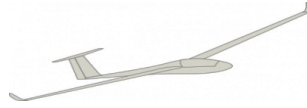


On Circuit!



The Newsletter of Essex & Suffolk Gliding Club
No.5 Summer 2012

In this edition of On Circuit!

- Task Week Flying
- Welcome for New Members
- Another Instructor added to the team – Dave Aherne gains Assistant Category status
- Please don't be a FaFO



Essex & Suffolk Gliding Club Task Week Flying - 28 May to 03 June 2012

Task week was during the last week of May and the first weekend of June and was organised ably by Paul Robinson. As has been characteristic of the weather this year it was a really mixed bag all week with a mixture of some soarable days and some which were a complete scrub due to low cloud and rain. Tasks were set for "Pundit" Intermediate and Novice.

Monday 28th May eventually provided some good soaring after a blue and hazy start to the day. Climbs of 2 to 3 knots were to be found up to 4,500'. The "Pundit" task was; Elmswell West, Newmarket and return, which was 112k. Five attempted this task of which two finished. One other landed back at the airfield task incomplete and the other two were engine starts. The Intermediate task was Rattlesden, Bury North and return. Two gliders attempted this and two completed it: George Green and Colin Woolf in the Grob and Tim Forsey and

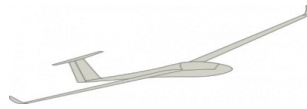
Dave Aherne in the K21. The Novice task was Rattlesden, Sudbury, return. Four gliders attempted this and one completed it which was the Astir "Jeans" flown by Adrian Tills.

Tuesday 29th was a scrub due to the weather. Wednesday 30th was a little better with hazy sunshine early on and some eventually some decent cumulus but which tended to be well separated with strong sink in between. Pundits were tasked with Great Ashfield, Graffam Water and return with a distance of 203km. Two gliders attempted this but none completed with one engine start and one (ahem!) land out of the K21. The intermediate task was Great Ashfield, Oakington and return which was 162km but which no one declared or attempted. The novice task was a straight out and return to Tibbenham. Six attempted this task but only one completed this which was the Grob flown by George Green and Ken Ward. Two others landed out and one landed at Tibbenham to claim his silver distance, (Adrian Tills again in the Astir "Jeans" and was grateful for recovery by Vernon Bettle and Tim Forsey).

Thursday 31st had initial prospects and so two tasks were set. However, low cloud prevailed and this day ended as a scrub. Friday and Saturday were not taskable and I am sure we'll all remember the day of wind on rain on the occasion of Her Majesty's Diamond Jubilee on Sunday 3rd of June.

The winners with the highest one day score were George Green and Ken Ward in the Grob on the Tibbenham out and back with 949 points. Overall winner was George

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Wolf with 1533 points followed by Jerry Newbury with 873 points. However, it is fair to say that all who took part profited one way or another through an increase in skills and knowledge. A big thank you to Paul Robinson for taking time to organise and manage the Task week and also a special mention for Mike Haynes who collated the results. For next year it would be great if we could see a bigger turn out and with luck, a much better week of soaring weather.

New Club Members

Essex & Suffolk Gliding Club would like to announce a welcome to some new members:

Simon Barnes	Full Member
Ben Durak	Full Member
Steve Faulkner	Full Member
Bruce Grain	Full Member
Chris North	Full Member
Julian Williams	Full Member
Linda Findlay	Full Member
James Paley	Full Member

1830 ATC Squadron have also joined us as a full member with three junior places



Another Instructor added to the Team – Dave Aherne gains As Cat status

“On Circuit” asked Dave Aherne (also known as “Bobble Hat Dave”) if he would be willing to be interviewed about his recent achievement of gaining Assistant Category Instructor, (As Cat) status. Dave kindly agreed...



OC When did you become an As Cat?

DA Roughly mid-May this year

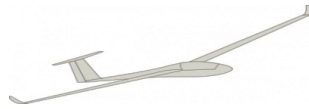
OC And how long were you a BI [Basic Instructor] beforehand and what was involved?

DA I was a BI for two years previously. I was given the opportunity by the club and worked to build up my understanding. Getting my head ‘round the patter. Getting the words to line up with the actions is quite hard at first but it was practice which helped a lot. The more you practice the easier it gets as with most things. After a while you can start to develop your own style.

OC What sort of exercises do you have to undertake and demonstrate?

DA For As Cat you have to teach the launches and the landings cable breaks etc which aren’t covered by the BI and some of the upper air work that you wouldn’t normally do as a BI

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OC What elements of the As Cat course did you find hardest?

DA The patter is the hardest thing to learn. The flying is not too bad but putting it together with the right patter. My family all now know the patter too as I left post it notes all over the house with bits of the patter on so that I could try to remember it. So, a note or two in the bathroom so I can read it to myself whilst shaving or brushing my teeth. Everything else has been put on hold for 18 months whilst I have been learning the patter and keep reading it over and over again.

OC You mentioned the upper-air work. What's involved, what sort of exercises are needed?

DA There is a whole syllabus to go through including the spins and further stalling.

You have to learn not to let things progress too far before you intervene. For example if you feel the pupil maybe starting to lose control of the situation. Whilst I'm not actually holding the stick normally I'm covering it so I can take control quickly if I need to.



OC What made you want to progress with your instructing?

DA Other people seemed to express confidence in me and my flying and that definitely sparked my own enthusiasm in myself. I really like the idea that I may be able to help other people to learn to do something which gives me so much pleasure too and also a chance to learn something new.

OC So it's helped you with your own flying too?

DA Undoubtedly and it's added to my own motivation to do better. Having to give briefings has really added to my confidence as a pilot too.

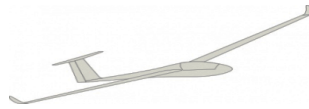
OC How did you end up getting into gliding in the first place and when did you start?

DA I've always like aeroplanes and have been interested in flying and I had a go at power flying. I grew up near Whatfield and used to watch the gliders flying there. I remember watching them doing spins and things when I was a kid. Then my family bought my brother and myself gliding experience. The experience sparked something in me I was pretty much hooked there and then. This was in October 2007

OC What do you feel most passionate about in your flying?

DA I especially like aerobatics. I flew a few loops with Chris Nunn one time, three loops and got the bug for flying aerobatics. I also am grateful for the opportunity to fly with some of our senior pilots with so much experience, particularly the chance to fly with Jonathan Abbess.

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OC What's been your most memorable or best flying experiences so far?

DA It is very hard to pin down the most memorable moment as there have been so many over the last four and half + years but apart from many aerobatic flights with and without instructors . My first field landing – that was something which left a strong impression on me. It gave me more confidence to push out further from the airfield. Another memorable experience of flying five hours and the degree of focus and luck needed. Dennis Heslop the then CFI had spoken to me in private and said if I can do the five hours required for the silver badge this would enable him to get me on the next bi course within the month at Tibbenham , motivation enough I thought, having now decided I would like to pursue the path offered to me. But the Other people on the ground were enthusiastic for me to do the five hours as well and the support I got became one of the big factors in my own motivation, I do remember that clearly.

OC What do you want to work towards in the future?

DA I've had a go at an aerobatics competition at Saltby recently and the Anglia cup cross country racing from Tibbenham last year . I have been lucky enough to have ago at both forms of competition and really enjoyed them both and would like to learn some more from people interested in these areas of he sport. I always like to meet more people and find out about them and their experiences and I'm always surprised by

how much they are willing to help you and this helps to keep me motivated.

OC And who would you like to thank?

DA I'd really like to thank the whole club as since day one I've found everyone to be helpful and positive and really supportive of whatever it is you want to achieve. It's a bit of a field of dreams really and I've had a brilliant four and a half + years since I started flying. I'd also like to thank my family for putting up with me and my work on the patter and for giving me the time to enable the opportunity of my practice.

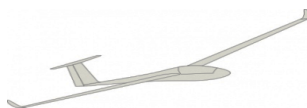
I'd also like to give particular thanks to Jonathan Abbess for all his help and support, to Dennis Heslop for the confidence he expressed in me in the first place and the occasional pep talk when I needed it, also to Eddie Leach who flew with me all through the winter encouraging me and putting up with 5C below freezing in the motor glider where he drilled and drilled me on my patter notes and

Finally but by no means least to Brad , Rob and Paul for keeping my feet firmly planted on the ground in the way only mates can do. Congratulations also to Dick Skinner who also recently became an As Cat instructor and thanks for the moral support that he also gave. Just goes to show really, in a solo sport it takes a team effort.

OC Dave, many thanks for sharing your thoughts and experiences.



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Don't be a FaFO

Recently a tired instructor at the end of a busy day's flying and instruction was left with just a handful of people to pack up the hangar. It seems that a lot of people had flown that day and then F*@+!d Off. These individuals are known as FaFOs. The instructors plea is don't be a FaFO. If you are there at the start of the day and get gliders out of the hangar then it is acceptable if you wish (most times) to go after you have flown. If you turn up at lunch time or after then it is generally not acceptable to fly and then disappear leaving others to put gliders and equipment away again.

Remember – don't be a FaFO!

Committee Meeting & AGM Dates for 2012 – 2013

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

Wednesday - 12th September 2012

Wednesday - 31st October 2012

Wednesday - 5th December 2012

Wednesday - 16th January 2013

Wednesday - 27th February 2013

SATURDAY - 23rd MARCH 2013

is the ANNUAL GENERAL MEETING

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!