01042
40	Rex Young briefing a Tutor pilot	John Cochrane	<Photographs>01041
40	Tutor returning from the slope	John Cochrane	<Photographs>01037
40	and landed	John Cochrane	<Photographs>01038

7. LULSGATE – DUAL TRAINING

Two developments in 1949 completely changed the flying operations at Lulsgate; the introduction of autotowing using piano wire and the acquisition of a T21b two-seater.

Autotowing using solid piano wire instead of the heavier stranded cable had been developed at the Cambridge Club. It was successfully tried out at Lulsgate at the end of 1948.^{4,12,88} Autotowing was found to give cheaper, higher launches and a more rapid launch rate.⁴ Its use was phased in during 1949, with winching and autotowing carried out concurrently during this time.⁵ By August, two thirds of the launches that year had been by autotow.¹³ Winching at Lulsgate came to an end with the removal of the Heron winch to Roundway towards the end of the year.¹⁴ The new system had two potential problems:

- The wire, especially new lengths, tended to coil unless kept under tension and the resulting loops became kinks with almost no strength when pulled straight. The solution was to use a large parachute at the glider end and for the car to continue driving after the wire had been released, so that the wire fell in a straight line. It was also routinely inspected for kinks between launches. On rare occasions after a break with a new length of wire, a heap of tangled coils about the size of a bus would form and be impossible to unravel.⁷¹ However in 1950 over 400 launches were made on one length of wire without a break.⁹
- The other problem concerned the tow car. If the launch was started in first gear, it was necessary to make a rapid gear change at a critical point in the launch. The preferred method was to start in second and slip the clutch. Tow cars consequently tended to suffer from gearbox and clutch problems.⁷¹ Bill Gotch found the solution in 1954, by starting the launch with the car at an angle to the launch line, the drag due to accelerating the glider was much reduced and less clutch slipping was needed.⁷³



“Hobby” Hobkirk mending the launch wire



Cable parachute & T21 in 1955

In August, the Club bought a Slingsby T21b, BGA 616, offered for sale by the Martin Hearn Flying Club at £625.^{13,78} It was delivered to Lulsgate on 28 August 1949 towed behind the Bristol & Wessex Flying Club Tiger Moth piloted by John Parry-Jones.^{5&14} The purchase was financed by a Kemsley Loan of £560, repayable over seven years with 1% interest.¹⁵ The T21b was an open, side by side dual control glider with a parasol wing with spoilers. It was fitted with ASI, Altimeter, Cosim Variometer and a venturi driven Turn and Slip. The controls were duplicated except that there was only one spoiler control, mounted on the central console.

The simple launching requirements of dual training, as opposed to the multitude of different slides and hops to various heights needed for solo training, removed the need for detailed briefing of the launching crew for each flight. Consequently the field telephones were no longer needed. Also, although on occasions the James three wheeler was used to retrieve the launching wire, it was usually returned to the launchpoint by the tow car, so there was little problem with communication. The practice of repeating back the launch signals from the launch vehicle was also dropped, and



Single bat signalling launching the T31

signalling was by the single bat method:

- swung under arm = take up slack
- swung over the head = all out
- stationary overhead = stop

The pilot rather than the instructor initiated the signals.^{66,71} The end of hops and slides also meant that "flights" no longer ended at the far end of the airfield. Consequently boom retrieves were quickly phased out. Retrieves were by hand, with normally one or two people supporting the tail using the bar or hand holds provided, others pushing on the leading edge and one supporting a wing tip.⁷¹



Retrieving by hand



and by car

Takeoffs were usually, though not always, from the grass alongside the runway. With no concerns about the solid cable being worn on the tarmac as there had been with stranded cable, the tow car always used the runway. Only the wheel-less Grunau always took off from the grass.⁷⁹ A detailed description of autotowing can be found in "1946-1956 - Recollections of Flying at Lulsgate".⁶⁶

With the better training available in the two-seater, including the use of side-slipping, square circuits became the standard procedure and the practice of beating up and down behind the down-wind boundary as a means of adjusting approach height was quickly phased out. Training was based on flying by attitude, the feel and sound of the air and by "the seat of the pants"; the instruments were kept covered during initial training. The previous emphasis on stick position was completely discontinued. The syllabus before soloing now included stalls and spins and followed the BGA Instructional notes.^{21,67} Soloing was on an uninstrumented Cadet, with the first flight being a high hop to qualify for the "A" Certificate. This was followed by a circuit in each direction to qualify for the "B", and about 20 more before converting to the lightly instrumented Tutor.^{66,67,71} However the high hop was discontinued after a short time and later the Tutor was used for first solos.

The T21 had only one spoiler control lever, which was centrally placed between the two pilots. When there was a cross wind, the Club policy was to make circuits on the downwind side of the launch, run to reduce the angle needed to turn on the final turn. With the P2 sitting on the inside of the circuit to give the better view, it often meant that he had to fly left handed to be able to use the spoilers. Instructors routinely flew left handed.⁷¹

A benefit of dual training was that the accident rate was reduced. With solo training it averaged around 15 a year, but with dual training it quickly dropped to fewer than half of that at Lulsgate. Although at Roundway with its small field and low launch heights there were several accidents, especially in 1951.⁶³ However, when a Tutor ran into the T21 during its landing run in October 1950, it stopped flying at Lulsgate for six weeks.^{9,10,58} As the general standard of flying and experience increased, more soaring was achieved and more pilots attempted cross-countries and Club records were progressively extended. Section 7.11 lists the flying statistics for the period as far as they were recorded in the committee minutes and surviving Bulletins.

With solo training in Primary gliders there was little need for formal pre-takeoff checks and there was no BGA standard. However in June 1950 the Grunau took off on aerotow with its brakes open and came to grief.⁵⁷ It was decided to institute a Club check list with the mnemonic:

Can I Take Her Off Safely - Controls, Instruments, Trim, Harness Hood & Hook-on, Obstructions & Spoilers

Spoilers being left till last because at some hill sites at the time, closing the spoilers or brakes was a signal to start a bungee launch.^{66,71}

The Bristol Aeroplane Company Flying Club continued to operate over this period, with the addition of a block membership for 10 staff apprentices from April 1951.²⁴ The Club made representations to the BAC to allow works personnel (non-salaried) to be included in their scheme in 1953, but this was turned down.⁴² Bristol University also started a gliding Club which was affiliated to the BGC in 1950.⁸

Mid-week evening flying parties were started for the first time in 1954, running from when the course stopped flying for the night until dark.⁸⁷

7.1 Courses



"Hobby" Hobkirk course instructor - 1949 to 1951



The T31

The Club continued to run courses on the same pattern as before; eight members a course, running from Monday to Friday with accommodation at the Golden Lion all-in charges from 11 to 13 guineas depending on the time of year.¹⁷ The solo training method was still used until September 1952 when a young course member was fatally injured, he dived straight into the ground following release from a high hop in the EoN Primary.^{36,60} This decided the Club to go over to dual training for the courses and incidentally resulted in the legislation instituting a minimum age of 16 for solo gliding. As a result of this decision, it was decided to buy a Slingsby T31 fuselage, to fit with the Club's spare Tutor wings, to have a spare two-seater. The fuselage arrived in March 1953 and was fitted and flown in the following month.^{40,41} It appears from the accounts for 1952 and 1954 that a Kemsley loan was advanced for this purchase, though this was not mentioned in the committee minutes.

The T31 was a tandem two-seat glider based on the Tutor, having the same wings and tail plane and a slightly modified fuselage. The wings were set a little higher than on the Tutor, with the second seat directly under them. The rather primitive appearance of this aircraft prompted one instructor to remark that it would never take the place of a glider!⁷¹ As first introduced it had no spoilers, but with the extra weight it tended to float a long distance during the hold-off.⁷¹ Consequently spoilers were fitted during the summer of 1955 and a special Club designed mechanism was fitted to allow the back seat pilot to over-ride the front seat pilot's spoiler operation.^{52,54,71}

7.2 Flight Test Group

The British Gliding Association (BGA) No3 Flight Test Group, consisting of Keith Turner and John Cochrane, carried out performance measurements on the Olympia during 1949 and the Gull IV During 1950.^{21,80} This involved early starts to collect a tug from Whitchurch, rig the test glider and tow it to about 5000 feet for the measured descents, before the morning sun upset the night time calm air.⁸⁶

7.3 Gliders

After the purchase of the T21, the Club fleet tended to evolve rather than to expand. The Grunau was fitted with drop wheels by Tony Heron in 1950 and with a belly hook by Doug Jones in 1951.^{11, 70} The T21 was fitted with a fixed trim tab by Mike Garnett in 1953 and a controllable tab was fitted in 1954.^{38,48} In 1955 it was fitted with a one-piece 'boat type' windscreen by John Dickens, a castoring tail wheel and additional instruments, the ply on the wing leading edges and underside of the fuselage were covered with fabric by Weston Airways.^{3,85}



**T21 with original windscreens
Mike Garnett & Evening World reporter**



**T21 with "boat" type windscreens
John Daniell**

In June 1950 the Green Cadet 456 was converted to a Tutor, by fitting a set of Tutor wings which were bought for the purpose.^{8,21} This allowed a Tutor for Roundway as well as Lulsgate. However the Blue Tutor 497 was written off in an accident at Roundway, in August 1951.⁵⁹ The Club bought the wreckage and the wings were repaired for the Club by Doug Jones.^{27,70} The fuselage was probably scrapped as the glider disappeared from the accounts.^{64,65} A further Cadet, yellow, BGA 454, was bought from the Hereford Club in August 1952, because both a Cadet and Tutor were on repair at Western Airways at that time.³⁵ Immediately after this, the original Red Cadet, BGA 445, was converted to a Tutor.³⁷ One of the Tutors was fitted with spoilers in October 1953 and a silver Cadet, BGA 708, was bought from the ATC in May 1954.^{44,49}

The Olympia, BGA 618, was spun in at Roundway in April 1952.⁶⁰ It was replaced by buying the drop-wheeled Olympia 1, BGA 504, from the Rex Young syndicate, together with its Rice trailer and parachute.³² Doug Jones and partners bought the wreckage of BGA 618 with the aid of a £100 Kemsley loan and rebuilt it as a private venture, completing the work in March 1956.^{56,70}

The drop wheeled Grunau and Olympia were interesting, in that the pilot had to jettison the wheels after becoming airborne, high enough for them not to bounce up and hit the glider, but not so high that they might be damaged in the fall. They often executed spectacular bounces. On occasions pilots forgot to jettison them.



The Silver Cadet



The Slingsby Prefect BGA 720

The Grunau made a heavy landing at Roundway in August 1953 and on investigating the damage at Western Airways, it was found that the glue had deteriorated throughout and the glider was written off. It was replaced by a Slingsby Prefect, BGA 720, delivered at the end of that year.^{45,46,74}

The EoN Primary was written off in the fatal accident on the course in 1952 and the Dagling had disappeared from use by 1950, though not from the Accounts until 1954.^{64,65}

7.4 Ground Equipment

A trailer which the Club had had on loan from Jock Forbes for several years was due for return. During 1950 John Cochrane constructed a general purpose trailer out of welded angle iron and this was very successful.^{7,23,71} However, an incident during its construction resulted in the wing of the EoN Primary being burnt off in the hangar.^{75,71}



Grunau in the Cochrane iron trailer



Shooting brake DPO 173



Fire engine at Camphill for the 1954 World Championships

With more Club members becoming proficient and flying cross-country, it was decided to get a better retrieve vehicle than the Spartan and ageing Beaverettes. Consequently a black Ford Saloon, VV3794, was bought in May 1950.^{8,82} The Lulsgate Beaverette fell into disuse, though the one at Roundway continued to be used. However, the Ford was rolled on a trip ferrying members to Bristol a year later and it was relegated to reserve launching duties.^{24,25,81} A Ford shooting brake EGJ was bought to replace it in September 1951.²⁶ This was used to ferry members from Bristol to the Club sites and other expeditions, as well as retrieves.³⁴ By early 1953 the brake was in poor condition. Used on an excursion to the Mynd for an Easter rally that year it leaked rain and suffered from ingesting exhaust fumes.⁷¹ Consequently it was relegated to general duties and another one, DPO 173, was bought for retrieves and other road work.⁴¹ A little before this another Ford V8 was bought as a reserve for launching.³⁸ All these vehicles were secondhand. For some reason a redundant fire engine EYD 214 was bought in August 1953 for use on the road.⁴³ The three wheelers were both sold in January 1954 and the remaining Beavette was exchanged for another brake later in 1954.^{47,83,84}

By a bizarre coincidence in September 1953, while DPO was towing the "Cochrane" trailer and T21 back from Slingsby's, where the glider had been repaired following a blow-over accident, it was in collision with a pantechicon, owned by glider manufacturers Elliots of Newbury. The brake was written off, with its wooden body work disintegrating, the welded trailer also disintegrated and the T21 was badly damaged.^{52,53,77}

The remains of the original Red winch were disposed of in 1954, or perhaps used as the basis for a new 2 Drum winch.⁴⁹

7.5 Buildings

With the major work already done to make the Nissen huts habitable, little major development was done after Alf Winter and Tim Beck had installed a wash room in May 1949, possibly because so much effort was devoted to Roundway.⁶ There was some re-arrangement of the petrol store and the toilets in 1952 on the advice of the BAC fire chief, but little else.^{35,36} The hangar on the other hand gave trouble. The new curtains did not last, and towards the end of 1949 the Ministry of Civil Aviation agreed to brick up the back opening, and recoup the £180 cost from the Club at £18 per annum over 10 years.¹⁶ In 1953, the roof was leaking and this worsening problem was not resolved.³⁸ Towards the end of the Club's time at Lulsgate, the hangar was being packed to avoid the gliders being dripped on and eventually the Prefect and Olympia were being de-rigged at the end of each weekend to keep them dry.^{47,51}



Hangar with bricked up rear wall

7.6 Founding Members and Committee



Doug Jones & Alwyn Sutcliffe - 1959

One of the sad things about this period was the number of people who dropped out, who had put in so much work in setting up the Club after the war. Pressure of work or moving away from the area took their toll. Rex Young resigned from the chairmanship at the end of the 1952/53 year through pressure of work, and gave up gliding altogether at the end of 1954.^{38,2} He was elected vice president at the 1953 AGM. Lyn McFarlane moved from Bristol in 1950 and both Maurice Chantrill and David Farrar resigned from the management of the Club in 1951.^{39,24,72} They gradually did less gliding though they both had shares in the syndicate Olympia Mayflower, as did Keith Turner who became less active over

the following years.^{30,31,33} Of the people who served on the original Organising Committee in 1946, or who undertook much of the spade work, few remained at the end of flying at Lulsgate. "Bonzo" Hinton, Flight Lieutenant Jennings, J. Kukucki, R. M. McDougale, Squadron Leader Phillips, Chris Ryall and Ron Tayler had all left by 1950. Tony Heron, Tommy Thompson and Barbara Brice all moved away in 1950.^{18, 22, 23} Similarly with the general membership, of the 176 people who were recorded as having gained Certificates in the 1948 and 1949 Club Annuals, only 16 appeared on the pilots' category list in late 1955.⁶² Certainly many of the 176 would have been course members, but most of the then current members would have gained certificates in those two years.

John Cochrane took over the chairmanship from Rex Young, and Tony Heron was succeeded as ground engineer, firstly by Graham Ferrier, and then after a few months by Doug Jones. Derek Colvin, a test pilot with Westland Aircraft, took over as CFI for two years, followed by John Parry-Jones. See Section 7.16 for a list of Club officers over this period.

7.7 Finances

Over this period the subscriptions were kept unchanged. See Section 7.15. However the system of charging soaring by the minute after the first two minutes was generating an enormous amount of paperwork. A high proportion of flights gave rise to fees of 3d or 6d, which had all to be billed separately. Consequently early in 1954 it was decided to increase the launch fee from 2/6 to 3/-, which was to include the first five minutes of soaring, and to charge further soaring at 1/3 for each completed 5 minutes. This was calculated to leave the average cost of flying unchanged and it drastically reduced the amount of paperwork. With aerotows, there was 10 minutes soaring included in the unchanged launch fee, before charging for soaring by the completed 5 minutes.^{47,69,71,87}

The Establishment Loan Fund was paid off by January 1952.²⁹ At the end of 1954, the last year for which accounts are currently available in this period, the accumulated surplus had risen to £1993, with £1071

outstanding on the Kemsley loan.⁶⁵

In April 1950 the petrol tax was increased by 9d a gallon but the Government instituted a tax rebate scheme to allow flying Clubs to reclaim the tax.^{8,22} This was on the basis of three launches to a gallon.⁷ This rebate scheme continued for many years.

7.8 Trophies



The Cyril Uwins cup



The Rex Young cup



The Evening World trophy

During this period three trophies were donated to the Club to be awarded annually. In 1950 Cyril Uwins presented a cup to be awarded for the most meritorious cross-country, based on distance handicapped according to glider performance.^{19,20} Having retired from the Chairmanship of the Club in 1953, Rex Young presented a cup in 1955 to be awarded for the best progress by a novice pilot and the Bristol Evening World newspaper, which had over many years supported the Club with publicity, presented a trophy to be awarded for the greatest gain of height.⁵⁰ See Section 7.13 for the winners of these trophies.

7.9 Social Activities

The Club continued to hold annual dances in Bristol and Christmas parties at Lulsgate. At Lulsgate the bar flourished, with community singing being popular. Strangely, there were a couple of solar topees (also known as pith helmets) in the bar, put there possibly by Rex Young from his time in West Africa. The 'Ladies Committee' provided cooked lunches and teas at weekends, with the teas sometimes being brought out to the launchpoint.⁷¹



Tea at the launchpoint



Dance at Salutation Hotel - 1952



Party in the clubhouse - 1954



Cake cutting at the party with Ken Brown John Burleigh, John Cochrane, Tom Parkes, Mary Candy, Alwyn Sutcliffe & John Hahn

7.10 Conclusion

So this was a period of consolidation and general progress. However, in the spring of 1954 it was announced that the Ministry of Civil Aviation was intending to move Bristol Airport from Whitchurch to Lulsgate, though no firm date was given for the move.⁷⁶ As a result, the Club started actively looking for a more permanent site, and ways to finance the move. This is the subject of the next chapter of this account.



The Launchpoint

7.11 Flying Statistics

Category	1950	1951	1952	1953	1954	1955
Launches	4807	5615	5766	5191	5362	7107
Hours	355	466	421	390	507	707
Certificates						
"A"	67	{	5+66°	25+40°	4*	{ 30*
"B"	42	{166	5+48°	26+38°	3*	{
"C"	11	{	12+1°	7+1°	4*	
Silver Legs	7	N/A	5	5	8	1
Cross-Country Mileage	400	804	248	302	168	1175

Note:

°Club and courses

*Excluding courses

7.12 Accident Statistics

Source	1950	1951	1952	1953	1954	1955
Lulsgate	11	7	6	5	2	7
Roundway	1	6	1	2	Nil	N/A
Courses	Nil	1	4	Nil	Nil	Nil
Competitions				1		

7.13 Trophy Winners

Category	1950	1951	1952	1953	1954	1955
Cyril Uwins Cup (Best Cross-Country)	Chris Stafforth	John Hahn	Jimmy Allen	John Hahn	Derek Stowe	Mike Garnett
Evening World Trophy (Best gain of height)					Alwyn Sutcliffe	Derek Stowe
Rex Young Trophy (Best progress by a beginner)					D. Taylor	Wally Weir

7.14 Records Achieved

Category	Achievement	Pilot	Date
Distance	91 miles (9)	Mike Hodgson	25 July 1952
Distance	138 miles (CR BV)	Mike Garnett	14/15 May 1955
Height	9400 feet	Derek Stow	14/15 May 1955

7.15 Subscription and Fees

Category	Fee
Entrance Fee	2 guineas
Full Flying	6 guineas
Country Flying	2 guineas
Insurance Deposit	2 guineas
Olympia Surcharge	2 guineas
Private Owner (from 1952)	2 guineas
Associate	1 guineas
Lady Associate	10/6d
Junior Associate	5/-

7.16 Club Officers & Committees

Role	1950	1951	1952	1953	1954	1955
Chairman	Rex Young			John Cochrane		
Vice Chairman	Maurice Chantrill	John Cochrane		John Parry-Jones	John Hahn	
Secretary	P G Mobsby	John Parry-Jones		John Burleigh		
Treasurer	Allen Thompson	David Michell				Nick Lyons
Committee	John Cochrane	Maurice Chantrill	Jimmy Allen	George Ford	Mike Garnett	John Dickens
	David Farrar	Bill Gotch	Bill Gotch	John Hahn	J. Doug Jones	Mike Garnett
	Graham Ferrier	John Hahn	Mike Hodgson	Mike Hodgson	Ron Lewis	J. Doug Jones
	Bill Gotch	J. Doug Jones	J. Doug Jones	J. Doug Jones	John Parry-Jones	John Parry-Jones
	Chris Stafforth	Chris Stafforth	Bill Moreton	Ron Lewis	Eric Smith	Alwyn Sutcliffe
	Alf Winter	Alf Winter	Alf Winter	"Dusty" Miller	Alwyn Sutcliffe	Peter Westmorland
	Tony Heron*			Alwyn Sutcliffe		
CFI	Maurice Chantrill	Derek Colvin		John Parry-Jones		
Chief Ground Engineer - Aircraft	Tony Heron	J Doug Jones				
Chief Ground Engineer - Vehicles	Tony Heron	Sid Clarke	Bill Morton		Eric Smith	John Dickens
Press Secretary	John Cochrane		John Hahn	Mike Garnett		Arthur Bound-Pearce
Flying Comms. Secretary	Chris Stafforth	Jimmy Allen		Alwyn Sutcliffe	Pat Parry-Jones	Maurice Laceby
House Manager - Lulsgate	Alf Winter			Harry Mills	Dave Michell	Jim Tudgey
House Manager - Roundway	Bill Gotch				Peter Collier	
Ladies Committee	Millie Smith			Mary Candy		
Course Instructor	Arthur Hobkirk		Alwyn Sutcliffe	Stuart Furseman	Mike Royce	
Course Secretary		Chris Stafforth	John Burleigh	Ken Brown	Mr & Mrs Cheverton	Peter Westmorland John Daniell & Hugh Moore

Note:

There were many other ad hoc and assistant appointments.

* denotes co-opted committee member.

7.17 References

Ref	Document	Digital Archive Location
1	"Gliding Notes" – Aeroplane, 29 th March 1953, p354	<Press & Magazine Cuttings> Aeroplane
2	"Gliding Notes" – Aeroplane, 10 th December 1954, p860	<Press & Magazine Cuttings> Aeroplane
3	"Gliding Notes" – Aeroplane 29 th April 1955, p580	<Press & Magazine Cuttings> Aeroplane
4	"Editorial" - Club Annual, 1949, p1	<Bulletins & Severn Skies> 1949
5	"Learning to fly at Lulsgate" - J Grout, Club Annual, 1949, p3	<Bulletins & Severn Skies> 1949
6	Bulletin, May 1949, p1	<Bulletins & Severn Skies> 1949
7	Bulletin, January 1950	<Bulletins & Severn Skies> 1950
8	Bulletin, April 1950, p2	<Bulletins & Severn Skies> 1950
9	Bulletin, October 1950, p1	<Bulletins & Severn Skies> 1950
10	Bulletin, November 1950, p1	<Bulletins & Severn Skies> 1950
11	Bulletin, June 1951, p2	<Bulletins & Severn Skies> 1951
12	Committee Minutes, 3 rd December 1948	<Club Minutes>
13	Committee Minutes, 5 th August 1949	<Club Minutes>
14	Committee Minutes, 2 nd September 1949	<Club Minutes>
15	Committee Minutes, 7 th October 1949	<Club Minutes>
16	Committee Minutes, 14 th November 1949	<Club Minutes>
17	Committee Minutes, 14 th December 1949	<Club Minutes>
18	Committee Minutes, 15 th February 1950	<Club Minutes>
19	Committee Minutes, 15 th March 1950	<Club Minutes>
20	4th AGM Minutes, 31 st March 1950	<Club Minutes>
21	Committee Minutes, 23 rd June 1950	<Club Minutes>
22	Committee Minutes, 18 th August 1950	<Club Minutes>
23	Committee Minutes, 24 th November 1950	<Club Minutes>
24	Committee Minutes, 05 th April 1951	<Club Minutes>
25	Committee Minutes, 18 th July 1951	<Club Minutes>
26	Committee Minutes, 14 th September 1951	<Club Minutes>
27	Committee Minutes, 12 th October 1951	<Club Minutes>
28	Committee Minutes, 23 rd November 1951	<Club Minutes>
29	Committee Minutes, 25 th January 1952	<Club Minutes>
30	5th AGM Minutes, 28 th March 1952	<Club Minutes>
31	Committee Minutes, 7 th April 1952	<Club Minutes>
32	Emergency Committee Minutes, 20 th April 1952	<Club Minutes>
33	Committee Minutes, 2 nd May 1952	<Club Minutes>
34	Committee Minutes, 23 rd May 1952	<Club Minutes>
35	Committee Minutes, 8 th August 1952	<Club Minutes>
36	Emergency Committee Minutes, 7 th September 1952	<Club Minutes>
37	Committee Minutes, 12 th September 1952	<Club Minutes>
38	Committee Minutes, 27 th February 1953	<Club Minutes>
39	Committee Minutes, 20 th March 1953	<Club Minutes>
40	Committee Minutes, 1 st April 1953	<Club Minutes>

Ref	Document	Digital Archive Location
41	Committee Minutes, 30 th April 1953	<Club Minutes>
42	Committee Minutes, 29 th May 1953	<Club Minutes>
43	Committee Minutes, August 1953	<Club Minutes>
44	Committee Minutes, 13 th October 1953	<Club Minutes>
45	Committee Minutes, 20 th November 1953	<Club Minutes>
46	Committee Minutes, 8 th January 1954	<Club Minutes>
47	Committee Minutes, 5 th February 1954	<Club Minutes>
48	Committee Minutes, 16 th March 1954	<Club Minutes>
49	Committee Minutes, 24 th May 1954	<Club Minutes>
50	9 th AGM Minutes, 1 st April 1955	<Club Minutes>
51	Committee Minutes, undated July-September 1954	<Club Minutes>
52	Committee Minutes, 17 th August 1955	<Club Minutes>
53	Committee Minutes, 19 th September 1955	<Club Minutes>
54	Committee Minutes, 18 th October 1955	<Club Minutes>
55	Committee Minutes, 22 nd March 1956	<Club Minutes>
56	"They Made £600 Glider From Wreck" - Bristol Evening World, 2 nd March 1956	<Press & Magazine Cutting>
57	"Accident Report D6" – 10 th June 1950	<Accidents>
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59	"Accident Report E12" – 25 th August 1951	<Accidents>
60	"Accident Report F11" – 11 th April 1952	<Accidents>
61	"Accident Report F9" – 5 th Sept 1952	<Accidents>
62	"Pilots' Categories" - November 1955	<Accidents>
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64	Club Accounts, 1952	<Club Accounts>
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66	"Recollections of Flying at Lulsgate" - K. Brown & E. Smith	<Library>
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70	Doug Jones, personal communication, 2006	
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72	Lyn McFarlane, personal communication	
73	"Club Notes" - Sailplane & Gliding, Winter 1954/55	
74	"Accident Report G6" – 30 th August 1953	<Accidents>
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76	8 th AGM Minutes, March 1954	<Club Minutes>
77	Alwyn Sutcliffe, personal communication, 2006	
78	Club Accounts, 1950	<Club Accounts>
79	"Early Operations at Lulsgate" - Ron Tayler	<Library>
80	"Performance Tests of the Olympia Sailplane"	
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82	"Car Overtakes at Barrow Gurney " – 31 st March 1951	<Press & Magazine Cuttings>

Ref	Document	Digital Archive Location
83	Bulletin, January 1954, p4	<Bulletins & Severn Skies>
84	Bulletin, July 1954, p3	<Bulletins & Severn Skies>
85	Bulletin, February 1955, p2	<Bulletins & Severn Skies>
86	John Cochrane, personal communication, 2008	
87	Bulletin, April 1954, p2	<Bulletins & Severn Skies>
88	"Gliding Notes" – Aeroplane, 16 th May 1947, p521	<Press & Magazine Cuttings>

7.18 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
43	"Hobby" Hobkirk mending the launch wire	Alan Young	<Photographs>00272
43	Cable parachute and T21 1955	Oliver Leach	<Photographs>00052
43	Single bat signalling launching the T31	Oliver Leach	<Photographs>00028
44	Retrieving by hand	Oliver Leach	<Photographs>00035
44	Retrieving by car	Oliver Leach	<Photographs>00051
45	"Hobby" Hobkirk Course Instructor - 1949 to 1951	Norman Woodward	<Photographs>00207
45	The T31	Oliver Leach	<Photographs>00026
46	T21 with original windscreens Mike Garnett & Evening World reporter	Martin Garnett	<Photographs>0953
46	T21 with "boat" type windscreens John Daniell	Oliver Leach	<Photographs>00048
46	The Silver Cadet	Oliver Leach	<Photographs>00021
46	The Slingsby Prefect BGA 720	Oliver Leach	<Photographs>00025
47	Grunau in the Cochrane iron trailer	Ken Brown	<Photographs>00003
47	Shooting brake DPO 173	Tom Parkes	<Photographs>1657
47	Fire engine at Camphill for the 1954 World Championships	Mary Dearden	<Photographs>00017
48	Hangar with bricked up rear wall	Martin Garnett	<Photographs>0956
48	Doug Jones & Alwyn Sutcliffe - 1959	Doug Jones	<Photographs>00103
49	Cyril Uwins cup	Unknown	<Photographs>1499
49	The Rex Young cup	Unknown	<Photographs>1484
49	The Evening World trophy	Unknown	<Photographs>1486
49	Tea at the launchpoint	Oliver Leach	<Photographs>00068
49	Dance at Salutation Hotel - 1952	Unknown	<Photographs>1537
50	Party in the clubhouse - 1954	Mary Dearden	<Photographs>00019
50	Cake cutting, Ken Brown John Burleigh, John Cochrane, Tom Parkes, Mary Candy, Alwyn Sutcliffe, John Hahn	Mary Dearden	<Photographs>00020
50	The Launchpoint	Oliver Leach	<Photographs>00027

8. NYMPSFIELD - PURCHASE

Early in 1954, rumours were circulating that there were plans to move Bristol Airport from its home at Whitchurch to Lulsgate. The airfield at Whitchurch was restricted in size and surrounded by housing and so was unsuitable for development. At the Club's AGM in March that year, John Cochrane, the chairman, told the members that the Club's future at Lulsgate was uncertain and a few months afterwards a sub-committee was set up to investigate possible alternative sites.^{3,4}

The main areas of interest were the Mendips, the Cotswolds and a number of disused airfields. Roundway was not considered as a main site because it was not suitable for training, it did not have scope for expansion and its use was subject to constant re-negotiations with the farmer, as he rotated the use of his fields.¹ Possible sites on the Cotswold edge were explored on the ground, the Heron winch was withdrawn from Roundway and used to try out various fields.

On the 18th September John Hahn aerotowed the Olympia, piloted by Doug Jones, to Haresfield, where Fred Worley of the Old Gloucestershire Club had flown.⁵ The next day 16 flights were made there.⁷⁴ The Olympia was then moved to Nympsfield and between the 25th September and the 23rd October a number of flights were made from the two fields alongside the B4066 bounded by the two roads into Nympsfield village. This involved capping the wall dividing the two fields with a balk of timber and pulling the cable out over it by hand to get as long a winch run as possible.⁶⁷ The T21 was taken out on the 10th October and gave flights to a number of Club members, as well as to Mary Wooldridge, who owned the land.⁶⁶ During this period some good soaring flights were made in northerly winds. However, the wind was southerly for most of the period and though attempts were made to soar the south west bowl, these were not successful. See Section 8.1 for details of these expeditions.



The two fields just beyond the road where the first exploratory flights were made at Nympsfield

Halesland on the Mendips was looked at, but no flying was done there.⁵ By November, Nympsfield was the firm favourite and a field on the Cotswold edge alongside the north ridge had been put up for sale.²³ The Prefect was taken there and flown on two days in November and December and further site exploration ceased.^{71, 74}

The Club immediately contacted Basil Meads, the secretary to the trustees of the Kemsley Flying Trust, for his opinion of the site and the prospects of a loan to purchase it.⁶ Pending a visit to look at the field, Basil Meads requested the Club provide up to date accounts, a 6 inch to mile map of the site and estimates of the cost of developing the Club there.^{24,26}



Basil Meads



The field on offer was the one cut by the left edge of the photograph

The field on offer was the west most of a group of three, which together constituted a 90 acre unit running between the B4066 Stroud to Dursley road and the Woodchester Valley, about a mile from Nympsfield village.⁶⁸ This ran alongside a north facing slope and within easy gliding range of a slope facing west. The field was unsuitable for grazing cattle because it lacked water, and was generally of poor agricultural quality. It had been put down to crop that year, but not very successfully.⁶⁷ The farmer,

Mr Dalby, was offering 30 acres at £25 an acre.²⁵ The Club considered that 30 acres was insufficient for safe operation but Mr Dalby was adamant that it was out of the question to sell more than 50 acres.²⁷



John Burleigh



John Hahn



John Parry-Jones



John Cochrane

An informal Club meeting was held at the Crown and Dove Hotel in the centre of Bristol on 26th November, to inform the members about the situation. The various options were set out by John Hahn; namely to try to get the use of another disused airfield at Charmy Down where the Royal Air Force Gliding & Soaring Association (RAFGSA) operated, or Keevil, or to go for a hill site on the Mendips or at Nympsfield. Although the Mendips provided a long ridge, the wind on the slope also tended to bring bad weather. John Parry-Jones had devised a system for rating the potential sites, with points for suitability for operating, soaring potential, membership catchment etc. and considered that Nympsfield rated highly. John Burleigh, the secretary, pointed out that it was not a straightforward question of buying a site, but that there would be a number of bureaucratic obstacles to overcome. Permission would be required from various authorities, such as the Agricultural Executive Committee, the electricity distribution authority who put up pylons, as well as District Planning Offices etc. John Cochrane told the meeting that 40 acres was now definitely for sale at Nympsfield, but that more like 90 was needed for satisfactory operation.² The consensus was that the Club should try to rent the required fields. However after the meeting Mr Dalby ruled this out.^{2,74}

Basil Meads believed that though 50 acres would give a run of 1150 yards, compared with 1200 at Lulsgate, the fact that the site was surrounded with trees meant that the comparison was not valid.²⁵ As a result of persistent negotiation by John Parry-Jones, the offer had risen to 65 acres by early December, plus a strip giving a run of 1500 yards. But Mr Dalby was pressing for a firm commitment to buy, as he needed either to sell or to prepare the land for the next year's use. By the middle of December without having definite backing from the Kemsley fund, the Club was forced to tell Dalby that it could not give him a firm commitment, he was free to sell elsewhere, though the Club was still interested in buying.³⁰

Due to demands on his time, Basil Meads asked John Furlong to visit the site on his behalf, which he did in early January.³² As a result of his assessment, the Kemsley Trustees agreed at their January meeting to increase the scope of their loan to the Club to support the purchase of the field, from the roughly £900 which was then outstanding, to a total of £5,000, repayable over 15 years.³³ At a special Club committee meeting on 27 January 1955, attended by Basil Meads, John Cochrane responded that this was insufficient to set the site up, being little more than enough to buy the land and buildings and that £7,300 would be needed, while John Parry-Jones argued that £12,500 would be a more adequate figure to set up a viable Club. Basil Meads responded that £5,000 was the maximum the Trustees were willing to lend to any Club, but he appeared to appreciate the force of the argument.^{7&71}

In the meantime, the Club had set in motion the necessary planning applications and at Basil Meads' request, had obtained a quotation for a hangar, a valuation of the site and prepared a costed development plan.^{29,31,34,35} The valuation, dated 26th January, was for 71 acres and included an implement shed and a building described as "comprising sheds and loose boxes".³⁴

On 1st February Basil wrote to John Cochrane to say that he was willing to propose to the Trustees that the Club should be granted a mortgage of £3,200 at 2% per annum, to buy the land and the buildings, with an indefinite repayment period, in addition to topping up the loan to £5,000, with the Trust having a first debenture on the Club's assets.³⁶ On the 12th February he confirmed that the Trustees had agreed these provisions in principle and that the Club could go ahead with the purchase.³⁷ The Club held an

extraordinary general meeting of members on 10th February in Carwardines Tea House, Baldwin Street, Bristol, at which it was agreed unanimously to go ahead with negotiations for the purchase. It was mentioned at the meeting that the electricity board were currently erecting a line of pylons just off the west end of the field, but the committee did not believe that this constituted any additional hazard to the already existing trees.⁷⁵

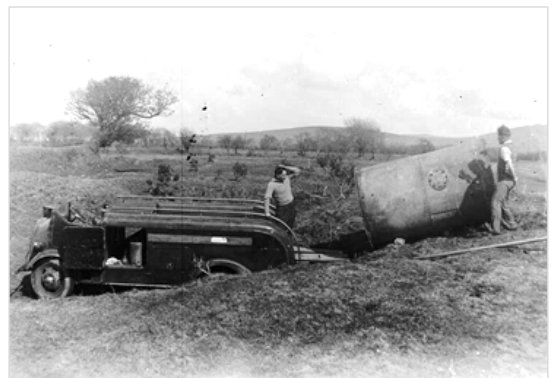
At this stage Mr Dalby had agreed to sell 77 acres for £3,350 including £1,400 for the implement shed and barn.³⁸ Finally, after the formalities had been completed and the various planning consents obtained, the Club secretary, John Burleigh, signed the contract on the purchase on 29th March 1955.³⁸ The final figure was £3,400 for 80 acres and the buildings.⁸ The conveyance was completed on 25th May and the development of the site was started.⁵³

Following the signing of the contract a work programme was agreed by the committee, which included an immediate start on the cultivation and seeding of the land and provision of fencing. A brochure was to be prepared by the end of May laying out a development plan with estimated costs.⁸ The committee meeting was attended by Basil Meads, and the Kemsley Trust was consulted and kept informed about the Club's plans throughout.

Once the contract had been signed erection of fencing proceeded, using Club labour under the direction of John Parry-Jones, though this had not been completed by January 1956.^{9,47,49,58} The field was ploughed, and seeding was under way at the start of May. A good quality grass seed mixture was used costing £900, to be able to graze sheep or take a hay crop in later years to raise revenue.^{9,47} This also allayed local criticism that the field was being lost to agriculture.⁴⁸ It was recognised that gliding operations at Nympsfield would not be possible for several months, until the grass had established itself and a hangar had been built, though a great deal of preparatory work was necessary on the site in the meantime.⁴⁵ This included the construction of a wide entrance onto the roadway to the west of the barn, for which a tree and a section of the boundary wall had to be removed.^{44,71} John Cochrane consulted experts on soil stabilisation, for sound foundations for runways and paths, though this was not found necessary as the field had shallow soil over a limestone base.^{46,52,71} A large cylindrical water tank and a pump, donated by John Burleigh's mother, were collected from the Roebuck Hotel in Okehampton using the fire engine.^{9,71}



The field under plough - May 1955



Collection of the water tank

At about this time, attempts had been made to revive the old Gloucester Gliding Club, but they had trouble getting the 40 members needed to secure Kemsley support. Once they heard of the Bristol Club's activity in the area, they enquired about the possibility of their members joining the Bristol Club as a block, with the waiver of the entrance fee. This was agreed, with the warning that there would be little chance of flying for some time.^{9,45} The new members included Fred Worley, a local farmer, who had been secretary of the original Gloucester Club. He gave the Club a tractor, other agricultural implements and a winch (in need of overhaul) on permanent loan.^{14,16} Also Toby Fisher and Colonel Don Tapp, who owned a Kite II.⁷¹

The Club president, Air Commodore Sir Egbert Cadbury, made a donation of £250 towards the development of the new site. The donation was routed through the Playing Fields Association to take advantage of tax relief on charitable donations.^{54,12}

Throughout the summer, tenders were explored for building a hangar and providing a clubhouse. John Cochrane contacted several firms for estimates for the hangar, and made unsuccessful bids to buy surplus hangars situated at Lyneham and Aston Down.^{10,37,40,41,42,50,51,56} While visiting an agricultural show, John Burleigh came across the stand of Curtis Engineering, a firm who specialised in farm buildings and whose prices seemed reasonable.⁷³ It was decided in November to accept a tender from this company for a 60 by 70 by 10 foot hangar for £1,640.¹⁵ Work started on the foundations in January

1956.¹⁶ Initial estimates for the conversion of the barn for a clubhouse proved very costly, around £1,500, partly because both of the building firms contacted proposed to rebuild the roof from scratch.^{55,60} Consequently the idea of buying a prefabricated building was investigated, but this proved even more expensive.^{12,57} So a local builder, Mr W T. Whitman, was approached, and he was able to submit a much lower estimate of £438-2-7, which included rectifying the roof rather than rebuilding it.^{19,59} Also at this stage, the Club expected to be able to supply some materials, such as hardboard and window frames, from redundant Air Ministry stock at Lulsgate and from the Bristol Aeroplane Company Housing division, which was being run down. The Club labour was also proposed to do much of the internal fitting.^{61,62} These investigations meant that work was not started on the barn conversion until March 1956.¹⁹



The barn - May 1955



The hangar under construction - early 1956



The site before flying started, just possible to make out the quarry & shed, also treeless caravan site

Meanwhile flying continued at Lulsgate. The courses were again run very successfully by Mike Royce and the trading surplus for the year was an excellent £442.²⁰ At the end of the season, Mrs Clarke at the Golden Lion Hotel was presented with an engraved cup, acknowledging her hosting of courses over eight years.¹³ In order to prepare for the transfer to Nympsfield, where autotowing would not be possible, it was decided to build a new 2 Drum winch under the leadership of Mike Garnett. Two new trailers were to be built, for the Prefect and as a replacement for the open T21 trailer, which had been wrecked in a road accident. These were under the leadership of Alwyn Sutcliffe and Jack Houghton, the latter employed as a fulltime ground engineer. A last visit was paid to Roundway to retrieve anything useful.^{11,14}

In October 1955, John Burleigh resigned from the secretaryship because of his work in Australia and he was succeeded by Tom Parkes.¹⁴

Towards the end of 1955, the grass at Nympsfield had established enough for a limited amount of flying to be done there, to allow instructors to familiarise themselves with the site. This was done in the Olympia.^{12,70} Sheep were introduced to the field in December, and additional electric fencing was put up to control them, though fencing continued to be a problem for some time.^{16,17} General development work continued, with the hangar site levelled and the dew pond in front of the barn filled in with top soil moved from the south side of the field. The work being done by a local farmer.¹⁸ The council levelled and surfaced the area of the new entrance.²¹ Members made a rough job of building dry stone walls bounding the entrance, but these were later rebuilt by a professional waller.⁷¹

Work on the hangar had started by early December and was completed in early May.^{16,22} The price had risen by £120 to cover the building of a dwarf wall and the provision of roof lights.⁶⁵ A camp was held on the site over Easter 1956, with 17 hours soaring done by three gliders in ridge and thermal lift over the first two days.²¹ As John Cochrane said, "it is reassuring that we really have bought a serious soaring site and not just a hayfield on a hilltop".⁶³ It was decided to cease operations at Lulsgate at the

end of May and to hold a rally at Nympsfield over Whitsun 19th to 22nd May, to inaugurate the site.^{21,64}



Hangar complete & work started on the clubhouse conversion, area in front of the barn cleared, & dew pond filled in - about May 1956



Some of the gliders at the Whitsun Rally

The final removal from Lulsgate was accomplished using the fire engine to tow the closed trailer. Several journeys were made, with members packing up everything removable from the buildings the Club had rented, including the concrete picketing blocks and wooden staging from the hangar. During all these journeys a Cadet wing was tied into the trailer, to comply with the law then current that trailers of that length were only permitted on the road if carrying an indivisible load.⁷³ It was found that the new part-built 2 Drum winch was too tall to come through the workshop doors, and these were suitably modified so that it could be extracted.⁷¹

The Whitsun Rally was a great success with seven visiting sailplanes and the Club's five aircraft. 50 hours were flown in thermal over the four days and six Silver legs were gained.⁶⁵ This marked the end of the transfer of operations from Lulsgate, but only the start of the development at Nympsfield.

The credit for pushing through the purchase of the site must be shared between John Parry-Jones and John Cochrane. John Parry-Jones for his persistent and persuasive negotiations with Mr Dalby to sell the area the Club required, and his energy and foresight in planning and pushing through his plans for the new site. John Cochrane for his negotiations with Basil Meads, and for organising the provision of the buildings and dealing with the enormous quantity of paper-work which the move involved.

8.1 Details of the 1954 Expeditions to the Cotswolds

Cotswolds Flying Diary ^{66,67,74}	
Haresfield	
18th September	John Hahn ferried Doug Jones in Bluebird from Filton to Haresfield, but arrived late and with no wind to encourage other flights. (Doug Jones had been giving an aerobatic display at a Battle of Britain day show at Filton earlier that day).
19th September	Wind South 10. 16 launches. Limited soaring was possible in the bowls, Derek Stowe, John Hahn and John Cochrane did 14,16 and 17 minutes respectively.
Nympsfield	
The fields used were the two alongside the west ridge, the winch cable had to be drawn out by hand and passed over a balk of timber on the wall dividing the fields.	
25th September	The party moved to Nympsfield and started flying late in the afternoon. Wind north-west 10-15. Three launches resulted in flights of 34, 26 and 26 minutes respectively by John Parry-Jones, Derek Stowe and Pete Westmoreland.
26th September	Mechanical troubles enforced a late start, only four launches were made. However these resulted in flights of 50, 18, 15 and 15 minutes respectively by Mike Hodgson, P. Westmoreland, John Hahn and John Daniell.
2nd October	Wind S-E 10 to 15. Two launches resulted in a circuit by John Parry-Jones

Cotswolds Flying Diary ^{66,67,74}	
	and 18 minutes by Pete Westmoreland over the south-east bowl.
3rd October	Wind S.SE.5. seven circuits only.
10th October	The T21 ventured out lashed to the partially completed iron trailer. It made 12 circuits in a W-5 wind, treated the farmer and his family, and even one or two Club members, to aerial glimpses of Nympsfield. John Parry-Jones did the first six and flew Mary Wooldridge, who owned the land, and her family. Alwyn Sutcliffe flew the rest. Alwyn's P2s included Gordon Fisher, Jim Tudgey, Duffy James, Laing, George Foord. ^{66&67}
17th October	Alwyn Sutcliffe's log showed flights on this day, but they were not recorded in the summary given in the Club's Bulletin.
23rd October	With the T21 safely back at Lulsgate, Bluebird made four circuits in a S-20-25 knot wind. Conditions were very turbulent and the south-east bowls did not give steady lift.
21st November	The long narrow field at the north end of the ridge was tried in a 20 knot south wind. Crosswind landing technique was satisfactory, but conditions were very turbulent, and only two circuits in the Prefect were attempted.
5th December	Using the Prefect and the same field, but a west wind which dropped from 15-5 knots during the day, six launches were made. Launch heights were all about 12-1400 feet, but the only appreciable soaring was 15 minutes by Gordon Fisher.

8.2 References

Ref	Document	Digital Archive Location
1	"Gliding Notes" – Aeroplane, 8th October 1954, p560	<Press & Magazine Cuttings>
2	"Gliding Notes" – Aeroplane, 10 th December 1954, p860	<Press & Magazine Cuttings>
3	8th AGM Minutes, 26th March 1954	<Club Minutes>
4	Minutes of Committee, undated held between June & October 1954	<Club Minutes>
5	Committee Minutes, 11 th October 1954	<Club Minutes>
6	Committee Minutes, 11 th January 1955	<Club Minutes>
7	EGM Minutes, 17th January 1955	<Club Minutes>
8	Committee Minutes, 29 th March 1955	<Club Minutes>
9	Committee Minutes, 27 th April 1955	<Club Minutes>
10	Committee Minutes, 19 th May 1955	<Club Minutes>
11	Committee Minutes, 16 th June 1955	<Club Minutes>
12	Committee Minutes, 17 th August 1955	<Club Minutes>
13	Committee Minutes, 19 th September 1955	<Club Minutes>
14	Committee Minutes, 18 th October 1955	<Club Minutes>
15	Committee Minutes, 17 th November 1955	<Club Minutes>
16	Committee Minutes, 15 th December 1955	<Club Minutes>
17	Committee Minutes, 12 th January 1956	<Club Minutes>
18	Committee Minutes, 19 th February 1956	<Club Minutes>
19	Committee Minutes, 8 th March 1956	<Club Minutes>
20	10th AGM Minutes, 22 nd March 1956	<Club Minutes>
21	Committee Minutes, 24 th April 1956	<Club Minutes>
22	Committee Minutes, 14 th May 1956	<Club Minutes>
23	Letter - Cochrane to Meads, 9 th November 1954	<Nympsfield Purchase File>

Ref	Document	Digital Archive Location
24	Letter - Meads to Cochrane, 17 th November 1954	<Nympsfield Purchase File>
25	Letter - Cochrane to Meads, 19 th November 1954	<Nympsfield Purchase File>
26	Letter - Meads to Cochrane, 22 nd November 1954	<Nympsfield Purchase File>
27	Letter - Cochrane to Meads, 30 th November 1954	<Nympsfield Purchase File>
28	Letter - Meads to Cochrane, 8 th December 1954	<Nympsfield Purchase File>
29	Letter - Cochrane to County Planning Officer, 9 th December 1954	<Nympsfield Purchase File>
30	Letter - Cochrane to Meads, 12 th December 1954	<Nympsfield Purchase File>
31	Letter - Cochrane to Cymric Trading Co, 15 th December 1954	<Nympsfield Purchase File>
32	Letter - Meads to Cochrane, 3 rd January 1955	<Nympsfield Purchase File>
33	Letter - Meads to Cochrane, 14 th January 1955	<Nympsfield Purchase File>
34	"Report & Valuation" - Howes, Luce, Williams & Paynes, 26 th January 1955	<Nympsfield Purchase File>
35	Estimate of cost of setting up Club at Nympsfield - John Parry-Jones, 1955	<Nympsfield Purchase File>
36	Letter - Meads to Cochrane, 1 st February 1955	<Nympsfield Purchase File>
37	Letter - Meads to Cochrane, 12 th February 1955	<Nympsfield Purchase File>
38	Letter - Cochrane to Meads, 14 th December 1955	<Nympsfield Purchase File>
39	Letter - Scott & Redwood to Cochrane, 14 th February 1955	<Nympsfield Purchase File>
40	Letter - Cochrane to Cement & Concrete Assoc, 16 th February 1955	<Nympsfield Purchase File>
41	Letter - Cochrane to Sawyers Manufacturing, 18 th February 1955	<Nympsfield Purchase File>
42	Letter - Cochrane to Ludwell & Co, 25 th February 1955	<Nympsfield Purchase File>
43	Letter - Cochrane to Meads, 5 th March 1955	<Nympsfield Purchase File>
44	Letter - Cochrane to Gloucester C.C. 6 th March 1955	<Nympsfield Purchase File>
45	Letter - Cochrane to S W Reeves, 25 th April 1955	<Nympsfield Purchase File>
46	Letter - Cochrane to H E Brook-Bradley, 25 th April 1955	<Nympsfield Purchase File>
47	Letter - Cochrane to Meads, 1 st May 1955	<Nympsfield Purchase File>
48	Letter - Cochrane to R A Davis, 10 th May 1955	<Nympsfield Purchase File>
49	Letter - Dalby to Parry-Jones, 10 th May 1955	<Nympsfield Purchase File>
50	Letter - Cochrane to Clerk of Works RAF Lyneham, 12 th May 1955	<Nympsfield Purchase File>
51	Letter - Cochrane to Under Secretary of State, Air Ministry, 21 st May 1955	<Nympsfield Purchase File>
52	Letter - P. J. Squelch to Cochrane, 24 th May 1955	<Nympsfield Purchase File>
53	Letter - H. Willott Solicitors to Cochrane, 25 th May 1955	<Nympsfield Purchase File>
54	Letter - National Playing Fields Association to Cochrane, 13 th July 1955	<Nympsfield Purchase File>
55	Letter - Philip Ford & Son to Cochrane, 19 th August 1955	<Nympsfield Purchase File>
56	Letter - Cochrane to Curtis Engineering, 22 nd August 1955	<Nympsfield Purchase File>
57	Letter - Meads to Cochrane, 22 nd December 1955	<Nympsfield Purchase File>
58	Letter - Dalby to Cochrane, 6 th January 1956	<Nympsfield Purchase File>
59	"Schedule of Work To Barn" February 1956	<Nympsfield Purchase File>
60	Letter - Baxter to Cochrane, 1 st February 1956	<Nympsfield Purchase File>

Ref	Document	Digital Archive Location
61	Letter - Cochrane to Meads, 13 th February 1956	<Nympsfield Purchase File>
62	Letter - Cochrane to Meads, 4 th March 1956	<Nympsfield Purchase File>
63	Letter - Cochrane to Meads, 3 rd April 1956	<Nympsfield Purchase File>
64	"Whitsun Rally" - Tom Parkes, May 1956	<Nympsfield Purchase File>
65	Letter - Cochrane to Meads, 24 th May 1956	<Nympsfield Purchase File>
66	Log Book - Alwyn Sutcliffe	
67	Alwyn Sutcliffe, personal communication	
68	Gordon Fisher, personal communication	
69	Log Book - Doug Jones	
70	Log Book - Ken Brown	
71	Ken Brown, recollection	
72	John Harding, personal communication, 2007	
73	John Burleigh, personal communication, 2008	
74	Bulletin, December 1954, p2	<Bulletins & Severn Skies>
75	Bulletin, February 1955, p1	<Bulletins & Severn Skies>

8.1 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
56	The two fields just beyond the road where the first exploratory flights were made at Nympsfield	Harry Daniels	<Photographs>0514
56	Basil Meads	Unknown	<Photographs>1443
56	The field on offer was the one cut by the left edge of the photograph	John Cochrane	<Photographs>01046
57	John Burleigh	Mary Dearden	<Photographs>00020
57	John Hahn	Mary Dearden	<Photographs>00020
57	John Parry-Jones	Harry Daniels	<Photographs>0501
57	John Cochrane	Doug Jones	<Photographs>00110
58	The field under plough - May 1955	John Cochrane	<Photographs>01048
58	Collection of the water tank	Ken Brown	<Photographs>00006
59	The barn – May 1955	John Cochrane	<Photographs>01047
59	The Hangar under construction – early 1956	John Cochrane	<Photographs>01052
59	The site before flying started, just possible to make out the quarry & shed, also treeless caravan site	John Cochrane	<Photographs>01050
60	Hangar complete & work started on the clubhouse conversion, area in front of the barn cleared, & dew pond filled in - about May 1956	Harry Daniels	<Photographs>0492
60	Some of the gliders at the Whitsun Rally	Unknown	Unknown

9. NYMPFIELD - THE FIRST FIVE YEARS

To appreciate the prices quoted in this section it should be understood that the average weekly wage at the time was around £12 a week.

When the Club vacated its old base at Lulsgate, the only facilities at Nympsfield apart from the field itself were the newly completed hangar and two unconverted buildings.

The Club brought with it:

- Glider fleet - the T21 and T31 two-seaters, the Olympia, Prefect, various Tutor and Cadet wings and fuselages.²
- Winches - the Heron winch and part built 2 Drum, it also had a winch donated by Fred Worley.
- Vehicles - the tow car, the fire engine, the shooting brake and a tractor on loan from Fred Worley.^{2,37}
- Trailers - a Rice trailer for the Olympia and two newly built trailers; one multi-purpose and an open trailer for the T21.
- Various other bits and pieces of equipment.

The pressing priorities for the committee were to; provide a clubhouse with at least basic facilities, improve launching facilities concurrently with learning the characteristics of the site and develop appropriate operating procedures. There was also an intention to improve the Club's glider fleet, but above all there was the need to manage these developments within tight financial restraints.

9.1 The Field

There have been a number of changes to the field since it was purchased, so it is worth describing it as it was when the Club started operations in 1956.



The field showing the east boundary, the west sheep pen & early tracks



Car park & view point - 1960

Firstly, the east boundary ran some 150 yards to the west of the 1986 boundary and at an angle to it, marked by a wire fence. The tongue of land on the south side, which now comprises the south hangar site and the caravan park, was empty and largely clear of trees. There was a quarry on the north boundary at the highest and narrowest part of the field, some 275 yards from the entrance.⁷³ The floor was roughly 20 yards square and about 12 feet deep on the field side. It was grassed and occasional trees grew in its walls. To its east, the ground sloped down steeply to the boundary, so that it could be entered either through a gate onto the road, or through an entrance onto the field at the boundary. To the west of the quarry there was a copse about 200 yards long, on a narrow strip of sloping ground running down to the road, as at present (2008). Opposite the copse on the south side on the field, there was a pronounced dip extending from the present winch track to the boundary. The north boundary, between the copse and the west end of the field, was almost clear of trees completely free from scrub and the dry stone wall there was in reasonably good condition. There were three gates onto the road, in addition to the entrance which had been specially made by the Club, one at each end of the field and the one into the quarry.

The slope down to the valley on the north side was clear of trees opposite the west half of the field, and the area opposite the newly constructed entrance gave a panoramic view over the valley.

There was an open fronted shed about 18 by 30 feet in size, on the north side of the field about 175

yards to the west of the main entrance.⁷³ This had stone walls and a corrugated iron roof supported by a 6 inch square oak beam at the front, and this in turn was supported at its mid-point by a similar beam set vertically.

The field had been ploughed, cultivated and sown with grass, but the ploughing had resulted in a rough surface and number of ridges being thrown up across it. These were gradually smoothed out over the first few years, by groups of members armed with picks and shovels.²¹



The shed



Ridges across the field

Hay crops were taken over the first few years, and the field was let for sheep grazing at times over the whole of the period.^{3,5,8,14,17,57} A great deal of work was carried out at the end of 1956 to fence the field for the sheep, which was organised by John Parry-Jones.^{6,8} While flying was in progress, the sheep were penned at the west end of the field using electric fences.

An underground 500 gallon petrol tank was installed, just to the west of the entrance towards the end of 1956, with the pit being dug through the Cotswold limestone by Club members.⁶ This was operated using a secondhand, hand-operated pump.²

The grassed area between the clubhouse and the entrance was used as a car park, but it tended to get muddy in wet weather. In early 1959, a start was made to build a road through it by member power using stone from the quarry.²⁹ However, before this was finished, a mechanical digger was used to make a differently routed road through the car park and another round it.

The Club acquired a goat soon after the move to Nympsfield. The story was that someone came past the field entrance leading the goat and asked a member whether the Club would like a goat, and the member said "Yes". The goat was kept on a tether in the car park, and was named Khrushchev (in error) because it was thought that its beard made it look like the Russian leader Bulganin. It was eventually disposed of at the end of 1957, allegedly by Peter Collier offering it to a young lad passing the Club on a push bike.^{18,75}



Khrushchev

9.2 Flying

Before operations started at Nympsfield, the plan was to have a number of winch runs running in different directions so as to face into wind.⁷³ However, it was quickly found that even with modest wind components across the field, there were down draughts over the downwind side of the field and the downwind slopes. So circuits and approaches were kept to the middle and up wind side of the field. Also the height advantage of launching directly into wind was outweighed by the extra length available by launching along the full length of the field. So the policy evolved of having just one winch track, which was used in either direction, and pilots were taught to cope with cross-wind takeoffs and landings. Various runs were tried for the cable retrieve car to return to the winch, including for a very short while, using the road via the gates at the two ends of the field.⁵ Winch launching, even with two winches, was much slower than had been possible with autotowing on the smooth runways at Lulsgate. Consequently the time that could be saved, by returning the cable retrieve vehicle to the winch end

while the launches were in progress, was valuable, especially as the roughness of the tracks limited the speed the vehicle could be driven without being shaken to pieces. The roughness of the field and the primitive winch drum braking also severely limited the speed that the cables could be pulled out. However, after the first year's operation, the launch rate improved steadily for several years. See Section 9.20 Flying Statistics.

The Cadet wings were never fitted to the Cadet/Tutor fuselages, and it was quickly decided to dispose of them, though the Club's advertisements in S&G until April 1958 still claimed it had two Tutors and one Cadet.³



Peter Collier & Peter Scott



Bob Perrott

In the air, the members took to hill soaring with enthusiasm, revelling in the extra airborne time it gave them. In west winds, the Tutors sometimes had difficulty penetrating from the top of the launch to the West Ridge, and the less resolute had to return without making it. Techniques were quickly evolved to deal with the turbulence associated with northerly and westerly winds, by approaching fast and steep from a high final turn and these applied to all the Club fleet. Thermals triggered by the ridges gave practice with thermalling, and the dryer Cotswolds compared to the damp surroundings of Lulsgate allowed the amount of cross-country flying to start to increase. However, with the low performance, even of the Olympia, cross-countries were predominately downwind until better performance gliders were obtained.

The arrival of the Club made quite a stir in the area, and the length of the wall towards the east end of the field became a regular viewing platform for the public, to the detriment of the wall itself. Consequently throughout 1957 and 1958 the committee actively pursued the idea of providing a public car park and viewing area on the field itself and making some income from it.^{9,16,21,24} This proposal was dropped in June 1958, when it was discovered that a promised rate rebate for getting the spectators' cars off the road was conditional on the Club not charging.²⁶ After a few years the novelty wore off and the problem went away, but not before the wall had been pretty well wrecked.



Spectators

The move to the new neighbourhood produced a demand for membership which the Club's training facilities could not cope with, so in 1956 and 1957 restrictions were imposed on the numbers allowed to join. A waiting list was instituted, but this did not work well as most on the waiting list did not join when invited to.^{3,5} Joining was strictly controlled throughout 1957 and into 1958.^{15,17,18,20} However, the wastage rate among new members was high, with around 40% of new flying members leaving at the end of their first year, with about 70% of those who had not gone solo.⁸⁵

A number of notable flying achievements were made in the period. In the spring of 1957, Peter Scott and Peter Collier set a UK two-seater record for a 100Km triangle at 36mph in an Eagle, though this was not ratified as they were not carrying a barograph.^{13,15} Later in that year both Peter Scott and Derek Stowe achieved the first Gold distance legs in the Club's history, Stowe with a declared flight to Lands End lighthouse in the Club Olympia.²⁰ He was denied a diamond goal for this flight on the grounds that he had not landed at the lighthouse and the distance from the lighthouse to his landing place at St Just airfield did not comply with the requirements for a dogleg. This was in spite of the fact that he had gone round the lighthouse and the distance to the lighthouse was itself sufficient.⁸¹ Scott was also the

first in the Club to complete his Gold Badge in April 1958 and Bob Perrott achieved the Club's first Diamond leg, with a goal flight to Great Yarmouth in a syndicate Skylark 2 in June 1959.^{45,50} Tony Morgan won the BGA De Havilland Cup for a gain of height of 15,340 feet in 1958.⁷¹ Doug Jones and Alwyn Sutcliffe were placed second in League 2 of the 1959 Nationals in the Club Skylark 2 and were the highest placed Club entry.³⁵ In May 1960, Tony Gaze set up a UK two-seater speed record for a 200km triangle in his Eagle with Rosemary Storey, and Derek Stowe reached a height of 24,500 feet in a cu nim to set a new Club height record on 7th August 1960.^{56,69}



Doug Jones & Alwyn Sutcliffe



Course sheltering from rain

However, the majority of Club launches were devoted to elementary training. Except when an "early morning party" was organised, flying generally started around mid-morning and continued until dark. Except for low cloud, below 400 foot base, strong winds and actual rain, flying continued in spite of poor weather, with members sheltering under the T21's wings during showers. Mid-week evening instructional parties were started in 1959.³⁴

Throughout the period, several Clubs visited for week-long camps.^{21,32}



Cyril Uwins presenting prizes at 1958 regionals



Stan Coles with Daphne of the RAFGSA

With the World Championships being held in 1958, the British Gliding Association (BGA) devolved the National Competitions by holding a "National Soaring Week" simultaneously in three of the major Clubs, from the 26th July to the 5th August. Nympsfield hosted the Western week in conjunction with the Tiger Club and the Oxford Gliding Club, who provided aerotows.⁴⁷ Accommodation was in tents, as the bunkhouse was used for control.²⁴ The competition was successful and 200 hours and 4000 miles were flown.^{26,47} This was the first competition organised by the Club.

9.3 Courses

From the start, courses were run on much the same lines as at Lulsgate, with the members being accommodated by Chris and Jim Smith at the Rose and Crown in Nympsfield village. The pub supplied breakfast, evening meal and a packed lunch.⁶³ Peter Collier was the instructor for the first three years.²⁸ Jack Houghton, who was employed as a vehicle engineer, drove the winch in the first season, but Stan Coles, then aged 17, was taken on as winch driver in 1957.¹² Courses were treated as being a holiday and in addition to teaching the visitors to fly, Peter and Jim made sure that they were fun. As a result a large proportion of course members came back in the following years or joined as country members. Noel Harper, an Australian who had been employed as an engineer over the winter and who owned a large dark brown dog of dubious temper, was course instructor for the 1959 season and Tony Pentelow

in 1960, with Stan remaining winch driver and helping with glider maintenance in the off season.^{31, 53}

9.4 Site Development



Barn before conversion & new hangar before addition of the workshop

Initially, on the domestic side, there was just the unconverted barn with no facilities; no water, sanitation, lighting or power, cooking facilities, sleeping accommodation, phone, heating or a bar. The journey from Bristol was more difficult than it had been to get to Lulsgate, both in terms of distance and the availability of public transport, though throughout 1956 and 1957 the Club provided transport in the brake or Land Rover.^{7,8} At weekends, members often opted to stay the night at the Club to get good value for the travelling they now had to do, also sleeping at the Club was almost essential for getting one's name on the Sunday flying list, high enough to be sure of getting a launch before the end of the day. To a large extent their solution was to camp in tents, or to sleep in the barn loft, the hangar or empty trailers, and to be self-sufficient for food. The Club provided Elsans for sanitation. These had been brought from Lulsgate and were placed in the shed or in the quarry. The Rose and Crown, where the courses were accommodated, became the unofficial clubhouse.



Original interior



The drinking water tank & Bet Williams

Before the move, a local builder, Mr Whitman, had been engaged to convert the barn into a Club house, but work did not start until March 1956, and had not made a great deal of progress at the time of the move.¹ This was partly because the plans had to be changed to meet new requirements and a request for planning permission submitted.^{2,39} The changes included providing a septic tank, which involved negotiating the purchase of land on the far side of the road to accommodate it.^{7,41} These changes increased the estimate for the work to £800 plus an additional £200 for plumbing and wiring.^{2,3} The installation of the wiring was done by a member, Ron Clark, who also lent the Club a generating set.^{4,5} A second-hand Crossley 3Kw DC generator set was bought from Bristol Aeroplane Company Engine Division and was installed in a shed built against the east wall of the hangar.^{4,40} This was operating by February 1957.⁹ The generator was powered by a single horizontal cylinder diesel engine, which used petrol for starting until it warmed up. It came without a cooling system, but cooling was arranged by plumbing in a large oil drum of water in place of a radiator. The engine was slow revving and was generally known as "the plonk engine". The generator set had a relatively small fuel tank, which had to be refilled every three hours or so. However, warning of low fuel was given as the lights dimmed about three times over a five minute period before the fuel finally ran out.

At the start, drinking water was provided by a mobile tank of probably 200 gallons capacity, which was filled variously by the Stroud Fire Service or at the Rose and Crown.⁸² Once the generator had been

installed, rain water was collected from the hangar roof into an 800 gallon tank installed against the east wall of the hangar. From there, the water was pumped into a 2,000 gallon storage tank situated alongside the field boundary up the hill, about 150 yards to the east of the hangar. Both the 800 gallon tank and the pump had been donated by John Burleigh's mother, and had been collected from Okehampton in the fire engine in 1955. Gravity then fed the rainwater into the clubhouse plumbing system. This system was operational by July 1957.¹⁵ Work on installing the septic tank started in December 1956 but it was not until August 1957 that a toilet annex had been made operational on the west end of the clubhouse and the Elsans were disposed of.^{8,16}



The bar under construction



The completed bar-room

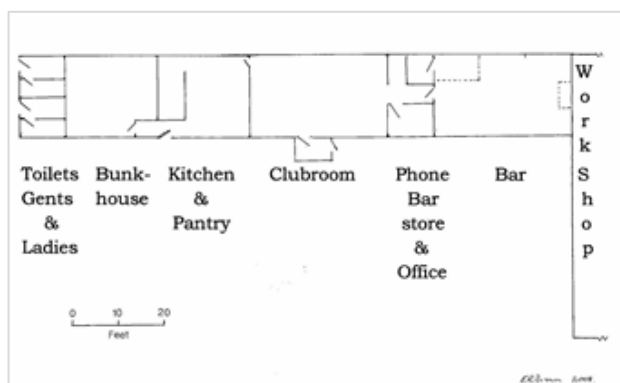
Work on the clubhouse continued throughout 1956 with members doing much of the fitting out, particularly in the bar and kitchen. Mike and Paul Hodgson did much of the woodwork building the bar counter and its decorative roof. Stroud Brewery supplied bar fittings "without obligation" and Peter Etheridge built a fireplace and chimney.⁷ Jim Stuart-Menteth built a bench seat along one wall. By February 1957 the kitchen was in commission and was being run successfully by volunteer members.^{9,10} Oak tables and hoop backed chairs were bought secondhand ex RAF for £46.¹⁰ The chairs were used in the bar and the tables in the canteen together with cheap dining chairs. The clubhouse was declared open in July 1957 and Mr and Mrs Organ were engaged to provide lunch and tea at weekends.^{12,15} Lunch was a two course affair, with flying left to a skeleton crew. Tea cost half a crown and consisted of as much bread and butter as one could eat, with cakes and cups of tea included. Breakfasts and evening meals were organised by groups of members. The bunkhouse was available in mid-May and the bar was in operation in July, though the fireplace and bar shutters were not finished until some months later.^{13,18} In November 1957 floor tiles were laid in the bar. Maurice Ford, who worked for the Armstrong Cork Company, arranged for them to supply the lino tiles and to apply the mastic adhesive. Peter Collier then performed the laying of the tiles.¹⁸ The clubhouse was declared complete at the 1958 AGM.²³ Water heaters were installed in the kitchen and bar at the end of 1959.

It was found early on that the clubhouse tended to be flooded by water running off the field in heavy rain, probably because the dew pond which had been in place in front of the building, had been filled in. A porch was built at the Clubroom entrance door at the end of 1957 to prevent this.¹⁸

At the end of the period, starting at the west end of the building the layout of the clubhouse was as follows:

- First were the toilets, with doors opening towards the car park.
- Then there was a roughly square room occupying the width of the building, which comprised the men's bunk house. This was equipped with seven two tier bunks which had been bought for £5 each.²²
- Then came another roughly square room which comprised the Kitchen. On the west side of this was a built-in pantry, and an outside door opposite the pantry gave access to both the kitchen and bunkhouse.
- Next came the Club room/canteen, roughly one and a half times as long as it was wide. There was a connecting door to the kitchen near the north wall, and also a hatch. The main entrance through the porch was roughly a third way along its length, and a coke burning stove was situated opposite the door.
- At the east end, a short corridor led to the bar, on one side the phone box and bar store and on the other the office,

- The bar room was somewhat longer than it was wide. The open, wood burning fireplace was situated centrally on the east wall. The bar itself was in the north-west corner and was provided with a tiled canopy and wooden shutters. A piano was placed against the north wall.¹⁸
- All the rooms were open to the roof except the west end of the Clubroom. This had a loft at the level of the cross beams, which was used as a general store and for a time as the ladies' dormitory.



Clubhouse layout - 1960



Peter Collier

Much of the development of the Club's facilities, particularly the winter development programmes, was co-ordinated by Peter Collier.¹⁹ He was appointed manager at the end of the course season of 1956 and continued in this role for several years when not actively engaged in instructing the courses.⁵ Living on site in a caravan he was ever-present, and although employed by the Club, he participated as a member and Club instructor. He was fun loving, efficient, an excellent instructor and had a charm which enabled him to organise members amicably, and also allowed him to get away with deliberately provocative remarks.

The original plans for the barn conversion had included a workshop in the building itself.³⁸ However in September 1956 it was decided to have Curtis build a 26ft by 60ft lean-to annex, to the west side of the hangar to serve as a workshop. This filled the space between the clubhouse and the hangar and ran along the whole side of the hangar. This was made possible by an additional £300 loan from the Kemsley Trust towards the estimated £400 cost.⁴² The building was completed towards the end of that year, but the floor was not concreted until the end of the following year at a cost of £140.^{8,18,19} Three years later, at the end of 1960, a removable partition was constructed across the building, a heater was installed in the northern half and its ceiling was insulated.⁵⁷



The newly finished workshop



The kitchen

Initially, when there was a heavy rain storm, water draining off the field flooded the hangar, to the extent that a hole had to be made in the cladding on the north side to let it out. In 1960 a concrete drain was constructed along the front of the hangar, capped with removable concrete slabs, with the water being fed into a fault in the bedrock. The work was masterminded by Gordon Mealing and Joe Grimes.⁵³



**Digging the hangar drain, Gordon Mealing,
"Joe" Grimes, Ray Jefferies & Ted Chubb**



Construction of the car park highway

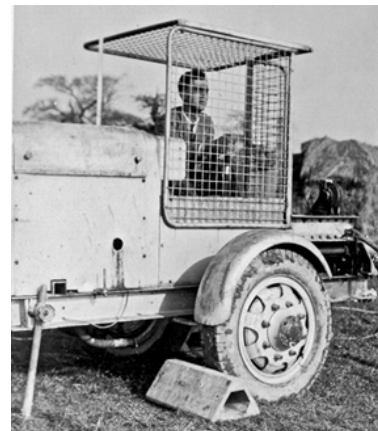
9.5 Launching Equipment

The autotowing system developed at Lulsgate could not be used at Nympsfield, because it was not feasible to run vehicles across the grass at the necessary speeds. The Club had the Heron winch, a winch donated by Fred Worley and the part completed 2 Drum winch. Throughout 1956 the Club operated with the two complete winches. However, the launch rate which could be achieved was restricting the number of members the Club could support.^{15,17,20}

By March 1957, with the paying-on gear of the Heron winch worn and needing refurbishment, the Worley winch in for its winter overhaul and the completion of the 2 Drum expected to be some months away, the winch situation was far from satisfactory.¹⁰



The Worley winch



The Heron winch

Over the following year strenuous efforts were made to obtain winches from outside sources, though paying £1,500 for a "super" winch was considered to be out of the question.¹⁵ Options to improve the situation included a suggestion to develop a winch in conjunction with Fords, but this came to nothing.¹² Negotiations were opened with a Club member, Arthur Hobkirk, to hire his winch and this was brought onto the site in July, but it was never made operational.^{12,15,24} A member of another Club, Chris Wright, had developed a 4 Drum winch and was willing to hire it to the Club.¹³ However its performance in trials was not satisfactory, though the Club was willing to hire it for a short period.^{15,16} Mr Wright then offered to build the Club a 2 Drum winch for £900 and it was agreed to negotiate about its specification, but it was later decided to postpone the purchase because of lack of support from the Kemsley Trust.^{18,19} After this Mr Wright withdrew the offer of renting the 4 Drum.²⁴ In addition, a Roeder winch and an ex RAF Balloon winch on offer through Andy Gough were both found not to be suitable.^{24,26}

In the meantime, efforts were concentrated on completing the 2 Drum and modifying the existing winches. The Heron's laying-on gear and brake were repaired in mid-November 1957 and it was decided to replace the Worley's laying-on gear.¹⁸ The 2 Drum was finally tried out at Whitsun 1958.⁴⁶ However, it had problems and was withdrawn. The Club had bought two Mercury V8 engines for £52-

10-0 each in September that year and one was fitted to the Heron.^{27,31} After another trial period in March 1959 the 2 Drum was again withdrawn from service for modifications and to fit the other Mercury engine.^{32,48} After that it entered regular service in August 1959 and performed well.⁵⁰ It had cable guides and narrow drums to avoid the need for the laying-on gear which gave such trouble with the Heron and Worley. However later it had problems with the drum selection system and was only used as a single drum. In spite of the completion of the 2 Drum, the situation was not considered to be satisfactory and plans were being made for another new winch in 1960.⁵³ The Worley winch, which was never entirely satisfactory, but had given indispensable service, was discarded some time in this period.

None of the winches in this period had drum brake lever ratchets sensitive enough to control over-runs as the cables were being towed out, the brakes were either on or off. To overcome this tyres were always wedged under the drums to provide the necessary drag while the cables were being towed out. Also, none of these winches had self-starters and so all were started using crank handles.



A winch from a slightly later period showing tyres being used as a drum brake

To avoid cables being dropped over the road from the narrow field, the large cable parachutes which had been in use at Lulsgate were replaced by much smaller parachutes or just flags.^{22,24} However the rapid fall of the cable reduced its life and cable breaks were frequent. Breaks were mended by tying reef knots and taping down the ends with insulating tape. At that time, insulating tape was cloth based, about half an inch across and backed with adhesive.

Commercial weak links were not available at that time, so a length of cable was fitted between the rings and the flag with a knot in it, to fulfil that function. This arrangement had been tested by courtesy of the Bristol Aeroplane Company and found to have close to the required strength.⁸³

9.6 Aircraft

The Tutors had a lot of unserviceabilities, so at the end of 1956 an additional Cadet was bought from the ATC to act as a reserve, for £30 lent by Alwyn Sutcliffe.⁸ It was also recognised that the performance of the Olympia left much to be desired, and with private syndicates buying higher performance gliders, the Club bought a Skylark 2 in the spring of 1958. This was financed mainly by loans from John Daniell and Peter Scott as the Club's finances were still tight.^{22,23}

Apart from these purchases, no additional gliders were bought by the Club during this period, but a great deal of work was done by Club members to upgrade the existing fleet. The T21 had a modified tail skid fitted, and a spoiler lever was fitted for the left hand seat early in 1958.^{15,22} At the about same time, a second pair of Tutor wings was fitted with spoilers and completely recovered.^{19,20,25} In the spring of 1961, Bob Parsons fitted a wheel to the Olympia, effectively converting it to a MK 2.⁵⁸ Bob also made an enclosed canopy for the Prefect. At some stage the "boat" type windscreens on the T21 were replaced by the standard Slingsby type.

Tutor, BGA 456, was spun in by a visiting pilot in September 1958. Doug Jones repaired both the fuselage and the wings, only for it to be written off in another spinning accident in 1960.²⁷ Another two Tutors were written off in crashes in 1958.^{29,61,84} The conditions at Nympsfield were rather more demanding than at Lulsgate, and gradually the Tutor fleet was diminished. The last one was sold in early 1961.^{72,79}

Probably the most significant purchase in the period was a Tiger Moth G-AODR, with a high compression head, bought from the Rollinsons at the end of 1958.^{28,6}

Initially the Tiger was refuelled using a mobile bowser, which was topped up with fuel supplied in 50 gallon drums. The fuel was strained into the aircraft's tank through a chamois leather in a funnel to remove any water or other impurities, with the funnel being bonded to the aircraft to prevent the build-up of static electricity. An underground tank for the fuel was installed alongside the existing tank for motor fuel near the main entrance in 1960.^{53,57,87} This also had a hand operated pump.



The Club Skylark 2



Prefect with enclosed canopy



Tiger Moth G-AODR being refuelled from the bowser

Aerotowing was kept as far as possible from the winch run, with subsidiary launchpoints being set up close to the north boundaries at each end of the field, and the tug operating opposite circuits from the gliders. Signals were relayed from the glider to the tug through a 'forward signaller' stationed some 50 yards beyond the tug. A vital part of the forward signaller's duty was to check that the takeoff run was clear before passing on the 'Take Up Slack'. The normal bat signals were used except that handkerchiefs were used instead of bats. Strict watch was kept by the signallers to ensure that winch launches and aerotows did not go off at the same time. 5/8 inch circumference, 1/4 inch diameter nylon ropes were used for towing. 78 tows to 2000 feet were charged at 15/-.²⁸

9.7 Vehicles



The Land Rover



Harry Daniels' Control Van

The vehicles which had been brought from Lulsgate were all in poor condition, so a Land Rover was bought in July 1956 and comprehensively insured for use on the road. The fire engine was disposed of at about the same time. Initially the red Ford was used for cable retrieving however a variety of secondhand vehicles were obtained for the purpose.^{4,5} Harry Daniels gave the Club a Ford 10 van at the end of 1956.⁸ A 1938 25HP Morris in rather poor condition was bought for £62-10-0 in mid-1957 and a Jeep was bought from Ron Clarke in 1959.^{14,15,35} For a short period, the Club had the use of a control vehicle on loan from Harry Daniels.^{8,18}

9.8 Finances

At the end of 1954, just before the purchase of the Nympsfield site, the Club had a modest sum of

about £630 in hand, with an outstanding loan of £1,070 from the Kemsley Flying Trust.⁷⁶ The Kemsley Trust provided a mortgage of £3,200 towards the purchase of the site and buildings, against an actual price of £3,400, and an increase of the existing loan to bring it up to £5,000.³⁶ Thus the Club had around £4,300 available to cover all the development of the new site, including building a hangar and providing a clubhouse, in addition to the various more minor projects needed to set up operations. Consequently, money was tight.

In 1956, the final cost of the hangar came to £1,760, throughout the year the cost of the clubhouse conversion rose to around £10,003, though much of the fitting out, wiring and plumbing was done by Club members.^{39,5,9} £400 was spent on the lean-to workshop built onto the side of the hangar, with the Kemsley Fund lending £300.⁶ However, over this first year only 4900 launches were done as opposed to over 6,000 averaged at Lulsgate, resulting in a reduction of around £400 in fees. Course profits were down by £220 and expenses were up, mainly because of wages. The income/expenditure account for the year showed a loss of £528.¹¹ The cash shortfall was covered by short-term loans from members.⁹ As a result, it was decided to increase the launch fee to 4/- and the soaring charge to 18/- an hour for 1957, though the subscription rates were left unchanged.¹⁰

At this stage, June 1957, £9120 had been spent on site purchase and development against the original estimate of £7,300, with an expected extra spend of £200, though it was hoped the Kemsley Fund would advance a further £700.¹⁴

During the summer of 1957, more efficient operation led to an improving situation and by November the in-house loans had been repaid. The courses returned a gross profit of £1,131 and in December Sir Egbert Cadbury made a donation of £100.¹⁹ At the AGM it was reported that 6,760 launches and 1,250 hours had been flown. The year's surplus was £982. £1,033 had been spent on capital projects, supported by an increase of the Kemsley loan of £600, making the total loan £5,122 (excluding the mortgage) and a £200 repayment had been made.^{20,23} These good results encouraged the committee to order the Skylark 2 to be financed by loans from members.^{22,24}

When the Kemsley Trust first approved the loan to set up the Club at Nympsfield, they required a debenture giving them the first claim on the Club's assets in the event that the Club became insolvent. This was finally drawn up and sealed in early 1958.⁴³

Throughout 1958 the situation appeared to remain healthy, though towards the end of the year it became apparent that the predictions had been a little optimistic.²⁹ Nevertheless in December the Club went ahead with the purchase of the Tiger Moth for £680. This was financed by an additional loan of £200 by the Kemsley Trust, a loan of £150 from members and with a bank overdraft of up to £360.^{29,30} Throughout the year the total capital expenditure was £2,200 which had been supported by £1,300 borrowed from the members and the bank.³² At the AGM it was announced that launches were up at 7,170 and hours at 1,410 and the year's surplus was £306.³³ It was agreed to start paying off the mortgage at a rate of £125 pa.²⁷

The overdraft was paid off at the end of April 1959, and Sir Egbert made a further donation of 200 guineas.³⁵

Unfortunately little financial information is currently available for the end of 1959 or through 1960, but it is known that the subscriptions were not changed over this period, except that the Private Owner membership grade was abolished for 1959 and the surplus for 1960 was £167.³¹ At the end of 1960 the total indebtedness to the Kemsley Trust stood at £7,152.⁷⁹

In 1957 Smiths Industries applied to the Club to run a subsidised group membership scheme, similar to the BAC Flying Club and this started to operate in 1958.²⁸ This had around 20 members and so added another group of young engineers.^{59,60}

In 1960, Lord Kemsley retired, the Trust was sold and made no further loans, though outstanding debts were allowed to run their course.⁶² It is hard to estimate how the Club would have fared without the support it received from the Trust, first to re-establish itself after the war and then to manage the move to Nympsfield. It is scarcely possible that it could have achieved the healthy position that it did.

9.9 Private Syndicates

The move to Nympsfield triggered the start of a growth in the number of privately owned gliders. The 10 years at Lulsgate had produced only two syndicates, but after only five years at Nympsfield the number had increased to seven. The reason for this was partly the members' desire to have more control over the standard of the gliders they flew and their equipment, freedom from soaring fees and freedom to fly cross-country without worrying about Club members wanting to fly the machine. Syndicate membership guaranteed co-operative retrieve crews. However another strong consideration was the

way the Club's flying list was operated. Separate lists were used for each glider, and gliders were launched in the order they were presented at the launchpoint. Consequently, someone flying a Club glider might have to wait for it to work its way up the launch queue several times before getting a flight, but if a pilot could introduce his own glider into the queue, he would get a launch ahead of many people who had waited much longer.



Colonel Don Tapp climbing into his Kite 2



Firebird



Skylark 2 - Rhubarb And Custard



Tony Gaze's Eagle

Of the two Lulsgate Olympia syndicates, Bluebird had been sold to the Club and the Mayflower syndicate had been disbanded before the move. However, the Club Olympia, BGA 618, which had been written off by the insurers after an accident, had been rebuilt as a private venture by Doug Jones, Mike Garnett, "Dusty" Miller and Mike Hodgson and completed early in 1956.⁷⁵ Also on the move to Nympsfield, a Group of ex-Gloucestershire Gliding Club members joined with their Kite 2, BGA 681. They were Fred Worley, Thoby Fisher and Colonel Don Tapp. So Nympsfield started with two syndicates.

In July, Peter Scott went into partnership with Harry Daniels with an Olympia, but Scott resigned from this after a few months and bought an Eagle 3, BGA 780, in spring 1957 which he often flew with Peter Collier.^{64,65,67} There was also a record of a Kite 1 owned by Des Lindsay, B. Powell and possibly others which flew in 1957, but this seems to have been a short-lived resident.⁷⁷ An eight man group comprising Keith Turner, John Cochrane, Bob Perrott, Denis Corrick, Keith Aldridge, Bernie Palfreyman, Gordon Fisher and Ken Brown bought a Skylark 2, BGA 778, in February 1957 with the aid of a Kemsley Loan. This was the highest performance glider on the site at that time. A year later another Skylark 2, BGA 814, was bought by Derek Stowe, Tony Morgan, Des Lindsay and Ron Clarke.⁶⁸ This was known as Rhubarb and Custard because of its red and yellow colour scheme. Tony Gaze, a war-time fighter pilot and racing driver, bought another Eagle in the spring of 1959 and at about the same time Scott changed his Eagle for an Olympia 419.^{49,35}



The Skylark 2c



Peter Scott's Olympia 419



Peter Scott's Eagle hangar

Over the winters of 1959 and 1960, Denis Corrick and partners carried out a number of far-reaching performance modifications to their Skylark 2, for which Slingsby allocated the designation 2c.

Doug Jones, Tony Pentelow and Tony Saint bought a Skylark 3 Kit in 1959, completing its build in 1961.^{52,57,70} Another group consisting of Ray Jefferies, Harold (Joe) Grimes and Gordon Medling started to build a Swallow from a Kit57, completing it in 1962.⁷⁵

Both Peter Scott and Tony Gaze built T hangars on the south side of the field to house their Eagles.^{13,32} Scott's was constructed in the style of the Wildfowl Trust's bird shelters using scaffolding poles and corrugated iron. This building remained in use as a hangar until 2001. The Gaze hangar, constructed of chipboard, was less long lasting and disintegrated soon after he had sold the Eagle.

At the time of the 1957 Nationals, the British Gliding Association (BGA) announced that the allocation of competition numbers would be permanent, subject to renewal, so most syndicate gliders and the Club's soaring machines carried competition numbers. The gliders came to be known by these numbers.

9.10 Members

During this time the average age of the members was around 30 and most were single. Possibly because of the shared work involved in setting the Club up with the minimum of paid help, there was strong camaraderie and a great sense of fun among the members, with almost all pulling their weight. Probably as a result of the way the flying log sheets were filled in, members generally referred to each other by their surnames, though first names were used face to face. The bar was well attended in the evenings with much talk, some competitive beer drinking and also a great deal of singing of dubious songs to the accompaniment of the piano. A record player was also much in evidence and skills such as drinking a pint while hanging upside-down from the beams were honed. Parties were regularly held at the weekends, and guests from other Clubs were invited to the Christmas parties, when there was standing room only in the bar.



Bar game - picking up the matchbox by mouth without touching the floor



Overnight members' spaghetti bolognese in the Club kitchen

Peter Scott, the naturalist, broadcaster and artist, joined the Club as soon as it moved to Nympsfield. After soloing in gliders, he quickly became involved in cross-country and competition flying. He gained publicity for the Club in 1957, by arranging a visit by Prince Philip on the 15th May with a flight in his Eagle, piloted by Peter Collier.⁴⁴ In the following year he arranged a live television broadcast from the Club on the 17th August, during which a striking 10 launches were flown in 35 minutes with the aid of four aerotows provided by the Tiger Club. A newly developed portable TV camera was used by the BBC for the air to air shots. The BBC paid the Club 225 guineas for their co-operation, 25 guineas of which was passed on to the Tiger Club.²⁶ A further programme was recorded over several weekends in June 1959 and broadcast later in the year.⁶¹ The Club received £425 for this.^{35,51} Peter was elected vice president in April 1957.¹¹



Peter Scott helping Prince Philip into his Eagle



Alf Samuels constructing the map in the memorial garden, watched by Peter Scott

Sadly, John Parry-Jones was killed in a crash during a test flight of a Britannia airliner in November 1957. This was a great loss to the Club because he had great plans for the Club and because of the energy with which he was pursuing them. It was decided to create a memorial garden, and a fund was set up with members' donations to cover its cost.¹⁸ It was designed by Peter Scott and consisted of a low dry stone wall enclosing a lawn with trees and a map showing the country's gliding sites. The map was made by Alf Samuels and the garden was completed in mid-1960.⁵⁶

After seven years as chairman, during which he had presided over the purchase of Nympsfield, the move there and the first five years of its development, John Cochrane left the area to take up a position as manager at Lasham.⁵⁸ His correspondence file covering the purchase, move and development of Nympsfield up to 1958 contains some 270 items, which gives some indication of the amount of work that he undertook as chairman.

9.11 Conclusion

So this first five years saw the conversion of a field with a couple of farm buildings into a thriving, energetic gliding Club with a hangar, a somewhat basic clubhouse, a developing fleet of aircraft and a reasonably adequate launching capability. It also had a growing membership with rapidly improving piloting skill.



Aerial view of Club buildings - 1960

9.12 Club Glider Details

Type	BGA #	Date acquired	Remarks
Green Tutor	456	Brought from Lutsgate	Spun 17 th August 1960 ⁰⁸
Yellow Tutor	454		***Both 454 and 445 had their CofA discontinued while at Lutsgate and were written off from the accounts in 1955, but both yellow and red fuselages flew at Nympsfield. ^{89,61}
Red Tutor	445		
Cadet ⁶¹	796	Bought late 1956 for £30	Converted to a Tutor. Sold in 1961.
Prefect	720	Brought from Lutsgate	Fitted with an enclosed hood.
Olympia 1	504	Brought from Lutsgate	Fitted with a fixed wheel in 1961.
T21b	616	Brought from Lutsgate	Flew with spoiled and unspoiled wings.
Skylark 2	827	Bought on 30 March 1958 ⁶¹	

Note:

***The situation with the ex-Lutsgate Tutors is slightly uncertain. The accounts for December 1955 and CofA renewal evidence indicates that both 454 and 445 were written off at Lutsgate, and Ref 80 gives flying times for only 456 & 796 in 1960. It is possible that with wings being moved fairly frequently from fuselage to fuselage, the BGA numbers may perhaps have become associated with different fuselages and this may explain the colour of the fuselages flown at Nympsfield.

9.13 Private Glider Details

Type	BGA #	Comp #	Date On Site	Owners
Olympia 2	618		June 1956	Doug Jones, Mike Garnett, "Dusty" Miller & Mike Hodgson
Kite 2	681		June 1956	Fred Worley, Toby Fisher & Col. Don Tapp. Made available to Club members 22 nd May 1960*
Olympia 2	853		July 1956 ⁶⁵	Harry Daniels & Peter Scott. Peter Scott left the partnership after a few months
Kite 1	251			Des Lindsay, B Powell and perhaps others. ⁷⁷ On site briefly in 1957 and perhaps 1958

Type	BGA #	Comp #	Date On Site	Owners
Skylark 2	778	33	February 1957	John Cochrane, Keith Turner, Denis Corrick, Bob Perrott, Keith Aldridge, Gordon Fisher, Bernie Palfreyman & Ken Brown†
Eagle 3	780	10	April 1957	Peter Scott (sold in 1959).
Skylark 2	814	81	4 April 1958*	Derek Stowe, Tony Morgan, Ron Clarke & Des Lindsay ⁶⁸ †
Eagle 3	863	97	28 February 1959* *	Tony Gaze
EoN Olympia 419	1018	10	18 July 1959*	Peter Scott

Note:

*Source Flying Summary 1957-1959 <Club Flying Statistics>

† The make-up of these syndicates changed from time to time.

9.14 Tug Details

Type	Reg #	Date acquired	Remarks
Tiger Moth	G-AODR	Delivered 21 December 1958. ⁶¹	

9.15 Vehicle Details

Type	Date Bought	Price	Remarks
Red Tow Car			Brought from Lulsgate, disposed mid 1957 ¹³
Fire Engine EYD 214			Brought from Lulsgate, disposed mid 1957 ¹³
Ford Brake EGJ			Brought from Lulsgate, disposed mid 1957 ¹³
Land Rover	July 1956 ⁴		
Ford 10 Van			Donated by Harry Daniels end 1956 ⁸
1938 25HP Morris	mid 1957 ¹⁴	£62-10-0	
Jeep	1959 ³⁵		

9.16 Winch Details

Type	Acquired	Remarks
Heron Winch		Brought from Lulsgate
Worley Winch	1955	Donated by Fred Worley. Retired post completion of 2 Drum.
2 Drum		Club build using silver Ford chassis – started in 1955 and in service in August 1959 ⁵⁰

9.17 Trailer Details

Type	Remarks
Open trailer for T21	Built by Jack Houghton in 1955/56
General purpose closed trailer	Built by Alwyn Sutcliffe 1955/56
Rice Trailer for Olympia	Brought from Lulsgate
Skylark trailer	Club built in hardboard ⁷⁴

9.18 Club Officers & Committees

Role	1956/57	1957/58	1958/59	1959/60	1960/61
Chairman	John Cochrane				
Vice Chairman	John Parry-Jones		Alwyn Sutcliffe		Tony Gaze ⁵⁴
Secretary	Tom Parkes				
Treasurer	Nick Lyons	S Alan Smith			
Committee Members	Gordon Fisher Mike Garnett Dr Grey-Walter Doug Jones Eric Smith Derek Stowe Alwyn Sutcliffe Harry Daniels*	Harry Daniels Peter Etheridge Gordon Fisher Mike Garnett Doug Jones Alwyn Sutcliffe Derek Stowe*	Ron Clarke Peter Etheridge Gordon Fisher Mike Garnett Mike Hodgson Doug Jones Derek Stowe* Alan Yates*	Ray Bishop Ted Chubb Ron Clarke Gordon Fisher Doug Jones Alf Samuels	Not recorded but said to be largely unchanged from 1959/60 ⁵⁴
CFI	J. H. Parry-Jones	Alwyn Sutcliffe			Doug Jones ⁵⁵
Aircraft Engineer	Doug Jones				
Vehicle Engineer	Mike Garnett				
Course Secretaries	John Daniell Gordon Fisher	Gordon Fisher & Rosemary Storey			
Course Treasurer	Hugh Moore	Ted Chubb			
Assistant Treasurer	Oliver Dearden	Nancy Russell		Tony Pentelow Joy Jones	
Bulletin Editor	Eric Smith		A. Saint		
PRO	John Cochrane	M. Garnett	Alf Samuels		
Flying Records	M. Fasey	John Ashford	Tony Pentelow		
Course Instructor	Peter Collier			Noel Harper	Tony Pentelow
Winch Driver	Jack Houghton	Stan Coles			
Manager	Peter Collier				

Note:

*Co-opted members

9.19 Membership Statistics

Category	1956	1957	1958	1959	1960
Flying			94	94	105
BAC			45	39	50
Smiths	N/A	N/A	N/A	18	19
Private Owner			4	N/A	N/A
Country			20	31	44
Total Flying	125*	140*	163	182	218
Associate	59*	N/R	74	80	56

Note:

Source Membership 1958 to 1960 <Miscellaneous>011

*Source S&G annual statistics

9.20 Flying Statistics

Category	1956	1957	1958	1959	1960
Total launches	4900	6760	7170*	9094*	6266
Aerotows				793*	768**
Hours	707	1250	1411*	1742*	1155
Cross-country miles	515	3600	6306	4928*	2861
A & B	13	16	13*	33*	14**
C	12	14	16*	17*	9**
Silver legs	12	32	17*	19*	17**
Gold legs		1	5*	3*	8**
Diamond legs					5**

Note:

Source AGM Minutes and Club Bulletins

*Source BGC Flying Diary <Miscellaneous>069

** Source Flying Summary for 1960 <Club Flying Statistics>

9.21 Trophy Winners

Category	1956	1957	1958	1959	1960
Cyril Uwins Cup (Best cross-country)	Jack Houghton	Derek Stowe	Peter Scott	Tony Glaze	Peter Scott
Evening World Trophy (Best height gain)	Mike Garnett	Peter Scott	Peter Scott / Peter Collier	Derek Stowe	Derek Stowe
Rex Young Trophy (Best beginner)	Ted Chubb	Ray Bishop	Dr Hart	Mike Prosser	Lucy Barlow

9.22 Records Achieved

Category	Achievement	Pilot	Date
Club Distance and Goal	186 miles	Derek Stowe in Club Olympia	12 th July 1957*
Club Duration	Just under 8 Hrs	Derek Stowe in Club Olympia	12 th July 1957*
Club Height	11,800 feet	Peter Scott in Eagle	19 th July

Category	Achievement	Pilot	Date
			1957***
Club Height	24,500 feet	Derek Stowe in Skylark	7 th August 1960 ⁵⁶
UK 200 km triangle 2 seater record	27½ mph	Tony Gaze and Rosemary Storey in Eagle	30 th April 1960**
Club Distance	297 miles	Peter Scott in Olympia 419	14 th April 1960**

Note:

*Source Aeroplane 12th July 1957 <Press & Magazine Cuttings>

**Source Flying Summary 1958-1960 <Club Flying Statistics>

***Source Aeroplane 19th July 1957 < Press & Magazine Cuttings >

9.23 Club Nationals Entry

Type	1956	1957	1958	1959	1960
Olympia	Nil	John Hahn, Tom Parkes & Alwyn Sutcliffe	Nil	Ray Bishop & Geoff Hearsey	Nil
Skylark 2	N/A	N/A	John Hahn, Tom Parkes & Alan Yates	Alwyn Sutcliffe & Doug Jones	Nil

9.24 References

Except where other references are quoted, the information in this section is as remembered by Ken Brown in 2007/08.

Ref	Source	Digital Archive Location
1	Committee Minutes, 8 th August 1956	<Club Minutes>
2	Committee Minutes, 14 th May 1956	<Club Minutes>
3	Committee Minutes, 25 th June 1956	<Club Minutes>
4	Committee Minutes, 30 th July 1956	<Club Minutes>
5	Committee Minutes, 3 rd September 1956	<Club Minutes>
6	Committee Minutes, 1 st October 1956	<Club Minutes>
7	Committee Minutes, 5 th November 1956	<Club Minutes>
8	Committee Minutes, 17 th December 1956	<Club Minutes>
9	Committee Minutes, 11 th February 1957	<Club Minutes>
10	Committee Minutes, 11 th March 1957	<Club Minutes>
11	11 th AGM Minutes 4 th April 1957	<Club Minutes>
12	Committee Minutes, 15 th April 1957	<Club Minutes>
13	Committee Minutes, 6 th May 1957	<Club Minutes>
14	Committee Minutes, 3 rd June 1957	<Club Minutes>
15	Committee Minutes, 9 th July 1957	<Club Minutes>
16	Committee Minutes, 12 th August 1957	<Club Minutes>

Ref	Source	Digital Archive Location
17	Committee Minutes, 16 th September 1957	<Club Minutes>
18	Committee Minutes, 18 th November 1957	<Club Minutes>
19	Committee Minutes, 16 th December 1957	<Club Minutes>
20	Committee Minutes, 13 th January 1958	<Club Minutes>
21	Committee Minutes, 17 th February 1958	<Club Minutes>
22	Committee Minutes, 18 th March 1958	<Club Minutes>
23	12th AGM Minutes, 29 th March 1958	<Club Minutes>
24	Committee Minutes, 14 th April 1958	<Club Minutes>
25	Committee Minutes, 12 th May 1958	<Club Minutes>
26	Committee Minutes, 11 th August 1958	<Club Minutes>
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28	Committee Minutes, 2 th October 1958	<Club Minutes>
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33	13th AGM Minutes, 4 th April 1959	<Club Minutes>
34	Committee Minutes, 20 th April 1959	<Club Minutes>
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36	Letter - Meads to Cochrane, 1 st February 1955	<Nympsfield Purchase File>
37	Letter - Worley to Cochrane, 13 th November 1955	<Nympsfield Purchase File>
38	Letter - Cochrane to Meads, 4 th April 1956	<Nympsfield Purchase File>
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42	Meeting Minutes, 24 th September 1956	<Nympsfield Purchase File>
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44	"Club News" - Sailplane & Gliding, August 1957	
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59	Membership Analysis, 1958-1960	<Club Membership>

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60	Membership Analysis, 1961	<Club Membership>
61	"BGC Flying Diary", January 1958 to June 1960	<Miscellaneous> 069
62	"Kemsley Flying Trust" – Basil Meads, Sailplane & Gliding, December 1979, p278-279	<Press & Magazine Cuttings>
63	"Memories of Nympsfield" – Chris Ellis	<Library>
64	"British Gliders" - Merseyside Aviation Society, April 1975	<Publications>
65	"World Champion's Visit" - Dursley Gazette 19 th August 1956	<Press & Magazine Cuttings>
66	"Gliding Notes" - Aeroplane, 12 th July 1957	<Press & Magazine Cuttings>
67	"Gliding Notes" - Aeroplane, 4 th October 1957	<Press & Magazine Cuttings>
68	"Doing It By Glider" - Dursley Gazette 22 nd March 1958	<Press & Magazine Cuttings>
69	"Hazy, Unstable Day" - Aeroplane, 27 th May 1960	<Press & Magazine Cuttings>
70	"Do It Yourself Team" Bristol Evening Post, 27 th April 1961	<Press & Magazine Cuttings>
71	"Sport & Business" – Flight Magazine, 6 th March 1959, p324	<Press & Magazine Cuttings>
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65	The shed	Martin Garnett	<Photographs>1005
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66	Peter Collier & Peter Scott	Wally Kahn	<Photographs>1730

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66	Bob Perrott	Ken Brown	<Photographs>00324
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67	Doug Jones & Alwyn Sutcliffe	Doug Jones	<Photographs>00103
67	Course sheltering from rain	Ken Brown	<Photographs>00157
67	Cyril Uwins presenting prizes at 1958 regionals	Unknown	<Photographs>1066
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75	Colonel Don Tapp climbing into his Kite 2	Unknown	<Photographs>1936
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78	Aerial view of Club buildings - 1960	Bet Samuels	<Photographs>1374

10. NYMPFIELD 1961 TO 1970

When in 1961, Denis Corrick was elected chairman of the Club in place of John Cochrane, who had moved to Lasham, the whole system of financing the gliding movement nation-wide was undergoing an upheaval. But in spite of this, the Club managed to make significant progress in developing its assets over the next 10 years.

The retirement of Lord Kemsley and the sale of the Kemsley Flying Trust to Lord Thomson in 1960 marked the end of an era for the financing of the development of gliding in the UK.⁵⁰ Lord Thomson decided to wind the trust up, though existing loans were allowed to run their course. Two similar schemes were launched soon after. One was the Shaw Slingsby Trust, which was set up to be financed by the profits of Slingsby Sailplanes following the disposal of Major Shaw's interest in the company.⁴⁹ This was also financed by covenants donated by individual members of the gliding movement, normally equivalent to seven years of membership subscription.¹⁶⁵ The deal was that this would buy the individual life membership of his Club. The trust made loans to various Clubs, principally for site acquisition and buildings, but none to the Bristol Club.^{61,176} However, in 1964 the Treasury decided that the Trust could not continue to have charitable status. It was not viable to continue and consequently it was wound up.^{67,68,71} Members' contributions were returned to their Clubs.⁸⁷ The second new loan scheme was the Private Flying Loan Fund set up by the Society of British Aircraft Constructors (SBAC) in conjunction with the oil company Shell-Mex and BP in 1961.⁵¹ This was funded with £100,000 and typically made 90% loans at 3½% interest repayable over seven years.¹⁸³ It had Basil Meads, who was still administering the Kemsley Trust, as its secretary. It made some loans, including one to the Bristol Club, although it fell foul of the same Treasury ruling about its charitable status in 1964, it was not until 1967 that it was decided to wind it up finally by 1971.^{86,87,109,187,191}



Denis Corrick

Another blow to the finances of the gliding movement at large was in 1962, when the petrol tax rebate, which had been in operation since the late 1940s, was reduced by almost a half, and then in early 1965, the remaining 6d a gallon was removed completely.^{25,57,90,183,187} On top of that, the basic petrol duty was also increased.¹²⁸ In compensation, towards the end of 1963 the Government extended a Sports Council grant scheme run by the Ministry of Education to cover gliding. This scheme provided 50% grants for the purchase of new equipment and buildings such as hangars which were directly required for the sport, but excluded repairs and replacements. No retrospective grants were allowed, and no applications were allowed until a minimum of two years after any previous grant.¹⁴ These conditions tended to inhibit development, as items for applications had to cover desired developments for at least two years, and nothing could be done until the Council had made a decision on the application. As compared with the Kemsley Trust, the Sports Council decisions were slow and arbitrary. Also, the Kemsley scheme spread the cost of a project more or less equally over eight years, but the grant scheme required 50% at the outset. However, the grant did not have to be repaid, and the temptation was to put in for as much as the Club could finance for their 50% of the cost, which tended to stretch the Club's resources to the limit. Another tax burden was the imposition of Selective Employment Tax in 1966, which was levied on everyone employed by the Club.¹⁰⁸

To add to the general financial woes, the stock of ex-government barrage balloon cable which the British Gliding Association (BGA) had bought and had been selling cheaply to the Clubs for their winches finally ran out in 1964, and Clubs had to buy further supplies at commercial rates.^{55,92}

10.1 Site Development

The three major developments in this period were the connection to mains electricity, the provision of spring water in place of rainwater from the hangar roof and the building of the south hangar.

Mains electricity was connected during the winter of 1961/6.²² The old generator set was sold to the Bath Club in 1963 and the generator house was converted to a barograph smoking and battery charging shed in 1967.^{14,33}

10.2 Spring Water

The rain water supply had been a problem for a while, the 1,000-gallon storage tanks up the hill from the hangar supplied only about two weeks of the Club's usage, so even short periods of drought meant that daily visits had to be made to Stroud to fill a mobile bowser.^{3,11} These trips were very time consuming for the resident staff, taking some two and a half hours each.²³ Extra tankage was investigated but was found to be very expensive.^{4,195} In addition, the quality of the rain water left much

to be desired.¹⁷⁶ Ted and Lucy Chubb had recently bought a house at the bottom of the hill below the clubhouse and this was supplied with water from a spring, so in 1962 the idea was suggested of pumping water up from there.⁵⁹ Negotiations were started that year both with the owners of the spring and also with the owners of the land down the side of the hill for a wayleave for a pipe.⁶ These were finally agreed by the end of 1963, though the official wayleave was not signed until August 1964.¹⁷ This was for 10 years at £1 per annum.¹⁹⁷ The work of laying the pipe and building the installations at the spring and the clubhouse was carried out by Club members. Geoff Hearsey, whose father worked for the council's Works Department, arranged for the loan of stop and go boards and other necessary equipment, and one summer weekend, drivers along the B4066 were confronted by a bikini-clad team consisting of Thelma Barrett, Lucy Chubb and Ann Wales armed with picks and shovels digging a trench across the road.^{22,176} By August 1964 the pipe had been laid down the hill to the Chubbs' house and a pump to deliver 60 gallons an hour at 200 psi had been sourced.²³ The pump had been installed and a pump house built by the end of the year.⁸⁸ In the meantime a start had been made to extend the pantry inside the kitchen, so that it could support an overhead internal water storage tank, with much of the work being done by Peter Etheridge.^{26,85,89} A catchment tank at the bottom of the hill was dug in April 1965. A mechanical digger provided by Barry Walker was used for this, and as the contemporary Bulletin remarked, "if you thought that using that instead of the usual pick and shovel method spoiled the fun of digging, then you could not have been there to see it".²⁶ The plumbing was completed and the scheme was finally in operation, with hot water at all basins in August 1965.²⁷ The original rain water system was retained for the toilets and in September 1966 it was decided that a second tank was needed for this, with the new tank on the toilet roof.^{108,193,198} The tanks for this arrived in March 1967 and the system was installed by Bentley McLeod by that September.^{114,119,121} In the summer of 1968 there was a problem with insufficient spring water, and the Club's off-take from the catchment tank was raised to give the spring's owner a 150 gallon reserve.¹⁹⁷ The pumping system had a time switch to turn the pump on, with a pressure sensing device to turn it off again when the tanks at the clubhouse were full. However, a badly defective non-return valve meant that frequently the water drained out of the pump, so that it had to be primed manually for it to start working.¹⁹⁰ Consequently, if the water ran out during the day, because a tap had been left running for example, someone had to walk down the hill 300 feet below to start the pump.¹⁷⁸



Ted and Lucy Chubb



Nancy Duggan controlling traffic



The water tank on the toilet block roof

10.3 The New Hangar

When the Club first moved to Nympsfield, there was room in the hangar for a number of private gliders as well as the Club fleet. However, with the Tiger Moth and the Skylark 2 being bought this was no

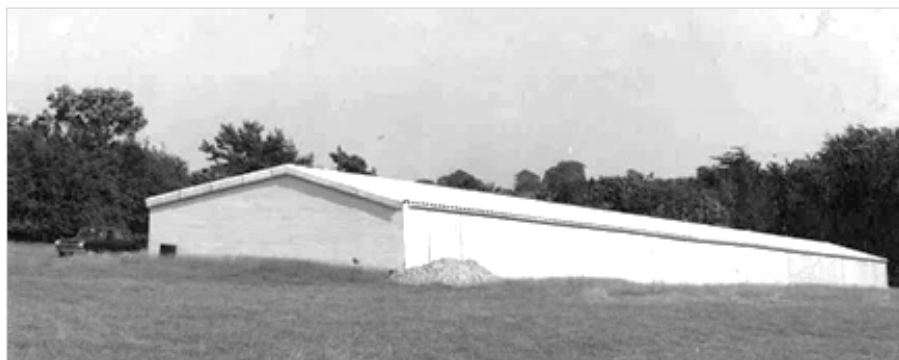
longer the case, also the number of private gliders had increased. So in 1964, Ted Chubb proposed a novel design of hangar, where gliders would be stored in long lines back to back with their tails overlapping so that anyone could be moved in or out without moving any others. The proposal was to build it on the unused tongue of land on the south side of the field.⁸⁵ With the new system of Ministry of Education grants coming into operation, this hangar was added to the Club's wish list. Due to the requirements of the Grant Committee it was necessary to produce professional drawings, and Tony Pentelow, who was at that time an electricity pylon design and test engineer, undertook to produce them.⁸⁷



Tony Pentelow



Adjusting the steel work



The finished hangar

Progress with the grant application was slow, but in 1966 it was agreed that work could start on the hangar without prejudicing the grant, and by the end of that year planning permission had been granted.¹¹¹ The cost was estimated as £2,205 for a 13 place building using Club labour for the construction.¹¹² Leases were sold with cash in advance to finance the purchase of materials.^{114,118} Construction work was carried out between February 1967 and July 1968.^{114,133,161} Tony had not only designed and stressed the hangar, he undertook the sourcing of the necessary material and, having resigned from his job acted as the clerk of works for its construction, doing a high proportion of the work himself. He used his old work contacts to get the high grade steel he required specially rolled at a discounted price, and he borrowed drills and powered hacksaws to cut it to the required sizes using templates he had constructed. The workshop was a buzz of activity for a couple of weekends in March 1967 when this work was done. After giving the director of a galvanising firm a glider flight, he got the steelwork galvanised at one third cost.¹⁶¹ Tony also used members' contacts to get other materials at cost. For example Keith Aldridge, who was a director of a wholesale hardware company, provided nuts and bolts at half price, and Chris Tudge had the timber for the doors machined free, and the concrete was obtained for a special price.¹⁶¹ The steel work was erected and concreted in shortly after, and the roofing was under way during that year's competition, when many competitors lent a hand.¹⁷⁶ After this, the work slowed down somewhat as the concrete for the door gulleys and individual glider runways was cast section by section, and was stopped altogether during a cold spell in the winter.¹²⁶ Making the wooden doors started in April 1968 and Tony himself made or oversaw the construction and anti-rot treatment of all of them.^{130,176} These had to be tailor-made to their positions because the hangar was on unevenly sloping ground so that their heights varied from place to place.¹⁷⁶ The hangar was opened for use from 1st August 1968.¹³³

The 13 slot hangar, designed for 15 and 18 metre single seat gliders, had required 11 tons of special high tensile steel, 1,800 bolts, 15 tons of asbestos roofing, 6 tons of timber, 40 gross screws, 20 tons of concrete and 60 gallons of paint.³² It cost £2,350, £145 over the initial estimate, and was financed by a

Sports Council grant of £1,150 and nine 10 year leases of £100, leaving the Club to find £300.¹⁶⁰ Over the years, it has earned the Club many tens of thousands of pounds in rent and has provided a convenient service for members. Tony was granted a free slot and a rent free caravan site for life for the work that he did to bring it about, though his syndicate partners paid their share of both these rents.¹¹⁵

10.4 Other Developments

Other developments included repainting the metal work of the north hangar in 1962.⁵⁸ Paths round the clubhouse were improved during 1963, with gravel being laid along the front of the clubhouse and a concrete path being put down outside the toilet block.^{13,15} Early in the period a removable partition was installed in the workshop to divide it into a glider maintenance area to the north, with the field end being reserved for vehicle maintenance. Heating and some insulation were provided in the glider end. The bunkhouse floor was tiled in about 1963.¹⁴



Ray Jefferies

The wheels on the hangar doors had been unsatisfactory from the start, and it was often necessary to use iron crowbars as levers to move the doors along their tracks. So at the end of 1963, Ray Jefferies installed a lathe in a partitioned off section of the vehicle workshop and over the next two months machined a complete set of new spindles and bearings for the wheels.^{16,63,64} This solved the problem except when stones got trapped under the doors.

In 1963 Bob Parsons built a fine wooden T-hangar for the Eagle syndicate, to replace the chipboard one which Tony Gaze had had made, though the remains of Tony's hangar were not removed until 1968.^{9,134}

In 1965, Barry Walker supplied urinals for the gents.⁹³

Larger diameter guttering was fitted to the clubhouse in 1966 and Mike Harper built the Club's first log keepers' hut.^{30,98}

In 1967, Barry Walker arranged for used foundry sand from Listers, the Dursley engineering company, to be tipped on the car park, which had become rutted and filled with large puddles in wet weather. The tipping continued throughout the year.^{113,114,124} For some months after this, a local family visited the site and raked the sand to recover the pieces of cast iron which it contained.¹⁷⁶ The sand made a great improvement, but it tended to blow about in dry weather.

The north hangar floor was tarmacked in mid-1967 financed in part by the Sports Council grant, up to then it had been untreated earth.^{87,111, 118} Also in 1967 the Club bought Peter Scott's T-hangar for £75.¹²²

10.5 Flying

After the first five years, most of the firsts in terms of gaining certificates had been achieved. However Derek Stowe completed the first 300km triangle from the site in a Skylark 2 in 1961 and in the same year John Firth completed an out and return to Edgehill in the Prefect for the first closed circuit Silver distance.^{1,55} This was quite an achievement as the Prefect had a claimed best glide of only 21 to 1 at 39 knots. Other individual achievements worth noting were Tony Gaze setting up a national record for a two-seater out and return of 170 miles in his Eagle with Rosemary Storey in April 1961, Peter Scott becoming National Champion by winning League 1 in the 1963 nationals, and Jane Warter winning the California in England Trophy in 1966.^{11,53,74} However, year by year increasing numbers of certificates were gained, cross-country miles flown, and increasingly wave contacted locally.²⁶ A popular task was the 300km trip from the Berkeley Road railway junction, a few miles west of the Club, to North Denes airfield near Great Yarmouth for Gold distance and Diamond goal. Many retrieves for both successful and failed attempts set out on Sunday afternoons, leading to rather bleary-eyed appearances at work the next day. At the start of this period radios were at best short ranged and contact was quickly lost between pilot and crew. Radio call-signs could be chosen freely, subject to approval, and often related to the pilot's name or interests. For example Giles Bulmer had Woodpecker and Strongbow for his airborne and ground radio, named after brands of his company's cider. The normal means of communication was by phone via the Club, with crews ringing back at intervals of half an hour or so, and the pilot when he had landed. Only the most confident pilots attempted closed circuits tasks.¹⁷⁶



Tony Gaze



Rosemary Storey



John Firth

During competitions crews would often congregate at AA or RAC phone boxes and make communal calls back to control.



Trailers waiting in lay-by - 1959

The Club's training facilities were still over stretched at the start of the period, with around 250 flying members, and some 70 of these pre-solo. With single line winch operation much of the time, the launch rate was not high, and there were a large number of cable breaks, around 5 to 10%.¹⁶³ Although the recruitment rate was still high, the dropout rate particularly among the pre-solo pilots was also very high, around 42% each year.^{155,156} Mid-week evening parties continued to be run throughout the summer months with a separate group, consisting of an instructor, a winch driver and a nominated party of six pre-solo pilots, operating for each of the five weekday evenings. These took over from the course at about 6 o'clock and flew until dark.^{5,176} The evening parties made a great contribution to the progress of those taking part.

To relieve a shortage of instructors, during 1962 Alwyn Sutcliffe, who was CFI and a BGA examiner, ran a series of weekend courses to train additional full cat instructors.⁵ The categorisation test was administered by Ann Welch, who was then chairman of the BGA Instructors' Panel and it consisted of an oral test on theory lasting around one and a half hours, and two winch launches to check flying and instructing ability. After the first candidate's oral session had lasted two hours, another remarked that he was bound to fail as he did not know the answer to that many questions. In fact all passed.¹⁶⁷ With the sale of the last Tutor in 1961, trainee pilots were soloed on the Prefect, although this was not considered ideal as it had powerful brakes, unlike the spoiled T21 and T3.⁵³ There was now one less step at the low end of the promotion ladder to fill that gap a new Slingsby Swallow was bought in 1961, apparently from Club funds bolstered by a £500 loan from Sir Egbert Cadbury.¹⁵⁷ This was a rugged, docile, medium performance glider suitable for early solo pilots, and was placed above the Prefect in the promotion list.



Alwyn Sutcliffe



Reception of new Swallow



The T49 having a daily inspection

The T21 remained the mainstay of the training programme throughout the period, but in the summer of 1962, the Slingsby T49 demonstrator was sited at the Club for a time and this encouraged the Club to order one and dispose of the T31.¹⁶⁹ Until the T31 was replaced, it had been used for aerotows because the T21's handling on tow was not good. However the T31 was not particularly pleasant either; there was a gale blowing over both cockpits, and the aerodynamic forces stretched the aileron circuit so that both ailerons floated up out of sight. The aileron cables on either side of the wing supports were so slackened that only extreme lateral stick movements had any effect. There was not even the comfort of wearing parachutes because the cockpit design gave no space for any.

The T31 was sold to the newly-formed Bath Club at the end of 1962, but it could not be delivered until May 1963 because of the prolonged frost that winter which left snow on the roads and fields until well into March.^{7,10} The new T49, BGA 1120, arrived at the end of July 1963, financed by an 80% loan from the SBAC fund.^{12,191} This was a side by side two-seater with considerably better performance than the T21 and with powerful airbrakes, which made it more suitable for preparing pupils for soloing on the Prefect. It was the only two-seater to be launched on aerotow, and hence was used for spinning instruction but it was also routinely used on the winch as an alternative to the T21 in spite of not getting as good a launch. A modification to lower the wheel to improve its ground handling was incorporated in the summer of 1965.⁹⁶ Fitting Dart type wheel brakes to limit its ground roll was also considered but deemed too expensive at £65.⁹⁷

Signalling was still normally by the single bat method, but in poor lighting conditions members' cars were pressed into service to give light signals with their headlights.¹⁷⁶

Don Tapp's Kite 2, on loan to the Club, was spun in off a cable break in February 1964 and written off.^{171,18} The tail section was cut from the wreckage, mounted on a board like a hunting trophy and fixed on the wall of the bar near the fireplace.¹⁸¹



Tiger Moth G-AODX



Tony Gaze's Auster Tugmaster G-ARRX

The Tiger G-AODR was written off on the 18th September 1961. On what was intended to be a brief test flight, the engine failed immediately after takeoff because of water in the fuel, and the pilot was unable to land in the over-shoot field or to clear the trees beyond.^{168,184} The takeoff was towards the east, and the run was started approximately at the quarry, not from the far west end.¹⁷⁸ The pilot, Peter Collier, was unhurt. It was replaced with another Tiger, G-AODX in April 1962.^{167,182,168} While waiting for the replacement Tony Gaze allowed the Club to use his Auster 6A G-ARRX. Tony also supplemented the Club's aerotowing throughout the period using his Auster, and the Club contributed £60 towards the

cost of a metal propeller for it.¹¹³ He continued to help with tugging using his Rallye Commodore 180 when he upgraded at the end of 1967.



Tim Bradbury



Ron Lewis

There were a number of other incidents involving the Tiger Moth, though fortunately without injuries to the pilots. In August 1964, the propeller fell off, but Ron Lewis landed it safely back on the field, only to have another pilot run it into the fence at the east end a couple of months later.^{85,24} In 1967 there was another spate of accidents; in June, water leaking into the fuel storage tank through a corroded breather pipe got into the aircraft tank and caused an engine failure, and again Ron Lewis landed it safely, though rather heavily, in a field in the valley.¹¹⁸ The wings were transported back to the Club in a glider trailer and the fuselage was towed back along the road by the Land Rover.⁷⁷ In August it was taxied into the wall at the refuelling point, a hazard as it had no brakes, and in September the propeller nearly fell off again, though again it was landed back safely.^{120,121} There was also an incident while Tim Bradbury was towing, when after dropping the rope, instead of flying one of his immaculate circuits, the Tiger proceeded in a highly erratic manner. It danced down the approach, managed a good landing and stopped with the engine turned off. When help arrived, Tim stuttered "When I pulled the cable release, the instrument panel fell into my lap". He had to hold up the heavy panel with one hand while managing the throttle, stick and trimmer with the other.¹⁷⁶



**Retrieving the
Tiger after its out
landing**

Retrieving the Prefect



The Club bought a second tug, an Auster 6A Tugmaster G-ASIP, in March 1967 partly financed by a Sports Council grant.^{116,167} A spare engine was bought for it in 1968, with a £150 loan from Barry Walker.¹³⁵

Tug maintenance was provided by a Licensed engineer, Cyril Pugh, known as Pug H, who operated at the back of the hangar. He was sometimes salaried and sometimes self-employed, depending on the Club's finances.^{121,87,135,136,143} When not engaged in servicing the Club's machines he overhauled a succession of Tigers in the hangar on his own account. A few Club members were allowed to assist, working under his supervision.

An unusual accident occurred in June 1966, when Bunny Matthews flew a circuit in the Prefect not realising that his airbrakes were out, he landed the glider in the top of a tall tree close to Scott's hangar. The Prefect was almost undamaged apart from the canopy, which he dropped. The glider was retrieved on the following Tuesday by a crane organised by Barry Walker. The next weekend, the Swallow flew a similar circuit with the brakes out, but caught one wing on a tree on the airfield boundary close to the launchpoint and was severely damaged when it hit the ground.^{105,106}

In early 1967, an agreement was reached with Mike Pope for the Club to use his Dart 17 R, Comp No. 46 on a shared basis.¹¹³

By 1969 there were a large number of pilots on the Swallow list, and there was pressure to buy a second one. In spite of one member pointing out that the existing Swallow spent most of its time in the launch queue and very little actually flying, so that the effect of buying a second Swallow could be simulated more cheaply by reserving a second place in the queue with a cardboard Swallow on a stick. When a real Swallow became available, from the Handley Page Gliding Club for £450 in 1970, the Club bought it.^{45,162} The principle of the cardboard Swallow was demolished a few weeks later, when the original Swallow was put out of action for some months, by an accident following a cable break in the early stages of an aerotow.^{152,185}



Towards the end of this period, a typical Club glider instrument panel carried an ASI, an altimeter, a dial variometer in addition to the now old fashioned Cosim and a turn and slip. The higher performance gliders might also have an artificial horizon and clock.

Olympia instrument panel

With radios becoming more prevalent and reliable, the Club rented a Pye Cambridge radio as a base station in late 1966.³⁰ The £5 a month rent was covered by increasing syndicate annual site rents from £5 to £7.¹⁰⁰ The set was bought outright in 1969.¹⁴³

The Club's pre-flight check of "Can I Take Her Off Safely?" was changed to the BGA's CB-SIT-CB in 1970.^{151,43} At about the same time, a new system to communicate the pilot's commands for starting the launch to the signaller were introduced because of the difficulty of hearing a voice from inside closed canopies. One finger was held up for "Take Up Slack" and two for "All Out".^{36,43}

10.6 Courses

Courses continued much as in the previous five years, with visitors being put up at the Rose and Crown in Nympsfield village. Lunches were provided by a "hostess", usually a Club member. Peter Etheridge was the course instructor for seven years, but left in 1969 to take up a career in commercial aviation. Geoff McBroom instructed in 1969 and Tim Bradbury in 1970. Stan Coles resigned as winch driver at the start of the period and the winching job was undertaken by a succession of people, mostly by Club members being employed on a temporary basis. The course fees were generally raised each year, but in 1968 an analysis of the costs of running the 1967 season showed that they were in fact running at a loss. As a result, the fees were increased by 30% for 1969, which resulted in a slowdown in bookings.¹³⁴ However, all but the last course in October were finally filled, and bookings were back to normal in 1970.¹⁴⁶ In 1969, Jim and Chris Smith gave up the tenancy of the Rose and Crown and were succeeded by Mrs Wayman.^{145,148} During this time the Club had a high number of Country members, largely recruited from satisfied course customers.^{155,156,176}

10.7 Competitions



Director Denis Corrick with June Stanier at an open-air briefing 1962 competition



An early electronic calculator used for scoring

In 1961, the Club organised a September weekend rally. Socially this was a great success, but the weather was more suited to sunbathing than to soaring and no-one flew further than Cheltenham.^{1,56} Next year, June Stanier organised the first competition which the Club had run since the devolved Nationals of 1958. This was held over two weekends in June and July.³ It was given a rating in the newly evolving pilot rating system, which had been introduced by the BGA to control the number of entrants to the Nationals.⁵⁴

The 1962 competitions were followed by a similar two weekend competition in 1964, and later that year the committee decided to run a full week's competition in all future years.^{17,65} The first of these was run by Peter Bray, and in subsequent years by Mike Harper, who continued to direct the Western Regionals, as they became known, until 1975.^{99,101} Club president, Sir Edbert Cadbury, donated a silver cup to be awarded annually to the winner.²⁰ Because the rating system was biased strongly against team entries 1963 saw the last Club entries to the Nationals.^{9,21} Henceforth Club members entered Nationals as individuals, or restricted themselves to regional competitions, usually in privately owned gliders.

10.8 Trophies

Three additional trophies were inaugurated during the period. In 1962, Messrs Guinness, who supplied the bar, were interested in sponsoring the Club. After negotiations with Denis Corrick they decided to donate a cup to be awarded annually for the best cross-country flown in a Club glider, and an annual cash award to help defray the cost of long Club glider retrieves.⁴ The cup was presented, but the cash award was only made in the first year. In 1963, a popular member, Shaun de Salis, was killed in Ireland in his Turbulent ultralight aircraft. A formation of these aeroplanes was doing a flypast at an air display, when his was rammed from behind by a "sightseeing" light aircraft.¹⁵⁸ The collection for a wreath among Club members was so oversubscribed that it was decided to use the excess money to buy a cup to commemorate him.^{9,62} This was to be for the best closed circuit flight.¹⁰² In 1964, Roger Barnett, Colin Pennycuick and Ron Sandford organised a Club ladder competition with points for height gain and for cross-country distance flown, graded differently for closed circuit and open courses. Any pilot could enter any flight which he had achieved, but only his six best counted. As the results were posted up week by week, this encouraged keen competition.²⁵ This competition was similar to one run the previous year at the Cambridge Club. A four pint tankard donated by Roger Barnett became the annual prize.¹⁸⁹ It was well subscribed each year.



Guinness trophy



Shaun de Salis trophy



Ladder trophy



Western Regionals cup

The recording of Club records appears to have been discontinued during the 1960s as no mention of new records appeared in the committee minutes or the Bulletins, in spite of the better performance gliders being flown.

10.9 Winches

The winch situation during the period remained precarious, with the Heron and 2 Drum requiring continual maintenance and repairs. In the summer of 1962, Brian Mumford was employed by the Club to build a completely new winch.³ This was designed to be simple and robust. It had a narrow drum and cable guides to avoid the need for the laying-on gear, which had caused so much trouble with other winches.¹⁷⁶ This came into service in April 1963 after the Club had been operating with a single line for some months. Soon after that the Heron winch was finally pensioned off, leaving just the Mumford and 2 Drum in 1964.^{9,172} Brian then designed and built a lightweight vehicle for cable retrieving.⁸ Again this was designed to be simple and robust, it had no springing so as to discourage speeding, it was known as the go-cart. Initially the throttle control was very sensitive and it progressed in a series of leaps. This was sorted out and it was used for about a year from the middle of 1963, until the lack of springing caused the chassis to collapse.^{12,20} It was brought back into service, but in 1965 it was replaced by a diesel tractor bought for £200.^{87,91} Rising petrol prices at the end of 1963 led to a move towards using diesel engines, and Ted Holmes launched his "winch fund" which raised over £100 in voluntary donations to buy a diesel winch.^{16,22} Following the final withdrawal of the petrol tax rebate by the Government in 1965, a new "mobile" diesel winch was obtained on approval in August that year and was reported to be saving money at the next AGM.^{27,72,103} A diesel winch was reported bought and in place, in committee meetings in April 1966, but it is not clear whether this was the same one that the Club had on approval during the previous year.^{102,104} Diesels were the first winches operated by the Club to have a starter, the petrol winches were still started on the handle. However, the new winch was no more reliable than the others, needing a new starter and rollers almost immediately, and its laying-on gear needed replacement after 18 months.^{104,105,121} This laying-on gear continued to give trouble until redesigned in 1968.¹³² In March 1968 the situation was still critical, a kit of parts for building a petrol winch was bought from Booker, but this was never built and the pieces were sold on a few years later.^{127,193}



Brian Mumford



The diesel winch

A diesel engine was fitted to the trailer winch in April 1969 and yet another diesel winch, known as the Battle winch, was bought in that July.^{142,144, 193} This appears to have eased the situation.¹⁴⁴ In 1969 there were proposals to build a fixed winch installed in a permanent building, but these came to nothing.¹³¹ So for much of this period the Club was operating with a single line, though at times three lines were in operation. Still using 20cwt cable, breaks were frequent, running at between 5 and 10% of launches.

The tractor suffered a cracked block in the January of 1969 and its engine was sent for repair.^{138,140} Theo Sherwen obtained a Ferguson P6 tractor for £40, though its engine also needed reconditioning.^{140,147,148}

Up to 1966, a track to the north of the main winch tracks was used to return the cable retrieve vehicle to the winch. However this caused a rut along the landing area, and it was discontinued in favour of a track along the southern boundary, which was improved for the purpose.^{31,76} Bentley McLeod fitted a cage to the tractor in 1967 to protect the driver from falling cables, as the south track was much closer to the winch track than the old north track.^{110,122,124}

10.10 Management

Denis Corrick, elected chairman at the 1961 AGM,⁵² remained chairman over the following 10 years. Denis was an enthusiast for anything he undertook, and during his chairmanship the Club continued to develop the site and update and expand its fleet, as described above.

One of the lasting management decisions of the period was to change the trading name of the Club. In the late 1960s, with the Cotswold Club operating at Aston Down, it was decided that the name "Bristol Gliding Club" was misleading potential members about where the Club operated. It was agreed at the 1969 AGM to change the Club's trading name to "Bristol and Gloucestershire Gliding Club" and this was implemented during the year. However, the Bristol Gliding Club Proprietary Ltd. remained the parent company.^{141,145}

Although the Club made reasonable trading surpluses over this period, averaging around £550 a year, these showed a great deal of variation from year to year. Much of the surplus was taken up in repayment of the mortgage and the Kemsley and SBAC loans, so money was tight.

See Section 10.29 Finance – Surplus & Debts for details of profits and outstanding debts. From time to time members made short term loans to the Club for specific purposes, and President Sir Egbert Cadbury continued to support the Club with donations at intervals, as well as his indefinite £500 loan towards buying the Swallow. In particular, Peter Scott also made a loan of £350 and Barry Walker made several short term loans of several hundred pounds each.^{107,115,157}

There was pressure from the Kemsley Flying Trust to repay the mortgage, and in March 1966, the Club paid off the remaining £1,725 by selling loan notes to members.^{95,102} These loan notes were for £50 each, with four chosen by ballot to be paid off each year. 33 were issued out of the 36 authorised.¹⁷³ See Section 10.30 Finance – Loan Notes. The Club also managed to reduce the Kemsley development loan from £3,771 in 1961 to £672 in 1970.^{157,175}

One loan was obtained from the SBAC Private Flying Loan Fund. This was for the T49, which was bought in 1963 for £1,667 with an 80% loan from the fund at an interest rate of 3½%, repayable over five years.¹⁹¹

Although the first approach for obtaining a Sports Council grant was made in 1965, it was not until 1967 that a grant was actually approved.⁹⁴ This was for over £2,000 towards the cost of the South hangar, a new winch, the second tug and tarmacking the north hangar floor.^{116,119} A further grant application for £1,500 towards the purchase of a K8 was approved in November 1970, though not taken up until

Inevitably the subscriptions rose over the period almost doubling, at the end of 1968, when the cash flow was in a particularly poor state. A one-off £4 "private owners' levy" was imposed on each private owner to raise funds.¹³⁷ A new category of Junior flying member was brought in 1970 at £8 per annum for pilots up to the age of 22 and the entrance fee was abolished to encourage new members to join.⁴⁴ Launch fees were increased, often as a result of increasing fuel prices and tax, again almost doubling over the period. See Section 10.26 Subscriptions Fees.

President, Sir Egbert Cadbury, who had given the Club generous support since its restart in 1948, died in 1967. He was succeeded by Sir George Dowty.¹¹⁷ Vice President, Rex Young, who had done so much to guide the Club through its early post war years, also died in the same year.

Two stalwart members left during the period. Peter Collier, who had been a constant presence as CFI and manager, oversaw the early development at Nympsfield, and had done so much to make the holiday courses an unforgettable and enjoyable experience, joined Dan Air as a pilot in 1964.⁶⁶ Peter Etheridge, who took over from Peter Collier as course instructor, and was CFI and manager for much of the period, as well as holding records for emptying the Yard of Ale and drinking pints while hanging upside down from the bar beam, also left for commercial aviation in 1969.¹⁴¹



Denis Corrick



Guy Harris with passenger



Tom Parkes



Gordon Fisher



Peter Collier & Peter Scott



Peter Etheridge

Peter Scott, who had done so much to promote the Club and gliding in general, gave up the chairmanship of the BGA in 1970. He retired from gliding altogether, due to his involvement with the Americas Cup Sailing event and greater concentration on his conservation work.⁸² However, he remained a vice president of the Club.

Details of Club elected officers and the people who held positions responsible for various tasks are listed in Section 10.22. Notable among these were Tom Parkes, who was secretary for many years, and Dick Sanderson, who held that position for most of the 1960s. Alan Smith was a non-flying treasurer for some five years, with Gordon Fisher assisting him with much of the day to day work. Guy Harris was treasurer towards the end of the period, and Chris Day took on the job in 1970. He introduced a new system which aimed to achieve better financial clarity and control. For much of the period Joe Grimes looked after aircraft maintenance. Ray Jefferies and Guy Harris, in addition to being treasurer, did battle with the Club's winches and vehicles. Their work was invaluable in keeping the Club operational.¹⁴⁰

The BAC Flying Club and Smiths Club continued to operate, though on a gradually reducing scale

towards the end of the period.

10.11 The Field

Although the field was never completely smoothed and the aerotow point in the northwest corner was always somewhat rough, more pick and shovel smoothing work was undertaken in 1962 and work continued to remove the worst of the unevenness until about 1966.^{6, 34, 111, 176} Disused return tracks to the winch presented some additional ruts.¹⁷⁶

The dry-stone walls at the entrance were rebuilt professionally in 1962.⁷ The quarry still had a pleasant grassed floor which was often used for camping. In 1963 a group of senior Scouts set up camp there during a week's course and the Stroud Fire Service held a social there in 1969.^{95, 176} Its fence was renewed in the summer of 1966.^{105, 107}



The field showing north return track and empty caravan site - approx. 1961

The field showing puddles on the winch track, including the partially drained one at the narrowest part of the field. Also shown is the north return track and the dips in the field contour - approx. 1969



The winch track, which had originally just been marked off along the length of the field, had quickly been stripped of grass, and the thin top soil had been worn away, or to be more accurate thrown off to the side by the wheels of the vehicles. There were one or two places where puddles collected in wet weather, and some of these were fairly successfully dealt with by being filled with small stones from the quarry. However, there was one patch opposite the quarry where puddles persisted. In 1963 it was decided to dig a drainage trench alongside the puddled length and carry the water away in trenches to the south side. The ground in this area was found to be of a clay-like consistency instead of the usual limestone, which explained why it did not drain.¹⁰ The work started with Club labour, but was not completed until 1968 when Barry Walker obtained a JCB at a cost of £40 to dig the trenches.^{125 127} It was not until some 18 months later that the trenches had been filled with stones.¹⁴⁷ In the meantime the Swallow had run over one of the trenches following a failed launch and was badly damaged.¹⁸⁶

Sheep were grazed on the field throughout the period and in 1965 the Club was paid to allow horses to be exercised on it.^{89, 90, 97, 123} The sheep were confined to a fenced off area at the west end while flying was in progress. They quickly became trained to retire to their pen at the start of the day with only mild prompting from the members. However they became restive if they had not been released into the main field by early evening. Apart from the mild nuisance of their droppings, an unpleasant side effect of the sheep was a parasite which they encouraged. This mistakenly used to attack humans, biting chiefly around the tops of socks and around the waist. The bites came up with a small blister which irritated for around five days before healing, ready for another attack at the next weekend.¹⁷⁶ Grazing stopped in 1970 after a disagreement with the farmer.^{149, 151}

10.12 Social Activities

The launchpoint, the canteen and the bar continued to be the main hubs of the Club's social life.

With the majority of flights being short training flights, and most retrieves being by hand, there were enough shared tasks at the launchpoint to engender camaraderie among pupils and more experienced pilots alike.

Initially the canteen continued to be run by Mr and Mrs Organ, but it was making substantial losses and their employment was terminated in early 1962. For a while meals continued to be supplied by a rota of female members.³ However by mid 1963, Mrs. Smith, a motherly ex school dinner lady, had been installed to run the canteen with her daughter Nella.¹¹ Mrs Smith was an excellent cook, and each year served a full Christmas lunch, including roast turkey, Christmas pudding and mince pies, to a sitting of over 60 people, using only a standard four ring Calor gas cooker and a hot cupboard. She was a keen player of the fruit machine installed in the bar, and dispensed motherly advice and sympathy to all whom she considered needed it. She did not have her own transport and members, particularly Ray Jefferies and Pat Jones (later White), used to collect her from Coaley each Saturday and Sunday. Two course lunches and teas were served on Saturdays and Sunday as before.



Nella

In the evenings the bar was well patronised with members who either stayed the night or just stayed on for the entertainment. Members who soloed or had qualified for a badge were expected to buy a round. There was a great deal of singing, with "rugby" type songs rather than the gliding songs of previous years, and an auto change record player was much used to play a rather limited collection of vinyl 45s and LPs. Drinking competitions were not unknown, and a "Yard of Ale" was obtained to supplement the original Half Yard; the record for drinking it was 28 seconds.¹⁴ Some members became adept at drinking a pint while hanging upside-down from the beams and practical jokes such as pouring beer into people's trouser turn-ups were quite common. Also, "spooing" was often used to decide who should pay for a round of beer.¹⁸¹

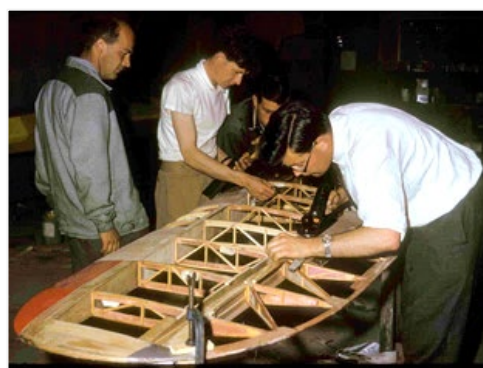
In 1963, when a member came across the council workmen clearing a fallen tree from across a road, he persuaded them to cut the trunk into suitable sizes to make bar stools and these were made up over several months by Ted Holmes.¹⁶ The bar was furnished with a stag's head, a stuffed platypus and a picture of flying ducks presented by Peter Scott (entitled "Final Glide" by the members). All these items were kidnapped by visitors from other Clubs from time to time, but in most case they were reclaimed.^{24,176,69,70} The introduction of the drink-drive laws in 1967 did not have much immediate effect, as most people did not drink all that much and considered that they kept within the legal limits.³³ Regulars also played Risk, Go and Thermal Dice, a simulated soaring game.⁴²

During the internationals at South Cerney in 1965, the Club invited the competitors to a barbeque, and as it was a non-flying day almost all arrived. The car park was full, over-flowing onto the field, the bar was completely full, the only way in or out was through the windows. Extra beer had to be obtained from the Rose and Crown when the Club's supply ran out. Many visitors had what was for them the novelty of winch launches in the T21. Circuits continued by moonlight. In the Half Yard competition, the Club retained first and second places with Argentina taking the third.²⁷

The workshop was also a centre of activity, with many members working on Club and private gliders and vehicles. As well as CofAs and other maintenance, quite substantial repairs and modifications were carried out in-house.



Grilled pig



Members repairing the Prefect wing

The bunkhouse was usually pretty full on Friday and Saturday nights, with a special bunk being reserved

for the next day's duty instructor.²⁴ The girls' bunks were accommodated in a caravan kept alongside the hangar.⁸⁶ This was replaced with a new larger one in 1965.⁹⁷ People staying overnight on a Saturday usually organised a group evening meal, often spaghetti bolognese. Throughout the period, there were various plans for extensions to the bunkhouse to upgrade it and provide more accommodation, but these came to nothing, largely due to opposition from members who thought the money could better be spent elsewhere.^{10,59,100,104}

The annual Christmas draw continued during this period. Early in 1971, the first formal dinner dance was held and this became an annual event in later years.⁴⁶ Less formally, multi-stage rocket competitions were held on or around Guy Fawkes day.⁴⁶

10.13 Syndicates

The Club statistics provided to Sailplane and Gliding magazine (S&G) over this period, show that the number of privately owned gliders on the site rose from seven to 15 over the 10 years. However, it will probably not be possible to gather a full account. Not only are the records hit and miss, but the syndicates were constantly changing. There were changes in the membership of the groups, and also the gliders which they owned, with some gliders being transferred from one group to another.

The newer gliders were no longer Skylarks, but Ka6s and Olympia 463s with a couple of Austrias and some Darts. Section 10.17 gives what detail is available. This comes largely from listings of cross-countries and competition results in the Bulletins and S&G, with some additional information from flying records and various other documents. The best information comes from the members concerned.

One new phenomenon was the entrance of lower experienced pilots into private ownership. Up to then, the private owners were predominately either instructors or pilots who had worked their way up the Club's promotion ladder to the top. But towards the end of the 1960s less experienced pilots were joining syndicates, and the long established system of categorising pilots by the glider they were qualified to fly was beginning to break down. Not all private owners ever did fly the highest rated Club gliders. As a result, a system was introduced in the summer of 1966 with different coloured cards being issued to pilots indicating their experience, but this was discontinued in 1969.^{30,107,138}

There were also worries about the number of private gliders on the site, based on a perceived problem should the weather force a mass re-land from ridge soaring.¹⁷⁶ In 1965 it was agreed that 17 should be the upper limit, but this limit was not reached, or if it was, it was not applied.⁹⁶ The total gliders on site had risen to 20 in early 1966 and 22 in the spring of 1969, including six Club gliders.^{43,73,81}

The Bulletin of March/April 1970, lists the following private gliders as flying in February of that year, though of course there may well have been others on site which did not fly that month.⁴³

Skylark 2c	- 33	Skylark 3	- 180	Olympia 463	- 417
Austria	- 57	Ka6	- 247	Ka6cr	- 434
Skylark 4	- 81	Dart	- 257	Ka6cr	- 495
Eagle	- 97	Ka6	- 270		
Ka6e	- 125	Dart	- 409		

10.14 Ballooning



Early research



The Bristol Belle

In 1967, Giles Bulmer brought a National Geographic magazine into the bar at Nympsfield, which described hot air ballooning, recently developed in America. After much discussion a group including

Don Cameron, Mark Westwood, Bill Malpas and Terry Adams decided to investigate the possibilities. After visiting a display of ballooning at Dunstable, which was not really a convincing demonstration, they started to experiment with paper and polythene models, much of which they did at Nympsfield. They formed the Hot Air Group, and designed a full sized balloon called the Bristol Belle, they had it made by professional outfits, GQ parachutes for the canopy and the Blind School for the basket. After initial flying instruction from Wing Commander Turnbull at Weston-on-the-Green to get Don his Balloon licence, several flights were made from Nympsfield during 1967 to pass out the others and get in some practice. Some of these flights gave rise to a certain amount of hilarity.³³ Eventually, Peter Etheridge, worried about the Club's reputation with its neighbours, called a halt to ballooning at the Club. Don and Mark went into partnership to manufacture and sell balloons trading as Omega Balloons, but this arrangement soon dissolved and Don went on to found the now world famous Cameron Balloons, with its reputation for constructing balloons of all imaginable shapes and sizes.¹⁵⁹

10.15 The Glider-Phone

In the 1960s, with record players and vinyl records becoming commonplace, household pianos were going out of fashion. Consequently lots of pianos were being disposed of, with many destroyed. So, when the Club was offered a piano in better condition than the one it already had, it was gratefully accepted. In accord with the spirit of the age, the old piano was dismantled, and the wooden parts reduced to firewood. This left an iron, harp shaped device with strings, which quite evidently would be useless as fuel. This was immediately named the glider-phone taken outside and lent against the nearest convenient wall, which just happened to be beneath the window of the bunkhouse.

That evening, a group of members returning from a party in the early hours of the morning, noticed the glider-phone and decided to play it. Someone found a stick, and this was run up and down the strings a fair number of times. The effect was quite striking, both musically and in the effect it had on the people who had been asleep in the bunkhouse. They had never heard anything like it before, and evidently never wanted to hear anything like it again. Consequently, in the morning, Derek Stowe attended to it with a pair of bolt cutters, cutting all the strings and completely ruining it. As a result, when the people living in the tower house on the side of Woodchester valley rang to complain about it, Denis Corrick was able to promise, hand on heart, that the performance would not be repeated. So the glider-phone was consigned to scrap.

10.16 Club Glider Details

Type	BGA #	Comp #	Origin	Disposal in Period
Tutor 796¹⁹⁶				Sold summer 1961
Prefect	720		Brought from Lulsgate	
Olympia	504	14	Brought from Lulsgate	
T21b	616		Brought from Lulsgate	
T31	692		Brought from Lulsgate	Sold spring 1963 to Bath Club
Skylark 2	827	78	Bought new 1958	
Swallow	1008		Bought new summer 1961	
T49B	1120		Bought new end July 1963 for £1,667	
Kite 2	618		On loan from Don Tapp	Written off in spin 9 th February 1964
Dart 17R	1313	46	Shared use of Mike Pope's glider	
Swallow	1182		Bought June 1970 from Handley Page for £450	

10.17 Private Glider Details

Doug Jones and partners sold their rebuilt Olympia, BGA 618, in 1960. Doug, with Tony Pentelow and Tony Saint, built a Skylark 3, BGA 996, Comp No. 180 from a kit, completing it in 1961. Giles Bulmer bought into this group later. This was sold in 1967 and replaced with a Dart 17R, BGA 1337, Comp No.

409. The members of that syndicate were Doug, Joe Grimes, Arthur Hobkirk and Tony Pentelow.¹⁷⁷ John Taylor, Rex Garland and Eric Martin bought the Skylark.



Skylark 3 BGA 996 wings in build, with Tony Pentelow & Tony Saint, & in flight

Harry Daniels with his Olympia 2 left the Club early in the period.

The Yellow Skylark, BGA 778, Comp No. 33, now completely modified to 2c standard, but flying on an experimental CofA, continued in the Club throughout the period, but with an almost complete change of owners (except for Ken Brown and Gordon Fisher). New members included Colonel Tapp, Ted Holmes, Mike Garnett and Dr Ensel.

Peter Scott had changed his Eagle for an Olympia 419, BGA 1052, Comp No. 10 in 1952. He replaced that with an HP14, BGA 1558, in early 1968 and that with a BS1, BGA 1486, at the end of that year.^{78,79} He dropped out of gliding at the end of 1969.

The Rhubarb and Custard syndicate exchanged their Skylark 2 for a Skylark 4, BGA 1105, in April 1963, retaining the Comp No. 81, but with an almost complete change of members over the years.^{179,9} New members included Alf Samuels, Tom Bradbury, Peter Philpott, John Daniell, Roger Barnett, Hoppy Twiston-Davis, Howard Johns, Wilf Harper and Ted Elliott.

Tony Gaze sold his Eagle Comp No. 97 in 1961 to a six man syndicate on site. The new owners were Tony Pentelow, Bob Parsons, Denis Carey, Peter Simmons, Ken Saunders and John Nurse.⁵⁵ They replaced Tony's dilapidated chipboard hangar with a fine timber one. Tony Gillett joined the syndicate later and wrote the glider off landing in curlover in 1971.¹⁸⁶ The syndicate replaced the Eagle with a Ka13, BGA 1649.



Peter Scott's Olympia 419



...and HP14



The new Rhubarb and Custard before having its competition number painted

After selling the Eagle, Tony Gaze bought a Ka6cr, BGA 1027, Comp No. 210, which he kept until 1963, changing it for a Standard Austria, BGA 1129, keeping the same Comp No.⁶⁰ The Ka6 was sold to another group at Nympsfield, comprising Geoff McBroom, Alwyn Sutcliffe, Des Rich, John Greenhill, D Roy Owen, Brian Walker and Fred Guest, with a change of Comp No. to 270.¹⁶⁴ Tony Gaze then changed his Austria for a Dart 17R, BGA 1318, in the summer of 1966, again keeping Comp No. 210.⁷⁵



Tony Gaze's Ka6cr



Tony Gaze's Standard Austria

Colonel Tapp allowed the Club to use his Kite 2, BGA 681, until it was written off in 1964.

Joe Grimes, Gordon Mealing and Ray Jefferies kit built a Swallow, BGA 1075, named Kiwi, which flew on 12 August 1962.⁴ It was sold to a South Wales Club in September 1963.¹⁶⁶

An Olympia, BGA 1057, Comp No. 242, which had been rebuilt in modified form by Ralph Jones and partners, flew at Nympsfield from 1962 to 1964.⁵⁸ Then Ron Sandford, one of that group, Pete Etheridge, Hugh Arden and Vince Griffiths bought an Olympia 463, BGA 1225, Comp No. 401.⁶⁶ Ron bought a share of a Dart 17R, BGA 1333, Comp No. 257 in 1967. This glider was brought onto site in December 1966 by Jed Barrett, Ted Chubb and Barry Walker.^{36,192} Ralph Hindle joined the syndicate in 1968. Ron Sandford kept this until October 1970 when he changed it for a Standard Cirrus, BGA 1624, in February 1971, keeping the Comp No. 242.⁸⁴



Olympia 463 Competition Number 401



Dart 17R Competition Number 257

Colin Pennycuick, David Braham and Stuart Waller brought their kit-built Swallow, BGA 938, Comp No. 125 onto the site in 1962, and changed this first for a Ka6cr, BGA 1149, in 1964 and then a Ka6e, BGA 1425, in 1967, still keeping Comp No. 125.^{33, 69} Chris Hughes joined the syndicate after Colin left for Africa. This glider was later sold to a syndicate including Jim Webster and Don Chatterton.

Dennis Corrick bought a Standard Austria, BGA 1127, Comp No. 57 in 1963, which he shared with Keith Aldridge, Bob Perrott and Peter Scott, selling it in 1968.⁶⁰



Standard Austria Competition Number 57

Mike Pope's Dart being rigged



An eight person Syndicate including Peter Bray, Don Cameron, Mark Westwood, Mike Harper, Terry Adams, John Martin, Jim Stuart-Menteth, and Jane Warter (later Randle) shared an Olympia 463, BGA 1277, Comp No. 417 which they bought in 1964.^{69, 88} (Known as Snow White and the Seven Dwarfs).¹⁷⁶ Later John Lord bought John Martin's share.

Barry Walker owned a number of different gliders in the period, including a Ka6cr with Des Rich in 1963, and a Blanik BGA1301 in 1965, which he wrote off in June 1966.^{28, 62, 75, 196} He joined the Sandford Dart syndicate later that year.⁹⁹ In October 1968 he replaced that with a Diamant, BGA 1478, Comp No. 357.³⁶

Mike Pope owned a Skylark which he changed for a Sky, BGA 698, in 1965 and a Dart 17R, BGA 1313, Comp No. 46 in 1967.^{23, 28, 79} In October 1967 he agreed an arrangement with the Club to allow selected Club members to fly it when he was not on site.³⁶

Other private gliders included a Scud III, BGA 289, mostly in the workshop being rebuilt by Peter Philpott and partners.



Peter Philpott in the Scud before its rebuild



The Scud

George Upson in Ka6cr 495



A Ka6cr, BGA 1284 (or Ka6E 1504) Comp No. 247 was bought by Derek Vennard, Stan Lewington and Barry Radcliffe in 1969.⁸⁰ Other Ka6cr syndicates included George Upson, Paul Harding, Lez Hockins, Guy Harris, Jim Webster and Arthur Duke, BGA 1323, with Comp No. 495, on site in 1968.³⁶ There was another Ka6cr syndicate, BGA 1234, Comp No. 434, in the Club in 1967, whose members included Roy Gunner, Conner, Dr Conway, Trevor Foxen and Brian Mumford.^{33,36, 96}

A 12 man Tutor syndicate, BGA 1071, including Tony Pentelow, Gordon Fisher, Chris Day and possibly Ron Sandford and Robbie Robertson, was formed in 1970.⁸³

Peter Etheridge was give committee approval for an RF4 Syndicate in January 1967, but this did not materialise, and Arthur Hobkirk owned a Rhonebussard, BGA 337, though this was rarely seen on the field.^{112,186}

10.18 Tug Details

Type	Reg #	Remarks
Tiger Moth	G-AODR	Written off 18 th September 1961
Tiger Moth	G-AODX	Replacement for G-AODR
Auster 6A	G-ASIP	Bought spring 1967

10.19 Vehicle Details

Type	Remarks
Land Rover	Bought July 1956, scrapped April 1965 ⁹³ - cracked block ²⁷
Ford 10 Van	Donated end 1956 by Harry Daniels
1938 25HP Morris	Bought mid 1957 for £62-10-0
Jeep	Bought 1959, sold 1961 ¹⁵⁷
Land Rover WPB 557	Bought early 1961 ⁵³
Go Cart	Built 1963 by Brian Mumford for retrieving cables. ^{8,12}
Diesel tractor	Bought early 1965 for £200, ^{26,90} cage to protect from falling cables fitted in 1967 ^{34,64}
Ferguson P6 tractor	Bought 1969 ^{147,148}

10.20 Winch Details

Type	Remarks
Heron Winch	Brought from Lulsgate, scrapped 1963 after completion of Mumford winch
2 Drum	Built by Club started 1955, in service in August 1959 ⁵⁰ using silver Ford chassis
Mumford winch	Built 1962/3 by Brian Mumford

Type	Remarks
Diesel winch	Bought 1966
Booker winch	Bought secondhand 1968 from Booker, petrol winch kit never assembled
2nd Diesel winch	Bought new 1969 ¹⁴⁴

10.21 Trailer Details

Type	Remarks
Open trailer for T21	Built 1955/56 by Jack Houghton
General purpose closed trailer	Built 1955/56 by Alwyn Sutcliffe
Rice trailer for Olympia	Brought from Lulsgate, died 1962
Skylark trailer	Built by Club in hardboard ⁷⁴
Replacement Olympia trailer	Built 1962 by Ted Holmes and Harold Jefferies ⁵

10.22 Presidents, Club Officers & Committees

Role	1961/62	1962/63	1963/64	1964/65	1965/66	1966/67	1967/68	1968/69	1969/70	1969/70
President	Sir Egbert Cadbury						Sir George Dowty			
Vice Presidents	Cyril Uwins									
	Rex Young									
	Peter Scott									
Chairman	Denis Corrick									
Vice Chairman	Doug Jones									
Secretary	Tom Parkes		Maurice Ford	Dick Sanderson					Eric Martin	
Treasurer	Alan Smith					Mark Westwood		Guy Harris		Chris Day
Committee Members	Ray Bishop	N/R	Harold Grimes							
	Ken Brown	N/R	Ken Brown				Tony Saint	Tony Pentelow	Mike Ross	
	Ted Chubb	N/R	Gordon Fisher					Arthur Duke		Tony Pentelow
	Ray Jefferies	N/R	Ray Jefferies							
	Alf Samuels	N/R	Alwyn Sutcliffe		Ron Sandford					
	Rosemary Storey	N/R	Ted Holmes	Hugh Arden		Barry Walker	Colin Pennycuick	Chris Tudge		
		N/R	Jim Stuart-Menteth	Ted Chubb					Geoff McBroom	
CFI	Peter Collier	Alwyn Sutcliffe		Peter Etheridge				Ron Sandford		
Aircraft Engineer	N/R		Harold (Joe) Grimes							
Vehicle Engineer	N/R		Ray Jefferies						Martin Corrick	
Course Secretaries	N/R		Josie Glasse		Thelma Barrett		Nancy Duggan	Linda Fitzgerald	Linda Harrison	
Course Treasurer	Ted Chubb								N/R	
Assistant Treasurer	N/R		Rosemary Sandford & Gordon Fisher					Tony Pentelow & Rosemary Sandford		Tony Pentelow
Bulletin Editor	Lucy Chubb	Ken Brown, Jim Stuart, Ann Westwood, Dick Sanderson					Don Cameron & Barry Walker*	Jane & Mike Harper		
PRO	Alf Samuels				Rex Garland			Liz Saint	Barry Walker	N/R

Role	1961/62	1962/63	1963/64	1964/65	1965/66	1966/67	1967/68	1968/69	1969/70	1969/70
Flying Records	N/R		Graham Bevan		Rosemary Sandford				N/R	Joan Walker
Course Instructor	Peter Collier & Tony Pentelow	Peter Etheridge							Geoff. McBroom	Tim Bradbury
Winch Driver	Stan Coles ?		Martin Corrick	N/R		Bentley McLeod	Peter Jeeves		Martin Corrick	Corrick/ Mike Cleaver/ Pentelow
Manager	Peter Collier		Josie Glasse		Peter Etheridge				Geoff McBroom	N/R

Note:

* What Bulletins were issued in 1967 were produced by the previous year's team.

10.23 Membership Statistics

Category	1961	1962	1963	1964	1965	1966	1967*	1968	1969	1970
Flying	236	237	250	247	250	247	258	188	181	181
Associates	41	53	25	54	50	54	54	38	51	51
Total	277	290	275	301	300	301	312	226	232	232

Note:

Up to 1966, the figures correspond to the calendar year. From 1968, they cover from 1st October of the previous year to the 30th September of the year stated. (In 1967 they cover only the nine months from the beginning of the year to the end of September). It should be noted that the Club's membership year runs from the 1st of April, so from 1967 on, the membership numbers exclude the recruits from the second half of the year.

It is doubtful whether the numbers reported to S&G were necessarily compiled conscientiously. In 1970, the figures quoted are the same as for 1969, which suggests that no report was actually sent to S&G. This also applies to the following Aircraft & Flying Statistics.

10.24 Aircraft Statistics

Category	1961	1962	1963	1964	1965	1966	1967*	1968	1969	1970
Two-seaters	2	2	2	2	2	2	2	2	2	2
Solo	5	5	5	4	4	4	5	5	5	5
Private	7	8	7	12	13	15	16	16	15	15
Tugs	1	1	1	1	1	1	2	2	3*	3*

Note:

* This total must include Tony Gaze's Rallye, which he used extensively to supplement the Club's towing. The Club did not own three tugs.

10.25 Flying Statistics

Category	1961	1962	1963	1964	1965	1966	1967*	1968	1969	1970
Launches	9048	7281	7375	7619	7610	6903	5839	6603	7009	7009
Hours	1972	1655	1532	2127	2178	1985	1996	1904	1888	1888
Cross Country Miles	1302	2199	194	5962	5235	6487	6000	3642	3073	3073

10.26 Subscription Fees

Category	1960/61 To 1961/62	1962/63 To 1964/65	1965/66 To 1967/68	1968/69	1969/70	1970/71
Entrance Fee	£4-4-0	£4-4-0	£4-4-0	£5-5-0*	£4-4-0*	Nil
Full Flying	£6-6-0	£7-7-0	£8-8-0	£10-10-0	£11-11-0	£11-10-0
Family Flying	N/A	£10-10-0	£12-12-0	£15-15-0	£15-15-0	£16-0-0
Country	£2-2-0	£2-2-0	£3-3-0	£5-5-0	£6-6-0	£6-10-0
Youth (under 20)	N/A					£8-0-0
Associates: Male	£2-2-0	£1-1-0	£1-1-0	£1-1-0	£1-1-0	£1-10-0
Associates: Lady	10/6	10/6	10/6	10/6	10/6	10/0
Associates: Junior	5/-	5/-	5/-	5/-	5/-	5/-

Note:

* Entrance fees are for Full Flying membership; other grades vary.

10.27 Flying Charges

Category	Apr. 1961 to Feb. 1965	Feb. 1965 to Sep. 1966	Sept 1966 to Dec. 1968	Dec. 1968 to Apr. 1971
Winch launches:	4/-	5/6	5/6	7/-*
Aerotows to 2000 feet:**	15/-	20/-	25/-	27/-
Soaring charge	1/6d for completed 5 minutes after the first 11 minutes			

Note:

*The charge was 6/- for some months in 1968.

** Charges for additional heights were roughly pro rata, but were charged at 500' or 1000' intervals.

10.28 Trophy Winners

Category	1961	1962	1963	1964	1965	1966	1967*	1968	1969	1970
Cyril Uwins Cup (Best distance)	Peter Scott/ Derek Stowe	Tony Gaze	Keith Aldridge	Tom Bradbury	Peter Scott	Mark Westwood	Keith Aldridge	Dave Braham	Howard Johns	Stuart Waller
Rex Young Trophy (Best progress by a beginner)	Jane Warter	Maurice Ford	Bill Malpas	Theo White	Barry Walker	Arthur Duke	Mike Ross	Tony Gillett	Yves Muller	John Mast
Evening World Trophy (Greatest gain of height)	Tom Bradbury	Tom Bradbury	Tom Bradbury	Ron Sandford	Colin Pennycuick	Ron Sandford	Mike Harper	Jim Webster	Tom Bradbury	Peter Philpott
Guinness Trophy (Most meritorious cross-country in a Club glider)	-	Noel Baker	Jim Stuart	Jim Webster	Jim Webster	Jim Webster	Jim Stuart	Ted Aylett	Harold Jefferies	Mike Cleaver
Shaun de Salis Trophy (Best closed- circuit flight)	-	-	Alwyn Sutcliffe	Jane Warter	Colin Pennycuick	Colin Pennycuick	Jim Stuart	Mike Harper	Tom Bradbury	Tom Bradbury
Ladder Trophy (Winner of Club Ladder)	-	-	-	-	Colin Pennycuick	Colin Pennycuick	Colin Pennycuick	Mike Pope	Stuart Waller	Stuart Waller

10.29 Finance – Surpluses & Debts

Years Surpluses and Debts at the end of the year in £

Year End	Surplus	Kemsley Mortgage	Debts Development	SBAC Loan Debt
1960	167 ¹⁵⁷	2950	4132 ¹⁵⁷	
1961	536 ¹⁵⁷	2903	3771 ¹⁵⁷	
1962	196 ⁹			
1963	1003 ¹⁹			1334 (new loan) ¹⁹¹
1964	39 ⁹²			1067 ¹⁰³
1965	1,100 ^{103,116}	1749 ¹⁰³	2352 ¹⁰³	
1966	150 ¹¹⁶	Nil		
1967	795 ¹²⁹			
1968	Loss 520 ¹⁷⁴		1358 ¹⁷⁴	277 ¹⁷⁴
1969	1526 ¹⁷⁴		1018 ¹⁷⁴	final payment ^{139,141}
1970	1705 ¹⁷⁵		672 ¹⁷⁵	

10.30 Finance - Loan Notes £50 each

Number	Taken up	By
1	7/11/1965	Nancy Duggan
2	7/11/1965	Terry Adams
3	7/11/1965	Terry Adams
4	7/11/1965	John Greenhill
5	7/11/1965	John Greenhill
6	7/11/1965	Keith Aldridge
7	7/11/1965	Keith Aldridge
8	7/11/1965	Jeffry Tinkler
9	7/11/1965	Jeffry Tinkler
10	7/11/1965	Barry Walker
11	7/11/1965	Barry Walker
12	7/11/1965	Barry Walker
13	7/11/1965	Barry Walker
14	7/11/1965	Tony Pentelow
15	7/11/1965	Dave Leesor *
16	7/11/1965	Liz Leesor *
17	7/11/1965	Theo Sherwen

Number	Taken up	By
18	7/11/1965	Giles Bulmer
19	5/12/1965	Colin Pennycuick
20	5/12/1965	Barry Walker
21	5/12/1965	Jim Webster
22	5/12/1965	Jim Webster
23	5/12/1965	Barbara Webster
24	5/12/1965	Barbara Webster
25	5/12/1965	Trevor Foxen
26	5/12/1965	Trevor Foxen
27	1/2/1966	Tony Gaze
28	1/2/1966	Tony Gaze
29	6/3/1966	Bill Malpas
30	27/3/1966	Bob Perrott
31	27/3/1966	Bob Perrott
32	4/12/1966	Denis Corrick
33	4/12/1966	Denis Corrick

Note:

*As quoted in Ref 172; actually Don and Liz Leesor

10.31 References

Ref	Source	Digital Archive Location
1	Bulletin, July 1961	<Bulletins & Severn Skies>
2	Bulletin, February 1962	<Bulletins & Severn Skies>
3	Bulletin, August 1962	<Bulletins & Severn Skies>
4	Bulletin, September 1962	<Bulletins & Severn Skies>

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5	Bulletin, October 1962	<Bulletins & Severn Skies>
6	Bulletin, November 1962	<Bulletins & Severn Skies>
7	Bulletin, December 1962	<Bulletins & Severn Skies>
8	Bulletin, January 1963	<Bulletins & Severn Skies>
9	Bulletin, April 1963	<Bulletins & Severn Skies>
10	Bulletin, May 1963	<Bulletins & Severn Skies>
11	Bulletin, June 1963	<Bulletins & Severn Skies>
12	Bulletin, August 1963	<Bulletins & Severn Skies>
13	Bulletin, September 1963	<Bulletins & Severn Skies>
14	Bulletin, October. 1963	<Bulletins & Severn Skies>
15	Bulletin, November 1963	<Bulletins & Severn Skies>
16	Bulletin, December 1963	<Bulletins & Severn Skies>
17	Bulletin, January 1964	<Bulletins & Severn Skies>
18	Bulletin, February 1964	<Bulletins & Severn Skies>
19	Bulletin, March 1964	<Bulletins & Severn Skies>
20	Bulletin, May 1964	<Bulletins & Severn Skies>
21	Bulletin, June 1964	<Bulletins & Severn Skies>
22	Bulletin, July 1964	<Bulletins & Severn Skies>
23	Bulletin, August 1964	<Bulletins & Severn Skies>
24	Bulletin, September 1964	<Bulletins & Severn Skies>
25	Bulletin, March 1965	<Bulletins & Severn Skies>
26	Bulletin, April 1965	<Bulletins & Severn Skies>
27	Bulletin, August 1965	<Bulletins & Severn Skies>
28	Bulletin, September 1965	<Bulletins & Severn Skies>
29	Bulletin, February 1966	<Bulletins & Severn Skies>
30	Bulletin, October 1966	<Bulletins & Severn Skies>
31	Bulletin December 1966	<Bulletins & Severn Skies>
32	Bulletin March 1967	<Bulletins & Severn Skies>
33	Bulletin November 1967	<Bulletins & Severn Skies>
34	Bulletin January 1968	<Bulletins & Severn Skies>
35	Bulletin July. 1968	<Bulletins & Severn Skies>
36	Bulletin October 1968	<Bulletins & Severn Skies>
37	Bulletin January 1969	<Bulletins & Severn Skies>
38	Bulletin March 1969	<Bulletins & Severn Skies>
39	Bulletin May 1969	<Bulletins & Severn Skies>
40	Bulletin July 1969	<Bulletins & Severn Skies>
41	Bulletin September 1969	<Bulletins & Severn Skies>
42	Bulletin November 1969	<Bulletins & Severn Skies>
43	Bulletin March 1970	<Bulletins & Severn Skies>
44	Bulletin May 1970	<Bulletins & Severn Skies>
45	Bulletin July 1970	<Bulletins & Severn Skies>
46	Bulletin November 1970	<Bulletins & Severn Skies>
47	Bulletin March 1971	<Bulletins & Severn Skies>
48	Bulletin May 1971	<Bulletins & Severn Skies>

Ref	Source	Digital Archive Location
49	"Shaw Slingsby Trust" - Sailplane & Gliding, February 1959	
50	"BGA Chairman's Report" - Sailplane & Gliding, April 1960	
51	"A New Flying Trust" - Sailplane & Gliding, June 1961	
52	"Club News" - Sailplane & Gliding, June 1961	
53	"Club News" - Sailplane & Gliding, August 1961	
54	"Qualifying Competitions", - Sailplane & Gliding, June 1961	
55	"Club News" - Sailplane & Gliding, October 1961	
56	"Club News" - Sailplane & Gliding, December 1961	
57	"Club News" - Sailplane & Gliding, October 1962	
58	"Club News" - Sailplane & Gliding, December 1962	
59	"Club News" - Sailplane & Gliding, February 1963	
60	"Club News" - Sailplane & Gliding, June 1963	
61	"Club News" - Sailplane & Gliding, August 1963	
62	"Club News" - Sailplane & Gliding, October 1963	
63	"Club News" - Sailplane & Gliding, December 1963	
64	"Club News" - Sailplane & Gliding, April 1964	
65	"Club News" - Sailplane & Gliding, August 1964	
66	"Club News" - Sailplane & Gliding, October 1964	
67	"Club News" - Sailplane & Gliding, December 1964	
68	"Shaw Slingsby Trust" - Sailplane & Gliding December 1964	
69	"Club News" - Sailplane & Gliding, February 1965	
70	"Club News" - Sailplane & Gliding, April 1965	
71	Shaw Slingsby Trust - Sailplane & Gliding June 1965	
72	"Club News" - Sailplane & Gliding, August 1965	
73	"Club News" - Sailplane & Gliding, February 1966	
74	"Club News" - Sailplane & Gliding, June 1966	
75	"Club News" - Sailplane & Gliding, October 1966	
76	"Club News" - Sailplane & Gliding, February 1967	
77	"Club News" - Sailplane & Gliding, August 1967	
78	"Club News" - Sailplane & Gliding, February 1968	
79	"Club News" - Sailplane & Gliding, December 1968	
80	"Club News" - Sailplane & Gliding, February 1969	
81	"Club News" - Sailplane & Gliding, April 1969	
82	"Chairman's Report" - Sailplane & Gliding, April 1970	
83	"Club News" - Sailplane & Gliding, October 1970	
84	"Club News" - Sailplane & Gliding, June 1971	
85	Committee Minutes, 12 th August 1964	<Club Minutes>
86	Committee Minutes, 26 th September 1964	<Club Minutes>
87	Committee Minutes, 15 th November 1964	<Club Minutes>
88	Committee Minutes, 6 th December 1964	<Club Minutes>
89	Committee Minutes, 10 th January 1965	<Club Minutes>
90	Committee Minutes, 21 st February 1965	<Club Minutes>
91	Committee Minutes, 21 st March 1965	<Club Minutes>
92	19 th AGM Minutes, 3 rd April 1965	<Club Minutes>

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93	Committee Minutes, 29 th April 1965	<Club Minutes>
94	Committee Minutes, 21 st May 1965	<Club Minutes>
95	Committee Minutes, 23 rd June 1965	<Club Minutes>
96	Committee Minutes, 3 rd Sept 1965	<Club Minutes>
97	Committee Minutes, 8 th October 1965	<Club Minutes>
98	Committee Minutes, 7 th November 1965	<Club Minutes>
99	Committee Minutes, 5 th December 1965	<Club Minutes>
100	Committee Minutes, 9 th January 1966	<Club Minutes>
101	Committee Minutes, 6 th February 1966	<Club Minutes>
102	Committee Minutes, 6 th March 1966	<Club Minutes>
103	20 th AGM Minutes, 2 nd April 1966	<Club Minutes>
104	Committee Minutes, 29 th April 1966	<Club Minutes>
105	Committee Minutes, 3 rd June 1966	<Club Minutes>
106	Committee Minutes, 30 th June 1966	<Club Minutes>
107	Committee Minutes, 29 th July 1966	<Club Minutes>
108	Committee Minutes, 2 nd September 1966	<Club Minutes>
109	Committee Minutes, 7 th October 1966	<Club Minutes>
110	Committee Minutes, 6 th November 1966	<Club Minutes>
111	Committee Minutes, 4 th December 1966	<Club Minutes>
112	Committee Minutes, 8 th January 1967	<Club Minutes>
113	Committee Minutes, 5 th February 1967	<Club Minutes>
114	Committee Minutes, 5 th March 1967	<Club Minutes>
115	Committee Minutes, 1 st April 1967	<Club Minutes>
116	21 st AGM Minutes, 1 st April 1967	<Club Minutes>
117	Committee Minutes, 6 th May 1967	<Club Minutes>
118	Committee Minutes, 9 th June 1967	<Club Minutes>
119	Committee Minutes, 7 th July 1967	<Club Minutes>
120	Committee Minutes, 11 th August 1967	<Club Minutes>
121	Committee Minutes, 13 th September 1967	<Club Minutes>
122	Committee Minutes, 13 th October 1967	<Club Minutes>
123	Committee Minutes, 19 th November 1967	<Club Minutes>
124	Committee Minutes, 15 th December 1967	<Club Minutes>
125	Committee Minutes, 14 th January 1968	<Club Minutes>
126	Committee Minutes, 18 th February 1968	<Club Minutes>
127	Committee Minutes, 15 th March 1968	<Club Minutes>
128	Committee Minutes, 30 th March 1968	<Club Minutes>
129	22 nd AGM Minutes, 30 th March 1968	<Club Minutes>
130	Committee Minutes, 26 th April 1968	<Club Minutes>
131	Committee Minutes, 24 th May 1968	<Club Minutes>
132	Committee Minutes, 5 th July 1968	<Club Minutes>
133	Committee Minutes, 2 nd August 1968	<Club Minutes>
134	Committee Minutes, 4 th October 1968	<Club Minutes>
135	Committee Minutes, 1 st November 1968	<Club Minutes>
136	Committee Minutes, 3 rd November 1968	<Club Minutes>

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137	Committee Minutes, 1 st December 1968	<Club Minutes>
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140	Committee Minutes, 9 th March 1969	<Club Minutes>
141	23rd AGM Minutes, 29 th March 1969	<Club Minutes>
142	Committee Minutes, 25 th April 1969	<Club Minutes>
143	Committee Minutes, 30 th May 1969	<Club Minutes>
144	Committee Minutes, 4 th July 1969	<Club Minutes>
145	Committee Minutes, 1 st August 1969	<Club Minutes>
146	Committee Minutes, 12 th September 1969	<Club Minutes>
147	Committee Minutes, 2 nd November 1969	<Club Minutes>
148	Committee Minutes, 30 th November 1969	<Club Minutes>
149	Committee Minutes, 4 th January 1970	<Club Minutes>
150	Committee Minutes, 6 th February 1970	<Club Minutes>
151	Committee Minutes, 6 th March 1970	<Club Minutes>
152	Committee Minutes, 7 th June 1970	<Club Minutes>
153	Committee Minutes, 20 th September 1970	<Club Minutes>
154	Committee Minutes, 7 th November 1970	<Club Minutes>
155	Club Membership, 1961	< Club Membership>
156	Club Membership, 1962	< Club Membership>
157	Club Accounts, 1961	<Club Accounts>
158	Shaun de Salis	<Miscellaneous>017
159	"Bristol Hot Air Group and Cameron Balloons" - Don Cameron	<Library>
160	" South Hangar History " - Tony Pentelow	<Miscellaneous>031
161	" South Hangar History " - Tony Pentelow	<Miscellaneous>031
162	"BGGC Treasurer" - Chris Day, 1969-1972	<Library>
163	Membership Lists	< Club Membership >
164	"Insurance Certificate" - from Sedgwich Collins, May 1964	<Miscellaneous>108
165	"Deed of Discharge" - from Shaw Slingsby Trust, 21 st April 1963	<Miscellaneous>109
166	Letter - Ivor Shattock to Alwyn Sutcliffe, 18 th September 1963	<Miscellaneous>113
167	Nympsfield Tug Registrations	<Miscellaneous>116
168	Accident, Tiger G-AODR – James Stuart-Menteth, 18 th September 1961	<Accidents>
169	Letter - Slingsby to Sutcliffe, 29 th August 1962	<Miscellaneous>114
170	Accident, Tiger G-AODR, 23 rd July 1959	<Accidents>
171	Accident, Kite 2, 9 th February 1964	<Accidents>
172	Letter - to Price Forbes & Co, 2 nd June 1964	<BGC Company Docs>
173	Contract - Loan Note, 1965	<BGC Company Docs>
174	Club Accounts, 1969	<Club Accounts>
175	Club Accounts, 1970	<Club Accounts>
176	Ken Brown, recollection, 2009	
177	Doug Jones, personal communication, 2009	

Ref	Source	Digital Archive Location
178	Tony Pentelow, personal communication	
179	Peter Philpott, personal communication, 2009	
180	Arthur Duke, personal communication, 2008	
181	Martin Corrick, personal communication, 2009	
182	Flying Log - Doug Jones	
183	Flight Magazine, 21 March 1963, p397	<Press & Magazine Cuttings>
184	Accident, Tiger Moth, Civil Aviation Publication 181, 18 th September 1961, p34	<Accidents>
185	Accident, Swallow, Civil Aviation Publication 358, 3 rd July 1970, p44	<Accidents>
186	Chris Day, personal communication, 2009	
187	Flight Magazine, 13 th July 1967, p54	<Press & Magazine Cuttings>
188	Flight Magazine, 21 st May 1962, p868	<Press & Magazine Cuttings>
189	Roger Barnett, personal communication, 2009	
190	Ted Chubb, personal communication, 2009	
191	SBAC Private Flying Loan Fund Minutes - National Aerospace Library, 19 th September 1963	<Miscellaneous> 132
192	Barry Walker, personal communication	
193	Peter Bray, personal communication	
194	BGA Register	
195	Quotation – Northampton Foundry, Water Tank, 11 th July 1962	<Miscellaneous> 139
196	"Gloucestershire Aircraft Accidents" – R. Cawsey , 1960-2004	<Accidents>
197	BGC Project File 1 item 8	Not scanned
198	BGC Project File 1 item 7	Not scanned

10.1 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
87	Denis Corrick	Martin Corrick	<Photographs>4336
88	Ted and Lucy Chubb	Bet Samuels	<Photographs>0808
88	Nancy Duggan controlling traffic	Bet Samuels	<Photographs>0879
88	The water tank on the toilet block roof	Richard Sanderson	<Photographs>4154
89	Tony Pentelow	Tony Pentelow	<Photographs>00097
89	Adjusting the steel work	Tom Bradbury	<Photographs>2748
89	The finished hangar	Tony Pentelow	<Photographs>00088
90	Ray Jefferies	Ken Brown	<Photographs>00172
91	Tony Gaze	Bet Samuels	<Photographs>0917
91	Rosemary Storey	Ken Brown	<Photographs>00143
91	John Firth	Unknown	<Photographs>1944
91	Trailers waiting in lay-by - 1959	Unknown	<Photographs>1545
91	Alwyn Sutcliffe	Unknown	<Photographs>1938
92	Reception of new Swallow	Alwyn Sutcliffe	<Photographs>1857

Page	Description	Source	Digital Archive Location
92	The T49 having a daily inspection	Unknown	<Photographs>1921
92	Tiger Moth G-AODX	Tom Bradbury	<Photographs>2666
92	Tony Gaze's Auster Tugmaster G-ARRX	Jane Randle	<Photographs>2430
93	Tim Bradbury	Tom Bradbury	<Photographs>2747
93	Ron Lewis	Gordon Fisher	<Photographs>0767
93	Retrieving the Tiger after its out landing	Unknown	Unknown
93	Retrieving the Prefect	Liz Saint	<Photographs>1320
94	Olympia instrument panel	Tom Bradbury	<Photographs>2770
95	Director Denis Corrick with June Stanier at an open-air briefing 1962 competition	Tom Bradbury	<Photographs>2677
95	An early electronic calculator used for scoring	Tom Bradbury	<Photographs>2670
96	Guinness trophy	Unknown	<Photographs>1487
	Shaun de Salis trophy	Unknown	<Photographs>1489
96	Ladder trophy	Unknown	<Photographs>1491
96	Western Regionals cup	Unknown	<Photographs>1497
97	Brian Mumford	Jenny Mumford	<Photographs>0785
97	The diesel winch	Unknown	<Photographs>0770
98	Denis Corrick	Jane Randle	<Photographs>2434
98	Guy Harris with passenger	Guy Harris	<Photographs>01063
98	Tom Parkes	Ken Brown	<Photographs>00009
98	Gordon Fisher	Lucy Chubb	<Photographs>00124
98	Peter Collier & Peter Scott	Wally Kahn	<Photographs>1730
98	Peter Etheridge	Bet Samuels	<Photographs>0816
99	The field showing north return track and empty caravan site - approx. 1961	Tom Bradbury	<Photographs>2638
99	The field showing puddles on the winch track, including the partially drained one at the narrowest part of the field. Also shown is the north return track and the dips in the field contour - approx. 1969	Tom Bradbury	<Photographs>2763
100	Nella	Ken Brown	<Photographs>00167
100	Grilled pig	Ken Brown	<Photographs>00169
100	Members repairing the Prefect wing	Tom Bradbury	<Photographs>2576
101	Early research	Simon Chadwick	<Photographs>2252
101	The Bristol Belle	Tom Bradbury	<Photographs>2772
103	Skylark 3 BGA 996 wings in build, with Tony Pentelow & Tony Saint	Tom Bradbury	<Photographs>2619
103	Skylark 3 BGA 996 in flight	Tom Bradbury	<Photographs>2663

Page	Description	Source	Digital Archive Location
103	Peter Scott's Olympia 419	Tom Bradbury	<Photographs>2683
103	.. and HP14	Gordon Fisher	<Photographs>0746
104	The new Rhubarb and Custard before having its competition number painted	Unknown	Unknown
104	Tony Gaze's Ka6cr	Jane Randle	<Photographs>2426
104	Tony Gaze's Standard Austria	Bet Samuels	<Photographs>0911
104	Olympia 463 Competition Number 401	Tom Bradbury	<Photographs>3057
104	Dart 17R Competition Number 257	Frank Dent	<Photographs>1390
105	Standard Austria Competition Number 57	Unknown	<Photographs>1967
105	Mike Pope's Dart being rigged	Doug White	<Photographs>1987
105	Peter Philpott in the Scud before its rebuild	Bet Samuels	<Photographs>0891
105	The Scud	Bet Samuels	<Photographs>0894
106	George Upson in Ka6cr 495	Ken Brown	<Photographs>00194

11. NYMPFIELD - 1971 TO SPRING 1977 THE HARPER YEARS

11.1 Introduction

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.

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, belonging to an active and lively glider syndicate. He had directed the Club's regional competitions for several years and assisted his wife Jane, who issued the Club's two-monthly Bulletin from 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 digging.⁹³

During his five years in office some of the main developments included; the provision of mains water, a new aviation refuelling point near the main hangar, 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. 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 aircraft.¹⁰⁴ 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 caravan site and the provision of mains water.

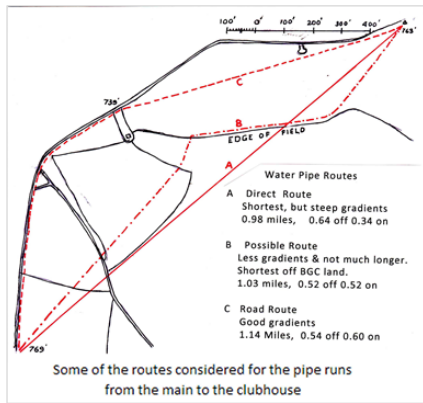


Mike Harper on right with Robbie Robertson

11.2 Mains Water

The system of pumping water up from the spring in the valley was not ideal. The supply was only marginally enough for the Club's needs and required constant climbs up and down the hill to switch the pump on. 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 site, and in 1971 Chris Day, as treasurer, prepared an application to the Sports Council for a grant towards the cost.^{84,96} Mike Harper applied to the Gloucestershire Playing Fields Association for another grant towards the work, but they did not provide grants for this kind of project.⁸ 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 6,016 feet from the clubhouse.¹³ The initially estimated cost of the piping was around £1,400, with another £481 for fittings. The Water Board was unwilling to help with any of the cost. Mike contacted all the landowners who would have to be asked for easements for the pipe run, and also confirmed that the electricity, gas and phone authorities had no problems about the routing.¹⁴ The finalised forms were submitted to the Sports Council in August 15th and a month later approval was received for a grant of £1,040. This was half the estimated total cost of the work.¹⁶ At this stage the fittings had been bought and tenders had been invited for the work of laying the pipe.¹⁶ It was finally agreed to route the pipe along the B4066 verge to avoid any problems with obtaining wayleaves.¹⁷ Mary Wooldridge, who owned some of the fields along the B4066, agreed to join the scheme and contributed £201 towards the cost of the fittings.¹⁸ The installation work was carried out in January 1973. Tony Pentelow, who as manager was overseeing the work, was keen that the caravan park should be developed and made sure that a branch pipe was laid to the park.¹⁰⁸ The final cost was £2,321 and the grant received was £1,162.^{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 wayleave and interference, 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, 113}



Routes considered for the pipe runs



Tony Pentelow

11.3 Modifications to the Bar and Heating Arrangements

The original bar store, which housed reserve bar stocks and beer kegs, was rather inconveniently placed along a short narrow passage way some distance from the clubhouse door. In addition, the clubhouse door was some distance from the nearest access for vehicles. 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 modification.⁹⁹ 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 clear out the ashes. For the wood burning fire, a fair amount of manual work was involved 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 bar.⁹⁹

Initial investigations into possible central heating systems were started early in 1972, but details were still not finalised in May 1973.^{8,26} However, Whitbread's Brewery were approached for a loan to finance the central heating and bar re-build in September 1972, with an encouraging response.¹⁶ Work on the bar store was under way in June 1973, with Keith Aldridge overseeing the work in the bar.^{18, 27} In August, Stan Lewington put down a concrete plinth for a gas tank supplied by British Petroleum, and the final central heating installation in the clubhouse was done by Howard Johns in November.^{29,33} The external chimney remained in place for a while longer, but was not functional.

The Whitbread loan was for £1,500, and carried the condition that only Flowers beer would be sold in the bar until the loan was repaid.⁷¹



Keith Aldridge



Interior of revised bar



View over car park showing gas tank - late 1973



New bar store

11.4 New Avgas Tank

In 1973 it was decided that the Club required additional Avgas (aviation fuel) storage, and plans were drawn up for a new tank to be sited opposite the workshop, clear of the apron.²⁶ A 1,300 gallon tank was bought from Watkins of Coleford for £150.^{32,105} The hole for the tank was machine-dug towards the end of the year.³³ The concrete base was not laid until May 1974, but the installation was complete in time for Euroglide in August.^{38,39,41} The old tanks at the gate were still in existence, though later references were only to one tank, in June 1976 the local fire officer recommended that it should be filled in or used for diesel.⁴⁵

The pump became unserviceable and 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 hangar.⁶⁸

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 1977.⁶⁸ 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 disappeared.⁹⁷



New tug refuelling station

11.5 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 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" and got an estimate from the Midland Electricity Board for supplying mains electricity to the park via Woodchester valley.^{80,81} His ideas included a swimming pool and even, presumably at a distance, a piggery.^{82,83} By the early 1970s, now as Club manager, Tony got Bob Parsons to take a series of near-vertical air to ground photographs of the site and its surroundings, he had a draft form of agreement between caravan owners and the Club drawn up, produced a costed work list for the upgrade and had had the site surveyed.^{16,85, 86,87} 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, 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 block.⁴⁸ This prefabricated building cost £1,445, and was chosen instead of Tony's design for one to be built by Club members.⁵² Planning permission was granted for 40 caravans in 1975, though the Club proposed to allow only 30.^{44,46}

The site was expected to cost £2,100 to set up, caravan owners were charged a one-off initial premium of £35 and an annual rent of £20.^{45,46} The number of caravans increased from five in 1974 to 22 in 1977.^{106,107}



Bob Parsons on right with Tony Pentelow



Caravan park - 1972



Caravan park - 1977

11.6 Proposed New Company Structure

Mike Harper was convinced that if ever a claim for damages against the Club was upheld, that 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 Proprietary 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 principle.⁴⁹ The details were worked out over the next year and the necessary resolutions to form the new company were passed at the 1976 AGM.⁶¹ The new structure came into force in April 1977.⁶⁶

11.7 Management

Mike Harper was keen to reduce the amount of paperwork done by volunteers, so in August 1971, Pat Hatcher was employed part time to do the book keeping, she worked about eight hours a week.^{3,5} 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 breakfasts.⁸⁹ See Section 11.33 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



Christmas dinner menu - 1973

By exercising better control of the bar, the profit was increased. While manager, Tony did much to implement the provision of the mains water supply and 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 done.¹⁰⁹ Mrs Smith and her daughter Nella were again directly employed to run the canteen at that time.³⁴ 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 time. He became full time manager in August 1974.^{32,41}

Mike was keen to employ an instructor to increase the flying, 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 advertised and Mike Munday was appointed in January 1974, and a residential caravan was bought for him.^{31,34,44,45}

Cyril Pugh continued to be employed to service the tugs, he also had permission to renovate a privately owned Tiger Moth in the hangar. He retired at the end of July 1976 and David ("Chalky") White took over the position.^{63,64}



Cyril Pugh at his leaving presentation



Chalky White

11.8 Aircraft

The Ka8 which had been ordered in 1970 was finally dispatched in August 1971. The Sports Council made a grant of £1,050, and the Club bought a secondhand trailer for it for £35.^{2,3} A minimum of 25 hours flying experience was set to convert to it, and at the same time, the hours requirement for the Olympia was reduced to 15.³

On the night of 15th June 1972 vandals broke into the hangar and damaged the T49, a foretaste of what was to come.¹²

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 £1,695.^{17,18} At the same time it was agreed to hire a canopied T21c

from the Halifax Club at £5 a 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 3rd 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 was that a tramp had dossed down in the hangar for shelter and had accidentally set fire to the glider.⁹⁹ However, during the following Sunday night, 6th / 7th May, one of the doors of the north hangar was forced open and a fire started.²³ Four members in the bunk house slept through this, but a passing motorist alerted the emergency services at around 5am and the fire brigade was called.^{72,73} But one Swallow, the Prefect, the Club's T21, 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 £8,600.^{23,72}



Tiger Moth after the fire



Halifax Club canopied T21

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 Crowland, and it was agreed that the Club would buy whichever of them was more suitable.²² It was also decided to buy a secondhand T21 which was for sale for £850, to order a new Bocian and a new Blanik for delivery in September.²³

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 ahead.²³ Thanks to the Cotswold Club and Oxford Club, who lent a Ka7 and a Ka13 respectively, the later courses were not greatly affected.²⁷ Other Clubs also offered help, including Lasham, who offered the loan of a tug and West Wales a T21 or T49.²³ Colin Pennycuik offered the use of his Super Cruiser tug.^{27,112} The Club was later also able to borrow a Blanik.²⁶

After a visit from the Insurance Assessor, it was confirmed that the insurance would cover the damage, and so the T21 and the Terrier for sale at Crowland were bought and deposits were paid on the Bocian and Blanik.^{26,24} The T21 was on site by the 26th May, and Dave Braham fitted a dual spoiler lever system to it.³⁴ The Terrier arrived by the middle of June.²⁷ 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 Scott.²⁶



Terrier G-ASKJ



K2 Syndicate two-seater

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 and they finally made him a grant of £500.^{23,24,26,27,32}

For a short while, some private owners took their gliders off the site.⁷³

A police investigation failed to discover any leads.

The local Police Crime Prevention Officer came to the Club on 19th May to advise what security precautions were available, following this it was decided to install an alarm system on the workshop door.^{25,27} The north hangar doors were immobilised when closed by shackling them to a chain stretched across the front of the hangar.⁹⁹ For the south hangar, an alarm system involving UV beams was installed, 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.²⁷

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 £461.³⁷

With the arrival of the Bocian in June and the Blanik in September, Club operations returned to normal, though with most of the instruction now being given in tandem two-seaters.²⁸

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 canopy.⁹⁹ It had a glide angle of about 1:26.¹⁰⁰

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 either so as to standardise training.^{06,99} It had a glide angle of about 1:28.¹⁰⁰



Bocian



Blanik

The committee accepted an offer of £1,400 for the Skylark 2 in May 1973 and it left the site in August.^{26,29}

The Club bought the Auster salvage for £300.²⁶ It was considered to be repairable, but a few months

later its engine was transferred to the Terrier, which had developed a cracked crank case.²⁸ Although various people proposed to renovate the Auster it was never made airworthy again.^{45,69,101}

As a replacement for the second tug which had been burnt, the Club ordered a former Belgian military Super Cub in September 1973.³⁰ 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 16th 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}



Super Cub G-BCFO

The Terrier suffered a broken undercarriage leg, due to fatigue failure in May 1974, but was back in service in mid-August thanks to a repair by Ron Lewis and Ted Waterman. Tony Gaze continued to provide tows when the Club's tugs were not serviceable.^{38,39,40, 41}

The Blanik was written off on the 12th August 1974 and a replacement was obtained new by November that year.^{41,42,110}

An additional Swallow was bought in June 1975 for £1,350. It was decided to sell the Olympia that November, it was finally bought around Easter time 1976 and collected by a purchaser, who paid a surprised Keith Aldridge with a wad of used notes.^{52,55 97}

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.

11.9 Flying

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, the new tenant of the Rose and Crown did not wish to continue the previous arrangement.⁷ In 1972, following a suggestion from Derek Vennard, it was decided to introduce aerotowing on the courses in addition to the usual winch launching.⁷ 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 members.⁹⁶ 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 allow.⁶ The downside of this was that with the longer flights and less ground work involved with aerotowing, there was less bonding between the course members through shared activities, and also a daily reminder of cost, as launches were charged each day.⁹⁹ In spite of this the courses continued to be well supported.⁹⁸ 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 food.⁹⁶

In 1976, the committee made a policy decision that when suitable improvements had been made to the clubhouse facilities, future courses would be accommodated and catered for in the clubhouse, instead of using local hotels,⁵⁷ However, the planned clubhouse improvements had to be postponed because of the financial situation at the end of that year.⁵⁸



The best available contemporary picture of the Kings Head



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 1958.²⁸

In 1974 the Club hosted Euroglide, a competition sponsored by the Daily Telegraph to encourage European pilots to come to compete in the UK.³⁷ It was held at different sites each year. In 1974 there were seven foreign and twenty-eight British entrants.⁴⁰ 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 £1,000 each from the Telegraph and the British Gliding Association (BGA) for running the event and also had the loan of a caravan with light signals.⁴⁰

The number of entrants flying in the Regionals steadily increased from 19 in 1971 to 40 in 1976.^{79,102} Dave Wales took over the direction of the competitions from Mike Harper in 1976.⁵⁷



Pat Jones ran control for many years



Doug White Launchpoint marshal



Jane Harper, competition secretary



The start line tower



The Euroglide Daily Telegraph pavilion

Launchpoint organisation and log keeping continued to be somewhat haphazard and a launchpoint organiser scheme was tried in 1973.²⁸ 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 landing.⁴¹ 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. The pilot held up one finger for "Take Up Slack" and two fingers for "All Out".⁹² Stop was supposed to be indicated by releasing the cable, though it was not defined what the signal was if the release did not function.^{97,99} Up to 1975, signalling to the winch driver had been almost exclusively by bat. Light signals, provided by car headlights were used only in difficult light conditions. But in 1975, an instructors' meeting proposed that the Club should go over exclusively to light signals.⁴⁷ However signalling by bat did continue after this.⁹⁷

Another national change was the introduction of the USTAL pre-landing check in 1974.⁹⁴ 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, position and assessing the landing area. Opinions among the instructors were divided.⁹⁹

Mid-week instructional evening parties were continued. For a while early morning parties were run on Saturdays, with the participants staying at the Club Friday night.^{39,65} In 1972 and 1973 Tony Pentelow ran evening parties for local schools.^{12,22,76}

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 1975, as it was thought that the risk of a large numbers of gliders having to land at once was remote.⁴⁷ Most of the new gliders were glass fibre; Libelles, Kestrels and Cirruses, but there were still a few wooden ones and two-seaters. See Section 11.20.



Tom Bradbury



Ron Sandford

Notable achievements in the period were the first 500 Km triangle from the site, which was flown by Tom Bradbury on 29th May 1974, and Ron Sandford winning the Standard Class Nationals in 1975.^{49,52,78}

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 resulted in the Government introducing legislation, under which businesses were allowed to use any form of energy only on three days in any week. As part of this policy, all private flying was banned on Sundays from the 16th December.⁹⁴ After representations from the BGA, first winch launching was allowed from January 1974 and the whole restriction was lifted on the 15th February.⁹⁵ While the restrictions were in place, an arrangement was made with the Cotswold Club that any of their members could fly mid-week at Nympsfield at normal rates without additional fees.³⁴

A new Trophy was inaugurated in 1973, in memory of Lt Colonel 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.



Don Tapp on right, with Gordon Fisher

11.10 Winches

In the spring of 1971, the Club was operating three winches, the Garnett 2 Drum having gone out of use towards the end of the 1960s.¹⁰ These were the Mumford winch and the two diesel winches, known as the lorry winch and the balloon winch.³⁵ These all gave poor launches, 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 engine.⁴ This work was done by Club members and completed by April 1972.¹⁴ A new engine was also fitted to the Lorry winch at the same time, but it was still under-powered.^{11,97}

New solid roller boxes were fitted to the winches and reduced the number of cable breaks.¹⁰ 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 flywheel.¹¹ 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 slow.²¹ It was to have a Perkins P6 engine, a torque converter and a Jaguar automatic gearbox.⁹⁷ By the summer of 1975 a lorry was bought to house it and the gearbox bought by the end of that year so that the actual assembly could start, but it was still unfinished in the spring of 1977.^{52,54} 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}

11.11 Vehicles

The Land Rover was sold in early 1971 and a dumper truck bought.^{10, 88} 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 and in 1974 to have its engine re-bored.^{19,29,36,43} A second dumper was bought in the spring of 1977.



Yellow dumper with juvenile crew

Both the tractors which the Club had in 1971 were replaced during this period.^{1,9} The first "blew up" in January 1972, its replacement, which was fitted with a bucket, cost £190.⁷ The second was replaced in May 1975.⁵¹ Neither of the replacements came fitted with cages and these were added in 1976.^{53,63}

A new trailer was built in 1972 to accommodate both the T49 and T21, replacing the trailer that Jack Houghton had built for the T21 in 1954, which was sold.¹⁷ After the fire had destroyed the syndicate Ka13, the Club bought its trailer for the Club's new two-seaters.³⁸

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 1973, and was extended a little later to incorporate a general winch servicing trolley.^{8,9,21,29}

11.12 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, known at that time as the barn. Conflicting 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 White, and was left unrepaired.⁹⁷ As a result the walls gradually disintegrated.⁹⁹



Rubbish burning in the quarry

At some time in this period, the quarry, which had a pleasant grassed area on its floor 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 rubbish.⁹⁹ In October 1976, the committee informed Stroud District Council that they intended to fill it in and sometime later, several loads of poor quality top soil were tipped into it.⁵⁴ It continued to be used as a rubbish dump.⁹⁹

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}

11.13 Finance

The Club was affected by a number of external events and trends which had an impact on its financial situation. Foremost amongst these was the high inflation rate which persisted throughout the early 1970s and beyond, between April 1971 and 1977 prices more than doubled. This inevitably resulted in frequent increases in subscription rates and flying charges.⁵⁴ See Section 11.30. In 1973, VAT was introduced and 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,
secretary for much of the period**



**Norman Harris, seen in a Tutor,
treasurer for much of the period**

Other short term effects were the postal strike in 1971 which affected course bookings for a while, the miners' strike and resulting three-day week in the winter of 1973/1974, which stopped Sunday flying for around 10 weeks.

In spite of these difficulties, the Club paid off the remainder of the Kemsley development loan in 1972. The last of the members' loan notes taken out in 1966 to pay off the Kemsley mortgage, were redeemed in October 1975.⁵⁴ 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 £1,500 loan from the Whitbread brewing company to re-arrange the bar.

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 introduction of a new till, it was evident that some £4,500 was unaccounted for over the two years, it was concluded that the money had been stolen.^{46,58} Although this was reported to the police, who mounted an investigation, no culprit was identified. An Emergency General Meeting was called on 31st December 1975, to consider a proposal to increase the Club's overdraft limit.⁵⁸ The chairman and treasurer both came in for criticism at this meeting, both offered their resignations but the meeting voted not to accept them.⁵⁸ An increase in the Club's overdraft with Lloyds Bank was arranged, with 10 Club members each guaranteeing £400 of the debt.⁶⁰ Neither the chairman nor the treasurer stood for re-election at the following AGM in March

1976, 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 found.⁶² Because of these losses plans for an enlargement to the north hangar, an enlarged bunkhouse and toilet block were postponed.⁵⁸ The Club's indebtedness at the end of 1976 stood at just over £10,000. However, a trading surplus of £743 was made that year.⁶⁶

With the general poor financial position at the end of 1975, Mike Munday's contract was terminated early in 1976.⁵⁹ Mrs Smith was persuaded to take responsibility for the canteen.⁶⁰

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 in 1974, but existing launch tickets remained valid.^{36,97} Some members ran up large debts and penalty pricing was introduced in September 1975, but the penalties were seldom if ever actually applied.^{53,97}

11.14 Affiliated Clubs

The gliding Clubs of the Bristol Aeroplane Company and Smiths Industries, which had provided the Club with valuable young engineering members throughout the early post war years and early days at Nympsfield, had gradually trimmed down their activities during the 1960s and both stopped operating in the early 1970s. 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 rates.⁹ This system did not work well and from October the students just joined as Youth Members.¹⁷ Also, in the following year the Club affiliated with the Central Electricity Generating Board Gliding Club, with their members paying full rates, though it is not clear how long this arrangement lasted.²⁸

11.15 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 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.

11.16 Social Activities

The first Club dinner dance was held at the Hare and Hounds at Westonbirt in 1971 and this became an annual event.⁵ Bonfire night parties continued with multi-stage rocket competitions.¹ However, the breathalyser began to make itself felt, and there tended to be less singing and music in the bar at weekends.

11.17 Hang Gliding

In 1971, Ann Welch had seen photographs 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), Les 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 23rd April 1972 they made the first attempts to fly it on the slope of Cam Long Down.⁹⁰ 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 the 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. From the publicity this gave them, they had 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 wings.¹⁰³ 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.



Geoff McBroom's original hang glider at Ditchling Beacon

11.18 Conclusion

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.

11.19 Club Glider Details

Type	BGA #	Comp #	Origin	Disposal in Period
Prefect	720		Brought from Lulsgate	Lost in fire 7 th May 1973
Olympia	504	14	Brought from Lulsgate	Sold in 1976
T21b	616		Brought from Lulsgate	Lost in fire 7 th 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 £1,667	Lost in fire 7 th May 1973
Swallow	1182		Bought June 1970 from Handley Page for £450	Lost in fire 7 th May 1973
Ka8	1653		Bought new in August 1971 for £2,068 with £1,050 Sports Council grant	
Skylark 4	1161	328	Bought November 1972 from Lasham for £1,695	
T21(canopied)	1388		On Hire from Halifax GC	Lost in fire 7 th May 1973
T21	1000		Bought May 1973 for £850	
Bocian	1901		Bought June 1973 for £2,583	
Blanik	1918		Bought September 1973 for £3,240	Written off 12 th August 1974
Blanik	2008		Replacement for above £3,850	
Swallow	1331		Bought secondhand June 1975 for £1,350	

11.20 Private Glider Details

As in previous years, there are no definitive lists of the private gliders on site. The following information has been pieced together from 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.

Type	BGA #	Comp #	Origin / Owners	Disposal in Period
Skylark 2c	778	33	Bought February 1957 by Ken Brown, Dr Ensel, Gordon Fisher, Mike Garnett, Norman Greenwood, Ted Holmes, Bob Perrott, Don Tapp	Sold early 1977
Skylark 3F	996	180	Bought in 1969 from Doug Jones & Tony Pentelow. 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 in 1966 by Tony Gaze	Exported Australia 1978
Dart 17R	1333	257	Joe Grimes and Rod Barrett	Sold in November 1971

11.21 Tug Details

Type	Reg#	Origin	Disposal in Period
Tiger Moth	G-AODX	1962 Replacement for G-AODR	Lost in fire 7 th May 1973
Auster 6A	G-ASIP	Bought in spring 1967	Lost in fire 7 th May 1973
Beagle Terrier	G-ASKJ	Bought 30 th 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	

11.22 Vehicle Details

Type	Origin	Disposal in Period
Land Rover 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 in January 1972 for £190	
Tractor	Bought in May 1975	

Type	Origin	Disposal in Period
Yellow dumper	Bought in 1971 for £130	

11.23 Winch Details

Type	Origin	Disposal in Period
2 Drum	Built by Club in service in August 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	

11.24 Trailer Details

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

11.25 Caravan etc. Details

Type	Origin
Ladies' bunkhouse.	
Instructors caravan	Bought in 1974 for Mike Munday
Avgas tank nr North Hangar	Installed 1974 for £154

11.26 Presidents, Club Officers & Committees

Role	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	Mike Harper					Keith Aldridge
Secretary	Brian Mumford	Delwyn Farrall		Del.Farrall/ Peter Bray ¹	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 Jefferies ²	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 Aldridge ¹		
CFI	Ron Sandford	Tony Pentelow	Tony Pentelow	Doug. Jones	Doug Jones / Howard Johns	Howard Johns
Aircraft Engineer	Doug Jones				N/R	
Vehicle Engineer	Gordon McConville		Not recorded but probably Gordon McConville			Ray Jefferies
Course Secretary	Tim Bradbury			Tim Bradbury & Mike Munday	Tim Bradbury & Dave Millett	Dave Millett
Assistant Treasurer	Norman Harris	N/R		Robbie Robertson		

Role	1971/72	1972/73	1973/74	1974/75	1975/76	1976/77
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	
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 ³	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	N/R	Geoff McBroom / Peter Bray

Note:

N/R = Not recorded

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 on the committee.

³ D. Coventry was a winch driver, not a tug pilot.

11.27 Membership Statistics

Category	1971	1972	1973	1974	1975	1976
Flying	243	216	222	213	232	228
Associate	64	55	62	55	54	61
Total	307	271	284	268	286	289

Note:

The figures in table should be treated with some reserve, they are taken from Sailplane & Gliding, but 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.

11.28 Aircraft Statistics

Category	1971	1972	1973	1974	1975	1976
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

Note:

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

11.29 Flying Statistics

Category	1971	1972	1973	1974	1975	1976
Launches –S&G	7569	7574	6686	6330	7120	6587
Launches - Club	7324	7596	6548	6470	7063	7324
Hours – S&G	1887	2138	3155	3513	4447	4456
Hours -Club	1582*	1750*	3086	3698	4826	1582*
Cross-Country Km	4134	3488	22,591	53,144	33,868	48,416

Note:

* These hours exclude courses and competitions

The figures in the table should be treated with some reserve. There is a difference between the figures taken from Sailplane & Gliding and Club records for the period.

It should be noted that the cross-country kilometres quoted 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.

11.30 Subscription Fees

Category	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

Category	1971/72	1972/73	1973/74*	1974/75	1975/76	1976/77
Youth (under 22)	£9.00	£9.00	£10.50	£12	£15	£15
Associates: Male	£1.50	£1.50	£1.75	£1.75	£1	£5
Associates: Lady	50p	50p	60p	60p	£1	£5
Associates: Junior						£1

Note:

*VAT at 10% was introduced in April 1973.

11.31 Flying Charges

Category	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

Note:

*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.

11.32 Trophy Winners

Category	1971	1972	1973	1974	1975	1976
Cyril Uwins Cup (Best distance)	Derek Vennard	Ron Sandford	Ron Sandford	Tom Bradbury	Tony Pentelow	Tony Pentelow
Rex Young Trophy (Best progress by a beginner)	Not presented	Chris Wales	Brian Curtis	Derek Giles	A Verney	Ken Barker
Evening World Trophy (Greatest gain of height)	Tom Bradbury	George Upson	Dave Braham	Ron Sandford	Robbie Robertson	N/R
Guinness Trophy (Most meritorious cross-	John Mast	Santiago Cervantes	Howard Johns	John Mast	Brian Curtis	Dave Millett

Category	1971	1972	1973	1974	1975	1976
country in a Club glider)						
Shaun de Salis Trophy (Best closed-circuit flight)	Derek Vennard	Keith Aldridge	Derek Vennard	N/R	N/R	N/R
Ladder Trophy (Winner of Club Ladder)	Derek Vennard	Ron Sandford	Howard Johns	N/R	N/R	N/R

Note:

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.

11.33 Typical Canteen Menu 1972-1973

SATURDAY 22nd. JANUARY 1972		
LUNCH 1.00 pm approx.		
	<i>Oxtail Soup</i>	<i>5p</i>
	<i>Irish Stew, Potatoes</i>	<i>30p</i>
	<i>Creamed Rice And Jam</i>	<i>5p</i>
TEA 4.00-4.30 pm	<i>Bread & Butter, Cakes Etc. At Usual Prices</i>	
SUPPER 7.30 pm		
	<i>Spaghetti Bolognaise</i>	<i>25p</i>
SUNDAY 23rd. JANUARY 1972		
BREAKFAST 8.00-8.30		
	<i>Cornflakes, Bacon, Egg</i>	<i>20p</i>
	<i>Toast, Tea</i>	
LUNCH 1.00 pm approx.		
	<i>Thick Vegetable Soup</i>	<i>5p</i>
	<i>Steak & Kidney Pudding</i>	<i>30p</i>
	<i>Boiled Potatoes, Carrots</i>	
	<i>Strawberries & Cream</i>	<i>5p</i>
TEA 4.00-4.30 pm	<i>Bread & Butter, Cakes Etc. At Usual Prices</i>	
COFFEE 4p CUP OF TEA 3p		
Cup Of Tea Free With 3 Course Lunch Only		

11.34 References

Ref	Source	Digital Archive Location
1	Committee Minutes, 7 th May 1971	<Club Minutes>
2	Committee Minutes, 9 th July 1971	<Club Minutes>
3	Committee Minutes, 6 th August 1971	<Club Minutes>
4	Committee Minutes, 10 th September 1971	<Club Minutes>
5	Committee Minutes, 8 th October 1971	<Club Minutes>
6	Committee Minutes, 20 th November 1971	<Club Minutes>
7	Committee Minutes, 8 th January 1972	<Club Minutes>
8	Committee Minutes, 5 th February 1972	<Club Minutes>
9	Committee Minutes, 4 th March 1972	<Club Minutes>
10	Committee Minutes, 8 th April 1972	<Club Minutes>
11	Committee Minutes, 21 st April 1972	<Club Minutes>
12	Committee Minutes, 20 th May 1972	<Club Minutes>
13	Committee Minutes, 23 rd June 1972	<Club Minutes>
14	Committee Minutes, 26 th October 1972	<Club Minutes>
15	Committee Minutes, 25 th August 1972	<Club Minutes>
16	Committee Minutes, 23 rd September 1972	<Club Minutes>

Ref	Source	Digital Archive Location
17	Committee Minutes, 26 th October 1972	<Club Minutes>
18	Committee Minutes, 2 nd December 1972	<Club Minutes>
19	Committee Minutes, 6 th January 1973	<Club Minutes>
20	Committee Minutes, 3 rd February 1973	<Club Minutes>
21	Committee Minutes, 3 rd March 1973	<Club Minutes>
22	Committee Minutes, 5 th May 1973	<Club Minutes>
23	Committee Minutes, 7 th May 1973	<Club Minutes>
24	Committee Minutes, 12 th May 1973	<Club Minutes>
25	Committee Minutes, 19 th May 1973	<Club Minutes>
26	Committee Minutes, 26 th May 1973	<Club Minutes>
27	Committee Minutes, 16 th June 1973	<Club Minutes>
28	Committee Minutes, 14 th July 1973	<Club Minutes>
29	Committee Minutes, 8 th August 1973	<Club Minutes>
30	Committee Minutes, 22 nd September 1973	<Club Minutes>
31	Special Committee Minutes, 27 th October 1973	<Club Minutes>
32	Committee Minutes, 3 rd November 1973	<Club Minutes>
33	Committee Minutes, 24 th November 1973	<Club Minutes>
34	Committee Minutes, 5 th January 1974	<Club Minutes>
35	Committee Minutes, 26 th January 1974	<Club Minutes>
36	Committee Minutes, 23 rd February 1974	<Club Minutes>
37	AGM Minutes, 29 th April 1974	<Club Minutes>
38	Committee Minutes, 3 rd May 1974	<Club Minutes>
39	Committee Minutes, 7 th June 1974	<Club Minutes>
40	Committee Minutes, 13 th July 1974	<Club Minutes>
41	Committee Minutes, 14 th August 1974	<Club Minutes>
42	Committee Minutes, 5 th October 1974	<Club Minutes>
43	Committee Minutes, 9 th November 1974	<Club Minutes>
44	Committee Minutes, 14 th December 1974	<Club Minutes>
45	Committee Minutes, 18 th January 1975	<Club Minutes>
46	Committee Minutes, 15 th March 1975	<Club Minutes>
47	Committee Minutes, 23 rd May 1975	<Club Minutes>
48	Committee Minutes, 5 th April 1975	<Club Minutes>
49	AGM Minutes, 5 th April 1975	<Club Minutes>
50	Committee Minutes, 26 th April 1975	<Club Minutes>
51	Committee Minutes, 17 th May 1975	<Club Minutes>
52	Committee Minutes, 26 th June 1975	<Club Minutes>
53	Committee Minutes, 12 th September 1975	<Club Minutes>
54	Committee Minutes, 12 th October 1975	<Club Minutes>
55	Committee Minutes, 15 th November 1975	<Club Minutes>
56	Committee Minutes, 6 th December 1975	<Club Minutes>
57	Committee Minutes, 17 th January 1976	<Club Minutes>
58	EGM Minutes, 31 st January 1976	<Club Minutes>
59	Committee Minutes, 14 th February 1976	<Club Minutes>
60	Committee Minutes, 20 th March 1976	<Club Minutes>

Ref	Source	Digital Archive Location
61	AGM Minutes, 27 th March 1976	<Club Minutes>
62	Committee Minutes, 10 th July 1976	<Club Minutes>
63	Committee Minutes, 14 th August 1976	<Club Minutes>
64	Committee Minutes, 11 th September 1976	<Club Minutes>
65	Committee Minutes, 5 th February 1977	<Club Minutes>
66	AGM Minutes, 16 th April 1977	<Club Minutes>
67	Preliminary Chairman's Report, 1977	
68	Committee Minutes, 28 th May 1977	<Club Minutes>
69	Committee Minutes, 5 th November 1977	<Club Minutes>
70	"BGGC Treasurer" - Chris Day, 1969-1972	<Library>
71	Deeds & Documents Relating to Land at Nympsfield - P Bray, 2007, issue 6	<BGC PTY Company Documents>
72	Mystery Fire Destroys Planes & Gliders" - Gloucester Citizen, 7 th May 1973	<Press & Magazine Cuttings>
73	"Glider Club Disaster" - Stroud News & Journal, 10 th May 1973	<Press & Magazine Cuttings>
74	"Gliding Club anger over water scheme" 1975	<Press & Magazine Cuttings>
75	Sailplane & Gliding, August 1971	
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95	Severn Skies, March 1974	<Bulletins & Severn Skies>
96	Chris Day, personal communication	
97	Graham Morris, personal communication	
98	Dave Barker, personal communication	
99	Ken Brown, recollection	
100	Wikipedia	

Ref	Source	Digital Archive Location
101	Aircraft Register - Civil Aviation Authority, G-INFO internet site	
102	Scoring book - Ken Brown	
103	"Hang Gliding, the very early days in the United Kingdom" - Geoff McBroom, British Hang Gliding History website, 2010	
104	Chairman's Report, 1974/75	<Club Minutes>
105	Treasurer's Statement, 31 st December 1973	<BGC PTY Company Documents>
106	Photograph - Aerial view of caravan site, 1974, Image 2833	<Photographs>
107	Photograph - Aerial view of caravan site, 1977, Image 2930	<Photographs>
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121	Routes considered for the pipe runs	Unknown	Unknown
121	Tony Pentelow	Tony Pentelow	<Photographs>3480
121	Keith Aldridge	Bernard Smyth	<Photographs>1356
121	Interior of revised bar	Unknown	<Photographs>3924
122	View over car park showing gas tank - late 1973	Jed Barrett	<Photographs>3912
122	New bar store	Ken Brown	<Photographs>00197
122	New tug refuelling station	Tom Bradbury	<Photographs>2837
123	Bob Parsons on right with Tony Pentelow	Bet Samuels	<Photographs>0809
123	Caravan park - 1972	Tony Pentelow	<Photographs>3469
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124	Mrs Smith persuaded onto a visiting horse	Mike Harper	<Photographs>3920
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124	Cyril Pugh at his leaving presentation	Robbie Robertson	<Photographs>00732
124	Chalky White	Sheila Morris	<Photographs>2366
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125	Halifax Club canopied T21	Doug White	<Photographs>1997
125	Tiger Moth after the fire	Derek Dye	<Photographs>1176
125	Halifax Club canopied T21	Doug White	<Photographs>2003
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126	K2 Syndicate two-seater	Frank Dent	<Photographs>1395
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126	Blanik	Sheila Morris	<Photographs>1735
127	Super Cub G-BCFO	Jed Barrett	<Photographs>3915
128	The best available contemporary picture of the Kings Head	Unknown	<Photographs>3922
128	First course tug pilot, Santiago Cervantes	Robbie Robertson	<Photographs>00720
128	Pat Jones ran control for many years	Ken Brown	<Photographs>00190
128	Doug White Launchpoint marshal	Robbie Robertson	<Photographs>00730
128	Jane Harper, competition secretary	Ken Brown	<Photographs>00192
129	The start line tower	Tom Bradbury	<Photographs>3035
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130	Don Tapp on right, with Gordon Fisher	Gordon Fisher	<Photographs>2193
130	Modified Mumford winch	Sheila Morris	<Photographs>2398
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131	Building the Whitbread winch	Jed Barrett	<Photographs>3908
131	Yellow dumper with juvenile crew	Robbie Robertson	<Photographs>00736
132	Rubbish burning in the quarry	Unknown	<Photographs>00552
132	Peter Bray, secretary for much of the period	Unknown	<Photographs>3923
132	Norman Harris, seen in a Tutor, treasurer for much of the period	Robbie Robertson	<Photographs>00733
134	Geoff McBroom's original hang glider at Ditchling Beacon	Chris Hughes	<Photographs>00315

12. NYMPFIELD - 1977 TO 1986

12.1 Introduction

This period marked the start of the two company structure of the Club, and saw the continuation of the development of its facilities. The major developments were the extension of the clubhouse, the provision of a new building to act as an additional workshop, the purchase of the field to the east of the previous boundary and the complete change of the Club's glider fleet. The heavy expenditure which this involved was controlled by David Barker, the Club treasurer, and Peter Bray, the secretary of the Holding Company. Owen Harris was chairman for the majority of the period, taking over from Keith Aldridge, when he moved away from the area, James Metcalfe took over in 1983.



Owen Harris



James Metcalfe



Dave Barker

12.2 The Two Company Structure

The introduction of the two company structure, which came into effect on the 1st April 1977, was achieved with a great deal of behind the scenes work, mainly by Peter Bray.¹ The assets of the Club remained the property of the original company, which retained the title of the Bristol Gliding Club Proprietary Ltd. and the original company number 344623. It acted as a Holding company and its articles of association were modified accordingly. Its three directors were Peter Bray (company secretary), Nick O'Brien and Doug Jones. The assets were leased to the new Operating Company the Bristol and Gloucestershire Gliding Club Ltd. number 1302149. It was governed by a committee elected by the members, which in turn elected its directors.⁵⁶ It was responsible for the use and maintenance of the assets leased from the Holding company. The Operating Company being a wholly-owned subsidiary of the Holding Company.



Peter Bray

It should be noted that the original company had been trading under the name of The Bristol and Gloucestershire Gliding Club for some seven years, but the new Bristol and Gloucestershire Gliding Club Ltd. was a completely new company.

The new structure required the two companies to produce separate accounts and to have separate directors.⁵⁸

In fact the two companies worked in close co-operation, with the Operating Company advising the Holding Company when they required any additions or changes to the equipment they used and the Holding Company responding, although often the Club committee tended to locate sellers and buyers and negotiate prices for the equipment it wished to buy or dispose of.⁷² The Holding Company was then left to straighten out the paperwork. ^{60,61,64} Joint directors' meetings decided such things as assets requirements and insurance values. The two companies were registered as a group for the purposes of VAT with a group number of 302355990.⁵⁹

Soon after the introduction of the new structure, it was decided to change the accounting date of both companies from the 31st March, to the 31st October each year.⁶³

12.3 Clubhouse Changes

Following the 1976 decision, in principle, to house the courses in the Club instead of local inns, it was necessary to provide bedrooms, showers and improved toilet facilities. The showers and toilet facilities

were also expected to help in the Club's bids to run future Euroglide competitions.⁵ So towards the end of 1977 Simon Roberts, a member who was a qualified architect, drew up plans for an extension to the toilet block, obtaining building regulations approval and planning permission for it shortly afterwards.^{113,114} A complete re-work of the clubhouse interior, involved providing flooring at the level of the eaves, from the west end of the existing building to 10 feet into the existing Clubroom, and additional skylights. This provided five bedrooms and a small bunkroom upstairs. However these rooms all had ceilings sloping at an angle of 55 degrees, reaching down to the floor and so reduced their effective sizes. Downstairs, the kitchen was reduced to a little over half its original size but was re-equipped with up to date appliances.⁵² The existing bunkhouse was divided into two bedrooms with a passageway running between them from the Clubroom to the toilets.¹¹⁴ These new arrangement meant that the nail driven into the wall over the kitchen hatch in 1956, as a temporary means of holding the hatch flap up, was finally decommissioned, as was the ingenious system of strings in the bunkhouse, which enabled the light to be switched on and off from any bunk without the occupant having to get out of bed.⁴⁸ The additional toilet area was used to provide larger and improved toilet facilities, while the old toilet areas were converted into shower rooms. The drawing for the extension showed it being roofed in with a continuation of the main roof, though this was not done until later. However, the porch was extended to about 10 feet in length at the same time. See Section 12.11 Revised clubhouse Drawings for revised layout.

The work was done by Club members led by Dave Wales with Richard Starling, Ron Barnes, Eric Drummond, Alan Matheson and a few others doing the majority of the work. Chalky White rebuilt the bar.⁴⁸ The work was not quite finished at the end of 1978, so a professional builder was brought in to finish it ready for the 1979 courses.^{6,81} The new facility cost £12,281.



Revised clubhouse exterior



Dave Wales



Richard Starling



Gerry Martin, Ron Barnes & the extended porch

12.4 New Workshop

In 1977 preliminary enquiries were made to the Sports Council about a possible grant for a motor glider and an additional hangar. These projects were not followed up at the time, as there was a pressing need for the clubhouse improvements to be able to accommodate courses.⁵⁷ In 1979, the Civil Aviation Authority gave notice that new legislation was to be introduced that included more stringent requirements for any areas used for light aircraft maintenance.^{50,99} This meant that it would no longer be legal to maintain the Club's tugs in the north hangar, as had been done since 1957. It was not feasible to modify the hangar to meet the new requirements, so if maintenance was to continue on site a new building was required.⁵⁰

Simon Roberts took on the job of designing and overseeing the construction of the new building and concurrently Peter Bray and David Barker started investigations to try to secure a grant for at least part of the cost. This became more pressing as other expenditure was pushing up the Club's debts. Simon produced an outline drawing of the new building in 1979, and outline planning permission was obtained in January 1980.¹⁰⁰ He prepared more detailed drawings in 1981. The proposal was that the main structure, the steelwork, roofing and doors would be bought in and the walls and fittings be put up by the members. The Sports Council required that grant requests should be put to the local District and County Councils and the Gloucestershire Playing field Association before they would consider a grant. This was done in the spring of 1981 with refusals from all.¹⁰² The work was put out to general tender on 16th November 1981 and a quote of £36,700 was received from Bennett Bros.^{101,103}



Simon Roberts

In October 1981, posters were published advertising the auction of the 13.55-acre field to the east of the airfield boundary.^{9,115} This was known in the Club as Plattford's field.

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The Vendor's Solicitors:	Messrs. Francillon & Co., 8/10 Long Street, Dursley, Glos. Tel: Dursley 2292 .
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The auction was to be held on 19th November. There was much debate about whether the Club could

afford to buy it and still go ahead with the workshop extension which it badly needed, and if not, which should have priority.⁹ One view was that that the opportunity to buy it was unlikely to come again, but on the other hand the need for the new building was becoming more and more pressing as until it was built tugs would have to go away for maintenance.¹¹⁷ However the bank was willing to support an additional loan for the purchase, in the worst case the field could be re-sold without loss.¹¹⁶ On the basis of this, and offers of loans from members, it was decided to ask the Holding Company to try to negotiate a pre-sale purchase, or failing that to bid for it.^{9,118} It was not possible to agree a price with the seller before the sale, but the Club's bid of £20,550 was successful at the auction.¹¹⁹ Over £17,000 of this was covered by members' loans.⁷⁰ As well as the field the Club became the owner of an ancient monument, the Woodchester Beaker Round Barrow situated on the new boundary, and also acquired the right to graze two cows on Selsley common.^{115,120}

There was a considerable amount of work required on the new field, which was done over the following years. The fencing between it and the adjoining property had to be made good and the old boundary had to be cleared out and levelled.^{17,135,53} It was not until into 1986 that the long job of removing the surface stones had been completed and the whole field made landable.⁹⁵ Rolling and mechanical de-stoning were not successful and the stones were finally removed manually, thanks largely to Ken Mahon and Gerry Martin.^{34,126}



Plattford's field - light coloured field in the centre



Original boundary between Club's field & Plattford's field

The purchase of Plattford's field increased the need for grant aid for the hangar, even though obtaining this would lead to delay. A detailed application was sent to the Sports Council on 11th December 1981.¹⁰⁴ However, the Sport Council pointed out that the company's Memorandum of Association allowed for the payment of dividends, and allowed the assets of the Club to be apportioned to the members in the event of the Club being wound up. They contended that this made the Club a commercial organisation and so not eligible for aid under the voluntary scheme.^{106,107} The Club amended its articles so as to be eligible, but after all this the Sports Council refused a grant on the grounds of its lack of money.^{15,18,107} As a contingency in the meantime, a cheap secondhand hangar was sought with a maximum price of £15,000, but without success.¹³

About this time Chalky White, the Club's engineer, decided to resign, so the Club had to make arrangements with other engineers as and when tug maintenance was needed. This situation continued until the new building was completed.⁸

The Club resubmitted its Sports Council application in August 1982 with a lower price of £19,750. This corresponded to a lower specification, using Club labour for more of the work and postponing some refinements.^{108,110} At the same time permission was obtained to start work without prejudice to the application.⁹⁹ The Club's bank offered to increase its overdraft by £15,000, which enabled a start to be made, and in November the Sports Council finally offered a grant of £3,000 and an interest free loan of £5,000 repayable over five years.^{69,111}

The reduced specification design failed to get building regulations approval and so the cost estimate rose to £25,000.²⁰ The revised design received approval in November 1982.²¹ Work on the foundations started in January 1983, the steel work was in progress a month later and the building was finally completed in February 1984.^{23,24,112} The whole building project was organised by Simon Roberts. He oversaw Club members building the back wall as well as doing the majority of that work himself.⁹¹



The new hangar in build

The span of the new hangar was 14 metres, its depth 18 metres with the rear 6 metres being partitioned off as a workshop. The height of the eaves was 3 metres and the roof slope was 15 degrees.

A tenant, John Eagles, moved into the building on 1st April 1984 and he took over the Club's aircraft maintenance.²⁸ But the arrangement was not entirely satisfactory as the costs were high and he got into arrears with the rent.^{3, 8, 40}

While the work on the new building was being finished off during late 1983, the roof of the clubhouse was retiled with terracotta coloured concrete tiles in place of the existing rosemary tiles.²⁶

In 1985 it was agreed to roof in the space between the new building and the original hangar to provide a vehicle shed.¹²⁷

Further work on the clubhouse was carried out in January and February 1985 by Barry Walker. The roof was extended over the toilet block and the additional first floor space was used to enlarge the dormitory. New bedrooms were built on the ground floor to accommodate double courses, this required the removal of the external bar store building and the external access door to the bar. Dampproof courses were installed to the whole building and the building rewired. A pitched roof was fitted to the porch and the floor of the parachute loft was also strengthened at the same time.^{28, 35, 36} The total cost was £6,657.⁷⁵

12.5 The Fleet

Almost the entire glider fleet was changed during this period. Although there was an intention to modernise it, the process was driven to a large extent by accidents leading to write-offs. Two exceptions were the purchase of a second K8, which was bought from Tim Macfadyen in June 1978, as a replacement for one of the Swallows.⁶² Both of the Swallows were sold shortly after. The T21 was also sold by mid-1979.⁶⁵ This was the last side-by-side two-seater owned by the Club, and was replaced by an ASK13, BGA 2554, bought in August 1979.⁶⁶

The Skylark 4 was written off in an accident on the 4th January 1981 and replaced in June by a new Grob 102, BGA 2741.⁶⁸ This was the first "glass" glider owed by the Club, and had the tail mark EKF.⁹⁶

In 1978 the Blanik type was given a 3,000 hour life by its makers, as a result of structural damage found on one example, which was thought to be limiting.⁴⁸ However, the Club's Blanik was seriously damaged in mid-1982 and was an insurance write-off.¹⁸ The Club bought the wreckage, which it sold to the South Wales gliding Club for £1,500.⁹⁶ As a stopgap, the Club hired a Ka7, BGA 2139, from the Oxford Club and this was bought in August that year.^{19, 96} This was later modified to be similar to a ASK13. The ASK13 was also damaged, and a replacement rebuilt fuselage was bought for it later that month.^{124, 96}

The Bocian was also written off on 1st September 1983.²⁵ This was replaced by another ASK13, BGA 2954, bought from the Army Club.^{72, 96} In March 1985 the Club made an offer for another ASK13, but this apparently came to nothing.^{76, 77}



The new ASK13



The Ka7



The Grob 102

The Club's tug aircraft were also updated. The Beagle Auster Terrier was thought to be under powered for the heavier gliders on site, and a Bellanca Scout was bought in December 1979.⁶⁷ The Terrier was sold soon afterwards.⁹⁶ There was an immediate problem with the noise of the Scout, and the Club received many complaints. An alternative two-bladed propeller was tried, but gave too much loss of performance. The problem was eventually greatly eased by fitting a Hoffmann four-bladed propeller, but it took until March 1986 for trials to be made, the revised propeller certified and in use.^{46,130} In the meantime the Scout was used as little as possible at weekends and evenings.¹⁶ The Scout noise was finally dealt with in December 1994, with the fitting of an improved silencer.¹²⁸



The Scout in its original form



Refurbished with 4 blade propellor & revised silencer



Colin Pennycuick's Super Cruiser

Throughout the period up to June 1983, when Colin Pennycuick took up a post with an American university, the Club had an agreement with him to use his Piper Super Cruiser for tugging to supplement its own tugs, and it was used quite extensively while the Scout noise was a problem.^{7,16,81,98}

The Civil Aviation Authority cleared the Club's tugs to run on Mogas (motor petrol) in 1984.³⁴

12.6 The Airfield



Tug refuelling point

Work on the airfield included decommissioning the refuelling point by the entrance gate in 1977. There was some tipping of top soil in the new north east corner of the extended field in 1982 and further tipping was considered for the quarry in 1984, but it was not recorded whether this went ahead.^{22,32} Hardstanding was laid at the tug refuelling point in 1985 and work was done to drain two areas of the winch track in 1986.^{41,55}

12.7 Winching

Winch launching continued to be a problem in this period, with under-powered and unreliable equipment and many cable breaks, but progress was made to improve matters.⁹⁷

The Mumford and Balloon winches continued to take most of the strain. They were both re-engined in 1983, with slightly less worn out engines.^{53,123}

In 1976, Joe Grimes and Ray Jefferies had started to assemble a new winch on a Whitbread lorry chassis.⁹⁷ It was completed in 1979, but it had problems and was withdrawn from service for upgrading.⁸³ After much work, largely by Dave Crinson, it was back in service in 1983. It represented a great advance, its automatic transmission, which could be made to drive either the drum or the lorry itself, made it easier to move, easier to drive and gave smoother launches. It also had a safer and more comfortable cab.⁹⁷ Although it had some problems it remained in service until 1990.^{27,40}

Dave also started work on the design and provisioning for a second winch with an automatic gearbox in 1985.⁴⁴

The period started with two tractors for cable retrieving, a petrol driven Dowty Gypsy and a David Brown, known as the red tractor.^{10,49} Both these required frequent repair. A better quality secondhand Fiat 450 was bought in September 1984 for £1,250, the Gypsy was disposed of shortly afterwards.^{35,74} By this time, the practice of returning the tow-out tractors to the winch along a separate track, while the gliders were being launched, had been discontinued so there was no need for cages on the tractors.¹²²



The Whitbread winch



The red tractor

Dumpers continued to be used for glider retrieving on the field, and it was policy to buy cheap secondhand ones. Consequently they frequently needed repair.^{10,29,30,33,39,42} A second one, known as the red dumper was bought during 1979, and a third one with a flatbed instead of a bucket, was bought in 1985, in the hope of having at least one serviceable at any time.^{65,127}



Yellow dumper



Red dumper



Flat-bed dumper

A secondhand Land Rover was ordered from MAA International for £1,092.50 and collected in early 1984.^{27,73} It was immediately found to be defective, but the garage could not be made to respond to complaints and the vehicle was finally sent to auction.^{28,31}

A double-decker bus was bought in June 1978 and painted with red and white squares.⁶² It was used as a launchpoint vehicle and competition control office. It was sold at the end of 1985 for £200, the same price that the Club had paid for it.⁴³



Double-decker bus

12.8 Flying

1979 saw the first courses accommodated in-house, managed by Chalky White and his wife Sue and they were very successful.^{50,52}

The Western Regionals continued, with Pat Jones acting as competition secretary and running control, and Peter Baylis, a professional meteorologist providing the Met. Ken Brown, who had acted as Scorer since the mid-1970s, wrote one of the first computer scoring programs in 1980, and continued to update and improve the program until the Mid-1990s.¹²² In 1984 the Club ran the Standard Class Nationals in place of the Regional, the first time that it had run a Nationals Class. Tom Bradbury, who was a member and professional Met man, provided the Met for this and subsequent competitions.⁹³ Thereafter the Club ran Nationals and Regionals on more or less alternate years. The Club also hosted Euroglide in 1978.⁸⁰



Peter Balis with Barbara & Jim Webster



Ken Brown

In 1981, a crew member of one of the competitors took off before the competition was launched, in order to attempt his five hours. He got low on the north ridge and when down to tree-top height, attempted to get into the field by pulling up over the trees. On clearing the trees in an easterly direction he was confronted with the clubhouse and the competition marquee, which had been set up on the lawn. He hit both, with a wing tip, and ended up on the memorial map. Although there were people around the lawn, fortunately nobody, including the pilot, was hurt, though two ladies who had been sitting on the wall in front of the clubhouse had to dive to the ground. One of them had her knitting damaged.¹²²

Arrival on the map



Around 1980 there were worries about the number of hang gliders flying on the ridges.⁸⁴ With support from the Gloucestershire County Council, an agreement was made with Avon Hang Gliding Club to ensure safety. The Hang Gliding Club agreed to inform the Club whenever they were going to fly, and were to avoid flying on the north ridge.⁵⁰ This agreement stood for at least two years, after which the problem seemed to resolve itself.²¹

Achievements during the period included, local Diamond Heights for Jim Webster and Tom Bradbury, while Andy Davis won the Standard Class Nationals in 1982.^{79,85,89}



Tom Bradbury



Andy Davis



John Patchett

Sadly, there were two accidents which together resulted in three fatalities during the period. In 1981 during the Western Regionals, Jim Webster crashed into a roof on his approach into a field and was killed instantly.⁸⁷ His widow, Barbie, gave a salver to be presented each year to the most deserving instructor and also paid for four radios for Club gliders and a ground set in his memory.^{12,54} In September 1984, Jim Findley spun in after a cable break in the Bocian and he and his pupil were killed.⁹²



Jim Webster memorial salver

In 1980, when John Patchett was making a high-speed run in his syndicate Cirrus, a flutter incident occurred.⁸⁵ John bailed out and landed safely. The local press reported "the members watched in horror as the parachute opened!"¹²³ It was said that when John's wife was told, Pauline said "He would do anything to get attention".¹²¹ The glider recovered and landed itself virtually undamaged. The canopy was jettisoned, but even that was returned to the Club a few years later, when it was found by forestry workers coppicing a local wood.¹²³

The BGA introduced annual inter-Club league competitions, in which groups of about four Clubs competed with each other. Every year, each Club hosted a week-end contest for their group, Clubs were represented by a beginner, an intermediate pilot and a pundit. The group which included the Bristol Club became known as the Rock-Polishers.⁵¹

In 1977 the Civil Aviation Authority put pressure on the British Gliding Association (BGA) to have identifying markings on gliders. The BGA came up with a system in which three-letter identifiers were

allocated to each glider on the BGA register.⁷⁸ These were known as trigraphs. They could be used in competitions instead of competition numbers and so there was an incentive to display them, particularly as they did not attract an annual fee as the competition numbers did. Radio call signs were restricted to the trigraph phonetics and so the imaginative call signs of the past were eliminated.

The BGA also redefined the requirements for the "A", "B" and "C" certificates.⁸¹ The original requirements had been tailored to the stages of solo training and so did not fit well with the current practice. From 1st January 1980 the "A" certificate was awarded for going solo and the "B" for a short soaring flight, with the same requirements as the old "C" Certificate.¹²⁹

In 1981 the Civil Aviation Authority allocated a much-needed second radio frequency of 130.1 MHz for glider use, and in 1983 the Home Office approved the use of Citizen Band radios for general use.⁸⁶ The Club took advantage of this and bought radios for communication between the launchpoint and winches. At that time there was no gliding frequency allocated for ground use.⁵³

In 1985, Honda, the car manufacturer, bought South Marston airfield where the Swindon Club had been operating. The Club was forced to move out and an arrangement was made for its members to fly at Nympsfield while it was looking for a new site.³⁹

In 1977 Doug Jones' 30 years' work in glider maintenance for the Club and his work on the BGA Technical Committee was recognised by the award of a BGA Diploma.¹ Doug also became chairman of the BGA Technical Committee in 1982.⁹⁴ Ken Brown was awarded a BGA Diploma in 1984 for his work on the BGA Competitions Committee, refining the scoring system and making it more understandable.²⁹



Doug Jones

12.9 Social Activities

In 1976 it was decided that Mrs Smith would no longer be employed to run the canteen, but was to run it as a private enterprise. Unsurprisingly she was not able to make it pay, and resigned in mid-1977.³ Her daughter Nella ran it for a while, but in the absence of a subsidy, she was not able to make it pay either and also resigned.⁵ For several years the only lunchtime food available at the Club, were cups of tea and rolls containing a slice of tomato and a lettuce leaf.¹²²

The bar continued much as before, but with rather less music and singing.¹²² The fruit machine had become less profitable (possibly because of the departure of Mrs Smith from the canteen) and was put into storage.⁶ A "Space Invaders" game machine was bought in 1982 and it took over £1,000 in that year, but this was never repeated later.^{12,71}

12.10 Management

Given the financial loss in 1975 and subsequent poor financial position, it was thought that the Club could no longer afford to employ a full time manager, and consequently Ray Jefferies' contract was not renewed in June 1977.³ However, in recognition of the vast amount of unpaid work he had done for the Club since the move to Nympsfield, he was given an ex-gratia payment of three month's salary.⁴ Chalky White, who was employed for aircraft maintenance, took on the day-to-day management duties assisted by his wife, Sue.⁴ Sue also provided hot meals on Saturday evenings for the people who stayed at the Club overnight.⁷⁹

After Chalky unexpectedly decided to leave in May 1982, the Club got by without a paid manager for the next four years, though with some paid help in the office.^{14,45,88} Gordon Bishop was taken on as part-time manager in 1986.⁴⁷

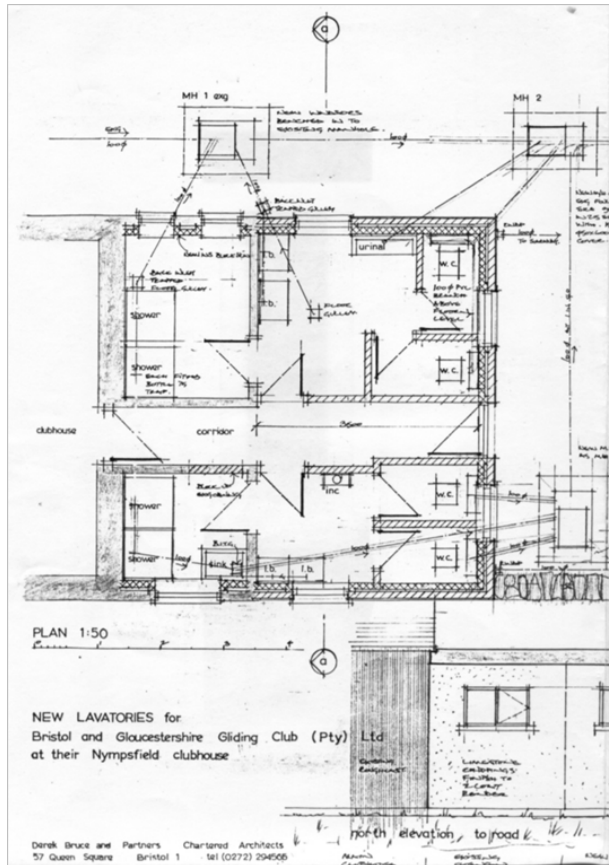
With personal computers becoming available, in 1982 John Taylor offered to supply the Club with a computer to run the flying accounts. This had tape storage and a dot matrix printer. The price including the program was £750.¹¹ Although dot matrix printers were used to print some of the committee minutes, the accounts program was still not running in spring 1986.⁴⁶ One down side of this computerisation was that several jobs which had previously been done at home by volunteers, had to be centralised in the office.¹²²

Doug Jones was elected vice president of the Club in 1982.¹²

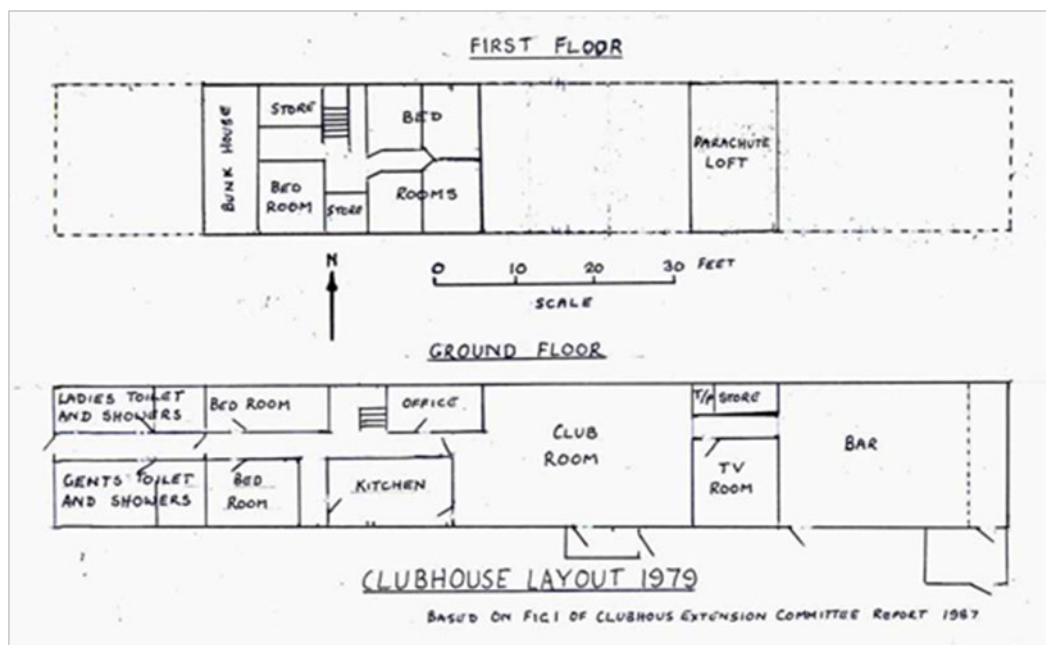
Throughout much of the period the roles of newsletter editor and public relations officer were not filled, consequently newsletters appeared only very spasmodically and the Club's contribution to Club News in S&G was missing more often than not. As a result of this, and a fire in 2002 which destroyed the committee minutes over several years, much information on such things as committee membership, flying fees, appointed officers, trophy winners and privately owned gliders is not available. This is reflected in gaps in the later sections for this period.

James Metcalfe resigned the chairmanship in 1986 and Barry Walker was elected chairman at that year's Annual General Meeting.

12.11 1977 Revised Clubhouse Drawings



Toilet block drawing



12.12 Club Glider Details

Type	BGA #	Comp #	Origin	Disposal in Period
Swallow	1008		Bought new in summer 1961	Sold 5 th August 1978 for £1,100
Ka8	1653		Bought new in August 1971 for £2,068 with £1050 Sports Council grant	
Skylark 4	1161	328	Bought November 1972 for £1,695	Written off 4 th January 1981. Insurance payment £4,200.
T21	1000		Bought May 1973 for £850	Sold 14 April 1979 for £1400
Bocian	1901		Bought June 1973 for £2,583	Written off 1 st September 1983
Blanik	2008		Bought autumn 1974 for £3,850	Seriously damaged mid-1982. Insurance paid £4,100 and wreckage sold for £1,500.
Swallow	1331		Bought secondhand June 1975 for £1,350	Sold 29 th January 1979 for £1,000
Ka8	2398	DUC	Bought 12 th May 1979 for £3,750 as planned replacement for the Swallows	
ASK13	2554	EBL	Bought 29 th August 1979 for £10,005. Replacement fuselage bought for £5,750 21 st August 1982	
Grob G102 Mk3	2741	EKF	Bought 5 th June 1981 for £6,730 as replacement for the Skylark	
Ka7	2139		Bought 13 th August 1982 for £2,550 as replacement for the Blanik	
ASK13	2954	EUC	Bought 2 nd September 1983 for £6,100	ASK13

12.13 Tug Details

Type	Reg#	Origin	Disposal in Period
Beagle Terrier	G-ASKJ	Bought 30 th May 1973 for £1,000	Sold 6 th May 1980 for £3,500
Piper Super Cub 150	G-BCFO	Bought Easter 1974	
Bellanca Scout 180	G-BGGD	Bought 17 th January 1980 for £14,950	

12.14 Vehicle Details

Type	Origin	Disposal in Period
"Bucket" tractor	Bought January 1972 for £190	Disposed of in 1984
David Brown tractor	Bought May 1975	
Fiat 450 tractor	Bought in 1984 for £1250	
Yellow dumper	Bought 1971 for £130	
Red dumper	Bought 1976	

Type	Origin	Disposal in Period
Flatbed dumper	Bought 1985	
Double-decker bus	Bought 1978 for £200	Sold 1985 for £200

12.15 Winch Details

Type	Origin	Disposal in Period
Mumford winch	Built by Brian Mumford in 1962/3 Diesel engine & new chassis 1972	
Diesel winch	Bought 1966	Retired??
Diesel winch No.2	Bought 1969, "Balloon winch"	
Whitbread winch	Built in house, in service 1983	

12.16 Trailer Details

Type	Origin	Disposal in Period
General purpose closed	Built 1955/56 by Alwyn Sutcliffe	Retired?
Ka8 trailer	Bought July 1971 for £35	
Open T49/T21 trailer	Built 1972	Retired?
Skylark 4 trailer	Bought 1972 with sailplane	Sold 1981
Grob trailer	Bought with sailplane	

12.17 Caravan Details

Type	Origin	Disposal in Period
Instructors' caravan	Bought 1974 for Mike Munday	Sold in 1978 ⁶⁰

12.18 Presidents, Club Officers & Committees

Role	1977/8	1978/9	1979/80	1980/1	1981/2	1982/3	1983/4	1984/5	1985/6
President	A. Kershaw MP								
Vice Presidents	Sir Peter Scott								
	Tony Gaze								
						Doug Jones			
Directors	Keith Aldridge		R. Robertson				J. R. Bennett	B. F. R. Smyth	
	R. Robertson	E. Drummond		R. T. Starling			D E Barker		
	O. C. Harris							I J Metcalfe	
	P. C. Bray								
Chairman	Keith Aldridge		Owen Harris					James Metcalfe	
Vice Chair	Dave Wales						Don Chatterton		
Treasurer	Dave Barker								
Secretary	Eric Drummond			Drummond / Metcalfe	James Metcalfe		Bernard Smyth		
Committee	Don Chatterton	Don Chatterton	N/R	Mike Gulson	T. J. Ballenger	T. J. Ballenger	John Bennett	Phil Andrews	Les Bradley
	Brian Curtis	Brian Curtis	N/R	Godfrey Hawkins	John Bennett	John Bennett	Dave Crinson	Dave Crinson	Moira Buick
	Owen Harris	Owen Harris	N/R	Robbie Robertson	Godfrey Hawkins	Don Chatterton	Ian Hey	M. Grieves	Ken Mahon
	Graham Morris	Graham Morris	N/R	Richard Starling	Ian Lane	Ian Hey	Paul Little	Ken Mahon	John Patchett
	Lance Peters	Lance Peters	N/R	Derek Thomas	John Patchett	Robbie Robertson	Chris Taylor	John Patchett	Richard Starling
	Robbie Robinson		N/R	Bob Woodmason	Robbie Robertson	Mike Woollard	Mike Woollard	Chris Taylor	Chris Taylor
					R T Starling				
CFI	Ed Meddings	Harold Jefferies	Ron Sandford		Graham Morris				
Tug Master	Doug	NR	NR	Doug Jones	NR	NR		Ron	NR

Role	1977/8	1978/9	1979/80	1980/1	1981/2	1982/3	1983/4	1984/5	1985/6
	Jones							Sandford & Paul Little	
Aircraft Engineer	NR	NR	NR	NR	NR	NR		John Patchett & Dave Crinson	NR
Vehicle Engineer	NR	NR	NR	NR	NR	NR			NR
Course Secretary	NR	NR	NR	NR	NR	NR		NR	Don Chatterton
Competition Director	NR	NR	Dave Wales	Owen Harris					Mike Harper
Newsletter Editor	Jan Smith			Bernard Smyth				Steve Tromens	
PRO	NR	NR	NR	NR	NR	NR		NR	NR
Safety Officer	NR	NR	NR	Owen Harris	NR	NR		Ken Mahon	
Flying Records	NR	NR	NR	NR	NR	John Bennett		Claude Armes	
Course Instructor	NR	NR	NR	NR	NR	NR			NR
Course Tuggie	NR	NR	NR	NR	NR	NR			NR
Manager	Chalky White				Nil				

Notes:

N/R = Not recorded

BGC Proprietary Ltd. Directors: P. C. Bray (secretary), Nick O'Brien and J. Doug Jones throughout the period

12.19 Member Statistics

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Flying	224	233	210	281	302	179	180	211	242
Associate	40	39	48	66	81	29	40	38	49
Total	264	272	258	347	383	208	220	249	291
Temporary Estimated								1091	882

12.20 Aircraft Statistics

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Two-seaters	3	3	3	3	3	3	3	3	3
Solo	4	4	3	3	3	3	3	3	3
Private	26	26	31	28	28	28	40	32	30
Tugs	3*	3*	3*	3*	3*	3*	2	2	2

Note:

* This total must include Colin Pennycuick's Super Cruiser, which he permitted the Club to use.

12.21 Flying Statistics

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Launches	6392	5806	5975	6408	6494	5361	6200	8441	7566
Aerotows	N/R							5407	4245
Hours	2735	3283	3365	3892	3572	2979	3400	5404	2677
X-Country km	27,643	55,688	8254	11,871	4146	6640	5700	73600	27044
Flying days	224	208	199	224	217	216	No Longer Recorded		
Soaring Days	144	137	135	147	142	157	No Longer Recorded		
Courses	22	23	24	24	21	23	No Longer Recorded		
Course Members	150	120	128	281	302	157	No Longer Recorded		

Note:

As before, the figures cover periods from 1st October of the previous year to the end of September of the year stated. This does not correspond with the Club's membership year which runs from the 1st April.

Also it is doubtful whether the numbers reported to S&G were necessarily compiled accurately or consistently, especially the cross-country figures. For example, a minute in June 1985 quoted a number of flying members "so far" as 292, as opposed to the 242 quoted in this table.³⁸

12.22 Subscription Fees

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Entrance fee ^	£10								
Full Flying	£35	£35	£41	£60	£70	£80	£90	£96	£100

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Family	£45	NR	NR	£80	£93	£106*	£120*	£128	NR
Country+	£20	NR	NR	£36	£42	£48*	£54*	£58	NR
Youth	£17.5	NR	NR	NR	£36	£41*	£46*	£48	NR
Student	£17.5	NR	NR	NR	NR	NR	NR	£24	NR
Associate	£5	NR	NR	£6	£7	£8*	£9*	£10	NR
Junior Associate	£1	NR	NR	£1.50	£1.50	£1.70*	£1.90*	£2	NR

Note:

^ The entrance fee was re-introduced in 1977

+ The qualifying distance for country membership was reduced from 75 to 50 miles in 1985¹⁴⁹

12.23 Flying Charges

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Winch					£1.50				
Aertow 2000'					£5.00				
Soaring/Min+					1st hr 9p*				
					2nd hr 7p*				
					After 5p*				

Note:

This is the only information found so far.

+ After 10 min from winch or 20 min from aerotow.

*Astir 2p more

12.24 Trophy Winners

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Cyril Uwins Cup (Best distance)	Tim Macfadyen	Tim Macfadyen	Tim Macfadyen	NR	Dave Hodsman	Ian Lane/			Dave Hodsman
Rex Young Trophy (Best progress by a beginner)	NR	NR	Ken Mahon	NR	See Note	Not awarded		J Davidson	NR

Category	1977	1978	1979	1980	1981	1982	1983	1984	1985
Evening World Trophy (Greatest gain of height)	Jim Webster	NR	Rod Barrett	NR	Dave Hodsman	Chris Hughes	Chris Hughes	NR	NR
Guinness Trophy (Most meritorious cross-country in a Club glider)	NR	NR	NR	NR	Richard Smith	Ron Sandford	NR	NR	NR
Shaun de Salis Trophy (Best closed-circuit flight)	NR	NR	Chris Masterman	NR	Tom Bobbin	Ron Bridges	NR	NR	NR
Ladder Trophy (Winner of Club Ladder)	NR	NR	Tom Bobbin	NR	Dave Hodsman	Lance Peters	NR	NR	NR
Don Tapp Plaque (Best speed round a 100km triangle)	-	-	Graham Morris	NR	NR	NR	NR	NR	NR
Jim Webster's Instructor' Plaque					Graham Morris/ John Patchett	Gerry Martin/ John Patchett	NR	NR	NR

Note:

In 1981 the Rex Young Trophy was awarded jointly to Les Bradley, Pete Florence, Dave Crinson and Bill Stephens

12.25 Private Glider Details

Type	BGA/Tail #	Owners / Syndicates	1977	1978	1979	1980	1981	1982	1983	1984	1985
Skylark 2c	774/33	G. Fisher & Partners									
Skylark 4	1105/81	O. Harris & Partners									
Std Austria	1127/571	???									
Ka6 E	1425/925	Dents, Mathieson then Hawkins all with Partners									
Ka6 CR	1284/434	F. Dent & Partners									
Dart 17R	1318/210	Tony Gaze									
Tutor	1071/	T. Pentelow and nine others									
Standard Cirrus	1624/242	R. Sandford & Partners									
	/252	P. Bray & Partners	After 1986								
Libelle	1756/417	Various unknowns									
Ka2b	1728/595	A. Duke & Partners									
Skylark 4	1103/267	D. Dye & J. Wight etc.									
Libelle	1756/253	Tom & Tim Bradbury									
Pilatus P4	1849/103	A. Forbes & Partners (P. Thody in 1983)									
Bocian	1804/558	Bill Combes & Partners									
Kestrel 19	1914/14	Doug Jones, T. Pentelow & Partners									
Kestrel 17	/179	Tom Bobin & Partners – J. Taylor & Partners									
Cirrus VTC	1835/657	R. Barrett & Partners									
Cirrus VTC	1865/657	H. Johns & Partners									
IS29 D	2065/980	E. Martin									
Pik 20	2078/242	R. Sandford									
T49	1163/BRA	D. Barker & nine Partners									
DG100	/125	J. Webster									
ASW20	/125	J. Webster									
LS3-A	2639/157	F. Dent & Partners									
Vega	2526/657	R. Barrett & Partners									

Type	BGA/Tail #	Owners / Syndicates	1977	1978	1979	1980	1981	1982	1983	1984	1985
Std Cirrus	1617/81	R. Upton & Partners									
Cirrus	1907/750	I. Hey, A. Duke, R. Starling, Mike Mayo, C. Barker									
Mini Nimbus	2225/DMN	D. Hodsman									
ASW20	2677/172	G. Morris									
LS3-A	2668/EGE	George Szabo-Toth									
Scud 2	283	Peter Philpott & Partners									
Pic 20E		Eric Drummond									
LS3-A		Dave Barker									
Prefect		Chris Hughes									
Discus	969										
Faulke SF 25											
Cirrus VTC	1865/272	Howard Johns & Partners									

12.26 References

Ref	Source	Digital Archive Location
1	AGM Minutes, 16 th April 1977	<Club Minutes>
2	Committee Minutes, 28 th May 1977	<Club Minutes>
3	Committee Minutes, 2 nd June 1977	<Club Minutes>
4	EGM Minutes 23 rd July 1977	<Club Minutes>
5	Committee Minutes, 3 rd September 1977	<Club Minutes>
6	Committee Minutes, 1 st October 1977	<Club Minutes>
7	Committee Minutes, 5 th November 1977	<Club Minutes>
8	Committee Minutes, 30 th April 1982	<Club Minutes>
9	Committee Minutes, 24 th October 1981	<Club Minutes>
10	Committee Minutes, 28 th November 1981	<Club Minutes>
11	Committee Minutes, 19 th December 1981	<Club Minutes>
12	Committee Minutes, 30 th January 1982	<Club Minutes>
13	Committee Minutes, 20 th March 1982	<Club Minutes>
14	AGM Minutes 3 rd April 1982	<Club Minutes>
15	Committee Minutes, 30 th April 1982	<Club Minutes>
16	Committee Minutes, 14 th May 1982	<Club Minutes>
17	Committee Minutes, 4 th June 1982	<Club Minutes>
18	Committee Minutes, 2 nd July 1982	<Club Minutes>
19	Committee Minutes, 13 th August 1982	<Club Minutes>
20	Committee Minutes, 8 th October 1982	<Club Minutes>
21	Committee Minutes, 5 th November 1982	<Club Minutes>
22	Committee Minutes, 4 th December 1982	<Club Minutes>
23	Committee Minutes, extract 8 th January 1983	<Club Minutes>
24	Committee Minutes, 5 th February 1983	<Club Minutes>
25	Committee Minutes, 2 nd September 1983	<Club Minutes>
26	Committee Minutes, 12 th November 1983	<Club Minutes>
27	Committee Minutes, 6 th January 1984	<Club Minutes>
28	Committee Minutes, 10 th March 1984	<Club Minutes>
29	Committee Minutes, 31 st March 1984	<Club Minutes>
30	Committee Minutes, 27 th April 1984	<Club Minutes>
31	Committee Minutes, 6 th July 1984	<Club Minutes>
32	Committee Minutes, 7 th September 1984	<Club Minutes>
33	Committee Minutes, 4 th January 1985	<Club Minutes>
34	Committee Minutes, 8 th February 1985	<Club Minutes>
35	Committee Minutes, 1 st March 1985	<Club Minutes>
36	AGM Minutes, 31 st March 1988	<Club Minutes>
37	Committee Minutes, 17 th May 1985	<Club Minutes>
38	Committee Minutes, 14 th June 1985	<Club Minutes>
39	Committee Minutes, 12 th July 1985	<Club Minutes>
40	Committee Minutes, 6 th September 1985	<Club Minutes>
41	Committee Minutes, 20 th September 1985	<Club Minutes>
42	Committee Minutes, 16 th November 1985	<Club Minutes>
43	Committee Minutes, 20 th December 1985	<Club Minutes>

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44	Committee Minutes, 10 th January 1986	<Club Minutes>
45	Committee Minutes, 7 th January 1986	<Club Minutes>
46	Committee Minutes, 7 th March 1986	<Club Minutes>
47	AGM Minutes, 22 nd March 1986	<Club Minutes>
48	Bulletin, October 1978	<Bulletins & Severn Skies>
49	Bulletin, spring 1979	<Bulletins & Severn Skies>
50	Bulletin, summer 1980	<Bulletins & Severn Skies>
51	Bulletin, spring 1981	<Bulletins & Severn Skies>
52	Bulletin, autumn 1981	<Bulletins & Severn Skies>
53	Bulletin, spring 1983	<Bulletins & Severn Skies>
54	Bulletin, summer 1983	<Bulletins & Severn Skies>
55	Bulletin, July 1986	<Bulletins & Severn Skies>
56	Letter – Watterson Todman & Co to P. Bray, 8 th October 1976	<BGC Pty Company Documents>
57	Letter – Sports Council to E. Drummand, 9 th May 1977	<BGC Pty Company Documents>
58	"Corporate Structure of Operating & Holding companies" – P. Bray, 16 th May 1977	<BGC Pty Company Documents>
59	"Acceptance of Application for Group Registration" – HM Customs & Excise, 11 th July 1977	<BGC Pty Company Documents>
60	Letter - Drummond to Bray, 13 th February 1978	<BGC Pty Company Documents>
61	Letter – Bray to Martin, 28 th February 1978	<BGC Pty Company Documents>
62	Letter – Drummond to Bray, 14 th June 1978	<BGC Pty Company Documents>
63	Letter – Bray to Auditors, 13 th November 1978	<BGC Pty Company Documents>
64	Letter - Bray to BGGC Committee, 8 th May 1979	<BGC Pty Company Documents>
65	Memorandum - Schedule of equipment on lease, 9 th June 1979	<BGC Pty Company Documents>
66	Receipt - 4 th August 1979	<BGC Pty Company Documents>
67	Letter - Drummond to Bray, 17 th December 1979	<BGC Pty Company Documents>
68	Insurance Release Certificate, 4 th January 1981	<BGC Pty Company Documents>
69	Letter – Lloyds Bank to Barker, 9 th July 1982	<BGC Pty Company Documents>
70	Club Finances Report – Treasurer 20 th January 1983	<BGC Pty Company Documents>
71	Treasurer's Report 1982, 4 th March 1983	<BGC Pty Company Documents>
72	Letter – Army Gliding Association to Barker, 22 nd September 1983	<BGC Pty Company Documents>
73	Letter – Bray to MAA(International) 25 th October 1983	<BGC Pty Company Documents>

Ref	Source	Digital Archive Location
74	Invoice - Aubrey Rees, 28 th September 1984	<BGC Pty Company Documents>
75	Invoice – B. Walker, 4 th March 1985	<BGC Pty Company Documents>
76	Letter – Bray to L. Wood, 7 th March 1985	<BGC Pty Company Documents>
77	Insurance Cover & Premiums Paid Report, 16 th November 1985	<BGC Pty Company Documents>
78	Sailplane & Gliding, August Sept 1977	
79	Sailplane & Gliding, August Sept 1978	
80	Sailplane & Gliding, October November 1978	
81	Sailplane & Gliding, December January 1978/79	
82	Sailplane & Gliding, October November 1979	
83	Sailplane & Gliding, December January 1979/80	
84	Sailplane & Gliding, April May 1980	
85	Sailplane & Gliding, August Sept 1980	
86	Sailplane & Gliding, April May 1981	
87	Sailplane & Gliding, October November 1981	
88	Sailplane & Gliding, August September 1982	
89	Sailplane & Gliding, October November 1982	
90	Sailplane & Gliding, February March 1983	
91	Sailplane & Gliding, October November 1983	
92	Sailplane & Gliding, April March 1984	
93	Sailplane & Gliding, August September 1982	
94	Sailplane & Gliding, June July 1985	
95	Sailplane & Gliding, December January 1985/86	
96	"1958-2009 BGC PTY Financial History"	<Club Accounts>
97	"1974-1990 Winching at Nympsfield" - Graham Morris,	<Library>
98	Colin Pennycuick, personal communication	<Miscellaneous>168
99	"New Workshop Building" – 1981-84, p1	<BGC Project File>
100	"New Workshop Building" – 1981-84, p2	<BGC Project File>
101	"New Workshop Building" – 1981-84, p3	<BGC Project File>
102	"New Workshop Building" – 1981-84, p4	<BGC Project File>
103	"New Workshop Building" – 1981-84, p5	<BGC Project File>
104	"New Workshop Building" – 1981-84, p6	<BGC Project File>
105	"New Workshop Building" – 1981-84, p7	<BGC Project File>
106	"New Workshop Building" – 1981-84, p8	<BGC Project File>
107	"New Workshop Building" – 1981-84, p10	<BGC Project File>
108	"New Workshop Building" – 1981-84, p11	<BGC Project File>
109	"New Workshop Building" – 1981-84, p12	<BGC Project File>
110	"New Workshop Building" – 1981-84, p13	<BGC Project File>
111	"New Workshop Building" – 1981-84, p15	<BGC Project File>
112	"New Workshop Building" – 1981-84, p16	<BGC Project File>
113	"Toilet Block Extension" – 1978	<BGC Project File>
114	Proposed Clubhouse Extension Report – June 1987, p12	<BGC Project File>

Ref	Source	Digital Archive Location
115	"Purchase of Platford's Field" 1981-82	<BGC Project File>
116	"Purchase of Platford's Field" 1981-82	<BGC Project File>
117	"Purchase of Platford's Field" 1981-82	<BGC Project File>
118	"Purchase of Platford's Field" 1981-82	<BGC Project File>
119	"Purchase of Platford's Field" 1981-82	<BGC Project File>
120	"Purchase of Platford's Field" 1981-82	<BGC Project File>
121	Moiria Buick, personal communication	
122	Ken Brown, recollection	
123	Graham Morris, personal communication	
124	I. D. (Sid) Smith, personal communication	
125	Sailplane & Gliding, June/July 1982	
126	AGM Minutes, 2 nd March 1986	<Club Minutes>
127	Committee Minutes 12 th April 1985	<Club Minutes>
128	Peter Bray, personal communication	
129	Sailplane & Gliding, June/July 1979	
130	Logbook - G-ASLK, Tugmaster entry re fit of Hoffmann 4 blade prop, c1986	<Miscellaneous>184

12.1 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
147	Owen Harris	Unknown	<Photographs>4246
147	James Metcalfe	Jane Hey	<Photographs>341
147	Dave Barker	Jane Hey	<Photographs>449
147	Peter Bray	Unknown	<Photographs>00539
148	Revised clubhouse exterior	Sheila Morris	<Photographs>2397
148	Dave Wales	Robbie Robertson	<Photographs>00729
148	Richard Starling	Jane Hey	<Photographs>413
148	Gerry Martin, Ron Barnes & the extended porch	Mary Koker	<Photographs>4084
149	Simon Roberts	Jane Hey	<Photographs>397
149	Land for Sale	J Pearce, Pope & Sons	<BGC Project File>File 2
150	Platford's field - light coloured field in the centre	Alwyn Sutcliffe	<Photographs>1890
150	Original boundary between Club's field & Platford's field	Doug White	<Photographs>2013
151	The new hangar in build	Alwyn Sutcliffe	<Photographs>1901
152	The new ASK13	Graham Morris	<Photographs>3665
152	The Ka7	Derek Dye	<Photographs>1192
152	The Grob 102	Unknown	<Photographs>00612
152	The Scout in its original form	Graham Morris	<Photographs>3725
152	Refurbished with 4 blade propellor & revised silencer	Graham Morris	<Photographs>3808
152	Colin Pennycuick's Super Cruiser	Graham Morris	<Photographs>3606
153	Tug refuelling point	Unknown	<Photographs>00557

Page	Description	Source	Digital Archive Location
153	The Whitbread winch	Mary Koker	<Photographs>4115
153	The red tractor	Unknown	<Photographs>00571
154	Yellow dumper	Unknown	<Photographs>00622
154	Red dumper	Ken Brown	<Photographs>00204
154	Flat-bed dumper	Jane Hey	<Photographs>376
154	Double-decker bus	Alwyn Sutcliffe	<Photographs>1892
154	Peter Balis with Barbara & Jim Webster	Ken Brown	<Photographs>00200
154	Ken Brown	Jane Hey	<Photographs>358
155	Arrival on the map	Unknown	<Photographs>00545
155	Tom Bradbury	Jane Hey	<Photographs>385
155	Andy Davis	Bernard Smyth	<Photographs>1427
155	John Patchett	Jane Hey	<Photographs>409
155	Jim Webster memorial salver	Unknown	<Photographs>1494
156	Doug Jones	Ken Brown	<Photographs>00203
158	Toilet block drawing	Derek Bruce & Partners	<BGC Project File>File 1

13. NYMPSFIELD 1986 TO 1993

13.1 Introduction

Barry Walker became chairman in 1986, he was a successful business man, builder and property developer. Barry and treasurer David Barker formed an effective team, introducing a number of changes which had a lasting effect on the Club. In addition, outside influences in this period had a profound permanent effect on the way the Club operated.



Barry Walker

13.2 Flying

In late 1985 an accident at Lasham involving a joy ride flight, resulted in a complete change in the interpretation of legislation governing air experience flights. Ever since the introduction of two-seater gliders, it had been understood by the gliding movement that it was legal to charge for flights, provided that both people in the glider were members of the Club. It was the practice for Clubs to sell a month's membership and a flight to members of the public who wished to sample gliding. However, after this incident, the barrister father of the passenger took the matter up with the Civil Aviation Authority, with the result that Lasham and the pilot were found guilty of operating "for hire or reward" without the necessary licences. This put an immediate stop to "joy riding". Despite representations by the BGA, it was ruled that Clubs could only charge for a two-seater flight provided that it was for the purpose of instruction. This applied equally to privately owned two-seaters. As a result, from early 1986 Clubs stopped advertising pleasure flights and instead advertised "trial lessons". Pilots who had a passenger carrying qualification had to take a day's course to qualify as "Air Experience" instructors and their passengers had to receive some instruction whether they wanted it or not.⁷⁵

The way in which launches were organised also underwent a revolution during this period. For many years, the BGA had imposed a strength limit of 1,000 pounds on the weak links incorporated in all launch cables. However, the increasing weight of gliders requiring more power to launch them, made this limit over restrictive.¹²⁰ In 1986 the BGA instituted a system under which the different glider types were allowed different weak link strengths as specified by the manufacturers. Cable ends were colour coded according to the weak link strength.² Before this could be implemented, it was necessary to have some form of additional communication between the launchpoint and winch, to tell the driver the weak link in use for each launch. In 1989 the Club introduced Citizens Band radios at the launchpoint, the winch, the tractor and the clubhouse for general communication, but this was not very satisfactory because of interference from CB enthusiasts.¹²⁰ Control of the launches was still by lights or bat, although bat signalling was gradually being phased out.⁸¹ The Club adopted the multiple weak links in 1991, the CB radios were replaced by Pye Bantam radios at the winch and launchpoint soon afterwards.^{41,85} Otfur rings were replaced by stronger Tost rings.¹²⁰



Signalling and Fire Trolley

Another change was to the way launches were initiated. There were a number of launching accidents nationwide, where pilots had cart-wheeled from not releasing quickly enough after a wing drop during the ground roll. It was thought that finger signals kept the pilot's hand too far away from the cable release. Under the new system, the pilot would not allow the cable to be attached until he was ready to be launched. After that, a launch controller was responsible for initiating the launch without further action from the pilot. This was implemented in late 1992.⁸⁷

In the meantime, radios had been fitted in the tugs, with Barry Walker donating a radio for the Pawnee.⁴⁸ These were used to initiate launches from 1991 and the long-standing arrangement, of a signaller forward of the tug to relay signals was ended.⁵⁶



Moira Buick

Research by Dr Tony Segal in the mid-1980s, had shown that the soft cushions commonly used in gliders actually increased the risk of back injuries in a heavy landing and showed that injuries were reduced if energy absorbent cushions were used.¹¹⁸ Consequently the committee decided that Dynafoam energy absorbing cushions should be fitted to the Club's gliders.⁶⁸ Most of these were made up by Moira Buick.⁷⁶

Holiday courses continued, for most of the period there were two instructors and two tug pilots and some double courses.²⁵ However, bookings dropped off in 1991 and 1992, possibly partly as the emphasis had changed from holidays to more serious instruction.^{51,59,63}

Competitions continued to be held each year, either the Western Regionals or one or other of the 15 metre Nationals. From 1989 these were sponsored by Deacon & Sons, Jewellers of Swindon, on behalf of Rolex the watch manufacturer.⁸³ Sponsorship consisted of cash towards running the competition and also the provision of prizes.²⁴ In 1988, Pat Jones was awarded the BGA Jack Hands Trophy for her services in running competitions over many years.⁸⁹ During the 1989 competition, David Sproxton, of Aardman Animations, interviewed a number of officials and competitors, and created a video entitled 'Liftin' the Blues', which gave an excellent view of what competitions were about.²⁵ This video was also shown on television.¹²⁰



David Sproxton



Michael Deacon

A change to the BGA Official Observers' Guide in 1992 required that cameras used to record rounding of turning points for badge and competition flights could no longer be hand held but had to be fitted to fixed mounts. Declarations had to be photographed with the camera on the mount. This meant that the declaration blackboard fixed onto the hangar door became redundant and was removed soon afterwards.⁸⁶

Among the outstanding flying achievements of the period, Andy Davis set a 500km Standard Class record at 79.61 kph in May 1988, increasing this to 89.9 kph in the following year.^{80,82} He also won Silver in the Standard Class Internationals in 1989.⁶⁶ Sue Woollard won the California in England Trophy in 1992 for a 308km triangle flight on 28th July.⁸⁷



Sue Woollard



Andy Davis

A paid weekend winch driver was employed from the late 1980s.³⁶

13.3 Aircraft

The expansion of the Club's fleet continued. A Jantar 2 EKK was bought in 1987 to provide a higher performance solo glider, in the same year a second K7 was bought, as four two-seaters were thought necessary to support double courses.^{5,6} This glider was sent to Bob Rees, who had a business modifying K7s to a mid-wing configuration, similar to the ASK13. It was in service in August 1988.^{6,13,21} The members generally (and mistakenly) called the modified glider the K10, being the average of a Ka7 and an ASK13.



The Ka7



The K10

The Bristol University Club bought a Ka6cr, BGA 1591, in 1988, it was agreed that Club members could fly it on a non-priority basis in return for the Club doing the maintenance and paying part of the insurance premium.^{15,19,64}

In 1988, the Club's original Ka7 was sold and replaced by an ASK13 913.²³ In 1989, the Jantar was sold to a private Club based syndicate and replaced with an ASW19 EJR, bought from the BGA.^{32,34} While owned by the BGA this glider had the competition number 19 and had been flown by innumerable pilots throughout the UK.¹²⁰ This was the last change to the Club's glider fleet in this period.



The Jantar



The ASK13 913



The ASK13 EBL

The ASK13 EBL suffered an unusual accident in 1989. It was being towed back to the hangar because of an approaching squall, when it was struck by a gust. With nobody in the cockpit and the cable attached to the belly hook, the glider reared up in spite of people holding the wings and cockpit. The force of the wind was so great that it actually pulled the dumper which was doing the towing backwards and the cable released. The glider blew over.¹¹⁴ It was an insurance write off, but the Club

bought the wreckage and repaired it in-house. It was back in service 18 months later.^{26,27,110}

The Super Cub, with its 150HP engine, was thought to be underpowered for the heavier gliders on site. After rejecting the option of replacing it, it was decided in March 1986 to re-equip it with a 180HP engine.^{126,127} Partly due to this decision being questioned a few months later, it was some twelve months before an engine had been sourced and a conversion kit and a propeller bought.^{1,5,8,127} However, in May 1987 it was found that to replace the Cub with a Piper Pawnee with a quiet four bladed propeller was no more costly than buying the 180HP engine.⁸ This, and a re-assessment of the Pawnee's running costs, led to a Pawnee, G-ASLK being bought in October.^{11,128} The Cub was sold in January 1988.¹¹⁵ The Pawnee arrived with a two-bladed propeller and there were complaints about its noise until the quiet propeller was fitted in April 1988.^{12,16,128} The Civil Aviation Authority required noise testing, but it is not clear whether this was done at Nympsfield.¹²⁹ Later, in 1991, the Pawnee was fitted with an exhaust hush kit to further reduce the noise it produced.⁵³

Barry Walker bought a Super Cub G-OTUG in 1986 and, as the Club was anxious to have a standby tug, he agreed to allow the Club to tow with it.⁷⁶ In 1990 he replaced this with a white and yellow Pawnee G-BFEW, and allowed the Club to use it until the end of 1991.^{36,53}

13.4 Clubhouse Extension

Even after the changes made to the clubhouse in 1986, it was thought that the standard was still not good enough.⁷⁵ Among other things, the provision for double courses was thought to be poor.¹¹⁹ A sub-committee was set up under Mike Woollard in May 1987 to explore what improved facilities were required.⁷ In June, Mike drew up a proposed plan for modifications to the existing clubhouse, which would extend it into the car park along the northern boundary of the field.¹⁰² The plan included additional and improved bedrooms, improved toilets, enlarged office accommodation, a Clubroom suitable for meetings and a briefing room.¹⁰² Following this, the treasurer sent out a questionnaire to members to gauge what support there was for building an extension. A large majority of the replies were in favour of an extension of some sort, with some £10,000 pledged towards loans to pay for it.^{106,107} The proposals of the sub-committee report were explained at an information meeting in September, at which there was a heated discussion.⁸¹ Some members were against any extension and thought that any available money should be spent on facilities for flying. Others backed the plans wholeheartedly, although most were concerned about the likely cost of the proposed changes.⁷⁷ The proposal, as it stood, was formally put to the Annual General Meeting (AGM) in March 1988. It was rejected by a two to one majority, though the meeting agreed that improvements to the clubhouse were needed.⁷⁸ A new proposal was drawn up by Barry Walker and Simon Roberts and displayed on the Club notice board. It provided a detached two-storey building, 43 by 32 feet in size, to the west of the memorial garden. The ground floor provided an improved kitchen and dining room, and men's toilets and showers. The upper floor provided a clubroom and bar and ladies' toilets.¹²² It was estimated the cost would be about £60,000.⁷⁸

A member who was concerned that the scheme would go ahead without further reference to the members collected enough signatures to call an Extraordinary General Meeting (EGM).⁷⁹ This was held in October 1988 with Mike Woollard in the chair. It was clear from contributions from the floor that the main concern was the cost of the project. The chairman promised that when the plan had been fully costed, the committee would come back to the members for approval. On this basis, the meeting agreed by a large majority that preparatory work should continue.⁸⁰ The extension was not discussed at the 1989 AGM, and work began on the new building in June, without further reference to the membership.²⁹ This caused a certain amount of ill feeling. The main building work was finished in June 1990, though a foyer linking the new and old buildings was added during the following year.^{35,37} The building was formally opened by Lady Scott, the widow of the Club's late president, on 24th June 1991.⁸³



Mike Woollard



The new building

A new layout was drawn up for the old clubhouse in September 1990.³⁸ This included an enlarged office, improved bedrooms and toilets, including a ladies' shower, central heating throughout and the replacement of metal window frames with wooden ones.¹¹⁵ The structural work was finished in February 1991, at the end of the year more bedrooms and a briefing room were built at the eastern end of the building.^{42,54,92} See Section 13.16 for the new layout.

The final cost of the extension, including furnishing, was £105,000. The work on the old clubhouse came to £26,000.^{44,115} To pay for it, treasurer David Barker negotiated an overdraft and a special loan from Lloyds Bank, totalling £105,000 at 2% over base rate, which was 15% at the time.³⁷ The Philip Wills Memorial Fund lent £10,000 at 8% per annum to be repaid over 10 years and Club members lent over £8,000.^{32,58}

Other building work in the period included the refurbishing of the south hangar doors, between 1987 and 1989, with a trial of ply panels on some of them.^{4,33} The old workshop was rewired and a false ceiling fitted in the inner half.^{3,8} The wooden external doors were replaced with metal doors in 1989.³²

The "Portacabin" type toilet block in the caravan site was also renovated, in 1989.^{30,31,120}

In 1988, the map circle in the Parry-Jones memorial garden, which was originally about four inches above ground level, was raised about a foot to protect it from wear, and the top was reworked.¹⁸



The raised map circle and reworked old clubhouse - May 2003

13.5 Catering

Throughout the initial part of this period, cooked food was not available lunch time at weekends. The only food which was provided was cheese and tomato rolls and cups of tea.¹¹⁹ On completion of the new clubhouse with its well-equipped kitchen in June 1990, the Club licensed Paul and Pam Dunthorne to provide canteen services and to run the bar.³⁵



Pam Dunthorne



Paul Dunthorne

They were both active members, and at that time were also producing Severn Skies. They paid the Club 10% of their takings, with a target of providing £3,500 in the first year and £5,000 per annum thereafter.^{69,71} They also took over catering for the courses.

Although in their first year they paid £4,200 to the Club, it was decided to return control of the bar to the Club in June 1991 and to put the catering franchise out to tender.^{49,71} Sid Smith was appointed to have overall control of the bar, with Gordon Bishop in charge of its day-to-day management. However, due to disagreement with some committee members, both Sid and Gordon resigned at the end of October 1991, with Sid also resigning from the committee.⁵²

The catering franchise was advertised, and awarded to Gary and Gay Fitzgerald (G & G Catering) from March 1992, with the bar once more included.⁵⁵ They provided the Club with £7,000 for their first seven months of operation.⁷⁴

13.6 Field

A major programme of infill was undertaken during the period, to improve safety, increase the usable area of the field and to generate income to pay for other developments. Naturally excavated material was tipped into three areas.

A region in the south east corner of the field along the eastern boundary was raised to give a better line of sight from it along the winch track, although in fact the Club has never operated from the filled ground.^{119,120}

The quarry and the area immediately to the east of it on the northern boundary was filled to get rid of a sheer drop and the steep slope to the east.¹¹⁹ The tipping in both these areas was in progress in 1987 and continued for several years.¹² The work was stopped temporally in early 1989 when the local authority informed the Club that planning permission was required, but this was obtained later in the year with support from the Civil Aviation Authority.^{25,30,95} Tipping was completed and the affected areas grassed in 1991.⁴⁵



Area of raised ground on the eastern boundary



Infill south of the track, centre, & grass areas being smoothed

The third area to be filled was a stretch between the winch track and the southern boundary at the narrowest part of the field, where there was a deep dip in the ground.³⁰ The contractor built a road running round the north and west boundaries of the field from the entrance gate to the infill site for his lorries, and this has become permanent.⁹⁶ After the contract was agreed it was found that there was a

serious problem with the drainage of the raised ground on the eastern boundary. The contractor was asked to provide a layer of rock under the top soil which he had retained as the final cap.⁶⁷ This he agreed to do provided that he could increase the height of the infill to compensate, and to increase the tipping area to allow for tapering off the additional height. This was expected to involve extending the area across the winch track and raising the track itself over a short length, but this was not in fact done.^{60,120} However, line of sight was lost across the area.

Many parts of the field had become rough or rutted over the years, and an extensive programme of smoothing was carried out during this period, with different strips being attended to at different times to minimise disruption to flying.¹¹⁹

Winch track drainage and resurfacing continued between 1986 and 1989 and in 1989 two-thirds of its length were resurfaced with motorway scalplings.^{1,8,20,29,91}

Following a severe gale in 1987 when several trailers broke loose and damaged each other, a heavy steel cable was laid along the length of the trailer line to which trailers could be anchored.⁹¹



Refuelling base - 2007

A new 4,000 gallon tank for tug fuel was installed complete with pump in 1989, as the existing 1,000 gallon tank was not large enough to take the minimum 4,000 litre delivery required by the oil company.^{31,120} The old tank and pump were retained and used for diesel fuel.³³

The car park was also enlarged and upgraded in 1986 with a fence extending as far as the workshop, and more resurfacing work was done in 1991.^{44,88}

13.7 Winching

The period started, with the Whitbread and ageing Mumford winch in operation and the Commer/Tost winch nearing completion. This winch was being built by Dave Crinson. It was built on a Commer chassis and used the same Tost engine and automatic gearbox arrangement as had been used successfully on the Whitbread.¹²⁰ It was initially completed in July 1987 but gave continual trouble.^{10,11} In spite of enormous efforts by David and his helpers, it was never made to work satisfactorily and the decision was taken at the end of 1990 to sell the parts.³⁶ The need for a third winch was considered so pressing that another winch, known as the Battle winch, was bought as a stop gap in October 1988.²³ It had narrow drums and so did not need paying-on gear. With 25% more power than the Whitbread it gave excellent launches. It had a working guillotine and separate engines to drive the chassis and the drums.¹¹⁶



David Crinson



Graham Morris



The Commer/Tost winch



The Battle winch

Throughout this time, Graham Morris, who was CFI, had been working to reduce the number of cable breaks, which for years had been running at around 5 to 10%.¹¹⁹ In 1986 he introduced a policy of replacing cable in 100 yard lengths. This was because a break generally indicated a weakness running many yards either side of the break itself, it also reduced the number of ferrules along the length of the cable. This policy significantly reduced the incidence of breaks.^{76,81} Different cable thicknesses were also tried in 1988 and 1989 and it was decided to continue with 4mm 7x7 cable.^{15,20,27} In 1990 there was a trial using a parachute instead of a flag at the end of the Whitbread's cable, and this was extended to the Battle in 1991.^{40,46,84} From the earliest days at Nympsfield, parachutes had not been used, for fear that the cable be blown over Woodchester Valley, or worse still over the B4066.^{119,116} High falling speed damaged the cables. The idea of the parachute was to allow the cable to be drawn into the winch before it hit the ground, or if it did hit the ground to do so less violently. There was the risk that in the event of a break, the cable would drift further in a cross wind, but it was claimed that the parachute being used would collapse without the pull from the winch. The trial was shown to extend the cable life to around 1,000 launches per length and reduce cable costs to about 60p a launch.^{46,49} There were no dire accidents, partly because of a greater emphasis on pilots laying off to counter drift and partly no doubt due to the reduced number of breaks.^{119,120}

A review of the available professionally built winches was made in 1990, with visits to other Clubs to see the winches in action and as a result it was agreed in principle to buy a Supacat winch, made by a firm in Somerset. The Supacat was ordered in March 1991.¹¹⁶ The intention was to finance the purchase from the proceeds from the tipping on the south side of the field. Additional money would also be raised by selling the Whitbread and Mumford winches and the Tost parts.³⁹ However there was an immediate problem of how to raise the initial price of the winch, as the Club was heavily in debt due to the cost of the clubhouse extension. A scheme was proposed to avoid having to pay tax on the tipping receipts, but this was considered by some to be too near to tax evasion and the newly elected secretary and a committee member resigned because they could not support it.^{46,93,94} An alternative arrangement was made with Alan Smith, whose company wished to do the tipping. Smith paid for the winch and leased it to the Club for £2,000 per annum over five years with an option for the Club to buy it after that time for £500. The rental was largely financed by the fees charged for tipping on the south side.¹²³ The winch arrived on the 23rd August 1991.⁸⁵

The fluid drive of the Supacat was devised so that, the throttle position controlled the torque applied to the drum not the drum's speed, allowing the pilot to control the glider's speed by adjusting its angle of climb. This required re-training both for the pilots and the winch drivers, and for a time there were a number of over-speeding launches as some pilots were reluctant to climb steeply enough to keep the speed down.¹¹⁹ However these problems were soon resolved and the Supacat winch gave good service and perhaps 40% higher launches than the other winches.¹¹⁶ As a result the popularity of aerotows fell and more winch launches were taken.⁵²

The reliability of the Supacat and the different launch techniques it required led to the decision to sell the Battle winch as well as the other winches.⁶² The Whitbread, Mumford and Tost parts were all disposed of in 1992, with the Mumford being bought by a hang gliding group and the Whitbread going to the Aston Down Club.^{53,57,61,121}



The Supacat winch

13.8 Vehicles

The policy of using worn out secondhand dumper trucks for towing gliders on the field continued with two additional dumpers being bought in 1987 and 1990, to replace others beyond repair.^{71,6} There were generally three dumpers in use at any one time.^{43,48}

The Fiat and David Brown tractors continued to be used for pulling out the winch cables, and these were joined by a Nuffield tractor in 1987.⁸ However this was disposed of two years later because of unserviceabilities.²⁶ Following the improvements to the winch track, two vehicles, a 2.4 litre Toyota pickup truck and a Daihatsu, were bought in 1991 and 1992 for winch cable retrieving in place of the tractors.^{53,57,59}



Signalling trolley and fire tender - 2003

A new signalling trolley-cum-fire truck was built in 1992 and painted a distinctive yellow. It had the usual twin lamps with an automated system to regulate flashing rates.¹²⁵

13.9 Social Activities

A bar billiards table was bought in 1987.⁹ It was joined in 1988 by a new fruit machine, which provided a useful income.²² With the final demise of singing in the bar, the piano was disposed of in December 1990⁴⁰.

Joy Jones organised a reunion for past members on 24th October 1992 and about 150 people came, many of whom had been members at Lulsgate. The day was fine and around 50 people had flights. Michael Maufe, who was one of the founding members of the Club and had flown at Leighterton before the war, gave a short talk. There were refreshments, and everybody met old friends they had not seen for years. A fair number rejoined the Club and some became very active members⁷³.



Joy Jones



Old Timers' reunion -1992

The Club's contributions to Club News in S&G continued to be rather patchy. However, after many years of irregular appearances of Severn Skies, Pam and Paul Dunthorne took it over in June 1988. They quickly established a professionally printed A5 format which included advertisements. After a year in which they produced an issue roughly every two months, they settled down to a regular four issues a year which they kept up without fail.

13.10 Finance

The Club committed itself to a great deal of expenditure. The period started with debts of around £20,000 outstanding from the construction of the new workshop building and the purchase of Plattford's field.¹²⁴ The table below sets out the main additional capital acquisitions and disposals in this period as reported by David Barker.¹¹³

Date	Item	Expenditure	Income
October 1986	Infill between hangars	£5,445	
March 1987	Purchase of Jantar	£10,000	
March 1987	Purchase of Ka7	£4,346	
October 1987	Purchase of Pawnee	£20,815	
January 1988	(Sale of Super Cub)		£16,100
April 1988	Purchase of ASK13	£16,100	
September 1988	(Sale of original Ka7)		£4,300
September 1988	Purchase of Battle winch	£5,000	
December 1989	Sale of Jantar		£9,500
December 1989	Purchase of ASW19	£13,000	
August 1990	New Clubhouse	£100,826	
October 1991	Renovation of old Clubhouse	£23,110	
September 1992	Sale of Tost Winch parts		£5,405
	Total of these items	£198,642	£35,305

This expenditure was financed partly by tipping receipts, £8,000 for the east end and £10,000 for the quarry, and by operating surpluses, but mainly by loans.¹⁰⁸ Members lent an additional £8,000, the Philip Wills Memorial Fund made a loan of £10,000, but the greatest loan was from the Club's bank. In order to get this loan the Club had to offer the field as security and lodge the deeds with the Bank. At the end of 1991, the Club's total indebtedness was £102,250.¹¹³

13.11 Management

Anthony Keshaw MP, who had been the Club's president from 1976, resigned in May 1986, though this was not reflected in the Club's letterheads until 1991 when the names of all presidents and vice presidents were dropped from the Club stationery.^{8,114} It is likely that the offices of president and vice president were discontinued at about that time. Peter Scott, who had been a vice president since 1961 and who had done so much to help the Club, especially in the early days at Nympsfield, sadly died on 29 August 1989.⁹¹

Classic Aeroplane, who had occupied the new north hangar from its completion and had struggled to

pay their rent, were given notice to quit by the end of September 1986. The new tenant was Roger Targett, who also ran a glider and light aircraft maintenance and repair business.^{1,3} The space between the two north hangars was roofed in and made into a vehicle shed about the same time.³

Pat and Claude Armes were appointed Managers in 1986, but after two successful years in the post they left to start their own business.^{2,14,90} They were succeeded by Stan Franklin.¹⁶

In 1987 an IBM type PC was bought to replace the Tandy computer, which had been used for the accounts for several years. The existing data was reconfigured to run on the new computer by John Taylor and was in use by March 1988.^{8,14,16,18} Using the new computer for operating flying accounts resulted in winch tickets being phased out.^{25,78} Another new computer, complete with printer, was bought for the office in 1992.⁶¹

In 1991 there was a review of the management of the Club, it was decided that in future there should be a CFI/Manager supported by an Office Administrator.^{50,70} Unfortunately the proofs of the advertisement for the CFI/Manager were posted to the office and opened by Stan Franklin before he had been told about the proposed change. In spite of that, he co-operated with the handover when G. Dale was installed in the new post at the start of 1992. In view of the work he had done over the years and during the handover, Stan was awarded an ex gratia payment in addition to his leaving settlement.⁷²



Stan Franklin

One of G's first actions was to insist that parachutes should be worn on every flight in Club gliders, and two additional parachutes were bought.⁵⁷ He also arranged for a member to organise the repack of Club parachutes at six-monthly intervals.¹¹⁹

In 1990 the Club's auditors were changed to Cadbury Gibbs.¹¹¹

As a result of a proposal by Sue Woollard, a new membership grade of Retired Person was agreed, starting in 1992. The subscription was half that of the Full Flying Members.⁵⁸

At the 1991 Annual General Meeting it was agreed that future AGMs should be held in the autumn instead of April. Some decisions, for example about the next year's courses and competitions, had to be made in the autumn, this meant that one committee made the decisions, but a new committee elected in the following April had to implement them. Bringing the AGM forward to the autumn would mean that the people who made the decisions would also administer them.⁴⁷ The formalities required for this change meant that it was not actually implemented until 1997.

13.12 Wildlife Conservation

In 1988, a member mowing the field cut down a rare Bee Orchid which was growing close to the car park fence.¹¹⁹ As a result Nancy Barrett, who had an interest in wildlife conservation, surveyed the field with CFI Graham Morris, to draw up a plan to protect the parts of the field which were valuable for wildlife. They found that the areas in question were at the edges of the field and other places which were not used for flying activities. The committee agreed that those parts would not be mowed or driven over.^{28,65} Nancy also undertook to maintain a noticeboard in the clubhouse indicating what wildlife might be seen at different times throughout the year, with forms for members, whom she designated the Terra Firma Syndicate, to record sightings of plants, animals, birds and insects.



Nancy Barrett

13.13 Utility Supplies for the Tower House

The Tower House is a building on the edge of the Woodchester valley a little to the east of the Club's land. It had no mains water supply or electricity until 1988. In May of that year the owner, Mrs Grant Goody, wrote to the Club requesting a wayleave for a water pipe to connect her house to the water main, as she had to rely on rainwater from her roof. The pipe was to run in a trench along the eastern boundary of the field.¹⁰⁴ The Club was happy in principle but pointed out the need not to damage the

ancient barrow on the boundary, and also asked her for a commitment not to object to the normal activities of the Club. She was happy to do so and pointed out that she had never objected in the past.¹⁰⁵ The legal documentation was completed in February 1989 and the work was done soon after.

Two years later the new owner, Miss Vesty, applied to the Midland Electricity Board for an electrical supply, and they proposed burying the cable along the field boundary.⁹⁸ Again the Club was in agreement in principle and also thought that this presented an opportunity to get a supply to the south hangar and caravan park economically. However, the MEB quoted £15,000 plus VAT for just supplying the additional cable, with the Club digging the additional trench itself.⁹⁹ This was not proceeded with. The owners of the mansion requested that they should be allowed to use the trench across the field to lay a water supply to the mansion and this was agreed by Miss Vesty and the Club.¹¹⁷ The deeds permitting the wayleaves were completed in early May 1992.^{100,101}

13.14 Private Owners

The number of privately owned gliders continued to grow steadily year by year, rising from 42 in 1986 to 65 in 1992. The point was being reached where the majority of solo pilots either had a share in a glider or owned one outright. The increased demand for launches by private owners wishing to fly cross-country led to a gridding system being introduced. A rota was drawn up, and provided that the pilots on it were at the Club by 8:30 in the morning, they were permitted to form their gliders into a grid at the launchpoint in rota order. The grid was launched when the pilot in the first glider decided to go. Before that, gliders could get a launch according to the normal list by putting their gliders at the front of the grid. Once the grid launch had started, two-seaters were allowed one launch in seven.¹¹⁹

Around 1988, Thoby Fisher's widow contacted Pete Bunniss about an Olympia 2, which Thoby had been attempting to convert into an ornithopter. Peter and a syndicate of 12 people bought the result with the intention of rebuilding it into a standard Olympia. The wings had been so extensively modified that the syndicate abandoned them and replaced them with a pair from a crashed Olympia. Even so there was a considerable amount of work needed to restore the fuselage and to repair the wings. Sid Smith took the lead in this work and the glider, now named Dopey, flew in 1993.¹²¹

13.15 Conclusion

This period saw the introduction of many changes that were to be long lasting. These included the way launching was organised, and the purchase of the Club's first commercially manufactured winch, which gave the best and the most reliable launches in the Club's history. An extensive programme of tipping excavated material was used to eliminate a sheer drop and to fill in some deep dips in the field, while also providing useful income. The longstanding series of modifications to the clubhouse were concluded with the provision of a new building and a complete overhaul of the old clubhouse, although at the expense of incurring a large debt.

Barry Walker, who was the driving force behind many of these changes, resigned as chairman in April 1993, and was succeeded by Bob Cunningham.

13.16 Revised Clubhouse Drawings



13.17 Club Glider Details

Type	BGA #	Tail #	Origin	Disposal in Period
Ka8	1653	-	Bought new in August 1971 for £2,068 with £1,050 Sports Council grant	
Ka8	2398	DUC	Bought 12 th May 1979 for £3,750 as planned replacement for the two Swallows	
ASK13	2554	EBL	Bought 29 th August 1979 for £10,005. Replacement fuselage bought for £5,750 21 st August 1982 after crash	

Type	BGA #	Tail #	Origin	Disposal in Period
Grob G102 Mk3	2741	EKF	Bought 5 th June 1981 for £6,730 as replacement for the Skylark 4	
Ka7	2139	-	Bought 13 th August 1982 for £2,550 as replacement for the Blanik	Sold 8 th Sept 1988 for £4,300
ASK13	2954	EUC	Bought 2 nd September 1983 for £6,100	
Jantar 2	2745	EKK	Bought 6 th March 1987 for £10,000	Sold 6 th December 1989 for £9,500
Ka7	3281	FHU	Bought 28 th March 1987 and converted to ASK13 layout ('K10')	
ASK13	4304	913	Bought 5 th April 1988 for £16,100	
ASW19	2727	EJR	Bought 18 th December 1989 for £13,000	
Ka6CR	1591	CJY	Owned by Bristol University – agreement for Club use	

13.18 Tug Details

Type	Tail #	Origin	Disposal in Period
Piper Super Cub 150	G-BCFO	Bought Easter 1974	Sold 31 st January 1988 for £16,100
Bellanca Scout 180	G-BGGD	Bought 17 th January 1980 for £14,950	
Pawnee	G-ASLK	Bought October 1987 for £20,815	

13.19 Vehicle Details

Type	Origin	Disposal in Period
David Brown tractor	Bought in May 1975	
Fiat 450 tractor	Bought in 1984 for £1,250	
Nuffield tractor	Bought in 1987	Disposed of in 1989
2.4 Litre Toyota pickup truck	Bought in 1991 for £1,500	
Daihatsu	Bought in 1992	
Assorted dumpers- generally three at any one time		

13.20 Winch Details

Type	Origin	Disposal in Period
Mumford winch	Built by Brian Mumford in 1962/3 Diesel engine & new chassis 1972	Sold to hang gliding group in 1992
Diesel winch No.2	Bought in 1969, "Balloon winch"	Disposed of by 1986
Whitbread winch	Built in-house, in service in 1983	Sold to Aston Down in 1992
Crimson winch	Never made to work satisfactorily	Parts sold in 1992
Battle winch	Bought secondhand 29 th Sept 1988 £5K	Sold in 1992
Supacat 007 winch	On lease at £2K per annum 23 rd August 1991	

13.21 Trailer Details

Type	Origin	Disposal in Period
Ka8 trailer	Bought for £35 in July 1971	
Grob trailer	Bought with sailplane	
Jantar trailer	Donated in 1987 by Barry Walker to replace original trailer	Sold with glider in 1989
ASW 19 trailer	Bought with the glider in 1989	
ASK 13 trailer	Built by Steve Moss in 1988	
University Ka6CR trailer	Built by the University Gliding Club	

13.22 Presidents, Club Officers & Committees

Role	1986/7	1987/8	1988/9	1989/90	1990/1	1991/2	1992/3
President	Sir Anthony Kershaw (Resigned)*	Sir Peter Scott	Sir Peter Scott	Sir Peter Scott	-	-	-
Vice President	Sir Peter Scott	Tony Gaze	Tony Gaze	Tony Gaze	Tony Gaze	Tony Gaze	Tony Gaze
	Tony Gaze	Doug Jones	Doug Jones	Doug Jones	Doug Jones	Doug Jones	Doug Jones
Director	Phil Andrews	Phil Andrews	Phil Andrews	Sid Smith	Mita Barnes	Ian Lane	Ian Lane
	Barry Walker	Barry Walker	Barry Walker	Barry Walker	Barry Walker	Barry Walker	Barry Walker
	Dave Barker	Dave Barker	Dave Barker	Dave Barker	Dave Barker	Dave Barker	Dave Barker
Chairman	Barry Walker	Barry Walker	Barry Walker	Barry Walker	Barry Walker	Barry Walker	Barry Walker
Vice Chair	Phil Andrews	Phil Andrews	Phil Andrews	Ray Lemin	Ray Lemin	Mike Woollard	Steve Parker
Treasurer	Dave Barker	Dave Barker	Dave Barker	Dave Barker	Dave Barker	Dave Barker	Dave Barker
Secretary	Don Chatterton	Mike Woollard	Mike Woollard	Sid Smith	Mita Barnes	Ian Lane	Ian Lane
Committee	Les Bradley	M Barnes	P. Fox	M. Barnes	P. Fox	S. Bicknell	R. Boyd
	Moira Buick	Dave Crinson	G. Harris	P. Fox	Kevin Neave	Ian Hey	Peter Bunniss
	Jim Davidson	Jim Davidson	Ray Payne	Frank Malloy	N. Newham	Steve Parker	Mike Harris
	Paddy Devane	Sid Smith	M. Phillips	Kevin Neave	M. Phillips	Ray Payne	Ian Hey
	Chris Taylor	Chris Taylor	Simon Roberts	M. Phillips	J. Saunders	M. Phillips	Frank Malloy
	Malcolm Worster	P. Thorne	C. Roddick	Steve Parker	Jane Wallace	Sid Smith	M. Greathead
CFI	Graham Morris						
Tug Master	Tony Morgan	Ron Sandford	Tony Morgan	N/R	Malcolm Gay	Paul Little	N/R
Aircraft Engineer	N/R	SID Smith	N/R	N/R	N/R	N/R	N/R
Vehicle Engineer	N/R	Dave Crinson	N/R	N/R	N/R	N/R	N/R
Course Manager	N/R	Mike Woollard	N/R	Sid Smith	Mita Barnes	N/R	N/R
Course Instructor	Eric Martin	John Patchett & Steve Moss		Pete Florence & Les Bradley	John Patchett & Steve Bennett	Steve Bennett & Les Bradley	Tim Milner
Course Tuggie & Launch Assistant	–			Steve Moss & Chris Roddick	Chris Taylor & Jon Beard	Chris Taylor & Andy Sweet	Adrian McDaw & John Coulson

Role	1986/7	1987/8	1988/9	1989/90	1990/1	1991/2	1992/3
Competition Director	N/R	Phil Andrews		Andy Davis	Doug Jones	Bill Davis	N/R
Newsletter Editor	Mita Barnes		Pam & Paul Dunthorne				
S&G 'Club News'	Mita Barnes	'NW' & Mike Woollard	Sid Smith & Mike Woollard	Simon Roberts	Jane Wallace	Helen Evans	Simon Roberts
Manager	Claude Armes		Stan Franklin				G. Dale
Office Admin.	–						Sandra Cantwell

Note:

N/R = Not recorded"

*It is likely that the offices of president and vice president were discontinued sometime after this.

BGC Proprietary Ltd. Holding Company Directors: P C Bray (secretary), Nick O'Brien and J Doug Jones throughout the period.

13.23 Membership Statistics

Category	1986	1987	1988	1989	1990	1991	1992
Flying	278	279	274	272	246	241	274
Associate	39	55	N/R	N/R	N/R	N/R	N/R
Female	N/R	N/R	62	54	64	NR	43
Total	N/R(327)	N/R	N/R	N/R (395)	N/R (381)	N/R (338)	N/R
Temporary^^	400	1080	812	1002(863)	1042(978)	973(800)	800

Note:

Taken from Sailplane & Gliding, the figures cover the period from 1st October of the previous year to the end of September of the year stated. This does not correspond with the Club's membership year which runs from the 1st April. It is doubtful whether the numbers reported to S&G were necessarily compiled accurately or consistently. Figures derived from more reliable sources, where available, are added in brackets.

N/R = "Not recorded"

^^ = Estimated number

13.24 Aircraft Statistics

Category	1986	1987	1988	1989	1990	1991	1992
Two-seaters	3	4	4	4	4	4	4
Solo	3	4(5)^	4(5)^	4(5)^	5^	6 (5)^	4(5)^
Private	40(42)	40(46)	42(47)	51(54)	48(56)	N/R(64)	N/R(65)
Tugs	3*	3*	3*	3*	3*	3*	2

Note:

Taken from Sailplane & Gliding, the figures cover the period from 1st October of the previous year to the end of September of the year stated. This does not correspond with the Club's membership year which runs from the 1st April. It is doubtful whether the numbers reported to S&G were necessarily compiled accurately or consistently. Figures derived from more reliable sources, where available, are added in brackets.

N/R = "Not recorded"

* Total includes Barry Walker's Super Cub (1986 to 1990) and his Pawnee in 1991, which he permitted the Club to use.

^ Figures include the University Ka6 which the Club had an arrangement to use.

13.25 Flying Statistics

Category	1986	1987	1988	1989	1990	1991	1992
Launches	8857	9103	8515	10,861(9147)	8585(8832)	8330(8347)	6350
Aerotows	5695	4323	4905	7871(6451)	6340(6638)	5000(4954)	2600
Hours	5370	6735	4806	7115	6945	N/R	N/R
X-Country km	24,260	65,654	N/R	84,103	72,000	78,000	N/R

Note:

Taken from Sailplane & Gliding, the figures cover the period from 1st October of the previous year to the end of September of the year stated. This does not correspond with the Club's membership year which runs from the 1st April. It is doubtful whether the numbers reported to S&G were necessarily compiled accurately or consistently, especially the flying hours and cross-country distance figures. Figures derived from more reliable sources, where available, are added in brackets.

N/R = "Not recorded"

13.26 Subscription Fees

Category	1986/7	1987/8	1988/9	1989/90	1990/1	1991/2	1992/3
Entrance fee	N/R	£15	N/R	N/R	£25	£35	£38

Category	1986/7	1987/8	1988/9	1989/90	1990/1	1991/2	1992/3
Full Flying	£110	£115	£120	£130	£150	£180	£200
Family	N/R	£161	£175	N/R	£225	£270	£300
Country	N/R	£69	£80	N/R	£100	£120	£150
Retired*	–	–	–	–	–	–	£100
Youth	N/R	£29	£29	N/R	£37	£45	£50
Student	N/R	£58	£58	N/R	£75	£90	£100
Associate	N/R	£10	N/R	N/R	£10	£20	£20
Junior Associate	N/R	£2	N/R	N/R	£3	£10	£10

Note:

There are gaps in the Club's records during this period

N/R = "Not recorded"

13.27 Flying Charges

Category	1986/7	1987/8	1988/9	1989/90	1990/1	1991/2	1992/3
Winch launch	£2.50	£2.70	N/R	N/R	N/R	£2.70	£4.50
Aerotow to 2000'	£9.00	£9.50	N/R	N/R	N/R	£9.50	£14.00
Soaring per min. after 10 min. on winch and 20 min. on aerotow	N/R	N/R	N/R	N/R	N/R	24p*	24p*
	N/R	N/R	N/R	N/R	N/R	Ka8 20p*	*Reduced rates after 30 minutes and on Ka8
	N/R	N/R	N/R	N/R	N/R	*Reduced rates after 90 and 120 minutes	

Note:

There are gaps in the Club's records during this period

N/R = "Not recorded"

13.28 Trophy Winners

Category	1986	1987	1988	1989	1990	1991	1992
Cyril Uwins Cup	Ray Payne	Steve Parker	Andy Davis	Andy Davis	Andy Davis	Andy Davis	Tim

Category	1986	1987	1988	1989	1990	1991	1992
(Best distance)							MacFadyen
Rex Young Trophy (Best progress by a beginner)	Georgina Harris	Frank Molloy	N/R	Robert Hanks	Steve Coffey	Not awarded	Not awarded
Evening World Trophy (Greatest gain of height)	N/R	Mike Woollard	Gordon Bishop	N/R	Gordon Bishop	R (Jed) Barrett	Eve Dent
Guinness Trophy (Most meritorious cross-country in a Club glider)	N/R	N/R	N/R	N/R	N/R	Ken Barker	Tim Milner
Shaun de Salis Trophy (Best closed-circuit flight)	Ray Payne	Andy Davis	Andy Davis	Andy Davis	N/R	Andy Davis	Andy Davis
Ladder Trophy (Winner of Club Ladder)	N/R	N/R	N/R	N/R	Andy Davis	Andy Davis	Tim Macfadyen
John Parry-Jones - (Services to the Club)	Graham Morris	N/R	N/R	N/R	Sid Smith	N/R	Heather & Richard Kidner
Jim Webster's Instructor' Plaque	N/R	N/R	N/R	N/R	Gill Starling, Paul Gelthorpe and Kevin Neave	Graham Morris	Not awarded

Note:

N/R = "Not recorded"

13.29 Private Glider Details

Type	BGA/Tail #	Owners / Syndicates	1986	1987	1988	1989	1990	1991	1992
Std. Austria	1127/57	Keith Aldridge, N Cox, Dave Hodsman and Others							
Ka6E	1425/925	Godfrey Hawkins & Partners							
Std. Cirrus	1624/252	Pete Bray & Partners							

Type	BGA/Tail #	Owners / Syndicates	1986	1987	1988	1989	1990	1991	1992
Libelle	1756/417	John Bennett, Paul Little, Moira Buick, Doug White, Mike Davis & George Upson							
Skylark 4	1103/267	Derek Dye & numerous partners							
Libelle	1840/253	Tom & Tim Bradbury							
Bocian	1804/558	Bill Combes & Partners							
Kestrel 19	1914/14	Doug Jones, Tony Pentelow, Dave Braham, Alwyn Sutcliffe, Gordon Fisher Joe Grimes & Ken Brown							
Nimbus 2	1958	Doug Jones & Tony Pentelow							
Kestrel 17	1720/179	John Taylor & Partners							
Std. Cirrus	1621/969	Derek Thomas							
		Simon Roberts & Partners							
T49	1163/BRA	Dave Barker and Partners,							
Ka6E	2430/DW C	Brian & Ros Holman, Lou Bisley, John Bennett & possibly others							
		Lou Bisley sole owner							
Ls3-A	2639/157	Frank & Eve Dent, Joe Grimes, Ron Bridges & Mike Davis							
Vega	2526/657	Jed Barrett, Colin Pennicuick & Norman Harris. Ron Sandford bought Norman's share in 1982							
Std. Cirrus	1617/81	Roy Upton, John Timpany, Fred Hill & Tony Morgan							
LS3-A	2668/EGE	George Szabo-Toth, Ian Lane, Paul Little, Dave Barker & Nick O'Brien							
Mini Nimbus	2248/DNM	Dave Hodsman & James Metcalf							
		Pete Florence & Partners							
Ka6 BR	2626/	Gill Morgan & Partners							
Cirrus 17.7m	2426/272	T Ballenger							
		Martin Carolan							
ASW 20L	2677/172	Graham Morris, Chris Lyttelton, Tony Gillett, Eric Martin & Gordon Bishop							

Type	BGA/Tail #	Owners / Syndicates	1986	1987	1988	1989	1990	1991	1992
Mini Nimbus	2346/270	Richard Starling, Ian Hey, S Simm, Rob Hanks, Dave Crinson & Kevin Tarrant							
Std. Cirrus	1617/CLA	Lance Peters & Partners							
		John Timpany & Partners							
LS4	2808/	B. Hills							
LS4	2806/264	Norman Parry, David Bland, Mike Taylor Beasley etc							
LS4	2899/254	Andy Smith							
Ka6E	1533/309	Laurie Smith							
		Gordon Fisher, Joe Grimes, Ted Waterman & Ken Brown							
Libelle 201	1671/622	Barry Walker & Denis Corrick							
		Alwyn Sutcliffe, Sheila Morris, Carol Smith & Dave Williams							
Ventus 16.7	2775/80	Bill and Andy Davis							
		Sid Smith, Barry Walker & Ray Lemin (Sid Smith only in 1990)							
SZD Piratt	1819/441	Geoff Boaler & Martin Carolan							
		Pete Bunniss, Mike McEllin & Roger Moses							
Std. Cirrus	1966/140	Ray Payne							
Std. Jantar 3	2917/140	Ray Payne							
LS4a	3298/140	Ray Payne							
Discus B	3453/140	Ray Payne							
Jantar Std2	2937/215	Mike Woollard							
Kestrel 19	1515/CFU	James Metcalfe							
IS-29D2 Club	3173/	Classic Aeroplane Ltd.							
IS-32A	3179/	Classic Aeroplane Ltd.							
IS-30	3180	Classic Aeroplane Ltd.							
Std. Cirrus	1915/982	Dave Crinson & Partners							

Type	BGA/Tail #	Owners / Syndicates	1986	1987	1988	1989	1990	1991	1992
		Pete Florence							
		Dave Zarb & Oliver Stuart-Menteth							
Discus B	3141/80	Andy & Bill Davis							
Astir CS	3216/697	Jim Davidson							
Std. Cirrus	3155/720	Barry & Phil Walker							
	/920	Kevin Neave, John Saunders, Dave Sproxton, Richard Grey & Di Pinner							
LS4	2697/490	Steve Parker							
DG300 Elan	3308/720	Barry & Phil Walker							
ASW 19	2282/	Martin Carolan & Partners							
		Geoff Boaler & Partners							
Pegasus 101a	3259/701	Laurie Smith							
Astir CS	3151/571	Dave Rich							
Ka6CR	1420/343	D Witton & Mike Philips							
Astir CS	3283/698	Tony Harris							
DG 202-17	2869/158	Julian Rees & G Dale							
		Paul Little, A Harris & Alan Price							
Ka6CR	3311/FKA	W. Britton, Dave Ascroft, Alan Price & John Turner							
Discus	3365/969	Simon Roberts & Partners							
LS4	3401/190	Paul Dunthorn							
		Julian Rees							
SF 27A	2515/839	H. Coleridge, Rupert Wasey & Nick Newham							
ASW19	2361/100	Richard & Gill Starling							
Discus B	3523/230	Nick Wall & Mike McEllin							
Discus	3398/130	Ray Lemin (& Mike Strathern until 1990)							
Ventus C	3417/242	Jed Barrett & Ron Sandford							
ASW15B	3369/FML	Arthur Duke, Dave Ascroft & Alan Price							

Type	BGA/Tail #	Owners / Syndicates	1986	1987	1988	1989	1990	1991	1992
Grunau 3	1748/ -	Sid Smith, Kevin Neave & Rupert Wasey							
Ka6CR	2145/DJE	M. C. Ratford & Partners							
Ventus B	2744/186	James Metcalfe							
Nimbus 2	2115/195	Steve Bicknell							
LS7	3663/280	Mike Strathern							
ASW20	2453/629	J. Reed & M. Bonner							
AW24	3357/621	Trevor Stuart							
LS6c	3895/621	Trevor Stuart							
LS6c	3984/621	Trevor Stuart							
Jantar Std 2	2745/EKK	Rob Simpson, Dave Greenhill & John Mast							
LS7-WL	3702/720	Phil Walker							
Olympia 2b	1153/	Pete Bunniss, Sid Smith & many Partners							
Std Cirrus	3675/GAH	Rob Hanks & Partners							
Ka6CR	3768/GEF	J. Christie							
Ka6E	2134/DHT	Ivor Lumley & Dave Wilkinson							
Kite 1	251/KIT	Bob Boyd							
Pirat	2377/DTW	Chris Ebbs							
		Martin Carolan							
M100s	2867/288	Bob Boyd							
Discus B	3373/158	Alan Price & Tony Harris							
LS6-c	3813/254	Andy Smith							
Lo 100	3915/	Pete Mallinson							
Jantar 1	2088/164	G. Dale							
Discus B	3339/414	Jed Barrett & Ron Sandford							
Total Glider in Period = 83			42	46	47	54	56	64	65

13.30 References

Ref	Source	Digital Archive Location
1	Committee Minutes, 16 th May 1986	<Club Minutes>
2	Committee Minutes, 20 th June 1986	<Club Minutes>
3	Committee Minutes, 19 th September 1986	<Club Minutes>
4	Committee Minutes, 21 st November 1986	<Club Minutes>
5	Committee Minutes, 20 th February 1987	<Club Minutes>
6	Committee Minutes, 20 th March 1987	<Club Minutes>
7	Committee Minutes, 10 th April 1987	<Club Minutes>
8	Committee Minutes, 15 th May 1987	<Club Minutes>
9	Committee Minutes, 12 th June 1987	<Club Minutes>
10	Committee Minutes, 17 th July 1987	<Club Minutes>
11	Committee Minutes, 14 th August 1987	<Club Minutes>
12	Committee Minutes, 11 th September 1987	<Club Minutes>
13	Committee Minutes, 12 th October 1987	<Club Minutes>
14	Committee Minutes, 6 th November 1987	<Club Minutes>
15	Committee Minutes, 4 th December 1988	<Club Minutes>
16	Committee Minutes, 5 th January 1988	<Club Minutes>
17	Committee Minutes, 5 th February 1988	<Club Minutes>
18	Committee Minutes, 11 th March 1988	<Club Minutes>
19	Committee Minutes, 8 th April 1988	<Club Minutes>
20	Committee Minutes, 3 rd June 1988	<Club Minutes>
21	Committee Minutes, 5 th August 1988	<Club Minutes>
22	Committee Minutes, 9 th September 1988	<Club Minutes>
23	Joint Directors 15 th October 1988	<Club Minutes>
24	Committee Minutes, 3 rd March 1989	<Club Minutes>
25	AGM Minutes, 18 th March 1989	<Club Minutes>
26	Committee Minutes, 7 th September 1989	<Club Minutes>
27	Committee Minutes, 5 th May 1989	<Club Minutes>
28	Committee Minutes, 2 nd June 1989	<Club Minutes>
29	Committee Minutes, 7 th July 1989	<Club Minutes>
30	Committee Minutes, 8 th September 1989	<Club Minutes>
31	Committee Minutes, 13 th October 1989	<Club Minutes>
32	Committee Minutes, 10 th November 1989	<Club Minutes>
33	Committee Minutes, 8 th December 1989	<Club Minutes>
34	Committee Minutes, 12 th January 1990	<Club Minutes>
35	Committee Minutes, 8 th June 1990	<Club Minutes>
36	Committee Minutes, 8 th July 1990	<Club Minutes>
37	Committee Minutes, 3 rd August 1990	<Club Minutes>
38	Committee Minutes, 7 th September 1990	<Club Minutes>
39	Committee Minutes, 2 nd November 1990	<Club Minutes>
40	Committee Minutes, 4 th January 1991	<Club Minutes>
41	Committee Minutes, 2 nd February 1991	<Club Minutes>
42	Committee Minutes, 10 th February 1991	<Club Minutes>
43	Committee Minutes, 1 st March 1991	<Club Minutes>

Ref	Source	Digital Archive Location
44	AGM Minutes, 30 th March 1991	<Club Minutes>
45	Committee Minutes, 10 th May 1991	<Club Minutes>
46	EGM Minutes, 25 th May 1991	<Club Minutes>
47	Committee Minutes, 14 th June 1991	<Club Minutes>
48	Committee Minutes, 19 th July 1991	<Club Minutes>
49	Committee Minutes, 16 th August 1991	<Club Minutes>
50	Management Minutes, 6 th September 1991	<Club Minutes>
51	Committee Minutes, 13 th October 1991	<Club Minutes>
52	Committee Minutes, 11 th October 1991	<Club Minutes>
53	Committee Minutes, 11 th November 1991	<Club Minutes>
54	Committee Minutes, 15 th December 1991	<Club Minutes>
55	Committee Minutes, 10 th January 1992	<Club Minutes>
56	Committee Minutes, 14 th February 1992	<Club Minutes>
57	Committee Minutes, 13 th March 1992	<Club Minutes>
58	AGM Minutes, 28 th March 1992	<Club Minutes>
59	Committee Minutes, 8 th May 1992	<Club Minutes>
60	Committee Minutes, 12 th June 1992	<Club Minutes>
61	Committee Minutes, 14 th August 1992	<Club Minutes>
62	Committee Minutes, 9 th October 1992	<Club Minutes>
63	Committee Minutes, 21 st March 1993	<Club Minutes>
64	Agreement - Bristol University Students Union, May 1989	<Club Documents & Correspondence>
65	Letter – Nancy Barrett to Committee, c1989	<Miscellaneous> 189
66	Letter - Andy Davis to Committee, 12 th June 1989	<Club Documents & Correspondence>
67	Letter – Peter Mallinson to Committee, 25 th April 1991	<Club Documents & Correspondence>
68	"Notes to Committee Meeting" – R Hey, 19 th July 1991	<Club Documents & Correspondence>
69	"Regulations for Bar Trustees" c1991	<Club Documents & Correspondence>
70	Management Minutes, 6 th September 1991	<Club Minutes>
71	Letter – Skysport Catering to M. Woollard, 13 th September 1991	<Club Documents & Correspondence>
72	Letter – D. Barker to S. Franklin, 30 th November 1991	<Club Documents & Correspondence>
73	Letter – Steve Parker to D. Barker, 5 th October 1992	<Club Documents & Correspondence>
74	Letter – David Barker to G & G Catering, 11 th October 1992	<Club Documents & Correspondence>
75	Severn Skies, July 1986	<Bulletins & Severn Skies>
76	Severn Skies, November 1986	<Bulletins & Severn Skies>
77	Severn Skies, September 1987	<Bulletins & Severn Skies>
78	Severn Skies, June 1988	<Bulletins & Severn Skies>
79	Severn Skies, October 1988	<Bulletins & Severn Skies>
80	Severn Skies, December 1988	<Bulletins & Severn Skies>

Ref	Source	Digital Archive Location
81	Severn Skies, February 1989	<Bulletins & Severn Skies>
82	Severn Skies, October 1989	<Bulletins & Severn Skies>
83	Severn Skies, summer 1990	<Bulletins & Severn Skies>
84	Severn Skies, winter 1990	<Bulletins & Severn Skies>
85	Severn Skies, spring 1992	<Bulletins & Severn Skies>
86	Severn Skies, winter 1992	<Bulletins & Severn Skies>
87	Severn Skies, summer 1993	<Bulletins & Severn Skies>
88	"Club News" - Sailplane & Gliding, August/September 1986	
89	"Club News" - Sailplane & Gliding, June/July 1988	
90	"Club News" - Sailplane & Gliding, April/May 1989	
91	"Club News" - Sailplane & Gliding, December/January 1989/90	
92	"Club News" - Sailplane & Gliding, February/March 1991	
93	Order – Supacat Limited, Supacat Winch & Tipping, 25 th February 1991	<BGC Project File>
94	Letter - Watterson Todman to P. Bray, Supacat Winch & Tipping, 23 rd April 1991	<BGC Project File>
95	Planning Permission – Gloucestershire County Council, Supacat Winch & Tipping, 24 th April 1989	<BGC Project File>
96	Draft Contract – Alan Smith , Supacat Winch & Tipping, 5 th June 1991	<BGC Project File>
97	Final Payment - Smiths Plant Hire, Supacat Winch & Tipping, 11 th September 1996	<BGC Project File>
98	Letter & plan - Midlands Electricity Board to Franklin , Tower House Electricity, 31 st October 1991	<BGC Project File>
99	Letter - Midlands Electricity Board to Bray, Tower House Electricity, 22 nd December 1991	<BGC Project File>
100	Deed of Easement - Miss Vestey, Tower House Electricity, 1 st March 1992	<BGC Project File>
101	Letter - Midlands Electricity Board to Club, Tower House Electricity, 27 th May 1992	<BGC Project File>
102	Sub-Committee Report - Clubhouse Extension, June 1987	<BGC Project File>
103	Tower House Water	<BGC Project File>
104	Letter - Mrs Grant-Goody, Tower House Water, 4 th May 1988	<BGC Project File>
105	Deed - Mrs Grant Goody, Tower House Water, 9 th February 1989	<BGC Project File>
106	Letter – Treasurer to Membership, 5 th September 1987	<BGC PTY Company Documents>
107	Notice – Treasurer to Membership, 17 th October 1987	<BGC PTY Company Documents>
108	Joint Directors Minutes, 15 th October 1988	<Club Minutes>
109	AGM Minutes, 18 th March 1989	<Club Minutes>
110	Joint Directors Minutes, 1 st July 1989	<Club Minutes>
111	Letter – D. Barker to Jackson Hollidge & White, 5 th October 1990	<BGC PTY Company Documents>
112	Club Accounts, 1991	<Club Accounts>
113	Treasurer Report 1991, March 1992	<BGC PTY Company Documents>

Ref	Source	Digital Archive Location
114	Club Stationery - letter heads	<Miscellaneous> 073
115	"1958-2009 BGC PTY Financial History"	<Club Accounts>
116	"1974-1990 Winching at Nympsfield" - Graham Morris	<Library>
117	List - Deeds and Documents held by BGC	<Miscellaneous> 134
118	"Pilot Safety and Spinal Injury" – Tony Segal, OSTIV Technical Soaring Magazine, 1988, Vol 4, p111	
119	Ken Brown, recollection	
120	Graham Morris, personal communication	
121	Ian (Sid) Smith, personal communication	
122	Drawing – Joseph Griggs & Co, Clubhouse Extension, 7 th March 1989	<BGC Project File>
123	Agreement – Alan Smith , Supacat Winch & Tipping, 1991	<BGC Project File>
124	Club Accounts for year 1986	<Club Accounts>
125	Severn Skies, autumn 1992	<Bulletins & Severn Skies>
126	Committee Minutes, 12 th July 1985	<Club Minutes>
127	AGM Minutes, 22 nd March 1986	<Club Minutes>
128	Log Book, G-ASLK	<Miscellaneous> 184
129	Committee Minutes, 6 th January 1989	<Club Minutes>

13.1 Photograph & Illustration Credits

Page	Description	Source	Digital Archive Location
173	Barry Walker	Bernard Smyth	<Photographs>2061
173	Signalling and Fire Trolley	Unknown	Unknown
174	Moir Buick	Unknown	<Photographs>00573
174	David Sproxton	David Sproxton	<Photographs>4653
174	Michael Deacon	Jane Hey	<Photographs>430
174	Sue Woollard	Mark Koker	<Photographs>4087
174	Andy Davis	Bernard Smyth	<Photographs>1427
175	The Ka7	Unknown	<Photographs>1956
175	The K10	Unknown	Unknown
175	The Jantar	Alwyn Sutcliffe	<Photographs>2339
175	The ASK13 913	Unknown	<Photographs>4652
175	The ASK13 EBL	Unknown	<Photographs>00578
177	Mike Woollard	Jane Hey	<Photographs>424
177	The new building	Bernard Smyth	<Photographs>00313
177	The raised map circle and reworked old clubhouse - May 2003	Bernard Smyth	<Photographs>00310
178	Pam Dunthorne	Jane Hey	<Photographs>417
178	Paul Dunthorne	Jane Hey	<Photographs>438
178	Area of raised ground on the eastern boundary	Unknown	Unknown
178	Infill south of the track, centre, & grass areas being smoothed	Bernard Smyth	<Photographs>4606
179	Refuelling base - 2007	Unknown	<Photographs>1606

Page	Description	Source	Digital Archive Location
179	David Crinson	Mary Koker	<Photographs>4099
179	Graham Morris	Jane Hey	<Photographs>380
180	The Commer/Tost winch	Unknown	<Photographs>00563
180	The Battle winch	Unknown	<Photographs>00618
181	The Supacat winch	Unknown	<Photographs>00620
181	Signalling trolley and fire tender - 2003	Unknown	<Photographs>1549
182	Joy Jones	Ken Brown	<Photographs>00206
182	Old Timers. Reunion - 1992	Severn Skies Autumn 1992 - Bernard Smyth	< Bulletins & Severn Skies>1992
183	Stan Franklin	Jane Hey	<Photographs>396
183	Nancy Barrett	Unknown	<Photographs>4880
185	Clubhouse drawings	Unknown	Unknown

14. APPENDIX A – PRE-DECIMAL CURRENCY & RELATIVE VALUE OF THE POUND

14.1 Pre-decimal Currency up to 1971

In pre-decimal currency, the pound was divided into 20 shillings, and each shilling into 12 pence. Thus there were 240 pence in a pound.

- A sum of 5 pounds, 3 shillings and 4 pence would be written as **£5-3-4**
- A sum of 3 shillings and 4 pence would be written as **3/4**
- A sum of 3 shillings would be written as **3/-**
- A sum of 4 pence would be written as **4d**

On occasions a sum of over 20 shillings was expressed in shillings: e.g. **25/-** instead of **£1-5-0**

Many professional fees and subscriptions were expressed in guineas, i.e. **£1-1-0** one pound and one shilling.

14.2 Changing Values of the Pound & Gross Weekly Earnings

To make sense of the various prices and fees which are quoted throughout this history, it must be appreciated how the value of the pound has changed over the years. The official value of the pound is expressed as the Retail Prices Index (RPI), this expresses how many pounds would have been needed at that time to buy what £100 would have bought in January 1987.

The average weekly gross earnings is also a good indicator of comparative costs over time.

Year	Retail Price Index	Male		All Males	Male & Female
		Manual	Non-Manual		
1938	5.74	3.45			
1945	7.30	6.07			
1950	8.28	7.29			
1955	10.71	10.87			
1960	12.36	14.10	19.10		
1965	14.47	19.91	25.53		
1970	17.91	26.8	35.8	30.0	26.1
1975	30.39	58.7	68.4	60.8	54.0
1980	62.81	111.7	141.5	124.5	110.2
1985	91.20	163.6	225.0	192.4	171.0
1990	119.5	239.5	346.4	295.6	265.1