

FINAL GLIDE

THE MAGAZINE OF THE OXFORD GLIDING CLUB

Issue 9: April 1993

Edited by Phil Hawkins

THE ACRO IS HERE!

We have bought a Grob "Acro" two-seater, increasing the Club fleet to seven gliders for the first time.

When the entire fleet is airborne there will now be 11 pairs of feet off the ground, or about one in six of the active flying membership.

The original Twin Astir design of 1976 was superseded by the Twin II dating from 1979, whilst the Acro is a development of the mid-1980s and was particularly popular in the USA for some reason. There is also one later model than ours, the Twin 3 Acro which features the multi-sweep back on the wing leading edge, similar to the Discus.

All Acro models were lighter than the original Twin Astir, and the complications of retractable undercarriage were rejected in favour of a fixed mainwheel and a secondary wheel under the nose, both wheels being semi-recessed and faired in.

The Acro has been acquired with the intention that it will be used for cross-country training as much as possible. The purchase price of £30,000 has caused a great deal of comment, not all of it favourable, but £5,000 of this is deferred to the end of the season, and a virtually new metal trailer is included.

Many members would have preferred us to spend the money on a K-21 but this would have meant leaving the money in the bank whilst waiting for a good K-21 to come along. One major concern on the part of the Committee was the need to make the Club's cash reserves work harder, with interest rates currently being pitifully low. In fact one K-21 was evaluated, but the surface finish was in exceptionally poor condition and it would have cost a great deal of extra money to put right within one or two years.

There have also been adverse comments concerning the state of the variometer installations in the Acro,

and the ineffectiveness of the trimmer, but these defects are to be corrected as soon as possible by the vendors as a condition of sale. The Club has had to borrow money to finance part of the Acro deal, but given an averagely profitable season this should be repaid within a year.

Lease agreement

The Committee's financial plans for the Club include a leasing agreement recently agreed with Mike Cuming at The Gliding Centre (Hinton-in-the-Hedges). Under the agreement, The Gliding Centre have the use of one K-13 from Monday to Friday during the summer months. They also have the option to take a second K-13, or the Acro, as and when required depending on their course bookings and the weather.

This agreement gives the Club a guaranteed additional income of £3,000 at the very least, with no loss of availability of the gliders to our own members at weekends and other holidays. The agreement ends each week at 5pm on Fridays and therefore should not endanger our own Friday evening sessions. For further information see inside.

How long have the current fleet aircraft been in the Club? The K-13s were acquired new in 1967-68. One was bought by the Club whilst the other was presented to the Club by the late Malcolm Laurie. The older K-8 (CYZ) was originally privately owned by Norman Woodward, Ian March and Anita Cox, and was bought by the Club in the late 1970s. The second K-8 arrived last year to replace the K-6CR which was sold to Simon Hogg and Terry Cain.

The Club Astir was bought new in 1977 with the help of a members loan scheme which was repaid over a number of years. The T-21 was acquired from RAF Syerston about ten years later, in a sealed-bid auction sale. Our bid was for the princely sum of £725.

INTER CLUB LEAGUE

There will be five teams in the Inter Club League this year. Enstone have dropped out, but Aquila and Cosford are joining us, to do battle against Avon and Stratford.

In recent years we have organised our own weekend League meetings at Bidford, by kind invitation of the Avon club. However this year we are planning to hold a meeting at Weston-on-the-Green, following a useful discussion with RAFSPA on March 21st.

The following provisional schedule of dates has been agreed with the other clubs:

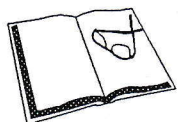
Aquila:	1/2/3 May
Oxford:	(May or June)
Avon:	26/27 June
Stratford:	10/11 July
Cosford:	7/8 August

The final (if we win, that is) will be at Nympsfield on 28/29/30 August.

*The definitions of the pilot classes have been simplified this year and are now considerably easier to remember than ever before. A **Novice** is defined as anyone who hasn't done a 300km flight or flown in a BGA rated Competition. An **Intermediate** is anyone who hasn't done a 500km or flown in a National Competition. April 1st 1993 is the cut-off date for determining eligibility under the above rules. A **Pundit**, of course, is anybody.*

A new rule was suggested whereby any individual pilot would be restricted to 4 League days during the season, but apparently some clubs do not have enough interested pilots to meet this rule. Instead, there is a strong recommendation to team captains that they should fly as many different pilots as possible.

Even if you don't feel inclined to compete, you can play a valuable part by offering your services as support crew on any League date. You get to see how other clubs operate and the chance to fly there. See Chris Reynolds if interested.



EDITORIAL

The Club Ladder is a competition which any pilot can enter, and which continues throughout the year. We calculate our own ladder positions, but these are also posted to Ed Johnston the National Ladder co-ordinator.

Competition between the top clubs for the National Ladder trophy is very fierce, and in recent years Ed Johnston has found it necessary to ask for photographic evidence for those in the running for the top three places.

At our local level, we like to be as liberal as possible with the rules, although "declared" flights which are declared after you get airborne are definitely not the done thing.

In 1978 I started off a cross-country book in the clubhouse for all pilots to note down their flights. This was after seeing a similar one in action at Dunstable. I have a computer program which calculates the scores, and I do a run several times per season and print lists showing the current situation.

However, many pilots are puzzled about how the scores are worked out. For any flight, points may be awarded for height gain or speed/distance, but not both. Height points are limited to two flights per pilot per season, and the rules state that if the height is above 15,000ft then oxygen must be carried.

The calculation for height points is very simple. You take your height gain (not maximum altitude), subtract 5000 and divide by 10. Thus, a climb to 12,000ft from a 1000ft winch launch is worth 600 points.

To calculate speed/distance points for a flight, we need to understand the system of glider handicaps. In the following list, two figures are given for each glider type. The first (*si*) is the standard BGA handicap which is also used for rated competitions, but in the Ladder this is only used for open-ended tasks (when you declare a remote goal). The second figure (*si_h*) is most often used in the Ladder since it is for closed circuit tasks.

If a glider can carry waterballast, you can subtract 2 from the handicap if you fly "dry".

	<i>si</i>	<i>si_h</i>
LS6c (17.7m)	115	111
DG202 (17m)	112	108
LS6 (15m)	109	105
DG202 (15m)	108	104
Mini Nimbus	108	104
PIK20E	104	99
LS4	103	98
DG100	100	95
Std Cirrus	100	95
Astir CS	99	94
Std Libelle	99	94
Twin Astir	96	91
Acro	94	89
Dart 17	94	89
Pilatus	92	87
K6e	90	85
Skylark 4	86	81
Skylark 3	84	78
K6CR	84	78
Pirat	82	76
K8	78	72
K13	76	70
T21	60	53

If I've forgotten your glider, *sorry!*

Right then, armed with the correct handicap, the easiest type of flight to work out is the undeclared kind, because you only get distance points. Multiply the distance in Km by 100, then divide by the handicap. Suppose you flew to Cheltenham race course and back in the Club Astir (undeclared, and without water ballast). This is $115\text{km} \times 100 / 92$ which gives 125 points.

However, suppose you had *declared* Cheltenham and return in the Club Astir, but you landed out on the way back after covering 95km. For an uncompleted flight you don't get speed points, but the distance points are double. This flight would be worth $95 \times 200 / 92$ (207 points). Notice that although the flight itself was open-ended, the declaration was closed circuit and therefore the *si_h* handicap is used.

The most valuable flights, points-wise, are *declared* and *completed*. You get distance points according to the second formula above, plus speed points. To calculate speed points you first work out the *handicap speed* in Kph by the formula:

$$\text{Km} \times 6000 / \text{handicap} \times \text{time (mins)}$$

Suppose you did the Cheltenham flight (declared) in the Club Astir in 1hr 50min, still without ballast so handicap 92 applies instead of 94. The handicap speed is:

$$115 \times 6000 / 92 \times 110 \quad (68.18 \text{ Kph})$$

Having got the handicap speed (*v*) to a couple of decimal places, you can now calculate the speed points using the formula:

$$\text{Km} \times 100 \times v^2 / \text{handicap} \times 2000$$

In the above example, the speed points would be:

$$115 \times 100 \times 68.18 \times 68.18 \text{ divided by } 92 \times 2000$$

which gives 284 points.

To this we have to add the declared distance points:

$$115 \times 200 / 92 \quad (250 \text{ points})$$

The total value of this flight would therefore be 534 points (284 + 250).

When I have perhaps 20 or 30 flights to work out, you can see why I let the computer do it.

One important practical lesson to learn from the above is always to declare your flights. Undeclared wanders aren't worth much. If you declare something it is worth twice the points for every Km you cover, even if you don't get back. And if you do get back, you have the bonus of speed points as well.

Notice that the Twin Astir handicap is two per cent above the Acro. This is mostly due to the fixed wheel on the Acro which creates more drag.

There are always pilots who claim that they ought to win more points because their gliders have the wrong handicap. Sometimes they have a case. The Astir CS originally had the same handicap as the Std Cirrus, but so many Astir pilots complained that the BGA took one per cent off.

On the other hand if a glider has a handicap which is too low, it is *other* pilots who tend to complain! For example the fixed wheel version of the Astir (the Astir Jeans) is rated at 95 against the Astir CS at 99. Is the difference really this much?

NOTES FROM COMMITTEE MEETINGS

Combination security locks have now been fitted to the upstairs briefing room, and the door between the clubroom and the hangar. These should be used when there are no members around the clubhouse area. If you don't know the combination, ask a Committee member, and please ensure that the combination remains secret from outsiders.

The wording of the revised Club constitution has now been agreed and it is being reprinted.

Details about the Club are now included in the "information bank" maintained by Oxford City Council.

A "skills list" is to be posted in the clubhouse. The theory is that members will add their skills to this list, so that we build up a complete picture of the practical skills of our membership.

We have received a letter from the RAF requiring us to set up a fire point in the caravan area. This may consist of sand buckets and some kind of basic audible warning device.

THE ACRO

The Committee View

As you will have observed there is a new addition to the Club fleet. We have acquired a Grob Twin II "Acro". The aircraft is six years old but has only flown 300hrs. It was bought from Terry Joint, CFI at Lasham.

The Committee and the Trustees made a decision late last year to use money in the Site Trust Fund, plus a short term loan, to expand the fleet. It was agreed that a two seater glass fibre training aircraft should be acquired for cross country training. Site Trust capital would otherwise continue to earn very low rates of interest.

A K21 would have been the first choice but the only example available for sale had the usual advanced gelcoat problems. This aircraft would have cost nearly £29,500. The Acro has cost £30,000 with immaculate finish and virtually new metal trailer. The Committee and Trustees were unanimous in deciding that this aircraft represented the best value, and that we should proceed.

The annual cost to the Club of running the Acro is about £2,500. We have negotiated a lease deal with The Gliding Centre (Mike Cuming) at Hinton-in-the-Hedges whereby they

There has been a suggestion that the Club should consider entering the two-seater competition run by the Wolds GC in Yorkshire. We are obtaining more information about this. Also, are two-seaters eligible to compete in the Inter Club League?

Our CAA winch launch permission at present extends to 2000ft, but we are considering applying for an extension to 3000ft. Until further notice will K8 pilots please bear this in mind on windy days!

The BGA are abandoning the system of launch signals given by the pilot. Someone else has to be in charge of the launch and call for *up slack* and *all out*. Partly as a result of this the CFI wishes to reintroduce the Duty Pilot scheme (see elsewhere in this issue).

Please note that the energy-absorbing hard cushions are now available and must be used in Club aircraft. **Soft thick cushions behind pilots are now prohibited.**

are hiring a K13 from us for this season between Monday and Friday for a guaranteed income to the Club of £3,000. They have an option on hiring the second K13 and the Acro (Monday to Friday) depending on their requirements, at a day rate which is 50% higher.

The Acro is therefore on site at no increased cost to Club members. If The Gliding Centre take more than one aircraft this year the Club will make a healthy profit on the deal. If by the end of this season the deal with The Gliding Centre is not renewed for next year then the financing of the Acro will be reviewed.

Furthermore if the Acro isn't fully used by OGC members then it can be sold. We took advice before the purchase and the Acro is unlikely to diminish in value, not least because the recent £/DM devaluation will inevitably increase glider costs in the UK. This has yet to work through the British glider pricing structure.

It is not intended that the Acro will ever replace either of the K13s as these are the backbone of the Club, but it should greatly extend the style and type of tuition available to OGC members at normal Club flying rates.

MEMBERSHIP LIST

The Club's membership records are not particularly well up to date at present. In short, there's been a bit of a foul-up on the computer front.

The membership list attached represents the situation, as far as we know, with effect from 15 April. Those marked with ** indicate members which may not have current membership cards. This could be because:

a) You haven't paid for 1993, and shouldn't be flying since the Club's insurance doesn't cover you.

b) You have paid but I haven't issued you a new card (see me).

c) You have paid, you have a valid card, and I haven't updated the computer list correctly. If you are receiving **Final Glide** but aren't on the list at all, it means you are on a separate "mailing" list.

The gaps in the list are for those who like to cut it into smaller sheets to fit into a filo-fax. Yes, I have been asked for this by at least three members!

Finally will messrs McCormack and Cummings please obtain their membership cards and starter packs from behind the bar in the clubroom, if you haven't already done so.

NEW MEMBERS



Since November there have been at least 7 new members which isn't bad for a dull winter period. We welcome:

Alan Jeavons, company director from Kidlington.

Niel Dalrymple, financial analyst from Wytham.

Frank Patterson from Bletchington.

Annette Shaw from Isleworth.

Paul Rogers from Kidlington.

John McCormack, architect from Horton-cum-Studley.

Antony Cummings, sales manager from Nettlebed.

FACILITY FEES

Caravan owners and private syndicates please pay up your facility fees as soon as possible. Caravans £30 please, and trailers £35.

Final Glide is produced using WordPerfect 5.1 software, and printed on a Canon LBP-4 laser printer.

MODIFYING THE MINI-NIMBUS

If you look closely at Mini-Nimbus 47 this season you will see a couple of white patches near the base of the fin. These are the only outward signs of a mandatory modification which we carried out during the spring.

A case had been reported where the elevator push-rod had failed due to rust and corrosion at the bottom end. The rod is hollow, of course, and there was a tiny hole about one centimetre from the top end, intended for inspection of the threaded bolt which screws into it.

Some Nimbus models have a rubber "boot" attached to the top end of the push-rod designed to stop water going down into the fin. However the boot is quite good at holding water itself if the glider is left out in the rain. It was possible for water to enter the tube via the thread inspection hole and collect unnoticed at the bottom end.

The tube would then rust from the inside out, and in at least one case it had split due to the water freezing. The mandatory modification from the manufacturers Schempp-Hirth was simply replacement of the vertical push-rod just in case.

Our Nimbus, as far as we know, has never had a water trap like the one described, but we purchased a replacement push-rod from Ralph Jones for £57 + VAT together with plans showing how to fit it.

Fairly obviously, the trick is knowing where to drill the holes in the side of

the fin to allow access to the nut and bolt which secures the lower end of the rod. In the case of the Mini-Nimbus you draw a line parallel to the back edge of the fin (disregarding the rudder) and 360mm forward of the edge. Then draw an arc of 1074mm radius from the nearest edge of the main elevator bearing at the top of the fin.

Where the two lines cross you drill a small hole and have a look inside. In theory you should be looking at the head of a 10mm bolt securing the bottom end of the rod to a bell crank. After opening out the holes to about 15mm, enough to get a 10mm socket in both sides, the remaining task is just a question of careful manipulation to make sure you don't drop bits down inside the fin.

Somewhat surprisingly the 15mm holes in the airframe don't have to be repaired. They are merely patched, although it is a good idea to seal the inside cut edge of the holes with resin.

The rod we took out was not apparently suffering from any corrosion, but who can tell what it is like inside? The new rod was nearly a centimetre shorter than the old one, but fortunately there was enough thread depth at the top end to accommodate this. It has a drainage hole at the bottom for any water to escape, but it doesn't have a hole at the top for the water to get in! There must be logic in that somewhere.

The new Sporting Code

There are some important new rules concerning cameras in the new Sporting Code, which will affect all badge-hunters.

Hand held cameras are no longer acceptable - you must have a fixed mounting. The wingtip of the glider must be included in the picture, and the camera lens must be within one inch (25mm) of the canopy.

The Official Observer must draw a random line on the outside of the canopy using a wax pencil or similar, in such a way that it will produce an unfocussed line in a predictable part of the photograph.

If a time recording camera is used, it must be sealed by an OO before a badge flight. You must take clock synchronisation photos both at the beginning and end of the film.

Normal cameras (i.e. not time recording) do not need to be sealed, *as long as the same OO is controlling the pre-flight photographs and the processing of the film afterwards.* The camera does not need to be sealed to its mounting except for record flights.

The flight declaration must be photographed from the fixed camera after the line has been drawn on the canopy. This means that you have to get the OO to hold your declaration in a suitable position for the photograph just before takeoff.

A 50km Silver Distance flight can now be made as a single leg of a longer task. You could, for example, declare 50km from Silverstone to Didcot, starting and finishing from Weston.

NEWS NOTES

The workshop team headed by Graham Barrett have now completed the refurbishment of the second K-13. The spray finish on the fuselage is particularly fine.

☺ ☺ ☺

Richard Underhill and CFI Steve Evans have cancelled their Discus and have bought instead an LS-6c which recently made its first appearance at the airfield. Chris Buck has bought Chris Reynolds' share of Skylark 4 BNK. Richard Carter has a third share of Cirrus 579 with John Gibbons and Glenn Bailes.

☺ ☺ ☺

A planning application has been made for the use of a field near Postcombe at the foot of the Chinnor ridge, for a new gliding club. This is a project masterminded by Brian Spreckley and John Gorringer, who have been touting for support around the local clubs. If you haven't yet supported this application, and wish to do so, write to The Planning Officer, South Oxfordshire District Council, PO Box 19, Crowmarsh, Wallingford, Oxfordshire OX10 8NJ, quoting reference P93/N0016. Note: their prices are unlikely to be cheaper than ours, so perhaps we can afford to be supportive.

☺ ☺ ☺

Mike O'Neill, a keen aero-modeller, has succeeded in publishing a three-part account of his "conversion" to full size gliders, in the magazine *Silent Flight*. The first instalment appeared in the April/May issue. They are paying him real money for it, and it contains some nice comments about gliding in general and the OGC in particular. Who knows, we may get more ex-modellers queuing up to find out what real gliders are like.

☺ ☺ ☺

For those wishing to book holidays, please note that the **RAF stand-down is scheduled for 1st - 15th August** so it looks like those two weeks for daily flying. We are unlikely to try for a third week this year. However, on **June 27th** Brize Norton are due to take over the entire airfield for an inter-schools parachute competition. The **British National Parachute Championships** are also to be held at Weston, but fortunately after the soaring season from Sept 25th - October 3rd.

A working visit to the USA!

On 2nd January 1992 Margaret and I departed for the New World, much to Colin's and Howard's delight (only two to fly the Pilatus). I was going to work at Oak Ridge National Laboratory in Tennessee for 6 months, taking leave of absence from my job at Harwell.

Within a few days of starting work I ran into an old friend – François Pim – a French glider pilot who has settled in the USA. He greeted me with the news that a gliding club had been set up at down town Island Airport in Knoxville. Apparently they had both single seaters and two seaters including a Grob G103. François invited me to the club for the weekend, and also to join for the duration of my stay in the USA. He also added that nobody arrived at the club much before noon except by prior arrangement.

That evening I told Margaret of my chance meeting with François. Her immediate comment was: "*When and where are we going gliding?*"

"Sunday!" (I reckoned I had enough brownie points already due to several joint shopping trips since arrival).

After an early lunch at one of the good rapid eating establishments around the area of Kingston Pike, we set off for the airport across the river at the Gay street bridge, past a rundown area where there is road construction going on, alongside a small oil terminal, through a residential area, then trees, finally a hangar and some aircraft were visible.

The road then swings to the left and across the concrete bridge is the airport. The buildings on the left house Uncle Bob's Flight Training School, where the gliding club is situated. On the right is a large

hangar and the control tower, with some barn-like buildings full of powered aircraft beyond. In fact there were a lot more powered aircraft parked around the airfield, but no sign of any gliders.

The airport is on an island in the Tennessee river, with the wider reach of the river on the northern side. There is a drop of between 5 and 10 feet on all sides of the island to the water level. A paved runway faces nearly east-west and is about 1500ft long and 75ft wide. Take-off to the west is along the river towards Knoxville town centre, and to the east over the river and a small hill on the other side.

We had arranged to meet François at the airfield. He introduced us to a few club members whilst we waited for the Grob to land.

Launch is by aerotow only. You wait, off to the side of the peri track until there are no powered aircraft waiting to take off or land, then move on to the runway and take off as quickly as possible!

The runway doesn't seem wide enough, especially with a crosswind. What happens if there is a tug power failure or a rope break? The emergency landing areas include a meadow on the far side of the river to the east, a small sandy beach on the north side of the river, *or the river!*

The aerotows were always within easy gliding range of the airfield as there was nowhere else to land safely for several miles around. All the flights I had lasted at least an hour, and I always brought the Grob back for someone else to fly.

The city of Knoxville was a good source of thermals. The big intersection of the main highways in the centre of the town, and the local

zoo (must be similar to the pig farm, were the best.

We had to announce our intention to land by radio: "*Downtown airport, 35 Romeo glider, downwind, runway 260, landing on the grass*" etc. To complicate matters the landing areas were littered with various obstacles. A drainage ditch ran parallel to the main runway and various instrument landing aids were set up along the sides and ends of the runway. During my stay, two new windsocks were erected in the middle of the approach used by the gliders (and some of the powered aircraft too).

A few days after I left Oak Ridge in July the Grob G103 was seriously damaged in an accident. A visitor whose English was not very good was being given a check flight. Just after take-off the pilot (in the rear seat) remarked that it was hot, and asked the visitor to open the vent. He pulled the release knob! The pilot did a 180° turn to avoid landing in the river, but a wing touched the ground and the aircraft ended up in the trees on the river bank. The visitor was uninjured, whilst the pilot had only minor injuries.

The outcome of this accident was a new rule telling all visitors not to touch *anything*, and never ask them to do anything until you are at a safe height. The written-off Grob was due to be replaced with another, or possibly a Slingsby T53.

I feel sure that any visiting gliding pilots in the Knoxville area in Tennessee would be given a warm welcome. The club is run by Bob Davis whose address is 1915 Pine Ridge Road, Seymour TN 37865. Phone (615) 577-6405.

Mick Moxon

HOW DO YOU FANCY TRICHOLOMA GAMBOSUM ON TOAST?

Looking down on the airfield in spring you may see prominent dark tufts in the grass, organised into circles and curved lines. These patterns indicate the presence of fungi in the turf.

Hidden away in these darker tufts between April and June you may find *Tricholoma gambosum* or the St. George's Mushroom, arguably the finest mushroom of the year. About

the same size as the ordinary field mushroom, it is creamy white or pale buff, although it may be discoloured if very wet. The gills are white and crowded together, the stem is thick and often curved, and the cap is usually wavy-edged and distorted.

However the most distinctive feature of this mushroom is the strong smell, which the books describe as "mealy". With a bit of imagination it is indeed

something like damp flour or uncooked porridge oats, and once learned is unmistakable.

One way of cooking this mushroom is to slice it thinly and stir-fry in oil with a bit of black pepper. The taste is very different to ordinary mushrooms and a delicacy in its own right. Fry for a bit longer and you have mushroom crisps. Who said you never get anything for nothing?

OXFORD GLIDING CLUB MEMBER LIST (April 1993)

340	FULL	** Peter Awcock	0865 873260	17 Beech Road Wheatley Oxford OX33 1UP
101	FULL	Rad Babic	0865 52910	69 Middle Way Summertown Oxford
102	FULL	** Glenn Bailes		1 Fairfield Place Abingdon Oxford OX14 1HA
399	FULL	Colin Baines	0582 492460	117 Waleys Close Luton Beds
103	FULL	Philip Barlow	0865 741451	35 Stowford Road Barton Headington Oxford
373	FULL	** Andrew Barnes	0235 526182	26 Stockey End Abingdon Oxon OX14 2NP
431	PROV	** John Barnes	0865 751193	77 Stanley Road Headington Oxford OX3 8HY
105	FULL	Graham Barrett	08675 2987	19 Laburnum Crescent Kidlington Oxford OX5 1HA
252	ASSOC	Lynne Barrett	08675 2987	19 Laburnum Crescent Kidlington Oxford OX5 1HA
230	FULL	Nicholas Barrett	0865 841251	16 Broad Close Kidlington Oxford OX5 1BE
418	FULL	** Nils Bartleet	0865 722773	37 Salford Road Old Marston Oxford OX3 0RY
353	ASSOC	Lesley Bovey	0865 880326	Grange Close Station Road Eynsham Witney OX8 1HX
109	FULL	Fredric (Tony) Boyce	0993 811675	9 Glovers Close Hensington Gate Woodstock Oxon OX20 1NS
113	ASSOC	Peter Brooks	0993 703504	Cotswold House Ducklington Lane Witney Oxon OX8 7TJ
389	FULL	Chris Buck	0865 873144	95 Beech Road Wheatley Oxford
422	ASSOC	Fiona Buck		95 Beech Road Wheatley Oxford
423	ASSOC	Sylvia Bull	0865 881917	26 The Green Stanton Harcourt Oxon
311	FULL	Andrew Butterfield	0784 471898	11 Laurel Avenue Englefield Green Surrey TW20 0QD
413	PROV	Terrence Cain	0865 279488	New College Oxford OX1 3BN
409	FULL	Richard Carter	0865 62975	318 London Road Headington Oxford OX3 8DJ
348	FULL	** Martin Cooper	0280 704711	30 Octavian Way Brackley Northants
116	FULL	Gordon Craig	08675 6329	3 Spruce Road Kidlington Oxford
...	PROV	Antony Cummings	0491 642009	Dragon House Watlington Street Nettlebed Oxfordshire
441	PROV	Niel Dalrymple	0865 200717	The Coach House Wytham Abbey Wytham Oxford OX2 8QE
121	ASSOC	Stephen Druce	0235 834285	9 Crafts End Chilton Didcot Oxon OX11 0SA
398	ASSOC	Mark Duly	0923 51373	116 Princes Avenue West Watford Herts WD1 8LT
391	FULL	Kevin Duthie	0491 575725	6 Mill Close Middle Assendon Henley-on-Thames RG9 6BA
215	FULL	Timothy Elliott	0235 24141 x 2219	26 Worthington Way Wantage Oxon OX12 9HR
125	FULL	** Chris Emson	0865 779061	136 Fernhill Road Cowley Oxford OX4 2JP
124	FULL	Stephen Evans	099 389 8192	7 Brook Lane Stonesfield Witney OX8 8PR
388	ASSOC	Sheila Evans	099 389 8192	7 Brook Lane Stonesfield Witney OX8 8PR
428	FULL	Ann Fish	0296 738202	"Birches" Main Street Chamdon Bicester Oxon OX6 0BL
429	ASSOC	John Fish	0296 738202	"Birches" Main Street Chamdon Bicester Oxon OX6 0BL
307	ASSOC	Jurgen (John) Freymuth	01049 30 3056713	Angerburger Allee 49 Berlin 19 Germany
420	FULL	Gordon Gaughan	0844 212831	14 Willow Road Thame Oxon OX9 3BE
130	HON	John Gibbons	0865 739827	2 Liddiard Close Kennington Oxford
133	FULL	John Giddins	0865 351 663	"Nimrod" Stanton St. John Oxford OX9 1EX
405	FULL	Derek Godfrey	0295 78473	Stoncroft Epwell Banbury Oxon OX15 6LF
404	PROV	** Jean Godfrey	0295 78473	Stoncroft Epwell Banbury Oxon OX15 6LF
131	FULL	John Gordon	0477 35639	5 Crofters Court Holmes Chapel Cheshire CW4 7EX
132	ASSOC	Melvin Green	08675 4991	19 Waverley Avenue Kidlington Oxford OX5 2NA
221	FULL	Robert Griffiths	0235 851241	"Woodleys" The Square West Hagbourne Oxfordshire OX11 0ND
134	ASSOC	Richard Hall	0608 737805	"Barnstones" Swerford Oxford OX7 4BB
136	FULL	John Hanlon	0869 324041	Tokai House Main Street Wendlebury Bicester Oxon OX6 8PQ
139	FULL	Martin Hastings	08675 5736	4 Fernhill Road Begbroke Oxford OX5 1RP
140	FULL	Philip Hawkins	0869 247873	Granary Cottage Alchester Road Chesterton Bicester OX6 8TZ
365	ASSOC	Ian Hill	0727 69755	9 St Julian's Road St Albans Herts AL1 2AZ
434	FULL	Nick Hill	0235 533337	18 Pytenry Close Abingdon Oxon
410	FULL	Simon Hogg	0865 274383	Lady Margaret Hall Oxford OX2 6QA
406	FULL	Len Holden		Woodend Church Street Barford St Michael Banbury Oxon OX15 0UA
901	HON	Rt.Hon. Douglas Hurd, CBE, MP		House of Commons London SW1A 0AA
440	PROV	Alan Jeavons	08675 77614	8 Lyne Road Kidlington Oxon OX5 1AD
143	FULL	** Alexander Jenkins	0491 39935	84 The Street Crowmarsh Gifford Wallingford Oxon OX10 8ER
359	FULL	Lynne Jones	0865 54698	4 Hamilton Road Summertown Oxford OX2 7PZ
362	JUN	** Rowena Jones	0865 54698	4 Hamilton Road Summertown Oxford OX2 7PZ
145	FULL	Thomas Lamb	0980 610597	"Trewent" Windham Lane Allington Salisbury Wilts
433	FULL	Tricia Lapworth		7 Wellpond Close Sharnbrook Beds
342	FULL	** Neil Lawson-Smith	0993 706456	383 Thorney Leys Witney Oxon OX8 7GA
283	FULL	Richard LeBrun	0869 245670	23 Eden Way Bicester Oxon OX6 8RP
366	FULL	Chris Lee		6 George Moore Close Oxford OX4 4BZ
181	FULL	Norman Machin	0869 50974	Hazel Cottage Weston-on-the-Green Oxford OX6 8QX
147	ASSOC	Ian Mailer	024 688 2527	The Croft Nether End Chesterfield Road Baslow Derbyshire DE4 1SR

...	PROV	John McCormack	0865 358801
439	PROV	** Richard Mead	0635 31529
293	FULL	Donal Meehan	
393	ASSOC	Ron Middleton	0865 875266
281	FULL	** Jack Miller	Ilmington 305
347	FULL	Christine Milner	0865 200336
327	FULL	Paul Morrison	081 452 0931
149	ASSOC	Trevor Moss	
150	FULL	** Malcolm Moxon	08675 70221
151	FULL	** Michael Moxon	Frilford H. 391525
908	HON	Susan Nicklin	0869 249927
314	FULL	David Nisbet	0734 867900
174	FULL	** Caroline Oakes	
183	FULL	Martin Oldfield	0865 52455
403	FULL	Mike O'Neill	0932 565323
432	PROV	** Tim Parker	0235 526403
442	PROV	Frank Patterson	0869 51199
904	ASSOC	Flt Lt D J Paveley	086989 246
205	FULL	Brian Payne	0235 832253
253	FULL	Robert Perry	0734 872302
320	FULL	Roger Pitman	0844 238264
319	FULL	Mark Pollard	08675 3523
155	FULL	** Nicholas Porat	084421 6860
156	FULL	Stephen Porat	062882 4304
157	FULL	** Christopher Putt	0280 701181
176	ASSOC	Michael Randle	0865 880606
177	ASSOC	Jane Randle	0865 880606
178	ASSOC	Alison Randle	0865 880606
234	FULL	Christopher Reynolds	0869 240845
158	FULL	** Gordon Robinson	
159	HON	David Roberts	0993 891724
444	ASSOC	Paul Rogers	0865 750731

"Hamlet" Horton-cum-Studley Oxfordshire OX33 1DB
 19 Greenham Mill Lane Newbury Berks
 28 Guernsey Way Banbury Oxon
 54 St Mary's Close Wheatley Oxford OX9 1YP
 6 Nellands Close Ilmington Shipston-on-Stour Warwicks CV36 4NF
 Flat 3 Penhurst Court Sidney Street Oxford OX4 3AG
 64 Warren Road Cricklewood London NW2 7LH
 99 Courtington Lane Bloxham Banbury Oxon OX15 4HS
 44 Wilsden Way Kidlington Oxon OX5 1TN
 3 Hyde Copse Marcham Nr Abingdon Oxon
 18 Chestnut Close Chesterton Oxon
 21 Fleetham Gardens Lower Earley Reading Berks RG6 4B2
 Well Cottage Cote Road Aston Nr. Witney Oxon OX8 2DU
 37 Lakeside Oxford OX2 8JF
 69 Abbey Road Chertsey Surrey KT16 8NG
 38 Coromandel Abingdon Oxon OX14 5QD
 Bletchingdon Park Bletchingdon Oxford OX5 3DN
 C/O RAF Weston-on-the-Green Nr Bicester Oxon OX6 8TQ
 6 Manor Close Chilton Didcot Oxon OX11 0SS
 6 Waring Close Lower Earley Reading Berks RG6 4JE
 Churchfield House Oakley Bucks HP18 9QF
 45 High Street Kidlington Oxford
 6 Friday Court Thame Oxon OX9 3GA
 1 Bradenham Lane Temple Nr Bisham Marlow Bucks
 24 Jones Close Brackley Northants
 1 Bell Close Cassington Oxford
 1 Bell Close Cassington Oxford
 1 Bell Close Cassington Oxford
 37 Buchanan Road Amcott Bicester Oxon
 Falkland House Westlands Avenue Weston-on-the-Green Oxon OX6 8RD
 6 Brook Lane Stonesfield Witney Oxon OX8 8PR
 12 Weyland Road Oxford

233	FULL	Arthur Rogerson	0993 771092
160	FULL	** Mark Rowland	0869 37332
401	ASSOC	Carolyn Rowland	0869 37332
443	PROV	Annette Shaw	081 560 2266
317	ASSOC	John Shaw	0865 62155
161	FULL	Colin Shepherd	08675 3802
332	ASSOC	Betty Shepherd	08675 3802
424	PROV	** Jim Sheridan	0865 872864
321	ASSOC	Peter Shears	0296 688221
343	FULL	** Gary Smith	Thame 7096
909	ASSOC	John Smoker	0869 245422
905	HON	Arthur Speechley	0990 25667
297	FULL	Howard Stone	0235 533113
303	FULL	Neil Swinton	0296 87094
436	PROV	Barry Taylor	081 756 1284
437	PROV	Rosalie Taylor	081 756 1284
173	FULL	Neil Turner	08675 71459
392	FULL	Peter Turner	0993 883199
408	ASSOC	Violet Turner	0869 241173
385	FULL	Richard Underhill	0869 277416
419	JUN	Sam Underhill	0869 277416
407	ASSOC	Patrick Wallace	0235 531198
280	FULL	David Weekes	0993 883543
170	FULL	Colin White	01064 63 268917
381	FULL	** Mark Wilksch	0280 812135
387	ASSOC	Amanda Wilksch	
414	FULL	Peter Williams	0784 458346
421	PROV	Chris Woodcock	0844 237458
438	PROV	** Mallory Woodcock	0844 237458
172	FULL	Ian Young	Walt. 243906
378	FULL	** Terry Young	0865 773998

30 Manor Road Ducklington Oxon OX8 7YA
 11 The Leys Deddington Oxon OX5 4TX
 11 The Leys Deddington Oxon OX5 4TX
 42 Castle Road Isleworth Middlesex TW7 6QS
 3 Woodlands Road Headington Oxford OX3 7RU
 151 Wilsdon Way Kidlington Oxon
 151 Wilsdon Way Kidlington Oxon
 50 Beech Road Wheatley Oxon OX33 1UR
 54 Dorner Avenue Wing Leighton Buzzard Beds
 9 Friday Court North Street Thame Oxon OX9 3GA
 9 Anson Way Bicester Oxon
 "Crummock" Bagshot Road Sunninghill Ascot Berks SL5 9JP
 49 Foster Road Abingdon Oxon
 2 Kenton Court Northern Road Aylesbury Bucks HP19 3QX
 30 Desalis Road Hillingdon Middlesex
 30 Desalis Road Hillingdon Middlesex
 12 Spruce Road Kidlington Oxford
 18 Oaklands Close Freeland Oxon OX7 2AX
 "Keepsake" 12 Old Amcott Road Ambrosden Nr Bicester Oxon OX6 0LT
 The Old Manse West Edge Marsh Gibbon Bicester Oxon OX6 0HA
 The Old Manse West Edge Marsh Gibbon Bicester Oxon OX6 0HA
 19 Sutton Wick Lane Drayton Nr Abingdon Oxon OX14 4HH
 171 Wroslyn Road Freeland Witney Oxon
 141 Oxford Street Ashhurst Nr Palmerston North New Zealand
 8 Partridge Close Buckingham MK18 7HH
 8 Partridge Close Buckingham MK18 7HH
 55A, Avondale Avenue Staines Middlesex TW18 2AG
 77 College Crescent Oakley Bucks
 77 College Crescent Oakley Bucks
 8 Hurley Close Walton-on-Thames Surrey KT12 1LP
 14 Brocklesby Road Littlemore Oxford OX4 4QJ