

## **RULES FOR FLYING GHC OWNED GLIDERS IF YOU AREN'T A LASHAM MEMBER**

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

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

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

### **QUICK CHECK LIST**

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