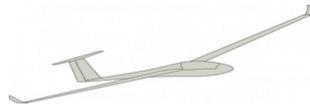


On Circuit!



The Newsletter of Essex & Suffolk Gliding Club

No.4 April 2012

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AGM Report

On 31 March the ESGC AGM took place. There was a good turnout and around 50 – 60 members attended.

Those present heard from the Club Chairman, Graham Wright, that, unlike many less fortunate clubs, ESGC continues to remain in a strong position financially despite increasing cost burdens. The Club has also recently successfully concluded a further 15 year lease of the airfield giving considerable certainty in terms of the Club's ability to plan for the longer term.

As part of that longer term planning the Chairman also told the AGM about the setting up of an equipment fund so that further improvements to enable both winches (amongst other equipment) to be serviceable thus providing a backup in the event that the one in use fails.

The AGM also saw a passionate debate about whether the Club should begin a programme of renewal of club parachutes and this issue was remitted back to the Committee for further consideration.

CFI Jonathan Abbess gave the AGM an update on recent developments affecting all Glider Pilots. EASA driven licencing changes will mean that the Bronze with XC Endorsement will become equivalent to the PPL. The instructor ratings system will be "rationalised" and there will be just one category of instructor which will in fact be "Full Cat" status. Basic Instructor Category and Assistant Category Instructor will disappear though it is probable that Ass. Cats will be able to upgrade to full through a short conversion – this remains at present unclear and uncertain but the changes are underway from now until 2015.

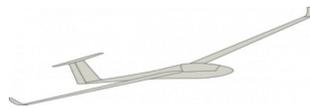


Jonathan Abbess

Jonathan also told us about the BGA emphasis on pre-take off Daily Inspection and especially the requirement for a DI to be made by another Bronze status pilot following analysis showing a number of fatal and serious accidents had occurred where proper control connections had not been made.

A further factor to contend with during 2012 is the imposition of Olympic Airspace restrictions from 14th July to 15th August inclusive. Jonathan told us about the punitive measures in place in the event that an aircraft strays into this airspace without

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permission. There will be armed fast jets in the air at all times ready to intercept any such breaches. Additionally, fully armed Apache helicopters are likely to be despatched to intercept the trespasser and force them to land.

It is likely that the pilot will be prosecuted with the full force of the law and that the club or airfield from which the transgressor flew will likely be grounded for the duration of the Olympics period.

Jonathan has set the railway line at just past the western end of the airfield as the demarkation line for pre-silver pilots. Jonathan has said that he will be requiring all pilots who are solo and above to sign an acknowledgement that they understand the Olympic Airspace and the rules that accompany it. For the avoidance of doubt the dates again are: 14 July to 15 August inclusive.

Cups, Trophies and Club Awards

The AGM saw that John Gilbert (Jnr) dominated the flying competition during 2011 and won several trophies (see below for detailed results). John Gilbert (Snr) also won the 'Robbo Wooden Glider Trophy' so that the Gilbert family in combination set a high bar for the rest of the club to beat. Notable for bucking the Gilbert trend were John Bone and Jerry Newberry.

Clive Stacey also won the Members Cup in recognition of the excellent work he does to keep the buggies up and running.

John P Gilbert Announced the results and Club President Chris Price awarded the various trophies and prizes.



John Gilbert (Jnr) receiving one of the trophies he won presented by Chris Price.

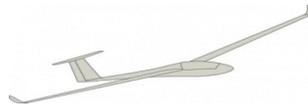


John Gilbert (Snr) after having received the 'Robbo wooden glider trophy' presented by Chris Price



Jerry Newberry with the "Jerry Newberry Trophy" named after him and which he won.

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Clive Stacey having just received The Members Cup.



John Gilbert (Jnr) being presented with (yet) another trophy at the AGM by Chris Price.

Presentation of Trophies

Pete Wilby ladder trophy

Won by John P Gilbert

'Robbo wooden glider trophy'

Won by John Gilbert Senior

'100km triangle'

Won by John P Gilbert

'Eric Richards 200km triangle trophy'

Won by John P Gilbert

'Paul Foulger 300km Trophy'

Won by John P Gilbert

'Bob Adams Tiny Triangle'

Won by John Bone (sorry John no picture)

The 'Jeff Cork Trophy' (longest handicapped flight) Won by John P Gilbert

Jerry Newbery Trophy (1st 300km)

Won by Jerry Newberry!

Instructors Cup

Won by Mark Butcher (Unable to attend AGM)

Members Cup

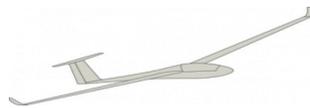
Won by Clive Stacey

SHELL UK LTD Trophy to commemorate the centenary of Bleriot's flight across the channel in 1909 & will be awarded annually to the pilot making the most enterprising flight. There were no contenders this year, but was being held by Robert Locket.

"Sod it!" Trophy No contenders so remains with Vernon Bettle for running out of fuel and consequently landing out.



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Funding Support from Caroline Trust for Budding ESGC Pilot

ESGC Cadet Pilot Bradley Soanes has been awarded a grant by the Caroline Trust to support his flying development. Bradley, who is 15½ years old, began flying with the Air Cadets. However, he was frustrated by the lack of flying time gained in the Air Cadets with gliding just once a year and power flying in a Grob 115 for 30 mins just twice a year.

Bradley's friend Charlotte, who is also an ESGC cadet, told him about the ESGC scheme and so last autumn Bradley came to Wormingford to see what it was all about. Since then he has gone from not knowing very much about gliding to flying the launch, circuit planning and landing. Bradley has also flown stalls, spins and further stalling and spinning exercises and can't wait to be able to go solo.

"I've had lots of helpful advice from people at ESGC and have been in touch with the BGA about flying a two-seater in competitions off of the back of the grid with another pilot." Bradley has also been quite enterprising and has applied for a seat in an ASH 25 at Husbands Bosworth in the forthcoming 15m, 18m and Open Class UK Nationals, (4th to 12th August 2012). "I'm going to go to the two training days beforehand so I can get to know more about what's involved," says Bradley.

Bradley has been awarded a gliding scholarship by the Caroline Trust. The

Caroline Trust is a gliding charity that gives grants to young pilots. It was originally set up to support an increase in the number of female pilots but since then has also expanded its remit to support people with a disability taking up gliding. The Caroline Trust also seeks to support 15 to 18 year old pilots of both genders by giving grants in support of specific goals such as achieving solo status, badge flights, becoming an instructor or taking part in your first competition.

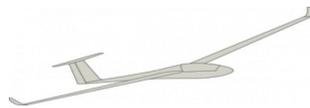
"I discovered it on the BGA Website", says Bradley, "I sent in an application form and they replied straightaway. They have granted me £250 which is reclaimed from the Charity by the Club. I had to get my application countersigned by the CFI and I'd like to thank Jonathan Abbess for his support with this".

"On Circuit" asked Bradley what his family think about his budding flying career. Bradley says, "They like it because it means I have a sense of direction. It gets me out of the house and they can see that I find it thrilling.



Bradley Soanes – at Summer Camp at RAF Leeming.

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They have been really supportive and help in every way they can because they see I have real passion for flying.”

“On Circuit” asked Bradley that given gliding is so much fun why he thought more young people weren’t attracted to take it up?

Bradley’s view is that it’s not because young people are now focussed on computer games or social media. “It’s not for everyone. One of my friends said it well when he said “aviation is a lifestyle not a hobby” and I think that’s true. I like that.”

“On Circuit” wishes Bradley well in his gliding career and looks forwards to being able to report on his first solo flight and many other future achievements.

For more details about how you might be able to help the Caroline Trust or to let a suitable candidate know about the potential support available visit:

<http://www.carolinetrust.org.uk/index.htm>



Cross Country Motivation – by John Gilbert



John Gilbert

Cross country flying is not for everyone and many people are more than happy to keep their flying local to the site, however I suspect there are a number who would like to venture further afield but for one reason or another either have not done so or perhaps not since their silver distance.

Some possible reasons I can think of for this are;

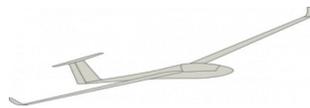
1) Lack of confidence in your own ability. If you can regularly local soar for several hours then you should be able to successfully fly cross country, ok there are often some variations such as changing conditions on the task but basically cross country flying is just joining thermals together as close as possible to the direction you want to fly! The equivalent to 2 or 3 hours local soaring would see you comfortably round a 100km task.

2) Fear of landing out. This may be either down to a feeling of having failed, in which case that would be very miss placed, there is no shame in landing out and if regular cross country pilots never do they could probably be pushing them selves a bit harder.

The hassle of having to be retrieved can put some off, there are stacks of people more than happy to retrieve fellow pilots safe in the knowledge you will do the same for them some time, also in 50 plus field landings I have never yet met an irate farmer.

Worry of getting a field landing wrong. Careful monitoring of the field situation while you still have plenty of height will

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significantly reduce your chances of picking a bad one, how soon you start looking for fields depends a lot on the time of year and where you are flying, obviously early and late in the season there is a lot more choice and often there will be several good fields in close proximity to you, June and July can be tougher but they are there if you look in good time, not to mention the amount of landable airfields and airstrips (if you can spot them) in our area. Make your next flight a field selection exercise or go for a flight in the motor glider.

Getting round tasks is the first stage, working on increasing your speeds, and therefore potential distances will come with practice and some coaching if necessary.

Hopefully I will write more on the subject later in the year.



Congratulations to Eddie Leach now a Full Category Instructor

Eddie Leach qualified as a Full Category Instructor on the 28th of March 2012. He was assessed by the Regional Examiner, Robert Thiel, at Cambridge Gliding Club and passed despite flying, (in Eddie's view), quite badly. The assessment was carried out over a full day of flying and delivering briefings and lectures at the Gransden Lodge home of Cambridge Gliding Club. Robert Thiel is a paid professional instructor for Cambridge

Gliding Club as well as holding the role of Regional Examiner.

Eddie explained to "On Circuit!" that he had been working towards this for quite a while and that he is proud of his achievement which is a pinnacle he has wanted to achieve for a long time. "I've been practicing and working towards this for over a year" said Eddie. "I've been flying with other instructors who are seeking to progress from BI to AI like Dave Aherne and I owe a lot of thanks for the people who have shown confidence in me and helped me." "In particular besides Dave for allowing me to practice on him I'd like to thank Ken Rogers, Dennis Heslop and Jonathan Abbess for their help and encouragement.

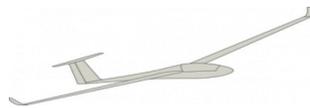
Eddie also gave an insight into the rigors of the process of assessment;

"It was a full day of flying, briefing and lecturing and it was a real surprise when at 6pm Robert told me I'd passed.



Cambridge Gliding's Puchacz. (Not too sure about the nose wheel mod!)

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...Some of the locals at Gransden Lodge told me I'd done well as they said Robert sets a high standard and doesn't pass many."

Eddie told "On Circuit!" that he was flying a glider which he was not familiar with. It was a Puchacz which means "Eagle Owl" in Polish.

"Flying a glider which responds in a slightly different way to one you are used to is a further demand. Even though the Puchacz handles and responds similarly to a K13 it is subtly different which makes it a bit unpredictable when you are carrying out exercises with the Examiner." said Eddie.

Eddie told "On Circuit!" that as part of his preparation he had been to visit Bowland Forest Gliding Club where an assessment for Full Category Instructors was taking place. Eddie shadowed those being assessed to see what it was all about. "They let me sit in on it and I got feedback on the areas I need to improve in which was basically everywhere! I always feel that, if you want to, you can always do better."

"I like things to be right and you can improve through reflection. I've spoken with Dennis and with Jonathan and looked at how they do briefings. The other motivation for me was that I want to contribute more and to help the club towards even higher standards."

"Being assessed can be quite nerve-racking especially the briefings. Doing a briefing in front of a lot of people and

pitching it at the right level is difficult. Also, briefing someone who you know has high levels of knowledge and experience and who acts as a coach is quite intimidating. But, once you get started it gets easier and things start to fall into place."

"I instruct at Eden Soaring too and it'll be nice to be able to take charge of the whole site now as a Full Cat."

"Now I'm also able to do more coaching – moving people on from bronze and assess people with more clarity about the standards needed."

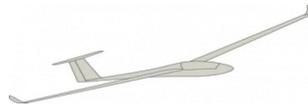


Eddie Leach in relaxed mood after gaining Full Cat status

"On Circuit!" is sure that all club members will share in congratulating Eddie on his hard work and achievement.



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Task Week – 28 May to 03 June **2012 inclusive**

The purpose of the task week is to encourage cross country flying in a setting to approximate an inter club league meeting. Tasks for Novice, Intermediate and Pundit will be set on all flying days.

Met and Task briefings will be given each morning and post task discussions will be held following a days flying.

Those who have been successful will impart advice to those who may have struggled with the task or with maintaining speed. All flights will be downloaded and scored.

We will try to have aerotowing capability on 2 days of the task week, if possible, and if a pilot is available during the week rather than the weekend as this will minimise disruption to our neighbours.

The club single seater fleet will be available to be booked by solo cross country qualified club members with a maximum charging time of 2 hours if not part of a scheme.



Both glass two seaters will be available to non cross country qualified members to undertake tasks with an instructor provided that instructors are available. This also applies to pre-solo pilots too who want to experience cross country flying.

As with all organised comps we will need to set some ground rules:-

1. All members of E & S GC and Norfolk GC who wish to participate during the task week must advise the club four weeks in advance, indicating if they will be flying their own aircraft or if a club single seater (indicate wood or glass) or two seater is required.
2. All those who wish to use club aircraft must ensure that the trailers are all in a roadworthy condition for retrieves; if not roadworthy the glider will not fly cross country.
3. All those using club aircraft must ensure that the navigation and recording equipment is available and useable, this includes maps.
4. Implicit on taking part in the task week is that all those who fly will be crew to those who need retrieves.
5. We will also need winch drivers and we hope that those members of syndicates with a winch driver may volunteer. Or solo members who have requested a club aircraft but on days not booked. Please let us know who will be available. Winch drivers for this task week will get a FREE LAUNCH VOUCHER per shift.
6. Instructors are needed for the Grob and ASK21, I will be available every other day but we also need to be advised of other volunteers.

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7. We will also need a half cat at least on the airfield to launch. Names of instructors who can be available are needed, for the week to go ahead.

8. A volunteer is needed for scoring the flights at the end of the day, any pilot who is using their own recording equipment must have available the correct leads to download; we must also ensure that the club computer has a suitable scoring program.

For further details or for a quick chat about what is entailed please contact Paul Robinson.



Paul Robinson with one of the older members of the club.



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 - 18th April 2012
Wednesday - 23rd May 2012
Wednesday - 20th June 2012
Wednesday - 25th July 2012
Wednesday - 12th September 2012
Wednesday - 31st October 2012
Wednesday - 5th December 2012
Wednesday - 16th January 2013
Wednesday - 27th February 2013

SATURDAY - 23rd MARCH 2013
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.

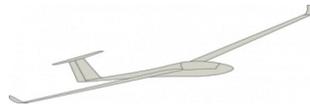
Publication deadlines for "On Circuit" for the rest of 2012 are:

- 19 June for Summer
- 18 September for Autumn
- 30 November for Winter



Safe Flying Everyone!

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Essex & Suffolk Gliding Club 2012

Bronze Lecture Programme arranged

by George Green

Date	Time	Topic	Presented By
Sunday 15th April	7:00pm	Principles of flight 1 - lift, drag and performance	Andrew Booth
Saturday 21st April	7:00pm	Principles of Flight 2 - glider design and stability	Eddie Leach
Saturday 28th April	6:00pm	Air Law and Recommended Practices	Dick Skinner
Wednesday 2nd May	7:00pm	Airmanship	Ken Rogers
Saturday 12th May	7:00pm	Navigation 1 - map reading and airspace	Bob Godden
Saturday 19th May	7:00pm	Navigation 2 - flying cross country	George Green
TBC	TBC	XC Endorsement - Navigation & Field Landings	Dennis Heslop
Saturday 2nd June	7:00pm	Meteorology 1 - macro weather systems	Andy Sanderson
Saturday 9th June	7:00pm	Meteorology 2 - micro weather systems	TBC
Saturday 16th June	7:00pm	Human performance and limitations	Vernon Bettle
TBC	TBC	Instrumentation and RT procedures	Eddie Leach