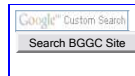


[Home](#)[About](#)[Learn to Fly](#)[Flying and Operations](#)[Social](#)[Contact Details](#)

What happened yesterday?



Latest news & happenings from the club. For the latest weather click [here](#)
See some [links to Nympsfield on youtube](#)

Wednesday 7th Jan

Light Northerlies, quite grey

Thanks to Steve Watson who drove the winch all day for us.

Thanks to everyone for coming along to the evening lecture on principles of flight, and thanks to Dave W for providing a taxi service for Sarah.

Tomorrow nights working group will be provided with an irish Stew---just the ticket on these cold evenings.

Don

Tuesday 6th Jan

Very cold and busy day.

Pat Greer helped keep things moving today, mainly developing the landing skills of our post solo pilots.

David H covered for Lionels absence (his wife is unwell).

The cold weather made it a challenge foe some of the equipment,the launch bus brakes locked solid.

\The lecture tomorrow night is principles of flight.

Don

Monday 5th Jan

Very cold low cloud to start and clearing later.

looks like an OK but cold day tomorrow.

Don

Sunday 4th Jan

Very cold and grey day with light & gently increasing westerly. Cloudbase started high and decreased steadily. Some check flights & refreshers flown on aerotow & winch.

Flying stopped when sleet started sticking to leading edges in flight. Visibility also very poor in sleet.

Russ

Saturday 3rd Jan

Very cold and gloriously sunny day with light easterly wind - a fine day for training and check flights. Kevin ran a 1 day course and other activity with a high trial

What's New

Latest News

[Club News](#) Dec16

[Yesterday](#) Jan08

[CFI's News](#)

Dec07

[Cadet News](#)

May29

[For Sale](#) Dec13

Competitions

[Competitions](#)

Sep09

[Interclub](#) Nov05

Events

[Courses](#) Jul25

[Club Calendar](#)

Flying Conditions

[Airspace](#) Jan04

[Weather](#) Jan07

[Winching](#) Jul24

[Tug Pilots](#) Nov21

[Equipment](#) Jan02

[Airworthiness](#)

[RASP](#)

[Web cam](#)

Reports

[Chairman](#) Dec29

[Committee](#)

Dec02

lesson and some check flights. Steve Moss taking his newly acquired & very shiny ASW20 for it's inaugural flight at Nympsfield.

Day stopped early due to canopy misting & wing icing about 3:15pm.

Russ

Friday 2nd Jan

The low stratus/fog lifted around midday as the easterly breeze picked up and it became quite sunny, however there was no interest shown in flying

Repaired areas of Grob P70 were hard-waxed (its now waiting for its 3000hr paperwork) and there was some fettling of private gliders, but otherwise hardly a soul about.

Sid

Wednesday 31st December

Foggy all day.

A steady flow of people passed through.

A few dates to remember. 10 Jan at 5.30 Don Cameron will be talking about hot air ballooning, the first winter lecture will be 7 Jan at 7.30 "principles of Flight". The first Thursday work group will be 8th Jan from around 5.30 onwards.

happy New Year everyone

Don

Tuesday 30th December

Another cold day with easterly winds.

Cloudbases steadily reduced through the day, but a busy training day

A couple of informal talks through the day covering thermalling and airspace.

Sids team pushed on with P70, which now looks much better for the removal of several layers of mud.

Thanks to Tony Harris the airlock in the fuel line of the tow truck has been removed.

Don

Monday 29th December

Another cold day with easterly winds.

A few flights happened in between much chatting and tea drinking.

Sid spent the day working hard on the Cof A for P70, a 3000 hour check may delay proceedings a little

Don

Sunday 28th December

Cold and bright day with brisk easterly wind. There was some training and weak wave locally downwind of the Cotswold edge. The Duo Discus and Nimbus 3DT used the wave to fly to the Black Mountains, climb over Talgarth to 12000 feet or so and then fly home.

Andy

Sat 27th December

Bright with brisk easterly and some lowish cu

Apparently there was some flying, but no idea what/where/Who - can anyone elaborate??

Sid

Tuesday 23rd December

low cloud all day----again.

The morning lectures were on weather forecasting, and weather charts---delivered by Pat Greer .

Daphne was run ragged with pre Christmas chores and trial lesson sales.

Happy Christmas everyone, I hope the weather treats us kindly.

Don

Monday 22nd December

low cloud all day.

All the vehicles got a good clean and refuel. P70 is now in the workshop awaiting Sids attention.

Don

Saturday 20th December

Brisk westerly with a lot of low stratus that slowly broke enough to fly

Despite this there was absolutely no demand for Club flying and Only Treva and Alison Mulder were sufficiently inspired to take a luanch - both encountered weak wave to the dizzy heights of 2500ft and the ridges worked enough for Treva to get to just short of Bath.

Sid

Thursday 18th December

Strong winds interspersed with drizzle.

Nigel continued some repairs to the canopy hinge of HXM and Ian Price, (our tailwheel expert) replaced the rear tyre.

Sarah came along and cooked a vegetable curry for the evening group, and very tasty it was too.

Don

Wednesday 17th December

Much better flying day with light westerlies.

One or two gliders from Nym and Aston Down ventured into Wales (mainly on turbo power I believe).

A busy club day, Mark Hall flew the baby Grob for the first time, The trial lessons all flew including yesterdays contingent. Everyone else were just keeping themselves current.

Don

Tuesday 16th December

Not a good flying day

Time for some housekeeping.

The people hoping for trial lessons were sent home and rebooked for later in the week

Don

Sunday 14th December

Flying attempted in a light northerly

Dawn was bright and gliders out early for the first trial lesson although this was cut short due to low cloud. Cloudbase about 1000' for most of the morning with occasional 300/600' orographic cloud so this was quite limiting - a number of cable break checks done. At lunchtime more general low cloud came in preventing any meaningful training - but we wait for a gap!

Russ

Saturday 13th December

Not a good flying day.

The AGM started promptly at 5.00pm, chaired by Andy Davis, we were given a first class account of last year and the plans for next year. We all welcome the new committee members, and wish them an interesting upcoming season. For the first time in many years it was necessary to have a vote for members prepared to offer their services because we were oversubscribed.

For full details we will have to wait for the official minutes, but some advance highlights---Colin McEwen is our new chairman, Andy Davis is vice chairman and John Morriss is now treasurer. Richard Starling thanked the outgoing committee and gave a particular vote of thanks to Andy for his efforts this year, this was warmly applauded by everyone there.

Naturally lots of good food and ale was then consumed to celebrate.

Don

Friday 12th December

Drizzle and horrible.

Loads of committee work going on in preparation for the AGM.

802 syndicate start derigging and initial Cof A work on the duo discus.

The motor falke waddled its way over to its hangar in the mist.

Don

Thursday 11th December

light Northerly winds.

Lionel still unwell, thanks again to Steve Watson for patiently stepping into winch driving mode. Mike Harris then launched Steve a little later. Steve remarked the launch was perfect, not bad after an 18 month layoff for Mike.

Early afternoon a small team was pulled together to rig the motor Falke. Thanks everyone including the excellent supervision from Orlando (Dominics dog!). Attempts to taxi across to the South hangar were abandoned, because it was too dark to see the controls or switches. The accident report would have made entertaining reading.

The tailwheel on the baby Grob was repaired, tyre off the rim, thanks Ian Price.

The workshop floor was cleaned, about 50kg of mud removed.

Goose Dinner after was cooked by Sarah, and it has to be said not much was left over.

Don

Wednesday 10th December

light Northerly winds.

Pat Greer arrived in time for breakfast and then instructed for most of the day, Steve Watson was "volunteered" to drive the winch, and Steve Eyles helped out instructing in the afternoon. Thanks everyone.

A good training day, no real soaring with ridges just working enough to provide reduced sink.

Check flights , ab-initio flying and preparation for bronze tests kept the 2 seaters working all day.

Don

Tuesday 9th December

Winds forecast 320/25.

Thanks to Pat Greer for his invaluable help instructing today.

John Morris stepped in to drive the winch, Lionel is still unwell.

Trevor Stuart soared the ridges to Cheltenham but the winds were not as forecast so he reluctantly started the engine and motored back.

Well done to Stephen Harris and Mel Taylor who both achieved bronze legs today.

Don

Monday 8th December

Quiet day, starting clear and drizzle later.

Thanks to Andy Townshend for stepping in and helping with a trial lesson.

The day finished with a talk on circuit planning

Don

Sunday 7th December

A bright if rather chilly day with light southwesterly.

A bit of a slow start as the Pawnee (and initially the winch)refused to start, but fortunately Barry and his 'spare' Tug stepped into the breach.

All 5 trial lessons, including Don Cameron of Ballooning fame, were flown as well as a group of Bristol Uni students and James Ewence started his Full Cat preparation with Russ.

Low sun and misting canopies put an end to proceedings.

Sid

Friday 5th December

Winds 330/25 backing 290 later. Some evidence of wave.

First thing in the morning, Trevor Stuart joked about landing the DG505 in a field. Well he didnt, but P70 did, and Stuart Lees and I had a happy time eating chips in Stonehouse while we waited for our retrieve crew.

We arrived back and rigged in time for Richard Grey to have a flight, now thats a rare site.

Don

Thursday 4 December

Winds 270/25 clear sky.

Thin on the ground today, although some good fun flying.

Chris Hughes good be seen muttering "silly ol fool" to himself, something to do with rigging his glider and leaving the hotelier safety clip dangling out by the wing root. Never mind, he made a good job of launching us before setting off home for dinner.

Ian Hey spent all day in the tug hangar working on the Scout Cof A. Thanks Ian. Nigel completed the new Cof A paperwork for the K21.

The Red truck is out of service, making a horrible rattling noise.

A rather depleted workgroup, people falling down with flu, worked on the workshop and repaired the Grob nosewheel puncture. Dinner was pizza and pasta while watching funny video clips on Marks computer.

Don

Wednesday 3 December

Winds 340/10 clear sky.

A slow start today, not quite enough people to operate until Jeremy stepped in to help.

Welcome to Richard Scott, a new member who joined us today.

Flight training was forced to stop around 3.30 because the canopy was icing up!!!

The classroom talks covered "winch launching" and "circuit planning"

The day finished with a briefing on "circuit planning".

Don

Tuesday 2 December

Winds 290/15, local ridges working.

Another good training day, with 2 pupils.

The day had a slow start because of rain, this cleared by 11 to leave a fine chilly day. We filled our time with a talk on the "principles of flight".

Tony Harris set about fixing the club house boiler before taking a well earned flight in the baby Grob.

Thanks steve Watson and Trevor Wilcock for keeping the winch going all day.

The day finished with a briefing on "circuit planning".

The Thursday night work group will go ahead, but keep an eye on the weather. The roads might be affected by snow and ice.

Don

Monday 1 December

Winds 350/15, north ridges worked most of the day.

A very busy training day , with 3 pupils.

Corin rathbone flew the Uni Astir several times, and achieved his first soaring flight for the cross country endorsement, well done again.

Don

Friday 28th November

Hill fog didnt clear all day.

lectures were "stalling" followed by an "introduction to Met", but first we had a lesson on how to "pluck a pheasant" from Dominic, it was quite short because he didnt want to make a meal of it!

Don

Thursday 27th November

Winds too strong to winch launch and cloud and rain too severe for the tug.

A lot of maintenance work happened today, thanks everyone. The puncture in the Grob nosewheel was repaired, the Cof A completed on the K21, skirtings and decorating in the passageway, glider canopies were polished, the tugs both have new brake shoes and the workshop facelift continues.

Dinner was chilli beef and baked potatoes followed by Sarahs bread and butter pudding and some rather suspect mead brought along by Barry.

Tomorrow looks a reasonable prospect after the fog clears.

Don

Wednesday 26th November

Light westerly, stratus cloud 1300 ft agl.

Pat Greer arrived with breakfast and the offer of help to put the wings on the K21. The Thursday team will complete the K21 Cof A checks (probably) on Thursday night.

Thanks to everyone who got involved with the envelope stuffing exercise for the AGM, your efforts are very much appreciated.

Very well done Mark Hall for going solo today.

The Scout is now in with Roger for its Cof A, meanwhile we are temporarily storing his Robin in the tug hangar (to give him the space he needs)

The Grob 102 is now back on line, it was test flown today, and it flies very nicely.

Thursday night work group will proceed as normal,

Don

Tuesday 25th November

Wind 020/20 clear skies.

Pat Greer helped out with instructing today.

A busy training day, with the first aerotow launched before 9.30. limited daylight means we only have 6 1/2 hours before dusk.

Sadly members turning up pm for annual checks were unable to fly before dark.

When the aerotows were complete, Tony Harris smartly transferred the Pawnee to the workshop for its 50 hour checks. The Pawnee is now back on line---hows that for efficiency?

Don

Monday 24th November

Low cloud and drizzle to start, soon clearing. Winds 020/30

The tugs stayed in the hangar, the opportunity was taken to press on with tug maintenance.

A keen group of beginners and improvers were on the field all day.

Well done Corin Rathbone on achieving the 2nd bronze leg.

Don??

Sunday 23rd November

The drizzle and low stratus cleared late morning and the southwest wind switched smartly round to northwest, which tempted half a dozen private owners onto the ridges to the north.

A couple contacted wave and Fred Hill probably managed the best climb to around 10,000ft

Otherwise rather quiet with little enthusiasm for training - the wind picked up quite steadily later, although the approach remained surprisingly placid, given the conditions

Sid

Saturday 22nd November

Lightish Northerly with the North ridge working to 900', but rather cold under the stratus.

Only Kev Neave was brave enough to try the ridge at Haresfield and had a fairly interesting time getting back, but the Club ridge stayed very busy with lots of private owners out.

Quite a busy day for Club training too with 3 two-seaters in action all day.

Sid

Friday 21st November

Strong NW winds, and occasional drizzle. Wave and showers made the ridge lift variable in strength throughout the day.

John Morris stood in as winch driver, the conditions were too boisterous for the Tug.

Quite a busy day with several single seaters coming out. Trevor flew the DG into a field at Stinchcombe, and the club LS4 landed out when Simon Bawden attempted to follow Tim along the ridges.

Loads of how I dunnits were heard in the bar later.

Don

Thursday 20th November

Ridge and wave all day. An excellent soaring day, with many happy pilots at the end.

The Transit tow out truck is now back in service, thanks to John Morris and his team.

The work group went ahead as usual, the Scout is well on its way for Cof A now, glider canopies are gleaming, and the internal decorating progressing well. Thanks to everyone involved.

Tomorrow looks like another good day, with strong winds.

Don

Wednesday 19th November

Wave interference on the ridge, winds at altitude 340/25.

A busy training day again, thanks to Dominic, Tim and Steve Eyles for doing some instructing in the 2 seaters.

Corin Rathbone achieved his first bronze leg, well done.

Don

Tuesday 18th November

rain and drizzle to start, ridges working from late morning 340/25.

Welcome back to Stephen Harris and Phil Baker. The returnees joined in with the club training. The talk this morning (waiting for the drizzle to clear) was on wind and windshear.

Tony Harris and Ian Hey spent a lot of the day on tug maintenance, the Scout was flown to get the oil moving around the engine.

Thanks to John Morris for helping out on the winch, and Dominic Conway for assisting in the 2 seater.

Don

Monday 17th November

Cloud and rain all day.

Ian Hey started C of A preparation work on the Scout, and a paperwork catchup day in the office.

The last committee meeting before the AGM was in the bar at 7 pm.

We should see a run of ridge days from tomorrow.

Don

Saturday 15th November

Moderate WSW wind, but low cloud. Alison Moss turned up early ready to start the days flying, but after a short promise of clearance the cloud returned and we never managed to get airborne. The outgoing committee spent the morning on our financial plans, while Sid was busy weighing Jed's Ventus in the tug hanger.

Not a great day, but worth a visit for coffee & and chat !

Friday 14th November

low cloud at times with winds 260/20

A number of training flights were flown in the morning.

John helped on the field until the pupils were up to speed with ground handling.

The talk in the afternoon covered approach control and airbrakes.

Don

Thursday 13th November

Rain for most of the day.

John took the opportunity to take a detailed look at his evolving budgetting system

The evening working group got stuck into glider maintenance, workshop tidying, and painting the passageway walls.

A contingent from North Hill joined us for dinner, which was Roast Pork and the trimmings. Thanks to everyone for your help, and to Sarah for cooking a great meal.

Don

Wednesday 12th November

A very pleasant day with weak wave, a "soft" ridge and a few thermals. Don and Pat worked hard all day in the two seaters. The day's 50 flights included a lot of private owners dusting off their cobwebs. Rob Thompson and Tim Allen attached cameras to the DG 505 for their flight, I believe that the results will be on U Tube.

Tim

Also well done Corin Rathbone for his first flights in the "Uni Astir".

The winch vehicle (transit) drove out of the workshop with a functioning gearbox---well done to John M for organising this. Sadly it needs a core plug before it can be put back into service.

The weather tomorrow looks wet, the evening working group will meet as usual on Thursday--Roast pork dinner after.

Don

Tuesday 11th November

strong westerlies, ridges working, thermals and some wave activity

A slow start today because we took a little longer to rig P70 than expected.

Pat Greer was assisting with the training, so we managed to get a reasonable amount done .4 pupils and 2 instructors not a bad ratio.

A big thank you to Steve Watson for driving the winch today.

The winch truck came out of the shed and then went back in again, so there may be a problem yet.

Should be good tomorrow.

Don

Mon 10th November

grim weather today, lots of rain.

The lectures today were "winch launching" and "spinning"

Don

Sun 9th November

Very strong southwesterlies and heavy showers - no enthusiasm for much apart from Giuseppe's catering.

The hole through the bottom of 'P70's wing is now repaired and after a bit of tidying up should be ready to rig in time for the better weather promised for the middle of the week.

Sid

Sat 8th November

Southerly wind was too strong for flying, although a stalwart gang of students accompanied by Tim managed to get Grob 'P70' derigged to enable the wing repair to be started.

After some debate due to the onset of rain a few minutes beforehand, the fireworks party went ahead and thank to Stuart, was spectacular despite the increasing downpour. Giuseppe's hot soup and Chilli was very welcome afterwards.

Sid

Friday 7th November

S West winds, too strong for winch launches, aerotow only.

2 people on one day courses were treated to some magnificent autumn scenes over the Woodchester valley.

The gearbox is now in the tow out transit.

John spent yet another day with Sheila balancing the books for the AGM.

Don

Thursday 6th November

No flying, a busy day in the office.

John Morris is still working hard on the accounts stuff for the AGM.

Work has started on the Baby Grob, maybe we will see it in a week or so.

The evening part was "invaded" by a North Hill contingent, slightly roudy but manageable. Thanks again to everyone for their sterling efforts. Dinner was crispy aromatic duck and chicken and pineapple stir fry---very tasty.

The weather tomorrow looks much more hopeful---hooray

Don

Wednesday 5th November

Low cloud and northerly winds (again).

The lecture today was "winch launching"

Barry started some prep work on the passageway walls.

A meeting with the local museum explored the possibility of including History group material in their exhibits. Ken Brown has been working hard to document our early history.

Tomorrows working group can look forward to aromatic duck for dinner, the weather forecast isnt great, but we might get a break in the weather for a short time.

Don

Tuesday 4th November

Low cloud and northerly winds.

Uninspiring weather, lecture today was stalling.

Don

Monday 3rd November

Low cloud and northerly winds.

Optimistic Trevor Stuart waited for the weather to improve , before giving up.

The lecture today was on the principles of flight.

The oil leak was fixed on the buggy, and loads of work happened in the office as John Morris and his team worked on the accounts for the AGM.

The weather this week looks rather mixed---hopefully we will manage to salvage something from it.

Don

Saturday 1st & Sunday 2nd November

Brisk North-easterly and rather damp and dismal overcast on both days,

Not much enthusiasm for flying, so the hangar doors remained shut.

A few people turned up in anticipation of the Fireworks do on Saturday, but left again after finding it was postponed - which turned out to be the right decision as it rained very heavily that evening. Let's hope for better weather next Saturday when the bonfire & fireworks are re-scheduled.

The only real activity was the Hang-gliding/paragliding group having a weekend meeting in the Bar Lounge which kept Giuseppe busy and provided some life on a dismal weekend.

Sid/Julian

Friday 31st October

Wind northeasterly,

Very quiet morning, with 2 cancellations.

Some gliders flew to the Welsh hills for the day, another contingent went to Parham to enjoy their ridge, and the rest of us tried to get into the local wave. A great day had by all.

Thanks to dominic Conway for looking helping with the busy club training afternoon.

Please note Stuart Lees has postponed the Firework party for one week, his reason is the weather is expected to be poor.

Don

Thursday 30 October

Wind 050/20, very low cloud to start and very cold.

The lecture in the morning covered radio and altimetry.

It cleared sufficiently for us to go out in the cold and complete half a dozen training sorties with the help of Dominic Conway.

The evening working party divided into 4 groups, and tackled the weekly glider clean, internal decorating, motor glider Cof A and preparing the large workshop for upgrading (cleaning and decorating).sarah cook completed a "Spanish theme" dinner. As usual thanks to everyone for your help.

north easterlies again tomorrow.

Don

Wednesday 29 October

Winds 210/15,high overcast later in the day

Pat Greer helped out again today. Adrian Gingell, a one day course participant yesterday, came back for more today---he is now conducting the launch circuit and landing---very well done indeed.

Corin Rathbone, a new Bristol University member, went solo on the winch today for the first time---good job.

Pat introduced me to some aerobatic flying---rolls in the K21---definitely for experts only.

Will Amor has moved the winch in readiness for the easterlies expected tomorrow.

Don

Tuesday 28th October

Winds light westerly, heavy showers arrived about 2pm and brought the day to a close.

Pat Greer helped out today, first launch 9.15, 2nd launch 9.27, the quick start meant we were able to get most of the flying done before the poor weather arrived. Thanks to our regular helpers for keeping us moving.

Chris Burrows, a visiting pilot got checked out and flew the K8 to see if he could soar our very weak ridge.

We hope for a good day tomorrow, it just depends on the timing of the weather systems.

This thursday evening work group will go ahead as usual. We havent figured out what will be for dinner, yet.

Don

Monday 27th October

Winds light NW, ridge worked for an hour or so and the angry looking cu's fizzled out to nothing.

A busy training day, stopped by sunset.

lionel has a week off, Will Amor has stepped into help.

Dave H was on standby as tug pilot today, but his services were not required.

The winch tow out truck repairs continue.

Another reasonable day expected tomorrow,

Don

Sunday 26th October

Horrible heavy rain and low cloud in the morning finally cleared as forecast by Sid, so that by 14:00 we had Westerly 10-15 knots, weak ridge, and blue skies. A keen group of university students helped get things going and the 3 two seaters were busy for the rest of the afternoon with a couple of single seaters enjoying the local ridge

Thanks to everyone who helped keep the launch operation running smoothly.

- Also ought to mention that the ridge didnt quite work well enough to tempt even Andy Davis down the ridge to Bath in the Duo!

A Stoat boldly dragging a dead rabbit 3 times its size into the MT shed provided the mornings entertainment and something unusual for the Terra Firma syndicate noticeboard!

Sid

Friday 24rd October

Westerly 10 knots, weak ridge, weak wave and thermals.

Another busy day for the 2 seater, with 2 one day courses booked. Operations

started with a skeleton crew, thanks to Dave W for hanging on to get us going first thing. The launch point became grid locked later in the day, with a surprising number of solo pilots unable to operate the ground equipment. Thankfully 2 visitors stepped in to assist, their efforts doubled the launch rate.

The Pawnee is now in service, it has a slight charging problem that is being resolved.

The transit tow out truck is in phase one of its repair, the gearbox assembly disconnected and inspected.

Don

Thursday 23rd October

Very strong winds today, no flying

Groundschool covered the flight envelope and placards.

The 4*4 is back in service, thanks to Nigel Smith. The winch has a plug in jump start system now, thanks Lionel. John M and Lionel are actively trying to sort out the tow out truck (transit)

The wobbly floor in the launch bus is fixed, thanks to Tony Harris.

Maintenance night was productive, Ian and Barry sorted out the decorating in the lobby, Dave W polished and hoovered the gliders until they gleamed, Nigel, Neil and Fred worked on the motor glider and Sarah cooked Gordon Ramsay's version of Shepherd's pie. Kevin and Carol were buried in the intricacies of the office computer system. The award for dedication must go to Ian Hey, who despite the gales went out and cleared the gutters---must be worth a medal. Thanks to everyone involved.

Tomorrow we expect westerly winds, fairly fresh.

Don

Wednesday 22nd October

Winds 230/15 to start and veering to 270/10 later, some thermal activity midday.

A very busy training day with 2 ab-initios booked in plus 3 university students as well.

Thanks to all the solo pilots who helped to train the university chaps in our ground handling methods. We very soon had an effective team.

Hans Wemming got cleared to fly the university Astir, after his intensive winch launch training.

The last day for the Scout today, the Pawnee goes on line Thursday, but forecast winds suggest it might stay in the hangar.

Tomorrow night is maintenance night. Shepherd's Pie at 7.30, see you there.

Don

Tuesday 21st October

Winds 290/20, thermals going blue later.

Amazingly slow start for such a good day. Several notable cross country flights, along with the usual ridge runs.

The K13 doubled as a solo machine today because it was a little too windy for the K8's.

Another student signing up today, welcome to Hugo Bailey.

Tomorrow will be OK for training.

Don

Monday 20th October

Winds strong and southerly. Low cloud and rain finally made our minds up---not flyable today.

Very little happening at the club today. Paperwork catchup, thats about it.

The next two days look reasonable, and tomorrow morning we have, unusually, some spare capacity in the club 2 seater. so a good time to pop along early and get those checks done.

Thursday evening looks fairly busy, any help will be helpful---please let us know if you want dinner.

Don

Sunday 19th October

Winds strong and southerly. The winch was not used, well beyond limits.

Too boisterous for trial lessons, but perfect for instructor checks---according to Graham Morris anyway.

The tug hopped between Aston Down and Nympsfield. The Aston Down tug is temporarily out of action with a cracked cylinder head.

Thanks to Andy Billingham for doing a little more decorating in the lobby. Well if you cant drive the winch its an obvious thing to do.

Weather tomorrow looks poor.

Don

Saturday 18th October

Winds 260/10

A slow start caused by persistent low cloud, eventually lifted around 11:00 to allow both winch and A/T launching. A steady training and TL day with all 3 glass 2 seaters busy, as well as the Ka8 and LS4 plus a few private owners airing the cobwebs out.

The previous evening saw a pretty comprehensive discussion at the EGM after an excellent (and well balanced) presentation from Andy Davis. The upshot is that we shall be reducing to one tug and (in due course) saying goodbye to one Ka8 and the last our Ka13's. However respecting the strong views of the meeting we shall be keeping the Pawnee.

Andy and Elaine remarked that a few more EGM's should boost the bar profits enough to see us over the recession ! On Saturday Richard Starling & Julian planted a "Scout Memorial" cherry tree in the club garden to commemorate many years of loyal service by our soon to be departing tug.....

Friday 17th October

Winds 270/05

Thermals from about midday, shut off with sea air about 3.30pm.

A good training day, with the 2 seater busy all day. Both K8s were out as well as the Astir.

Martin Talbot handled a precautionary aborted aerotow really well. A mag timing problem that is now resolved.

When things got busy, Martin Freye donned the yellow jacket and acted as launch marshall (frightening but effective) Thanks Martin.

The remainder of the team worked together and managed to achieve winch launches at the rate of 18/hour--brilliant job.

Simon M flew the single seat Astir for the first time

EGM this evening

Don

Thursday 16th October

Winds 300/20

ridges started working late morning, reasonable thermals and wave working to 6500ft with one or two pilots achieving 8500ft.

Tim blew the dust off the DG505 and took a couple of people on cross country flights along the ridges.

The trainer was busy all day, with a combination of trial lessons and training.

The evening party polished canopies, started decorating the lobby and started Cof A p[reparation on the motor falke. Sarah Cook created a delicious Indian Dish, the quantities beat everyone, so its Indian bits for lunch tomorrow.

Don

Wednesday 15th October

Low cloud to start flyable later. Cloudbases 1600ft.

Not enough people on the field to operate the winch so no flying today.

The paperwork is now completed for the Scout, so that is now back on line.

Barry Liles fitted the new combination lock on the front door, what we thought was an hours work took nearly all day. Thankfully Barry is very patient.

Thursday should be a good ridge day, and the evening workgroup have a mixture of aircraft tasks and indoors. Should be fun.

Don

Tuesday 14th October

flyable today, with cloudbases around 1000ft and a SW wind.

Not too many people at the field, that those training managed to fill their boots. Thanks to Pat greer for his help today.

The gasket has been fitted to the Scout, we just wait for the paperwork.

John Morris spent a busy morning picking the brains of a local vehicle mechanic, he is investigating the possibilities of finding a new gearbox for the Ford, tow out vehicle. Meanwhile Nigel was seen talking to the 4*4---the worrying thing is it seems to work(you just need to know the language).

For those interested Thursday night dinner will be a mixed Indian meal with some non-curry options. Anyone got some dust sheets?

Don

Monday 13th October

Became good enough to fly in the afternoon, but we had insufficient people to operate. The low cloud and drizzle in the morning probably put a lot of people off---understandable.

Daphne spent the morning unravelling the logsheets from the busy weekend.

The gasket for the Scout has arrived and is expected to be fitted tomorrow.

Don

Saturday 11th October

Light southwesterlies clear skies and more like summer than the summer actually was! Although no real soaring to speak of. Lots of training activity with all four two-seaters in use. Many trial lessons flown, including a group introduced by Steve Eyles

A group of members also spent much of the day untangling and re-installing the badger fence.

Sid

Thanks very much to Fred Ballard and all the volunteers for getting stuck in and fixing the badger fence (photos below from Nancy) ---Please be careful when going to the South hangar, one entrance has been closed off to confuse the badgers.



Well done Oli Llewellyn for organising a great day for the Bristol university students, he is anticipating several new members from this very motivated group. Thanks to to Mark and Rob Thompson for volunteering to take them on their first experiences. Rob managed to find some very usable wave earlier in the day.

Dan Welch is back from New Zealand for a short while, and got checked out by Tim to instruct while he is back.

The entire team did very well today, we managed to get everyone flown on top of the university group---as might be expected we all collapsed in the bar after flying.

Don

Friday 10th October

Winds 1210/25 clear skies. Spectacular lenticulars later.

To start the winds were beyond our crosswind limits, however later winds abated and it became possible to aerotow.

Thanks to Martin and Dominic for hanging around most of the day in the hope we could fly.

All the trial lessons flew, just later than originally planned.

Tomorrow the winds should be less strong, a busy day is expected with Fred looking after the badger fence and a group of university students here to try out gliding. Any assistance is most welcome.

Don

Thursday 9th October

South westerly winds, thermal activity was short lived during the afternoon with cloudbases of 2000ft.

The Husky was put into service today. The Scout now has the mag back and we are waiting for the gaskets before it can be refitted. It is expected to be on-line during Monday next.

The 2 seater was busy with training all day.

The evening work group confounded me by getting all the chores done in double quick time---thanks guys and gals. The canopies and gliders are cleaner, the club room tidier and the Motor Falke is dismantled and in the workshop (Cof A time).

Pauline cooked a Spag Bol with help from Sarah,

Welcome to Tom Bozek, a new member who took his first training flight today.

Don

Wednesday 8th October

Light westerly winds, some thermic activity locally starting about midday.

The Scout is having some maintenance on a suspect magneto. The mag should be back tomorrow, meanwhile the Husky is being called in to cover flying on Thursday. Sadly we were forced to cancel the trial lessons today, but we are back in business tomorrow.

The 2 K8's were out today, perfect weather for them (light winds on the ridge)

Weather tomorrow looks much the same as today, with some top cover appearing later.

Don

Tuesday 7th October

The forecast surface winds are 180/20G32. The 1000ft winds are forecast 190/30. Cloudbases as low as 500ft amsl (we are 700ft amsl!)

Out of interest the turbine suggests 30 knots and wendy windblows suggests an average of 12 mph

briefings will be available today, flying is very unlikely.

John Morris completed the final part of his bronze c today---Notams and weather (new syllabus). Well done John.

Weather tomorrow looks reasonable, Rob Thompson has produced his first mid-week forecast--thanks Rob. We already have have a flurry of trial lessons keen to take advantage of the weather.

Don

Monday 6th October

The forecast surface winds were 110/06 to start and expected to veer 180/10 later. The 1000ft winds are forecast 170/15.

The winds were pretty well as forecast, and outside limits for both winch and tug---if you ignored the cloud.

briefings yesterday covered "local Airspace", "Daily Inspections" and the "full winch launch brief". Not a wasted day for those students, and saving some time on the airfield later.

Lionel buried himself in the winch, unravelling the flat battery problem.

Several members popped in during the day for a cuppa and chat.

Don

Gone into the ether

You will be glad to see that 2008 has now been restored to the record books !

Unfortunately during the process of restoring the "yesterday" history (that we lost last week) we have now overwritten the last few days of update - if any of the contributors care to re-instate their input please do so; otherwise these days will be struck from the record as if they never existed ! (Which given the weather this year may not be a bad thing

Tuesday 30th September

Winds, westerly 30 knots, wave ridge and thermal.

Pat Greer, arrived for breakfast and had the hangar opened and the first glider at the launchpoint by 8.45. Phew, and I thought I was a slavedriver.

A new member, Leslie Powell, signed up today, despite being tossed around in wave rotor. Leslie is a lapsed PPL.

Thanks Nigel and Mel for fixing the four track, with a bit of luck we will also see the red truck back in action soon. Brilliant effort thanks chaps.

Don

Monday 29th September

Winds, westerly 15 knots, wave ridge and thermal.

The wave was elusive, some managed to find it and others did not. The ridgelift was being affected by the upper wave system.

Quite a slow start , mainly sorting out our various mechanical problems. The winch is now operating properly, and thanks to Nigel Smith the Pajaero is back on line as a tow out vehicle. Mel and Nigel plan to examine the red truck next (Tuesday). Thanks guys for the sorting us out.

Several private owners rigged and flew, and Trevor disappeared in the starship for a few hours.

Stronger winds expected over the next 2 days.

Don

Sunday 28th September

Winds Light, usable thermals for a surprisingly large part of the day, albeit lowish cloudbases.

We were dogged with mechanical failures today, 2 vehicles down meant we needed to resort to one recovery vehicle and the tractor to pull out the cables. Thanks again to everyone for making the day go as smoothly as possible, including a visitor who popped down to the petrol station for fuel for the buggy.

Several mini cross countries today.

The 2 seaters were busy most of the day, with several "friends" of members being flown, Alan Montague looked after the trial lessons all day, and Jim Wilson was kept busy on training with the support of Chris Edwards--thanks chaps.

The outlook for next week from a soaring point of view is reasonable, with ridges working. We do have some vehicle maintenance issues to address as well, so expect to be asked to help.

Don

Friday 26th September

Winds 140/10, Some blue thermals for the skilled, lowish inversion.

Steve Watson finished off his winch training with Lionel.

Simon Bawden was a very useful helper today, he looked after most of the trial lesson flights, and the feedback I got was very complimentary.

Tony Harris stood in as tug pilot, what a star.

Alistair Scott passed his bronze C exam, which means bronze complete---well done.

The field ran like clockwork, thanks everyone.

Don

Thursday 24th September

Winds 070/05, Big Simon and Pat Greer were airborne at 9.15---thats enthusiasm for you. A very busy day, the 2 seat trainers achieved a total of 27 training flights thanks to the efficient field operations.

TJ went solo, so well done to him, his brother Simon, went solo last week.

Richard Little had his "retread" and took the K8 off to demonstrate a perfect landing, as did Bill Everleigh.

Pat looked after 2 people on a one day course, and we believe we will have yet another new member. Pat then sent TJ solo to finish the day in style.

Lots of activity in the car park as new gas tanks are being fitted.

The Thursday evening team cleared out the workshop, we now have a nearly full skip and a growing heap for bonfire night. Sarah cooked us Roast Chicken and the trimmings afterwards---thanks to everyone again.

Don

Wednesday 23rd September

Winds 040/15, Cloudbases low, and forecast to rise to 2000ft. In fact the cloud cover turned out to be less than predicted.

Another busy training day, Several members out of currency, getting back into practice. John Morris doing his prep for the bronze GFT, one ab-initio and we welcome Alistair another brand new member.

The team really got a rapid turnaround at the launch point, Im sure we made a few new records. Steve Watson spent another day with Lionel, learning the tricks of the winching trade.

2 big 2 seaters wandered off into Wales and soared the Brecon Beacons for the afternoon.

Tomorrow Pat Greer has volunteered to help out, so that should make life a lot easier.

Don

Tuesday 22nd September

Winds 020/15, low cloud all morning. Bases rose to 1300ft pm.

A very busy training day, with launch failures am and circuits pm. Cloudbases forced us to cancel the trial lessons.

Steve Watson continued his winch driver training, Sarah Cook visited us from AD. Tim Allen brought a very welcome flask of coffee and some biscuits to the launch point.

The weather tomorrow will be similar to today.

Thursday evening we will be clearing out the old workshop---ready for some serious maintenance.Roast Chicken after for those who are interested.

Don

Monday 22nd September

Quiet day today, Lionel spent the morning doing some essential repairs to the winch. In the afternoon ground school covered practical NOTAMs and weather

Don

Sunday 21st September

Another very pleasant sunny day, this time with cumulus, some of which worked. No great distances were flown but a good time was had by many, Trevor went to Wales and came back before the Dragons eat him. Alan Montague instructed all day and then went and fetched Stuart from Frocester, definitely beyond the call of duty.

Tim

Saturday 20th September

Light southerlies, blue thermals became useful from about 2 pm. I dont believe anyone was very adventurous with cross countries.

Tony Gillett was unpacking the hangar at 8.30, what a fantastic example to set.

Kevin Tarrant stood in for James Ewence as duty instructor in the morning and several instructors helped in the afternoon.Many thanks to you all, including Kevins wife for being so tolerant.There were several people for training flights.

The awkward wind direction forced us to change ends about midday.

The Pawnee was operated today, with its newly refurbished tail---As the tug pilot I appreciated the efficient turnaround on the ground, this reduces the fuel burn, nothing worse than sitting in the tug engine running waiting for the pilot to finish his chat.

Don

Friday 19th September

Light westerlies, reasonable thermal activity along the Cotswold edge from about midday through to late afternoon.

Another busy day on the field, with a few visitors popping in as well. Mike Fox called by with his motor glider, and Peter Moorhead took some time off from teaching air traffic controllers to chat in the sunshine.

A steady flow of 2 seater flights all day, followed by an evening party organised by Anna Wells. Thanks again to everyone for pitching in and helping.

Dave H's last day this season, we all wish him well and thank him for his efforts this year.

Don

Thursday 18th September

Well you know we got another one, the seasons must be really messed up. we are

getting spring in autumn!

So all the usual suspects were on the field and rigged early.

Cu's popping early, water on, waiting for the training gliders to stay up, no not really. 400's with fallbacks were called and as soon as it got anywhere near useful, they went.

For about two hours it was a good spring day, then, well as one might expect it reverted, poor, nice enough for training but range was going to be rather limited, we got on.

Mat Davis managed to persuade enough people that he should be signed off as a BI, just in time for him to leave and go to university, I understand he will be flying at Hus Bos. I'm sure we all wish him good luck.

Most got back, some completed tasks, fun was had by all, what a nice day.

And who knows, tomorrow??

Dave

ps, tomorrow will be my last day for this season, thanks for the help you have all given me.

Wednesday 17th September

Similar start to Tuesday the murk cleared enough to winch by 1100, and we were aerotowing by lunchtime.

Andrew, visiting from Dartmoor, the gliding club not the prison, is progressing well. Other member training and trial lessons went ahead through the day.

Tim arrived on the field and found himself pressed into service, flying with Simon Makocz, and sending him solo, well done Simon.

Around this time I was watching the trees grow, not in the hammock and cocktail kind of way but in front of me on base, so, since the forward part of the airbrake lever did not seem to be functional I chose a field DOH!

The retrieve was not particularly hard, thanks to Tim, GERALYN and Andrew, who came along to make sure we got his aircraft back.

The evening party were light an instructor, or a winch driver depending on how you look at it, so Don stepped in and Kevin drove the winch.

A nice day, thanks to everyone who helped.

Dave

Tues 16th September

Winds light SE, with significant top cover all day again.

A busy training day with all 4 2 seaters on the go. Thanks everyone for your help.

6 people on day courses inc Matt doing his BI course with Tim.

The Pawnee was flown, so thats not far off now.

More of the same weather expected tomorrow, perhaps worsening visibility.

Don

Mon 15th September

Winds light SE, with significant top cover all day.

A good club training day, Matt Davis working on his BI prep, Richard little working towards re-solo and a one day course.

The baby Grob came out for a few circuits, with Ali Lees determined to maximise her flying before her knee operation.

Lemmy did a "pit stop" oil change on the Scout between tows, very impressive.

A convivial evening in the bar and kitchen, welcome to Andrew from Dartmoor (here for a couple of days training)

Don

Sun 14th September

Another day with the mist again rising out of the valley to obliterate the field for much of the morning - this cleared only slowly and eventually we had some low very ragged broken cu beneath heavy high cover.

Nevertheless another large Trial lesson contingent was flown, two people on mini-courses and several 'normal' pupils - Paulo even overcame his trepidation and did some spinning in the K13.

A few obviously very bored private owners rigged and managed a brief period of local soaring

Sid

Sat 13 September

A fairly busy day once the mist that rose out of the valley and obliterated the field for much of the morning cleared to give a fairly bright day with some weak cu. A large Trial lesson contingent was flown as well as a fair bit of ordinary training done and Tim even managed not to land out anyone on the Instructor refresher course!

A few private owners rigged and managed some local(ish) soaring as well

Thanks must go to Adam who gave up his own flying to stand-in and drive the winch for the day (he did get a check flight and a flight in the baby Grob later - but only after it was no longer soarable)

The day was rounded off by a lively 'Elderly Juniors' party to celebrate Luke and Anna's Birthdays, with a bouncy castle receiving much attention.

Sid

Friday 12 September

Forecast Winds 350/10, Some showers expected, but a major improvement on past weather. Outlook for the weekend --flyable. We are anticipating a full flying day and reasonable conditions for the evening party.

A huge rainshower arrived about 4 pm, which pretty well finished the day for us.

Despite that, a productive day, 4 people on a days course---several club members keeping current---Chris Hughes trying to pretend it was soarable, and almost proved it---and Mother Nature washed the gliders for us.

next week the 2 seat trainers are almost fully booked, now certainly Mon Tues and Wednesday, lets hope the weather is kind.

Don

Well we actually had a good day for a change. We flew a mixture of trial lessons and Member flights, Mat had his first flight from the back seat in the big Grob, signifying the start of his BI training. As the day progressed the weather looked like it was returning to normal, fortunately some wandering instructors helped out with the DG and we nearly flew everyone before the persistent rain began.

Under better conditions this would have put a damper, literally, on the day but we were so glad to have got anything at all out of it that we all finished up very happy. The evening party did not fly but they helped us pack the hangar.

Dave

Thursday 11 September

Forecast Winds 200/25, cloudbase forecast to rise and and wind veering westerly in the afternoon. Some showers around.

The wind did eventually veer, but was followed by very heavy showers.

The Pawnee is getting closer to complete, maybe this weekend---fingers crossed.

Daphne has co-ordinated a full instructing team for Saturday, thanks to all our volunteers, it is very much appreciated.

Don

Wednesday 10 September

Winds 220/25, and fairly bumpy aloft.

Ground school covered winch launching for the ab-initio.

Trial lessons were cancelled because the conditions were unsuitable.

Ian Price guided the motor falke around Badminton-sandhill farm, and selected and landed in (well almost landed) loads of fields to complete his cross country endorsement--well done Ian.

Richard Little has rejoined us, and also took a flight to remind himself how much fun it is.

The Pawnee is back in its hangar---much closer to finished, the club LS4 trailer is in the workshop undergoing some maintenance.

The winds strengthened in the evening, so the evening party gathered in the bar for a convivial evening

Don

Tuesday 9 September

Plenty more rain today. Tomorrow looks more hopeful.

Work on the Pawnee is progressing well. We are storing 2 Europa fuselage in the tug hangar, this gives Roger more space to continue the repairs.

A large feature on our open day has appeared in the local press. I will pass on more information when I have it.

Weather is frustrating the completion of training and trial lessons, so a backlog is beginning to form--however it is not unmanageable.

Don

Monday 8th September

A lot of topcover today tended to limit thermal activity. Later in the day John McWilliam took the big nimbus and showed us how to soar--albeit a bit on the lowish side. They still came back with big grins, so it must have been fun.

Adam Kelly went solo today, so well done to him. Barry Liles finished his bronze and George Isles (rewarded for a lot of hard work) had a very credible pass for his bronze C exam.

We welcome a new member, Rob Arthur who took his first training flights on his solo and beyond package.

Sarah Cook visited us today and successfully navigated to Hinton on the Hedges and back in the motor glider. So well done.

Tomorrows weather forecast does not look hopeful.

Don

Sunday 7th September

A rather dull start but the rain stopped and the cloud lifted enough in the afternoon to enable some instructional flying with two 2-seaters kept busy.

The ridge even worked to bath for a few intrepid pilots (Treva being one of course)-unfortunately Tim and Hywel were a bit too intrepid in '913' and needed a 4x4 to get out of a field near Wooton-U-E..

Sid

When you are at 200 feet and below Trevor on a ridge you are in trouble. When he starts his engine you are in real trouble. We spent the next hour climbing to 400 feet and crossing the gap to the Wotton bowl. The 10 knot wind then fell to 5 knots so we landed. Thanks very much to Colin for fetching us and to Fred for lending his Landrover. As Fred was flying at the time I wonder how much say he had in the lend. Also thanks to trial lesson person's husband who came along for the ride and got as muddy as the rest of us. I wonder if he will ever come to a gliding Club again? .

Tim

Friday 5th September

More rain today, so no flying.

Our intrepid ab initios took the day off, but one hardy soul had a dummy run at his bronze paper.

General housekeeping was the order of the day, windows repaired, lights fixed, and the office spring clean (a season or two early) was started.

The next duty rota is on its way to those on it, we could still do with one or more winch drivers if you feel like being trained.

The weekend prospects are not great, lets hope the approaching front decides to turn left----some hope.

Don

Thursday 4th September

Rain most of the day, with west winds.It cleared up later, but not really enough to be useful.

lectures covered NOTAMs and weather as well as ab-initio subjects.

Dave has started to build a list of winter chores--we will be looking for volunteers to do the odd simple maintenance tasks around the place.

The weather brightened up sufficiently to get the Motor Falke out, a few of us admired the puddles from the air.

Don

Wednesday 3rd September

A very gusty day, we did fly, but not for long.

The lectures were on principles of flight, and stalling.

Tea was no problem, Pat Greer is back from Sri Lanka with loads of the stuff---of course ordinary people just go to Tesco.

We are planning winter talks and activities, so any ideas for relevant and stimulating topics let us know--and we are looking for a respectable looking office storage cupboard, any ideas?

Don

Tuesday 2nd September

A little blustery, and wind off the ridge, but a very productive training day.

The field was busy with 3 ab-initio pupils, they made a great core team to keep the field running smoothly, thanks chaps.

The trial lessons were treated to a magnificent cloudscape. Later it became quite

stormy, with lightening--winch cables are too good at conducting electricity, so operations were most definitely stopped.

Some pictures of open day have been added a little lower down the page, take a look.

the weather will remain unsettled for a while--tomorrow there will be groundschool as usual if the weather is not going to permit us to fly.

Don

Monday 1st September

Once again a stiff south westerly with the forecast rain, this is not a recording but it's getting on for being some kind of a record! No flying too windy, stuff around the place and helping Roger with the Pawnee. Tomorrow looks.....

Dave

71317

[Update?](#)

Home

About

Learn to Fly

**Flying and
Operations**

**Social
Contact Details**

For gliding related enquiries please **contact the office.**

© 2007 Bristol & Gloucestershire Gliding Club, Registered Office: NYMPFIELD NR STONEHOUSE, GLOUCESTERSHIRE, GL10 3TX, Registered in England No. 1302149.