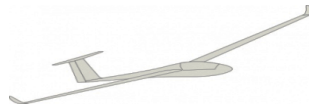


On Circuit!



The Newsletter of Essex & Suffolk Gliding Club
No.6 Autumn 2012

In this edition of On Circuit!

- Take Cover! Bradley Soanes is now solo.
- Strength in depth – Another ESGC AsCat instructor added to the team – Dick Skinner talks to On Circuit about his achievement this year and other flying experiences.
- New Edition of Laws & Rules
- ESGC Facebook Page Launched



Bradley flies solo before 16th Birthday and sets a new club record.

Bradley Soanes has been keen on aviation for as long as he can remember and has been flying with the Essex & Suffolk Gliding Club for 1½ years. However being only 15 years old, to comply with regulations, he had had to fly with an instructor in the cockpit with him. With only days to go until his 16th birthday when he would be allowed to fly solo the regulations were changed and it became possible to fly solo from the age of 14! Bradley lost no time and after a check flight with instructor Dennis Heslop he made his first solo flight on Sunday 14th October, 10 days before his 16th birthday.

His record may be beaten in due course but for the moment Bradley has the distinction of being the youngest ever solo pilot in the club's history!

Having passed that milestone in his flying career he is now keen to progress and has his sights set on obtaining his Bronze Badge and Cross-country flying qualifications as soon as possible so he can start flying in competitions next season.



Dennis Heslop congratulates Bradley on his first solo.



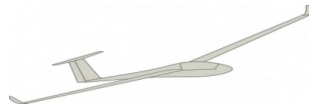
Dick Skinner gains As Cat Instructor status

“On Circuit” asked Dick Skinner if he would be willing to be interviewed about his recent achievement of gaining Assistant Category Instructor, (As Cat) status and Dick kindly agreed...

OC When did you become an As Cat?

DS It was in May this year. I did a course at Bicester. It's an interesting and active club where they have both aerotow and winch. It's a large round all grass airfield so

On Circuit!



The Newsletter of Essex & Suffolk Gliding Club
No.6 Autumn 2012

you can launch into wind all the time. Generally it's very easy to fly from.



Dick Skinner

OC What made you want to progress to As Cat?

DS I'm always looking for a new challenge and also because of the uncertainty around the BI status under the new EASA regs. It took me along time to get BI status and I don't want to jeopardise my ability to instruct others. In light of the new regulations it seems like the right time to push for it now and I was encouraged towards it by Jonathan Abbess. I was supposed to do it at Tibbenham with Dave Aherne but it clashed with my 40th Wedding Anniversary.

OC So, you enjoyed being a BI?

DS Yes, it's good to meet different people and to have the chance to fly with them but moving to AsCat makes it more exciting for me.

OC What sort of preparation did you have to do?

DS Did preparation all through the winter. The weather meant we didn't get as much flying practice as would have been ideal. I was doing it with Dave Aherne and we had a lot of classroom sessions with Jonathan Abbess and Eddie Leach.

OS What does and aspiring AsCat have to learn to do?

DS A lot more patter to learn and the manoeuvres are getting at lot more complex too. Doing the patter whilst at the same time spinning was challenging. You have to learn a lot of new exercises which you have to demonstrate along with the correct patter. Timing the patter with the flying takes practice.

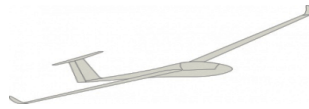
OS How long was the course at Bicester?

DS Nine days continuously including two weekends. I stayed in the bunkhouse at Bicester where they have a kitchen where I could cook breakfast etc. There were three of us on the course. The other two were both from Parham.

OC So did you establish a good camaraderie?

DS Oh yes, we built up a good rapport. The other two called me "Teachers Pet" as I passed the written test first time whereas the other two had to have another go. We also named one part of the airfield "Steve's corner" as he got really low in the circuit one time and had to

On Circuit!



The Newsletter of Essex & Suffolk Gliding Club No.6 Autumn 2012

land there. You couldn't see it from the launch point.

OC And how was the weather during the course?

DS Overall it was brilliant although there were some strong winds. We had to fly an aircraft which we had never flown before so that you can demonstrate briefing someone based on your assessment. They gave me a K8 which was a bit light for the strong wind. That was my first solo aerotow. As we only do aerotow here twice a year or so and it's hard to maintain good aerotow currency so I had never bothered before.



Schleicher K 8B

OC And how did you find the K8?

DS Fun to fly as an elderly wooden glider but poor penetration into wind. I went up to 3,000' to investigate stalls, spins etc. I found the sink rate at 60knots was really quite high. It's a bit like a smaller lighter version of a K13.

OC What did you find hardest about the AsCat course?

DS When we were doing spins the Instructor demonstrated a spin with 3½ rotations whereas my stomach only did 2½ and that held me back that day. Once I was on the controls to do the spins it helped my stomach and it was ok. Apart from that no real problems.

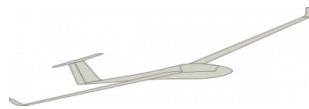
OC What was the best bit, the bit you enjoyed most?

DS I think the general camaraderie was the best part; both pupils and instructors took the work to be done seriously, but it was approached in a friendly and enjoyable fashion.

OC Moving on to you Dick and your flying career, when did you first start flying?

DS It'll be fifty years next year. I first soloed on gliders at 17 as a Combined Cadet Force Cadet. A group of us were taken to Swanton Morley in Norfolk we were all solo pilots on T21 and T31's within 2 weeks! The following year I got a flying scholarship and in 4 weeks had a PPL flying Tiger Moths. Then I joined the Navy who had a squadron of Tiger Moths and Chipmunks. I joined the Navy in order to fly and wanted to train to become a test pilot as I wanted do engineering as well as fly. The Navy decided to put me in submarines instead. After that I flew anything I could get hold of.

On Circuit!



The Newsletter of Essex & Suffolk Gliding Club
No.6 Autumn 2012



T21 Slingsby

OC What did you manage to get hold of?

DS I got to take the controls on a Shackleton, a Jet Provost, and Army Beaver. I was lucky to meet the Air Officer Commanding Wales and he invited me to fly the JP with his "tame pilot" (He was "only" an engineer). They were flying from St. Athan which was a maintenance base. They had to return operational pilots back to their bases and so I got to fly an Army Beaver. In the afternoon he took me up in a Jet Provost for a flight.



Jet Provost

Later on I had a neighbour who had a Reims Rocket, a French built

version of the Cessna 172 and we shared the flying on several trips.

I thought about doing my PPL again and went to Earls Colne but it was expensive and not as much fun as I'd thought it might be. I had a gliding experience voucher bought for me in the late 1990s. After I'd flown and come back I joined the club the same day.

OC What have been the highs and lows of flying for you or the most memorable experiences?

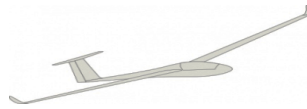
DS The flight in the Jet Provost was definitely a highlight. I also flew a Harvard last year which was great fun.

In my power flying a highlight was when I was 18. I took my first passenger up in a Tiger Moth. That was my father. Got him kitted up with a proper leather flying helmet and goggles and flew him all round Kent. It was his first flight in any aircraft!

I'm a cautious pilot so don't tend to fly long cross countries so it's hard to say what the highlights for gliding have been – I enjoy it all and gaining AsCat is a real highlight for me. All gliding is progressive and the high point is your last achievement.

OC Would you consider going for Full Cat in time?

On Circuit!



The Newsletter of Essex & Suffolk Gliding Club
No.6 Autumn 2012

DS I'm not sure. I'm getting on a bit now and I'd have to think about it if the opportunity were to arise again.

OC What other clubs have you flown at?

DS Besides Wormingford I've also flown at Bicester of course, Bradford on Avon, Portmoak and Omarama in New Zealand. I had a day there where I flew in weak thermals but we were unable to get up to the wave. I'm going back there next year and hope to get up into the mountains.



Bicester Airfield

OC Are there other places you'd like to fly?

DS I'd like to do more hill flying if I get the chance. Some other flying experiences I've had are a flight in NZ in a commercial propeller driven aircraft where the ice built up on the prop and then flew off banging hard into the fuselage side and the screen froze up. Another time I was in a Piper Navaho flying to Denmark when one engine

stopped. I was able to tell the pilot the reason it had stopped was because he'd not been watching the fuel and had failed to switch tanks. He was quite embarrassed but I think he was a sloppy pilot – I had seen him switch on the autopilot at 300' after take off, kick his shoes off and slide the seat back!

OC Is there anyone you'd like to thank for support or encouragement as you have worked towards AsCat?

DS I'd like to thank everyone as all have been so supportive. In particular I'd like to thank Jonathan Abbess, Dennis Heslop and Eddie Leach, and all the other instructors who have helped me. When I returned to gliding for the first time I flew with Jonathan for an hour and it really whetted my appetite. Mike Benson sent me on my first solo and gave me the instruction that I had to land on the track. I think it was brave of him to give me that instruction for a re-solo!

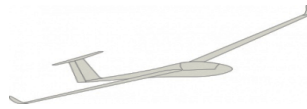
OC Dick, many thanks for speaking to me and sharing your experiences.



New Edition of Laws & Rules

All Glider pilots, at whatever stage of their flying career or experience, need to be aware of the latest edition of BGA Laws & Rules. The latest edition begins the transition to the new EASA regulatory regime. Some of the main changes are:

On Circuit!



The Newsletter of Essex & Suffolk Gliding Club
No.6 Autumn 2012

- Forthcoming changes to the glider pilot licensing arrangements
- A reduction to the minimum age at which a person can fly solo from 16 to 14 (well done Bradley!)
- Changes to the structure of Instructor ratings
- Introduction of new EASA medical requirements

Below is a link to the relevant page of the BGA website (either click on the link or paste it into your browser)

<http://www.gliding.co.uk/bgainfo/lawsandrules.htm>



ESGC launches Facebook page

Well done to Dennis Heslop for launching the ESGC Facebook page. Alongside the ESGC Junior Gliding Centre status this helps the club to communicate and promote its image, activities and to continue to attract a new generation of glider pilots for the future.

If you haven't done so already it would be helpful if you would visit the ESGC Facebook page and leave a positive comment or click on the "Like" function.

To find the Facebook page please follow this link or cut and paste it into your browser

<http://www.facebook.com/pages/Essex-Suffolk-Gliding-Club/120104964739124>

Committee & AGM Dates for 2012 – 2013

Members may wish to make note of the forthcoming dates for Committee Meetings and the 2013 AGM.

Wednesday - 5th December 2012

Wednesday - 16th January 2013

Wednesday - 27th February 2013

SATURDAY - AGM 23rd MARCH 2013

Wednesday - 17th April 2013

(N.B. All committee meetings commence at 19.05 hrs -Unless otherwise notified.)



Contributing articles, pictures and copy to On Circuit!

Contributions of articles, pictures and copy for publication are welcome and should be sent to Adrian Tills at:
adrian.tills@googlemail.com

A very big thank you to all of the contributors to this edition.



Safe Flying Everyone!