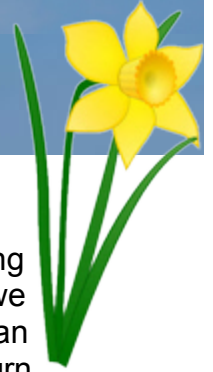


Spring, 2011

Cotswold Gliding Club Newsletter



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Headlines

In this long and eagerly awaited Spring 2011 issue of the club newsletter we celebrate the return of Spring, welcome an almost brand new Committee, cheer the return of our PW6s to active service and look forward to another action-packed season of soaring high above the verdant quilt that is the Cotswolds ...



This newsletter is published by:

Cotswold Gliding Club
Aston Down Airfield
Chalford, STROUD
GL6 8HR

Tel: 01285 760415
Email: office@cotswoldgliding.co.uk
Web: www.cotswoldgliding.co.uk
Editor: Eugene Lambert



In our feature article, Paul Lazenby shares his experience of becoming a Basic Instructor.

And, as always, we offer a big, friendly CGC welcome to the following new members:

Anna Lomax	Junior
Jamie Lomax	Junior
Barry Green	Full
Roger Green	Full

We also welcome all those UWE students who joined last year and have survived the bleak midwinter with their enthusiasm for flying undimmed ...

**THE
CHAIRMAN'S
THOUGHTS**

a British mixed way. days with lots of flying to rapidly followed by gloom, Well, it is still only April!

Hello, and welcome to our first newsletter of the year and hopefully the first of many. This year, 2011, has started in traditionally Some brilliant build our spirits, wind and rain.

The second PW6 is back and, despite a setback with the wheel brake on KRX, we will shortly have both of them in the air, which will give us a good fleet for the summer ...

Nonetheless, it has been very encouraging to see some of the private fleet going cross country already, with several 100 km triangles and at least one landout – well done Doug! Darren Edge also managed to get his 1 hour and 2 hour durations in one day's flying ... again, well done to him!

Despite the weather, nearly all of the weekends have been flyable for training and winter refreshers - so all of you who haven't flown this year come up and get current. The good weather will be here soon ... so make sure you don't lose out.

The second PW6 is back and, despite a setback with the wheel brake on KRX, we will shortly have both of them in the air, which will give us a good fleet for the summer. We intend putting all our two-seaters to good use with Mike Weston's development programme getting underway with a concentrated week in May. For more details contact Mike directly, either in person or by email at development@cotswoldgliding.co.uk.

In the field of marketing, a well motivated team is being very creative and is looking at both short-term and long-term strategies to build the club up. Unfortunately we still need a leader for this team

who can pull all of the excellent ideas together and coordinate the marketing effort so:

Call for help #1: We urgently need a Marketing Manager.

Volunteers, one step forward please. This is a very creative team and it would be both a pleasure and an experience to lead them.

As part of the effort of building the club up, we need more members. The more members we have (within reason) the more sustainable the club is. So ... take advantage of our **one for one offer**. Bring someone along who becomes a member and free launches are available for your account.

We are slowly reviewing all of our assets and the first thing to be looked at is our ground equipment. The bus is likely to be the first victim of old age so we are considering its replacement. Currently the most likely replacement will be another bus, but we are deferring our decision to give everyone a chance to comment so please get your thoughts to me ASAP. Whichever route we take we will need a group of volunteers to commission the final solution, again names to me please.

I could go on like this for ever but that would be too much of a good thing. So, please, come and enjoy the new season and get flying. If you can bring in a new member as well, that would be brilliant. Take advantage of the parties, development training and aircraft.

Above all, have a good gliding season!

Robin Birch, Chairman





From the CFI

Hi, and welcome to the new soaring season!

This is the time of year when pilots and gliders re emerge after a long winter hibernation. With your refresher flights completed, you are keen and ready to go and fly. Before you go cross-country, do a few local flights to get used to the glider and practice a few circuits. An unplanned field landing is not the best time to realise you are not current!

There have been a disturbing number of incidents and accidents over the years due to failure to rig gliders correctly. When you rig your glider, make sure you do a thorough inspection to check everything is connected properly. An independent rigging check may be a good idea. If you are about to fly a club glider, or take over a privately owned glider from another pilot, do a walk around it and make sure everything appears OK. For example, check that ballast weights are fitted (or not fitted) as required, and the tail dolly has been removed.

It is important for the gliding movement that we reduce the number of airspace infringements by glider pilots. Airspace avoidance and safety is very important. Ignorance is unacceptable, and preparation for your flight is vital.

NOTAMS must be checked. The use of charts, especially the different types of altitudes used on the charts must be understood. The legend on the charts has a lot of useful information. If you fly with a PDA, make sure you are using the latest airspace information files.

A new Southern England 1:500000 chart has been issued in March and it does have some important changes: the Control area around

Birmingham, Coventry, East Midlands and Daventry with a floor at or below 6000' now has the lower level defined as altitude (i.e. above mean sea level) instead of the former Flight Level. This should make it simpler to avoid infringing the airspace. Unfortunately, we will not be able to climb as high as we used to on the good, high pressure days.

We will endeavour to set tasks on all suitable weekend days to encourage pilots to go cross country, and compare notes afterwards.

*A new Southern England
1:500000 chart has been issued
in March and it does have some
important changes ...*

We should soon have the use of a 180hp Super Cub tug aircraft, previously based at Bidford. This will allow us to do aerotow training, which has been difficult to organise during the last 12 months. If you are not already checked out on aerotows, now is your chance! Hopefully, Dave Moore's tug will be available later in the year ...

Have fun with your flying. Try to have a definite aim for all your flights. Keep a good lookout at all times, and fly safely

Tony Parker, Chief Flying Instructor



Committee Biographies

As of 15th January 2011 we have a new committee. In the following section, issue by issue, they will introduce themselves and tell us a little bit about their lives in gliding ...

Chairman's Bio Robin Birch

Hello! I got into gliding in the early 70s at the now defunct (it wasn't my fault!) West Wales Gliding Club based at Withybush (Haverfordwest) in sleepy Pembrokeshire. I loved it, but didn't go solo as flying



had to contend with my other hobby of sailing, which I did a huge amount of as a child.

The solution was simple: join said gliding club ...

Robin Birch

When I went to university I gave up flying. Instead, I joined the OTC and became an officer in the TA (Infantry). This burnt up all of my spare time until I was relocated from London to Swindon and found that I now had spare time on my hands. So, in a fit of rebellion, I took up

micro-lighting! I thoroughly enjoyed this but soon began to get bored, as it was turning into drafty, slow, bus driving. This very cleverly coincided with me rolling a micro-light over twice on landing and scaring myself badly.

Note to self: the stories about control reversal and getting confused between three axis and weight shift ARE NOT myths to scare impressionable pilots, they're all true!

So, I packed up flying again for about a year and then thought about gliding. Now, funnily enough, I'd often driven past an old airfield with a gliding club and scared my then wife as I stared distractedly at the launch point whilst bombing along to Stroud at seventy ...

So what to do?

The solution was simple: join said gliding club, have flight with Roger Bagley (who was silly enough to say that it wouldn't take long to get solo), take week off work and go on course. I didn't tell the wife, she thought I was at work till, until I confessed to going solo on day two after being unable to hold the excitement in! The rest, so to speak, is history.

Despite this all taking place in 1998, I haven't actually done that much flying. I gently wandered through getting my bronze, then silver, my first glider, a BI rating, my gold height, restoring a T31

tutor, my inspector's ticket, my gold distance and finally my assistant cat rating. All of this in about 360 hours which actually isn't a lot given the time elapsed.

Further note to self: FLY MORE!

Somewhere in amongst all of that history, I've also been the club marketing person (not the worst, but close); been responsible for the glider maintenance for more time than I care to remember, and now (Heaven knows how) the Chairman. I've also managed to work as a professional engineer for 30 odd years, all for the Royal Mail ...



Treasurer's Bio Eric Lomas

I took up gliding later in life when I had more time to fit it in with my main sport of horse riding. Now I can explore the Cotswold countryside from above as well as at ground level! My first solo was in 2009 but I think the instructors who have taught me would agree I have been progressing my training at a leisurely pace! This year's target must be to get to bronze. The taste of

cross- country flying I have had as P2 has been enough to inspire me to step up a gear and now I am pretty well fully retired I no longer have any excuse (although our new grand-daughter is proving to be quite a diversion). As Club



Treasurer I hope I can bring some of my experience of planning and managing budgets within a major Government Department – *without the cost over-runs and delays that you read about in the press* – but I also hope I can bring to the Committee the perspective of newer and less experienced members, on which the future health of the club depends!



CFI's Bio Tony Parker

Hi all,

I was introduced to gliding by my Dad, who was a member of Trent Valley Gliding club. This was then based at Sturgate in Lincolnshire. The club operated a T31 and an Olympia 2b, both of which had to be rigged every

day – we had no hanger. The CFI and only instructor was a German ex-Stuka pilot called Ziggy Romrig. He would test fly the Oly every day by seeing how many loops he could perform off the winch launch (generally quite a few from a launch of about 750').

I joined the Edinburgh University Gliding club as an undergraduate at Edinburgh Dental School, and have been a current glider pilot, and dentist, ever since.

I have 2 grown up daughters living in Scotland. I live in Stroud with my new wife Kathy and her guinea pigs and rabbits. When not flying, I enjoy skiing and scuba diving.

I have been lucky enough to fly more than 2700 hours in more than 50 types of glider during the 44 years since my first flight in a T21 ... the novelty has not yet worn off!

I was CFI at CGC for 5 years in the late 90's. I am very honoured to have been appointed for a second time.

I have a Gold Gliding Badge with 3 Diamonds, a Private Pilots Licence and a French Gilder Pilots PPL. I am a BGA regional examiner for all BGA instructor ratings. I enjoy flying solo and dual, and have entered many competitions over the years (without any great success). I have shares in a Ventus 2c, a T21, a Venture motor glider and 2 Duo Discusses – one based in the French Alps.

My job as CFI is to take responsibility for all flying activities at Aston Down. I need to ensure that the excellent team of

instructors we have at CGC is kept as good as it is now. This involves flying with the instructors to practice teaching exercises, and introducing new exercises from time to time. It also involves flying with pilots preparing for instructor examinations. All instructors are required to revalidate their instructor ratings every year as part of an ongoing 'quality monitoring' program which aims to keep instructing standards as high and consistent as possible.

We need a regular supply of new instructors to replace those we lose through retirement, family commitments, moving away etc. If you would like to be



considered as an instructor, please contact me, and I can let you know what is required. It is a demanding, difficult but very rewarding activity.

If you would like to contact me to discuss any aspects of flying, you can email me at cfi@cotswold-gliding.co.uk or call me on 07868 758344.



Secretary's Biography Richard Kill

Editor's Note: I was considering serialising this ... ;)

I was born in the first half of the last century and that does, at times, make me feel very old but not necessarily wise. My home town is Ashford, Kent where I lived for most of the time up until 1972. After failing miserably at my first apprenticeship with the CEGB in Brighton (*hated the job anyway*) I became an apprentice electrician. Not long after I qualified, I landed a job with, what was called then Post Office Telephones, going "up poles'n'down holes.

By 1972 I was married, with a daughter, and trying to buy a house. It was this that prompted the move to Yate near Bristol (*much cheaper than Kent*) where I managed to get a transfer with, what was by then, BT. We moved to Bristol after a few years and spent some time refurbishing a 1930's semi.

In 1984 I left BT for a job with a company called Travel Automation Services, part owned by BA. This role of 'Area Engineer South West' involved installing and servicing multiplexors, terminals and printers for mainly business travel agents. The area included the Channel Islands and it was island hopping that gave me my first experience of flying in small planes and sparked my interest in aviation!

After two years in this role, I applied for and got a Manager position based in Maidenhead, which prompted another move, this time to Water Eaton (near Cricklade).

Now, after having my first offering cruelly rejected, I have been asked by the Editor to keep this short and to the point, so ...



Water Eaton happens to be near Sandhill Farm, home of the Vale of the White Horse Gliding Club, which I came upon by chance one Saturday afternoon. The sign announced gliding trial lessons, call in for details. I did, and there just happened to be a glider and instructor available. Next thing I was strapped into the front seat of a Blanik while the instructor chatted away giving the - by now

- familiar patter. I sat there, hardly taking in a word.

That first launch is embedded in my memory, VOWH did not have the kind of sophisticated winch that CGC have. Oh no, it was a pure grunt machine. No girlie settings for wind strength and glider type, just a throttle and the winch driver's eyeball. After a mere 30 seconds we were up at the dizzy height of 1000ft, searching for things called thermals which we soon found, enabling an extended flight of 30 minutes. Despite feeling a little nauseous I was hooked and the next day went back and joined.

My second ever flight involved heading for a large stubble fire with the instructor saying "*I hope this is working 'cos we won't make it back if it isn't!*" I didn't have much time to ponder these words as the next minute all hell broke loose, the glider was buffeting, there were bits of burning straw coming up past us and yours truly was not feeling very secure. It felt like

ages but was probably only a few minutes before we popped out of the top at around 4,000ft. We had enough height to fly over my cottage, and I knew that this was for me!

I went solo in a K13 after 52 launches, half way through a week's course, and then progressed onto the K18. If you ever get the opportunity to fly one of these take it! I

completed most of my silver in the K18. The duration part was interesting. I had taken off in the afternoon with a view to gaining my silver height. It was a stonking day and I got the height well within an hour, soaring to just below the airway at 6,500ft. I then spent a very

Aston Down is a great site, CGC is a great club and I am proud to be part of it ...

Richard Kill

enjoyable time playing with the thermic activity and just enjoying the glider. After some time I realised that I might be able to achieve the 5 hours. The problem was that I couldn't remember the exact time of take off. So *(to cut a long story short)*, with the sun going down

I was flying up and down Shrevenham high street at around 800ft in half a knot of lift. When I landed and the barograph was read it transpired that the flight lasted 5 hours and 4 minutes! About this time, I purchased a Standard Cirrus and it was in this that I completed my silver distance flying to Lasham. With the silver under my belt I embarked on a couple of seasons of exploring various fields and other gliding sites on a regular basis *(ask my ex-syndicate partner)*. I landed at Aston Down twice and both times managed to break the "piano wire" used for the reverse auto tow during my relight!

My power flying started after a girlfriend at the time gave me a trial lesson as a Christmas present back in 1993. This was at Enstone and again I was hooked, so much so that I sold my share in the Cirrus and spent a year just flying power.

The gliding siren does not give up very easily and, while getting your PPL is great *(especially as a chat up line)* the novelty soon wears off *(there are only so many airfields you can go to for a very expensive bacon butty)*.

I moved to Cotswold Gliding Club about ten years ago, tempted by the 7-day summer operating season and the fantastic winch launch heights. Since then I have been lucky enough to become a tug pilot, an Instructor and - thanks to Tim - have a share in the wonderful Mosquito.

Aston Down is a great site, CGC is a great club and I am proud to be part of it ...



Club Development Initiative

In this article Mike Weston, the committee-appointed Development Officer, introduces a new initiative aimed at providing improved support for post-solo flight training ...

Development, Why?

In a past life as club chairman, I tried very hard to set up a development group as I was, and still am, convinced it is very important that the club not only teaches to solo standard, but also provides the training and experiences to allow members to progress beyond solo to cross-country flying and competitions. I didn't quite achieve my objectives back then, but still believe that this is very important, not only for member

*To provide advanced training
that unlocks even more fun
for glider pilots ...*

retention but also to continue to develop and pass on skills as well as improving the club's status and recognition as a premier gliding club. CGC has always been very good at providing the environment and facilities for early training, and there is no doubt that we have one of the best and safest airfields, but the club has not always followed through to provide the more advanced training that unlocks even more fun for glider pilots.

Anyway, to cut a long story short, and after having a couple of years off from any 'official' role, I approached Robin and volunteered to take responsibility for this development role.

So, what is planned?

I have put together a list of opportunities for club members to develop their skills, from lectures through to cross country training and expeditions. *Please take time to review these and try to book ahead if possible so that we can ensure that aircraft and instructors are available.* The booking system has been

configured to allow cross-country bookings for the weekend days and also two cross-country bookings per day for the task week.

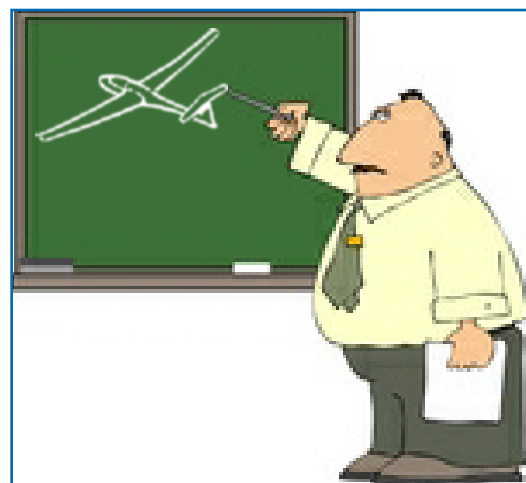
Bronze Lectures

Last year we ran a successful program of Bronze lectures which enabled a number of members to pass their Bronze theory tests.

We plan to continue running the Bronze lectures series through 2011 and, although the series is aimed at helping members towards taking their Bronze theory paper, they are also useful for enhancing and renewing skills of more qualified members.

2011 Lecture Schedule

2nd April	✓ Meteorology 1	Roger Bagley
8th April	✓ Air Law and Airmanship	Chris Gough/Mike Weston
30th April	Navigation 1	Jon Huband
14th May	Navigation 2	Mike Weston
28th May	Meteorology 2	Geoff Dixon
4th June	Human Factors	Mike Randle
3rd Sept	Principles of Flight 1	Don Brookman
10th Sept	Principles of Flight 2	Robin Birch
24th Sept	Radio Telephony	Richard Kill



Club Website

There is a new **Development Page** on the club website, accessed from the [Development](#) link on the left hand side of the Member's page (*Editor's note: you have to be logged in to see this!*). This page, along with the club diary, will contain the opportunities and activities for the year. I have already sent details of the activities in a previous communication so I have just included a short summary below rather than go through them again in detail in the newsletter, but please do remember to check the web page regularly for updated information. If you don't have access to the web page, please let Gill know and we can you send a printed copy.

Summary of Activities and Opportunities

Bronze Lectures

See previous page for details.

Development Yahoo Group

A forum for focused communication.

Dedicated Training Week

Five days of advanced instruction.

Club Task Week

Opportunities for 2-seater cross-country flying (bookings available via the club website).

Weekend Task Setting

Club task setting, weather briefing and cross-country instruction available.

Rockpolishers

Chance to fly competitively at other local clubs.

2 Seater and Competition Enterprise Opportunities to gain cross country experience in two fun competitions.

Navigation Experience

Gain cross-country navigation experience in the Falke motorglider.

Inter-Universities

Opportunity for cross-country experience and aerotow training.

Simulator

With the PW6s back online and the UWE K7 soon also to be available we have the capacity to deliver more advanced training. So ... now is the time for those of you who want to take the next step in



your gliding to book some instruction and/or arrange your holidays to take part in the task weeks or competitions.

The opportunities for progress are there, it's up to you to take advantage of them!

Further details are available on the web page and if you need any other information please contact me at:

development@cotswoldgliding.co.uk

Mike Weston, CGC Development Officer



Feature Article

On Becoming a B.I.

Author: **Paul Lazenby**

Images: **Dave Murray**

OK, who wants free flying?

As someone who's paid for three people to learn to fly at CGC, for the price I paid, I consider the quality and sheer amount of instructing as being worth every penny. Instead of viewing it as having to pay for someone's free flying, I consider it more as enjoying the benefits of professional-level instruction given freely for all the family. So - ever fancied being a professional-level teacher of a most valuable and unusual kind of skill and attitude?

I decided to start instructing and get a Basic Instructor (BI) rating in late 2009 after seeing just how much Sam and Max have developed both as pilots but also as people. That's one aspect I never appreciated – our instructors are great personal mentors for developing adult social skills, personal awareness and self-sufficiency. “What, really....?” I hear you ask! Yes, I really believe that to be true folks.

I also was getting some small satisfaction by flying with other people (pilots and non-pilots) from my motor-gliding trips. I also feel the sport deserves getting something back as we get



Photographer: Dave Murray

more experienced, and I was finding that helping with some of the personal development of others was quite rewarding.

We have a fantastic culture for learning here at Aston Down and in UK gliding in general. Safety is paramount, and the training and all subsequent attitudes keeps that in its proper place. My programme was kindly, selflessly and brilliantly provided by Paul Gentil, with Tony Parker, Simon Buckley and Tim Barnes all giving their active support. Thanks also to my mate Barry Key, someone who also did the BI training recently and provided much moral support, as well as everyone else who encouraged me.

To get a BI rating, you need a Silver C, 50 hours P1 and a DVLA Class 2 medical (*full details are on the BGA website*). You also need the CFI to decide you have the right attitude for it and then recommend you to the

BGA. Most people do I reckon,

We have a fantastic culture for learning here at Aston Down and in UK gliding in general ...

since you wouldn't be experienced or part of the movement, or part of the club if you didn't, to be honest. It was former CFI Simon Buckley who gave me my green light, so I registered with the BGA, and when Tony took over he was happy for me to continue. Paul Gentil agreed to be my coach, and so he and I planned the programme and made a start.

First there's the infamous “patter”. Ask one of the instructors for details sometime, or you may be young enough to remember your first flights, but the initial lessons are done to a “script” to ensure the first vital

lessons (*lookout, and basic controls*) are all done consistently. Methods of soaking it up differ, but I found recording them on my mobile and playing back in the car helped, but (a) only flying when you see the picture match the words do you really learn it and (b) Ford's don't really demo adverse yaw very well!

Then ... practice, practice, practice. The good news for any budding BIs is that the SIM is great and really efficient (free!) for learning some of this.

Then there's the syllabus. You have to pretty much fly the whole *ab-initio* syllabus again, but as I am doing my Ass Cat this year, I intended to do more training than the minimum in that aspect too, and wanted to work with Paul to let me try teaching the range of lessons beyond the BI. As it turned out, Paul and I spent the best part of 7 hours, and almost 35 launches, over 7 winter and spring months, plus a bit of extra patten practice in the SIM covering it to his superb standards and to my personal desire. In fact this "masterclass" training alone was worth every minute - and every penny.

The formal BI course is a 2 day course, sometimes at Aston

Down, more likely at another local club, where a BI coach goes through the BI syllabus, tweaking your performance and assessing whether the BGA and your CFI should let you teach (trial lessons are lessons remember). I did mine at Nymphsfield with Tim Macfadyen – my first experience of him!

Needless to say, nerves were present, with it being an



Photographer: Dave Murray

assessment as well as training, but after the first day flying when my first 4 winch launches ever at

I've benefited in my general flying, and in fact in almost every aviation area from the whole experience in the journey to becoming an instructor ...

Nymphsfield all failed to reach the top (all simulated failures, I might

add), I figured I better calm the nerves and get on with it! Luckily I managed to do all the course and pass Tim's assessment on the second day and met his high standards, and so came back to have a final set of checks with Tony Parker before he was happy to have me as part of his team in early June 2010.

It all came together on my first duty day on 27 June, with events

reminding me exactly what it was for with my first ever lessons. The first proper BI flight (yes, where someone else paid!) was with George Timbrell - "Come on Paul, I want to test you out myself now," he said, and we loved every minute. He and I talked about where to find lift, managed to find it, and I was both a

second pair of eyes and fellow pilot, and we worked together to stay up for a hugely enjoyable hour.

What a treat sharing that time with him was!

Since then, I've done trial lessons, a couple of one day courses, some evening flying and UWE and member flying. I've heard people squeal with delight. And also heard them suddenly go quiet, remembering it's not for everyone and so hurried back down.

I've also helped an early student finally click with speed control, and also sat there while one UWE student grasped the concepts within seconds, with little prompting. I've also dealt with a couple of real lesson launch failures, one where the person felt more nervous about having to take a trip back to the launch point in the Land Rover afterwards than during the launch failure, wanting another one straight away (I didn't!)

I've also had that extremely special privilege of giving a youngster their very first ever flight in any aeroplane at all. That was special, and frankly is exactly the kind of experience I hoped it would all be.

I've also cancelled a few lessons due to weather, hopefully dealing with their disappointment with tact and diplomacy, and also

given members advice about general flying. I feel every instructional touch point is rewarding, and also I've benefited in my general flying, and in fact in almost every aviation area from the whole experience in the journey to becoming an instructor.



Photographer: Dave Murray

So is it free flying? Actually my training, partly through my choice about extending it to the full syllabus, cost me around £450 in

flying fees, but that did include quite a few aerotows and going on the Nympsfield BI course. But it was hugely worth it. I got hundreds of times more value from the coaching, the training, experience and just the personal satisfaction of the whole thing.

Free it wasn't. Value it certainly was!

One aim of this article is to encourage others to consider doing it too. I hope I have made it an interesting case, told a story of my experience and made it a great future direction for others to consider. I'm now starting the Ass Cat prep, and I'm really looking forward to training for it again but at even more responsible level.

I can't wait...

Paul



Who's the Mystery Member?

In this regular feature members are invited to:

1. Submit photographs of themselves from an earlier era
2. See if they can identify the 'mystery member' in each issue.



So, who's this hippy dude? Any guesses?

The prize is a signed photograph of the mystery member, unless the committee can come up with something better!

Answers to: editor@cotswoldgliding.co.uk

Upcoming Events

Grab your diaries/filofaxes/iPhones, etc. and make sure you add these exciting dates in CAPITAL LETTERS and using a **RED** pen ..

- | | | |
|---|------------------|--|
| 25 April | (Mon) | Start of 7-day operations and first Holiday Course!
<i>If you can slip away mid-week and it's a cracking day with cloud streets as far as the eye can see ... then rig that glider and get soaring!</i> |
| 30 April | (Sat) | Bronze Lecture: Navigation 1of2 [7pm start]
<i>Learn how to find your way around the country by low-level beat-ups of railway stations so that you can read the signs ... or something like that.</i> |
| 6 May | (Fri) | May Ball [7 for 7.30 pm]
<i>Soar at low level across the dance floor ...</i> |
|  | | |
| 9-13 May | (Mon-Fri) | Development Training Week
<i>Five days of advanced instruction to take you from novice to pundit!</i> |
| 14 May | (Sat) | Bronze Lecture: Navigation 2of2 [7pm start]
<i>More chart studying for the soon-to-be-intrepid cross country aviator ...</i> |
| 28 May | (Sat) | Bronze Lecture: Meteorology 2of2 [7pm start]
<i>Meteorology, a posh word for weather ...</i> |
|  | | |
| 28-29 May | (Sat/Sun) | Rockpolishers: Shobdon
<i>A chance to fly in a friendly inter-club competition. For each round three pilots are required: novice, intermediate and pundit. Tasks are set according to ability. Not only do we need pilots but we also need crew for rigging and retrieval. This is a great opportunity to see what gliding competition is all about and also to fly from a 'foreign' field!</i> |
| 4 June | (Sat) | Bronze Lecture: Human Factors [7pm start]
<i>More useful information aimed at improving pilot safety ...</i> |
| 11-12 June | (Sat/Sun) | Rockpolishers: Aston Down
<i>Round Two of the friendly inter-club competition. The HOME leg!</i> |
| 20-24 June | (Mon/Fri) | Task Week |
| 25 June | (Sat) | Task Week BBQ
<i>A week of cross-country flying, with tasks set each flyable day and all members encouraged to have a go. Two-seaters will be available for those who want or need somebody else to take control when things get low and tricky! This is another excellent opportunity to experience the sublime adventure of turning your back on a perfectly good airfield and setting off across the sky! The BBQ is the party that follows where people share their stories of the week ...</i> |

Gallery ...

In this section we feature pictures submitted by CGC members. If you would like to see your photographs in the Gallery, please email them to editor@cotswoldgliding.co.uk ...



Clockwise from top left:

A stunning shot of the grid at Aston Down during last year's competition. Isn't the weather always like this?
Photographer: Felix Velarde.

The Solent ahead from John McWilliam's mighty Nimbus as we approach the the moment of truth on our way to the Isle of Wight.
Photographer: Eugene Lambert

Larry Bleaken looking nearly as cool as his Stemme S10.
Photographer: Shaun Thompson for Cotswold Life

The editor's late feline, Smiley, taking it easy on the patio.
Photographer: Eugene Lambert



Remember, please send images for the next issue to editor@cotswoldgliding.co.uk unless you want more pictures of the editor's cats!!!



UWE Gliding Club

Out With The Old ...

After three years of running the UWE Gliding club the time has come for Alex and Lara to pass over the reins. Lara and Alex have written this brief message:

"Looking back over the last three years it has been a brilliant and successful experience. Since taking over the club, it is now easier for UWE students to fly using a standardised booking routine that Lara developed, whilst Alex was able to secure and promote the long term future of the club, including significant groundwork in the pursuit of UWE's own glider.

Over 200 students have been flown since September 2008. We would like to take this opportunity to thank everyone at the Cotswold Gliding Club, especially those who have worked closely with us, for allowing us to be a part of the club and supporting the UWE contingent. We would also like to specially thank Eugene for his help with UWEGC and helping us to get back on track.

To all of the Cotswold Gliding Club - we are privileged to be able to work and fly alongside you, and look forward to seeing you all during the summer.

Happy Flying,"

Alex & Lara.

In With The New ...

The UWE Gliding Club has seen a lot of change recently, namely the election of a new 2011 committee, who are facing the task of carrying on the great work Alex and Lara have done over the past few years.

The new committee members, elected in February, are:

Richard Clark - President

Matt Page - Secretary

Jenya Ilyushonak - Treasurer

Alex Walker - Equipment Officer

Alex Szymanski - Safety Officer

I would like to commend my fellow committee members for stepping forward and taking on the responsibility for the UWE Gliding club. We have the support of Lara and Alex where necessary but, so far, hope we have been dealing with club duties reasonably well.

Despite the weather being bitterly cold, almost 60 new student members were inducted in November, 2010. Many of these have made good progress over the past few months. There are currently three members solo and several keener members well on their way. We would also like to think that our efforts at the launch



UWE Gliding Club - continued

point, now that we are trained up, make a useful contribution to our host club.

For the future, plans have been laid for the next recruiting drive at Freshers Fair 2011. If any CGC members would like to help, please let the new committee know (it is a fun day out and would be a great help to us!). We also have exciting plans to take our first competitive steps by fielding a team in the Inter-Universities Task Week in August.

Our K7 is currently in the workshop pending its CoFA. Once the glider is able to fly again, UWE will have a dedicated glider for training, thereby freeing up a club glider. UWE Gliding would like to take this chance to thank Frank Birlison, Eugene Lambert and Robin Birch for their hard work and efforts in getting our glider serviceable again.

Richard Clark, UWE Gliding Club.



Previous Page:

The new UWEGC committee, flanked by Lara and Alex, plus other members.
Photographer: Owais Ahmed

Clockwise from above:

View from PW6 on approach to Aston Down
Photographer: Alex Mazzoleni

CGC's Astir sharing a student thermal ...
Photographer: Alex Mazzoleni



And Finally ...

Friday Flyers

For several years now (some say decades!) there has been flying on Fridays for those long-weekenders who simply can't wait for the weekend. This has traditionally been facilitated by Larry Bleaken, as all gliding activities must, of course, be supervised by a suitably qualified instructor. Alas, Larry is currently unable to continue in this capacity so Geoff Cumnor has bravely and generously agreed to step into the breach. So, thanks to Geoff, the Friday Flyers will once again be carving their names across the skies above Aston Down!



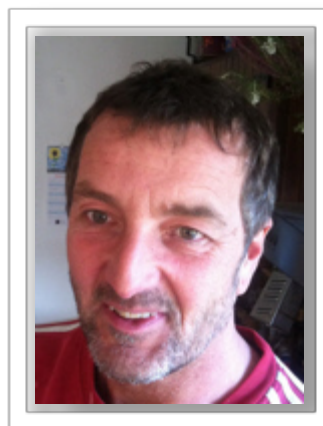
New Aviation Chart

A new Southern England 1:500000 chart has been issued in March and it does have some important airspace changes (see previous 'From The CFI' article). Charts are available for purchase in the club office.



Winchinthampton

From April 25th, the start of the holiday course season, we look forward to welcoming Chris Harris as our resident weekday winch driver for the season. Chris has recently moved from his native Wales to Minchinhampton. As a semi-pro drummer, Chris is looking forward to getting into rhythm and keeping both drums (of the winch) running sweet ...



For the latest CGC news: <http://www.cotswoldgliding.co.uk/members/airfieldblog>

All view expressed within the newsletter are those of the editor or the contributor and should therefore be treated with the caution they deserve. They do not necessarily represent the view of the Club or Committee!

Contributions to this newsletter are not only welcome but vital!



Please submit all material for a future edition to Eugene Lambert by email at editor@cotswoldgliding.co.uk

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Aston Down Airfield, Cowcombe Lane, Chalford, Stroud, GL6 8HR

Tel: 01285 760415