

## May 09' Update – Craig Lowrie

With the soaring season now well underway there has been a good number of soaring flights and cross countries completed by pilots. Quite a few have completed silver distances, usually in the Lasham direction and there have been a couple of 100km diplomas.

Larger cross-countries have been flown with several flights over 500km already completed in the excellent spring weather. Its is a while since we have seen any 'first' 300 or 500km's, but the building capability amongst the new cross-country pilots tends to suggest that 2009 could see a flurry of new 'Diamond' pilots.

The Introduction to gliding, Friday Trial lessons days have started, but a combination of poor weather and poor take-up have brought disappointing results so far.

Similarly, the change in format to offer a larger number of '2-Day Mini courses' at the requests of both pupils and instructors is causing concern. If you really want to learn to glide in the most efficient way with dedicated instructors, tug pilots and gliders then there is **no better way** than to book on one of these courses. We have already cancelled two of these courses due to lack of interest. Eventually the team of volunteer instructors and tug pilots just won't be prepared to commit and this great learning format will disappear. If you have committed to be a member of this great club and to learn this wonderful sport, I would encourage you to look at the course book and put your name down for one of more of these courses, which are usually run on Monday/Tuesdays.

With the season in full swing, the club glider fleet, motorglider and tugs are all operational and ready to allow you to maximise your glider experience. Do come and take full advantage. Many thanks to Jim, Les and the team who have toiled throughout the winter to give us a clear run at the summer. Please help my taking care of these aircraft... they are actually (Y)ours..!. New sponges and Chamois are provided to remove the bugs from the wings.... It only takes a few minutes to do.

I have just been notified that the **second Point-to-Point meeting has been cancelled**, as the ground is too hard. I am now working to rustle-up a duty team so that **we can fly next Saturday 16<sup>th</sup> May** as normal. I will update the website duty roster, but in the meantime, assume we will be flying.

Already well into May, your committee and helpers are working hard to get ready for the Vintage Glider rally, which is scheduled for the end of June (see the events calendar on the website). This rally also includes a celebration of the 100<sup>th</sup> anniversary of the World's First Recorded Gain of Height in a Glider, achieved on 27<sup>th</sup> June 1909 from the hill by Amberley. Lots of events are planned for the day and we hope to try and fly a 16' replica of the actual glider from the airfield at some point during the day ! . It will be unmanned and it is likely that only one flight will be possible !.

Organising these events and running the club generally takes a huge amount of effort by your Volunteer Committee and members and extra help is **always needed** and welcomed.

After several years of outstanding leadership on the social side by Gez and Mike Hasluck for which we offer our thanks, we now remain leaderless in that area and the consequent load of organising social events falls to the committee and a few dedicated helpers. It would be of enormous help if any member could come forward to take this role on-board... if even for a short period. Please contact any committee member or me if you feel you could help here.



PLS HELP US

2009 is our first year as owners of our site and the euphoria of closing the 'deal' has subsided and the reality of being somewhat cash strapped and with loans to pay-off is upon us. With repairs to the Super Cub engine a reality and a new engine for the Pawnee (UC) a possibility, 2009 is a tough year for the club, especially as the market weakness of the pound will likely inflate the costs of these repairs substantially.

The approach which has been used to restore profitability to the club has never been more important for 2009. Maximising our flying if both fun and something that each and every member can contribute to. Similarly, controlling our expenses by avoiding careless damage and through voluntary effort can really help. I expect that things will improve in 2010 as we begin to erode the loans and the global 'feel-good' factor returns.

In the meantime, enjoy your flying and remember that safety is everyone's responsibility.

A handwritten signature in black ink, appearing to read 'Craig Lowrie'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Craig Lowrie, Chairman