

Welcome to the Wyvern Gliding Club





Part One – Flying with Wyvern Gliding Club

Where are we?

WGC fly from Upavon Airfield which is part of the Trenchard Lines Army Camp

Airfield Address

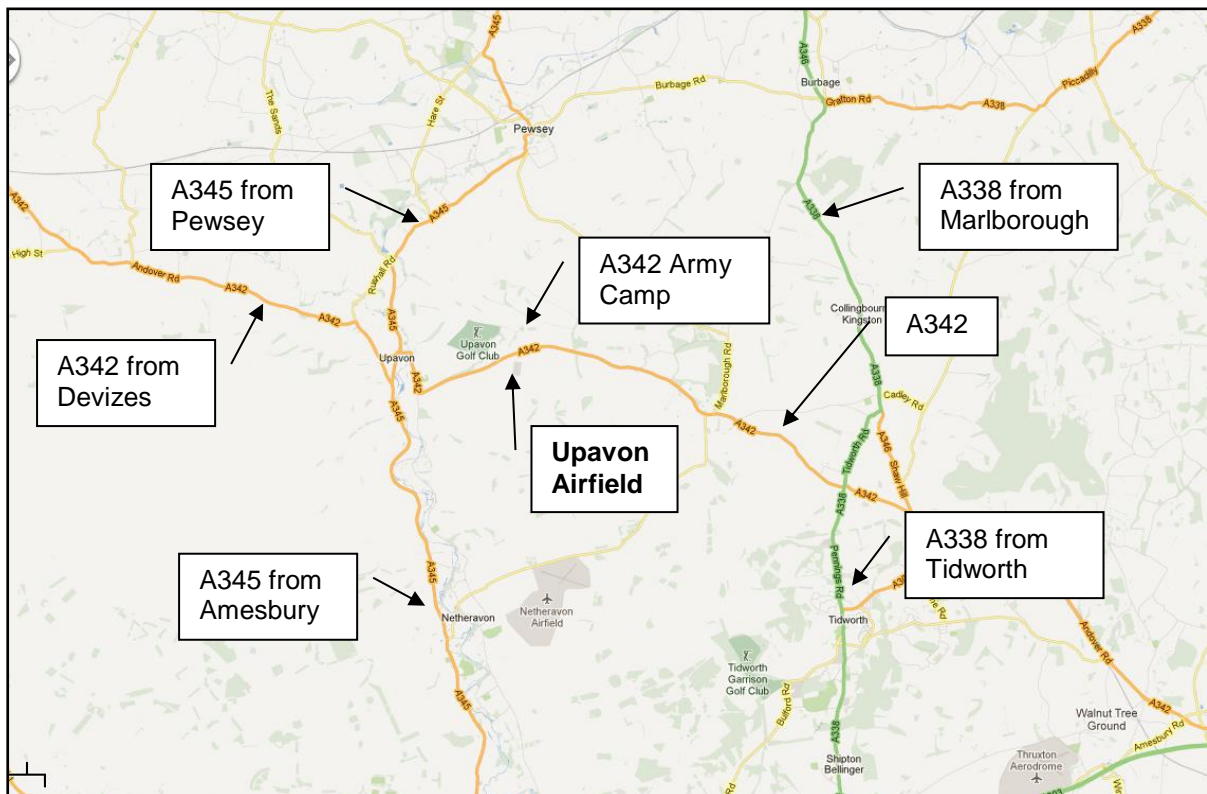
Trenchard Lines, Upavon Airfield
Nr Pewsey,
Wiltshire
SN9 6BE

WGC Airfield Control Point (during flying only) Tel 07553 903739

Location Grid Ref SU 156 547

Directions to Airfield

- **From the North** – From Marlborough take the A345 through Pewsey to Upavon, take the A342 east at Upavon, signposted Everleigh, Ludgershall and Andover. The airfield is approximately 1.5 miles from the junction, south of the Road and the entrance is opposite Trenchard Lines' main camp entrance
- **From the south** Salisbury take the A338 through Tidworth turning West on the A342 for approximately 4 miles towards Upavon. The airfield is South of the Road and the entrance is opposite Trenchard Lines' main camp entrance



A map of the Upavon area

When do we fly?

As long as the weather is good, we will be flying from 10am (once the airfield is set up) to the early evening. If in doubt phone our control point on 07884 412679



Visiting Upavon

When you arrive at the airfield the barrier will probably be down. Go to the camp traffic control point (on the other side of the road, they will direct you to the Guard Room where, as a Wyvern visitor you will be able to get a temporary vehicle pass for the airfield. Please phone our control point (07553 903739) and we will send someone over to help you if necessary.

Depending upon the wind direction WGC may be launching from either the Western or Eastern end of the airfield. Once on the airfield, if you see our mobile control point, park at the Car Park Area East. Before crossing the active landing area to the control point, please look very carefully and wait for any aircraft approaching from the Left, i.e. down Approach East, they will be moving at over 60MPH and you will not outrun them! Also walk behind any stationary aircraft, as they may be launching.



If you see our winches as you enter the airfield, then we are launching from the Western end. We share the airfield with 622 Volunteer Gliding Squadron (VGS) whose winch may also be launching gliders.

Pay careful attention to where the cables are dropping and be aware that when launching a glider, the winch driver will be concentrating on the aircraft and the cable not the surrounding area.



WGC's Winches



Under no circumstances move in front of any of the winches (i.e. not on the grass), follow the perimeter track behind them. Drive past the Gliding Hub, to park in the Car Park Area West. Then making sure the Approach West is clear of any aircraft, walk over to the bus.

Should the cable break whilst a launch is in progress the glider pilot will land safely albeit in a different area of the field, the cable will be wound in and the disconnected end will drift with the wind, to the ground. In short, before moving anticipate where the cables will drop and keep well away but also maintain awareness of what is actually happening so that you can keep clear of any hazards that arise.

Organisation of the Airfield

The airfield is controlled by the WGC Duty Instructor, who in turn is supported by a Duty Pilot. The CFI produces a duty roster three months in advance so club members know the team that will be running the field on any particular day. When



Pilot Training in the Club DG1000T

you arrive on the airfield to fly you should first make contact with the Duty Instructor (who will be wearing a hi-viz jacket) or Duty Pilot who will brief you and ensure that your name is put on the flying list. Members are placed on the flying list in order of their arrival; so the earlier you can arrive the sooner you will get to fly.

The Duty Instructor supervises the flying activities; and is responsible for everything that happens on the airfield. Consequently, the

Duty Instructor has the final word. The Duty Pilot ensures that the operation runs smoothly by allocating pilots to aircraft and people to activities such as winch driving, cable retrieving and log keeping.

Temporary Membership and Payment of Gliding Fees

For visitors who have been gifted or bought a gliding voucher, this will cover all daily membership and the costs for the trial flights. It is possible to purchase the trial flight on the day however.

Visitors who wish to fly will be asked to complete a Temporary Membership form which is the club's record and proof of their providing airfield insurance for the day.

At the end of the flying day the Duty Pilot will be in the clubhouse collecting flying fees. They will produce a summary of your day's flying that will enable you to update your pilot's logbook and pay for your flying. Payment can be by cash or cheque. If you have to leave before the end of flying give your payment to the log keeper in the control point, ensuring they sign the log to show you have paid.



Safety for Visitors and Club Members

When you arrived on the airfield you will given a visitors' safety brief; which is as per the points below.

Club Safety Organisation

A Health and Safety Policy Statement has been prepared and issued by the club Chairman and this can be found on the notice board in the clubhouse or on the WGC website. The Health and Safety Policy Statement sets out how the Club discharges its statutory duty of care for its members and visitors.

The Club operates a system of safety training and authorisations. The first step is the visitors' safety brief followed by training in other areas as appropriate. Each club member has a training record card that lists those tasks in which they have been trained and are authorised to undertake.

Safety at the Launch Point. The launch point is a hive of activity and potentially full of hazards. Following a few simple rules and using common sense will help ensure your safety and that of others.



The WGC Airfield Control Point at the Launch Point

- Always check the approach (the area of the airfield upwind of the control bus) is clear of gliders coming in to land before crossing the active landing area
- Don't handle the winch cables until you have been shown how to do so safely
- The "not-in-use" winch cables must also be treated as live; therefore, keep clear of them when a launch is in progress
- If you are helping with manoeuvring gliders (ground handling) on the airfield listen to the club member in charge and keep a good lookout for gliders coming into land. However, never be afraid to ask or point out obstacles or objects which could damage the glider or cause injury
- Never walk or drive in front of a glider when it has a cable attached as it may move without warning, this includes the full span of the wings and tailplane



Welcome to Wyvern Gliding Club

- If a glider at the front of the launch point has its wings held level this generally means it is about to launch, keep well clear
- The winch driver follows signals given by radio and lights on the control point. Whilst the signals are being given you will also hear an audible buzzer as a warning that a launch is about to take place or a cable is about to move
- A similar system is used by 622 VGS who launch alongside WGC, launches never take place together so if WGC is not launching 622 VGS may well be
- Propeller powered gliders (Motor Gliders) also operate from the launch point. Rotating propellers can be difficult to see so always keep well clear when the engine is running. Only approach the aircraft at the pilot's request and then only from behind the wing. Never turn a stationary propeller, the engine may start causing serious injury
- Finally, always remain alert at the launch point and anywhere on the airfield

Moving Around the Airfield. The airfield can be a confusing and dangerous place for those unfamiliar with gliders and aircraft. However, sticking to the following simple guidelines will help to keep you, as well as other airfield users, safe:

- Know where you want to go and how to get there; if in doubt ask
- Keep your driving speed below 20mph and keep a good lookout for aircraft, gliders and cables at all times
- Always adhere to any signage; it is designed to stop you moving in areas of potential danger. **Only cross an active grass runway adjacent to the Launch Point**, always stop before you cross and have a good look for approaching aircraft. Gliders can be particularly difficult to see so take your time and be thorough. When you are confident it is clear, cross the runway expeditiously
- The winch cables run between the winch and the launch point. They are almost impossible to see and are extremely hazardous. When moving the cables will easily cut through sheet steel such as that used in a car. Keep clear of them unless supervised by a club member, when driving always keep to the perimeter track and stay alert to what is happening all of the time
- Only park in an approved location at the launch point parking areas, parking behind the control point is purely for safety reasons and those who are running the airfield. Please leave your keys in the ignition in case cars have to be moved in an emergency whilst you are flying



The Club Grob 109b Motor glider



Part Two – Who is the Wyvern Gliding Club and what do we do?

Wyvern Gliding Club (WGC) is one of the regional clubs within the Army Gliding Association (AGA) and affiliated to the British Gliding Association (BGA), the sport's national governing body. Our principle aim is to introduce young service men and women to the sport of gliding and soaring. This we achieve and more, we have an active membership of service and non service pilots whom we develop from having never flown before to achieving the goals offered through the BGA “badge” system and beyond. Some become competition or aerobatic pilots, some decide to pursue an instructor’s “ticket” others look to gaining their pilots license to fly our Motorglider, but all of us have a common love, gliding.



One of our K21, fully aerobatic training aircraft

We have an experienced team of instructors and train the full BGA gliding syllabus. Most training takes place at weekends but we also run:

- Trial Lessons – Every weekend we welcome visitors who come to try the sport of gliding. Some buy gliding vouchers as gifts (from our club secretary via our website), others come and join us after stopping to watch our gliders soar above Upavon. There is no need to book, simply speak to the Duty Instructor at our Gliding Control Point and they will introduce you to the club, the way we work and organise your flights. A trial lesson takes the shape of either one long or two short flights (duration is dependent upon the weather conditions). The cost of the lesson also includes club membership for the day so the participant is covered by club insurance and, should they wish, they can take additional flights at normal club rates. At a later date during the same year, should the person seek and be accepted as a club member then this cost is taken off the cost of membership, so it is an all round win!
- Week long courses – WGC run several week long courses during the year, though primarily for service personnel there are sometimes places available. These events offer a concentrated and focussed period to quite literally get the skill for flying, “off the ground”. Depending on aptitude it is possible to go solo during the week, participants always agree on what a challenging and rewarding time they have had



We are keen to develop our pilot's skills so we organise many different activities:

- Soaring Weeks - The Club hosts "Wyvern Wings" soaring weeks during the year. These are very popular with club members and visitors from neighbouring clubs. They provide an excellent opportunity for concentrated flying enabling pilots to develop and hone their soaring skills.
- Competitions - Club pilots participate in a variety of competitions such as the local inter-club league. Members take part in many UK Regional competitions including the Inter-Service's annual event where club pilots regularly represent the Army, Navy or Air Force. WGC pilots also regularly compete at National and international competitions and we currently have several members of the British national team. Competitions are exciting team events, so club members of all levels take part as enthusiastic aircraft crew, supporting the pilot, preparing the aircraft and retrieving gliders if they land away from the airfield.



Racing Finish, our club high performance LS8 crossing the finish line

- Expeditions - WGC undertakes several expeditions each year. These are to gliding sites in the UK or abroad, where special soaring opportunities exist such as mountain lee wave. Club pilots have also flown our Motorglider around the Scottish islands and as far as Southern France
- Cross country training - Before pilots are permitted to fly cross-country they are given additional training. Similar to the road system we find on the ground the airspace above us has areas which are restricted and as pilots we must both understand this 3D arena and using charts and GPS navigate our way around it successfully. Also, a pilot must be prepared for the conditions to deteriorate where they can no longer find "lift" to keep them airborne and must land away from our airfield. Making a "field landing" is a skill that must be taught. Both of these activities are conducted in our club Motorglider
- Pilot License Training – Some of our pilots, decide to use the credit of achieving their BGA silver badge to embark upon attaining a license to fly our Motorglider
- Social – Whilst not actual training, much can be learnt conversing with the club "pundits" after a day's gliding. Our clubhouse is also a venue for social events



Wyvern Organisation

The Club is organised with an all volunteer Executive Committee and a wider club committee of members who volunteer to assist with running the Club.

The WGC Chairman is an AGA appointee and a senior serving member of the armed forces (as well as an active gliding member of the club). To support the Chairman there is an Executive Committee which includes the Chief Flying Instructor (CFI – also an AGA appointee), Club Technical Member, Treasurer and Secretary. Of course the club can only function because all of our members willingly take on the many tasks that arise using their knowledge, expertise and muscle power!

You will find a list of Club officials posted in the club house; if you have any questions about the Club please ask any committee member.

Membership

The Club is recognised as a military club but it does not receive official funding and is financed through money is raised from members' annual subscriptions, flying fees and the occasional grant from Army sports funds.

WGC and the AGA does recognise the contribution and continuity offered by retired servicemen and civilian members but to maintain its excepted charitable status as part of Army sport, it must have over 51% of club membership being active servicemen and women. Therefore, we generally look for non active service members who have the skills that can contribute to the functioning of the Club. We are also required to charge differential rates for different types of membership. All requests for membership are subject to the approval of the WGC executive committee

- Full Membership: Serving members of the Regular or Territorial forces, including FTRS, NRPS and MPGS appointments:
- Associate Membership: Retired members of all three Services, MOD Civil Servants, adult instructors of Combined or Single Service Cadet Forces. Spouses & dependants (aged 14+) of Full or Associate members.
- Special Associate Membership: Civilians aged 18+ who offer skills, qualifications or services beneficial to the aims and objectives of the club and the AGA
- Temporary membership; Granted for guests and visitors who wish to try out the sport of gliding with the club

On the airfield you will not notice a difference between service and civilian members. All members are valued because of the efforts they make to the successful running of the Club both on and off the airfield.

Membership entitles you to receive gliding instruction and use the Club facilities. If you wish, you can bring guests to the Club to fly at the published rates; however, on a busy day they may have to wait for a while as Club members learning to fly are given priority.

Commitment

What level of commitment is needed to achieve? As in attaining any practical skill, learning to fly benefits from regular practise. In the early days frequent attendance is the key to progress. On an average day you may fly over 6 launches. The majority of people will go solo between 40 to 80 launches.



Upavon Airfield, Historically Speaking

WGC have flown from Upavon airfield for over 40 years. Looking further into the past, Upavon Airfield represents a key site in the history of military aviation. It was established in 1912 and was used in both World Wars. The initial complex comprised temporary wooden huts, aircraft hangars and a hospital. These temporary structures were replaced by permanent ones, including barracks in 1913-1914. The airfield was the home of the Central Flying School of the Royal Flying Corps and it retained this function through World War One and much of the interwar period with the exception of 1924-1935 when it was a Fleet Air Arm shore station. A further programme of rebuilding began in 1935. During World War Two the main function of the airfield was as a Flying Training School for training instructors. Post-War the airfield developed a transport role, and the Berlin airlift was planned from Upavon. The Royal Air Force station closed in 1993 and the airfield transferred to the army as Upavon Camp, Trenchard Lines. The reinforced grass airfield continues to be maintained and is used by transport aircraft, helicopters as well as 622 VGS (Volunteer Gliding Squadron) whose aim is to introduce cadets of the Air Training Corps and Combined Cadet Force to glider flying. It is thought to be the oldest active airfield in the country.



Record Breaking BE2 at Upavon in 1912

This Royal Aircraft Factory BE2 two-seat observation biplane established the new British altitude record of 10,560 feet over Salisbury Plain in June 1912.