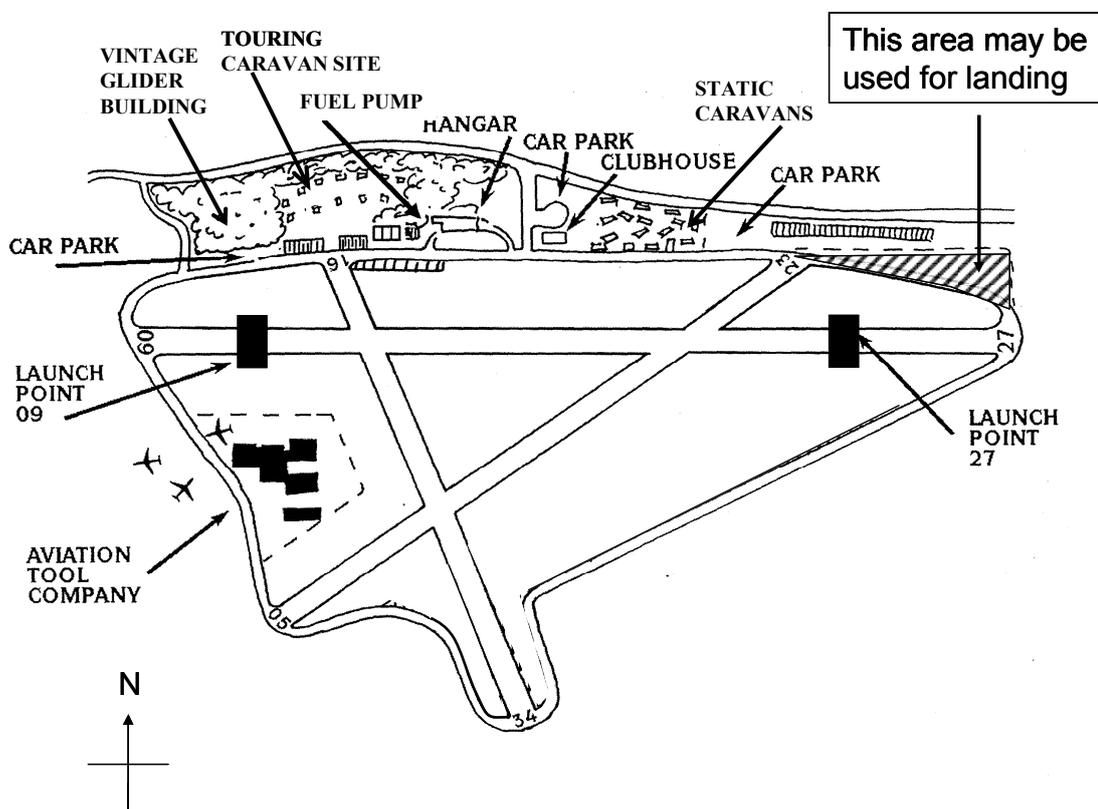


## FACILITIES

### Airfield map



### Parking

Do not drive within the airfield before you have been briefed on the risks and you understand your lack of insurance cover. It is recommended that you park outside and to the left of the main entrance before the barriers.

To drive through the main gate and those at other locations on the airfield, members can use an electronic key to activate the barriers. These keys are available from the office for a £10 deposit. Once inside the gates, the main parking area is outside the clubhouse.

Cars must not be parked at the launch points, anywhere on the landing areas, or where they could block access to trailers. If any vehicle is, for whatever reason, left at the launch point then the keys should be left in the ignition in case it has to be removed in an emergency. There are two car parks, in addition to those near the clubhouse. One is behind the ropes to the west of the Touring Caravan Park and either side of the entrance to the Vintage Gliding Club. The other car park is near the road at the extreme end of the Medium Runway, to the west of the Eastern Trailer Park.

### **Clubhouse**

The central focus of activity on the airfield is the clubhouse which houses the office, restaurant, bar, parachute store, toilets and a small briefing/TV room. The clubhouse is open every day of the year, except Christmas Day. The clubhouse is usually open well before 8am. Food and hot drinks in the restaurant are available from 8am from breakfast through lunch to tea-time snacks. The evening closing time for the canteen and bar varies according to the season. In the summer months hot food is also available in the evening with frequent 'dining-in' nights.

Beyond the canteen is the office hatch at which all enquiries should be made. All visitors to Lasham should report here.

Pigeon-holes are to the right of the hatch at which messages can be left for members. However, not all members check this, so do not rely on your message being read.

Down the corridor from the office hatch are the toilets. These are accessible at all times. If locked, the door at the eastern end of the clubhouse may be opened using one of the electronic keys that open the barriers.

In addition to the conventional toilets and showers in the clubhouse, there is a separate disabled toilet in the club house on the opposite side of the corridor from the other toilets. There are also toilets and showers in the bunk-house. There is also a small briefing room and a parachute store which has a keypad combination lock.

The club-house provides a wireless Internet connection for members.

### **Bunkhouse**

Next to the clubhouse is the bunkhouse. The bunkhouse is available for overnight stays. Rooms can be booked in advance at the office or by phone although it is often possible to get a room at short notice. There are shower facilities in the bunkhouse and the club-house as well as wash-basins in the rooms. Bedding is provided but you should bring your own towels.

### **Brown Elephant**

Beyond the bunkhouse is the 'Brown Elephant', which contains the main briefing room, the office of the professional flying staff and a large area which is usually used as a members' workshop, but which is also used as a briefing room during competitions and for big meetings and parties. If you want to do any maintenance on your glider, space in here needs to be booked in advance with the office.

The main briefing room is used each day for briefings when conditions are likely to be 'flyable'. The two main rooms are each equipped with a computer projector and linked to the Internet so that briefings always show the latest information available. The briefing for training flights is usually at 9am and for cross-country pilots is at 9:30am.

### **Gerry Jones Room**

Attached to the Brown Elephant is the Gerry Jones Room which contains the glider simulator. Simulator flying can be booked through the office.

### **Main Caravan Park**

To the east of the clubhouse complex is the Main Caravan Park. Sites here are only allocated to members who live more than 10 miles from Lasham. These sites may only be retained if flying exceeds a minimum of 20 hours per year. It usually takes a number of years for a site to become available and a waiting list is kept in the Lasham Office. Once you are a full flying member you may apply to add your name to the list. If you think you might want a site, add your name sooner rather than later!

### **Main Hangar**

To the west of the clubhouse is the Main Hangar. This is for all club gliders and a few privately owned gliders. Battery storage and charging facilities for LGS gliders only are located in the front of the hangar. See separate briefing document on "*Ground Handling of Gliders*". A hose pipe and water are available to wash gliders.

### **Tony Norrie Workshop**

Attached to the main hangar is the Tony Norrie Workshop. Tony Norrie was a former Lasham member who bequeathed a sum of money that financed the building of this workshop. The winches, bus, grass-cutting equipment, buggies and tow-cars are kept and maintained in here.

### **Tug Maintenance Hangar**

Beyond the Main Hangar is the Tug Maintenance Hangar where the tugs and gliders are maintained and repaired.

### **Private owner hangars – West**

Further along the northern perimeter track to the west are some privately owned hangars.

### **Touring Caravan Site**

The Touring Caravan Site is behind the Western Trailer Park off the northern perimeter track. It is available for short or long stay use by members and visitors. Details are available from the office. Tents may also be pitched in this area for a small charge. However they must not obstruct the normal activities of the airfield such as rigging and moving gliders.

### **Southdown Aero Services**

Between the main hangar and the road is Southdown Aero Services. The entrance is to the right just after the main entrance from Avenue Road.

### **Vintage Gliding Club**

At the far west end of the airfield is the Vintage Gliding Club (VGC) Clubhouse and Workshop. These facilities may be used by anyone who has paid the fee to the Lasham branch of the Vintage Gliding Club.

### **Leased areas**

A number of areas of the airfield are rented out by LGS. The area at the south western side of the airfield is leased to ATC (Aviation Tool Corporation) where they run a commercial airline maintenance business. From time-to-time, gliding is stopped for short periods to permit the take-off and landing of jets. The fields beyond either end of the main runway are let to local farmers.

The Black Hangar on the South of the airfield is leased to a private company and not used for aviation purposes. A small aircraft parts shop called APS (Aircraft Part Services) is located next to the Tug Maintenance Hangar. The area containing old military aircraft at the east end of the airfield is used on licensed from LGS by the Second World War Aircraft Preservation Society.

### **Other entrances**

There are two other entrances to the airfield that are controlled by electronic barriers. However the main entrance should be used whenever possible. In particular the entrance at Lasham village should only be used when coming from or going to the village itself. Do not use the village entrance for trailers.

### **Trailer parking areas**

There are three Trailer Parking Areas on the airfield, one at the east and one at the west end on the north side and further parking on the south side of the airfield. They are allocated on a first-come basis. No member may reserve a space in the parking areas. However the Society endeavours to keep all its single-seat glider trailers together, just to the west of the Tony Norrie Hangar. The Eastern Trailer Park has a cable for tying down trailers. Spaces may not be reserved. Any notices reserving particular places for specific trailers may be removed.

### **Glider parking**

Except during competition weeks, rigged gliders must not be parked anywhere on the landing areas or where they may obstruct access to the trailers of other members. If there is no other parking space available, park the glider on the south side of the airfield or de-rig the glider.

An area in front of the Western Car Park is used by the owners of gliders to park during the season. Space for these gliders is available on a first-come basis and may not be reserved. Any notices reserving particular places for specific gliders may be removed.

### **Water tanks for ballast**

Large tanks of water (not suitable for drinking) are provided for filling gliders' ballast tanks. They are situated near the Vintage Club, near the Tony Norrie Hangar, near the eastern car park, and on the south side. Drinking water is available in the toilets in the club-house.

### **Postal services**

Outgoing letters may be left at the office for collection. The nearest post box is in Lasham village near the Royal Oak pub. The nearest main post offices are in Alton and Basingstoke.

**Village shop**

The nearest village shop and post office is at South Warnborough. Turn left at The Golden Pot and it is 2 miles along the B3349. For other facilities Odiham, Alton and Basingstoke are nearby.