

Criteria for determining priority of occupancy in the GHC hangar by privately owned gliders.

POLICY GUIDELINES

- a.) The possibility of having your glider in the GHC hangar is an incidental benefit of being a GHC member. A key goal of the GHC is education of the interested general public with respect to gliding, with a particular emphasis on the history of British gliding and the aircraft and pilots that form part of that history.
- b.) An owner / syndicate taking up an occupancy slot for their glider in the GHC hangar does so at their own risk. It is expected that gliders will be insured appropriately by their owners.
- c.) The GHC committee is well aware that the demand for floor occupancy of the two GHC hangars for privately owned (PO) gliders can exceed what is seen to be sensible re the overall available places. The key factor in establishing priority for hangar occupancy for PO gliders is that they have to be non-Part 21 aircraft by the CAA and the BGA.. Only if there are not enough non-Part 21 gliders competing for places will applications for Part 21 vintage gliders be considered.
- d.) To have your aircraft in the hangar you must be a fully paid-up member of the GHC and a member of the LGS (temporary if a visitor). You don't need to be a member of the VGC, though naturally we encourage this. For syndicate owned aircraft ALL members of the syndicate must be GHC members – there cannot be any exceptions unless it can be shown that such person(s) is a long time non-flying member of the syndicate. Also, you have to have paid the LGS facility fee which entitles you to keep the glider on the airfield.
- e.) The GHC hangar is for the housing and display of vintage gliders, it is not a workshop.
- f.) No trailers are to be kept in the hangar.
- g.) The year is broken into 3 periods: April to June, July to September, and October to March. The first two periods Sept are seen as the main flying months.
- h.) No more than one private glider of the same type may be in a specific GHC hangar during any occupancy period.
- i.) One member may not have more than 2 gliders in the GHC hangars at the same time. Note a "syndicate" is seen as a unique member. However,

this rule is waived if there is insufficient demand for hangar places resulting in one or more places that otherwise would not be used.

- j.) A member with a glider in the hangar may not swap it for a different glider unless this is expressly authorised by the committee.
- k.) Hangar occupancy fees must be paid promptly when due. The norm is that rebates will not be given should an aircraft be removed from the hangar during an occupancy period. However, the committee at their discretion can decide to waive this.
- l.) In the event that there is more demand for GHC hangar space than space available in a given occupancy period then a ballot(s) will be held – see below for details of how such ballots will be conducted.
- m.) The committee may occasionally agree to occupancy for a short period (matter of days) for visiting aircraft of particular interest subject to space being available. Also, the committee may agree to a request from a member to house their aircraft for a week when they are on holiday and intending to fly, again space dependent.
- n.) An absolutely vital part of the GHC is that it is a charity with educational responsibilities to the general public. It is a condition of hangar occupancy that owners must give their complete co-operation in removing their aircraft temporarily from the hangar if such is required before an open event/display – see below.
- o.) All GHC members must take the greatest care when moving aircraft in and out of the hangar. We must avoid “hangar rash” at all costs.

NORMAL HANGAR USAGE.

- a.) The two GHC hangars are each 30m x 30m. How many gliders can be in the hangar using the floor space is a decision based on 3 factors - how many big span gliders (typically 2 seaters), the ease of viewing by a group of visitors, and to a lesser extent the ease of getting a glider out of the hangar when it is not at the front.
- b.) Static exhibition aircraft (ie those which don't have a CofA and are non-flyable), whether owned by or loaned to the GHC, will where possible be suspended from the hangar beams so as not to take up floor space.
- c.) Non-Part 21 gliders have absolute priority. Only if the number of non-Part 21 gliders requesting a hangar floor space is less than the

available places will applications for Part 21 gliders be considered.

ALLOCATION OF HANGAR FLOOR SPACE

- a.) If there is excess demand from non-Part 21 applicants a ballot will be held. There will be 2 “pots” – “NEW” and “OLD”. “NEW” signifies that the aircraft in question did not occupy a hangar space in the previous occupancy period, “OLD” that it did.
- b.) The order of draw will be 2 from “NEW”, followed by 1 from “OLD”. This process will continue until all available places plus 3 reserves have been allocated. If either of the “pots” becomes empty then the ballot continues with the remaining “pot”. The 3 reserves are drawn to cater for places unexpectedly becoming available during an occupancy period.
- c.) If both “pots” become empty with hangar places still available, then a further ballot is drawn from the Part 21 applicants. The same NEW and OLD concept applies to Part 21 so as to provide fairness in the hangar places allocation.
- d.) A record of the ballot results will be kept and circulated to GHC members.

SUSPENDED FROM THE HANGAR ROOF

- a.) There is limited spaces available for “light” gliders that can be hung from the hangar roof beams. Some of these will be GHC owned (or loaned). Winches will be used for raising and lowering them.
- b.) Owners wishing to have their gliders in the hangar in a “suspended” space must. notify the committee before the start of an occupancy period.
- c.) They will need to completely satisfy the committee and the GHC safety officer as to the absolute security of the glider when suspended.
- d.) In the event that there are more applicants for “suspended” places than those that the committee have decided are available then a ballot will be held. If a ballot is needed for “suspended” places, then it will be held before any ballots for floor spaces. This because if a member fails to get a “suspended” place they can then decide to take part in the floor space ballot if they wish.