



Inside this issue:

Portmoak Open Day	1
Becoming a BI	1
Interclub League	2
Report from a winner	3
ICL Results	4

Portmoak Open Day

The next big event in the Portmoak calendar is the Open Day on the 23rd of June. The open day is to show your friends and family and the local community what we are all about.



There will be reduced rate air experience flights for visitors and they can have a flight in our fantastic new flight simulator. In addition, there will be static displays of gliders and

powered aircraft and the local aero modelling club will show off remote controlled model flights. Members of a parachute club will also "drop" in at lunchtime.

The air experience flight will be a bit shorter than usual to get as many visitors as possible flown on the day, but make sure your friends or family member who want to get a flight come early to get a slot.

We expect this to be a busy day and a lot of help will be required to make it a success. If you haven't put your name down as a volunteer helper yet, please do so by telling the office. Finally, lets hope for good weather on the day.

Wolf Rossmann

Now I would like to show you how the controls work

After getting back into gliding in the Spring of 2015, I set myself the goal of becoming an instructor. Working my way through the usual path of Bronze, and Cross Country, with a few added extras along the way, have all been an essential part of the journey to allow that to happen.

The preparation for becoming a Basic Instructor began in the Autumn of 2018. Time to start learning the dreaded patter! With some great tips from other instructors I set about getting the patter into my head. Keeping it in there though was a challenge. Slowly, very slowly, I managed to memorise it, usually during car journeys.

Next was trying to remember it while flying! I had to laugh at how well my memory worked in a car but, put me in the glider and the gliding brain was too busy to remember the patter! Frustrating at first but again great tips and patience from various instructors helping me through this. Next challenge - make the words coming out of my mouth match what the hands and feet are doing. After lots of practice, one day it all just clicked! Phew! Just in time for the Basic Instructor weekend run by Colin and Kate.

I am always embarrassed at how inadequate my flying can become when under scrutiny! What a great feeling though, to have passed along with Mitch and John.

The first evening dedicated to experience flights was fantastic. I had four passengers, 2 who wanted to enjoy the view, and 2 who wanted to have a go at flying the aircraft. A gentle introduction to the role of BI.

The feeling of personal satisfaction at achieving this milestone is immense. It really is a privilege to be taking visitors to our club up into the sky in one of

our club aircraft. For some it is a long-held ambition, or a one-off treat of a lifetime. Hopefully for others it might end up being the incentive needed to join the club and start to learn about flying gliders.

For anyone thinking about becoming a BI, I would thoroughly recommend it!

Mark Bradford

The Interclub League at Portmoak

As a lot of you know Round 1 of the Scottish ICL was held at Portmoak over the weekend of the 27th-28th April.

Interclub leagues are run throughout the UK and the leagues are split into regions. As a result, we Scots



have our own league. Down south a final is held in August producing the English winner. It would be a nice thought if we could send a Scottish contingent down and beat them but that's for the future.

We have five clubs competing; Cairngorm, Deeside, Dumfries, Highland and the SGU. Each year we have two rounds. They alternate between Portmoak and Easterton one year and Feshiebridge and Aboyne the other.

Personally, I think the ICL should be mainly about socialising with some gentle competitive flying thrown in. I love flying cross country and the ICL is a way of helping folk take those first steps to learning the things that go into making a successful cross-country flight.

The ICL has three classes, Novice, Intermediate and Pundit, allowing a cross flow

of knowledge and experiences to be swapped and discussed, usually in the bar afterwards! A lot of learning is informal and the ICL provides a suitable environment as one is introduced to the elements that go into competitive flights.

We had 30 gliders competing, that's bigger than some regionals and all for just two days flying. It's a lot of hard work.

It's all worth it when one sees 30+ gliders sitting on the grid - what a buzz; to feel the anticipation of flight, the slight tension in the air as pilots get themselves prepared, both mentally and emotionally for the task ahead.

It's a great sight, seeing everyone lined up, ready to go.

We fielded a team of 12 pilots, an additional two from Portmoak flew hors concours and 16 came from the other clubs.

Comp flying is no different from normal cross country flying. There is no point setting off unless you have a cloud to fly to, be it a thermal or wave cloud. One sets off to it, you get to it, either stay up or land in a field. If you manage to stay up you pick the next cloud, set off again, repeating the process and hopefully get around and as a bonus do it fast. What's different in a comp is that you are doing it in the company of friends, you



are told where to fly, given all the relevant information and all you have to do is grid. Then they tell you to take off and you just get on with it - "simple"

So that was the essence of the briefing which was held in the club house as the place was hooching with pilots and crew.

The weather on the first day was a slack easterly flow with heavy showers developing in the afternoon. As a result of the big cumulus development the winds became light and variable. We launched from the east end.

As we were down to two tugs the winch was also used to launch competitors. Brian Scougall was sent off as the sniffer, reported the conditions as soarable



and so we launched. Rain showers interrupted the launching at times and care had to be taken with the two seaters due to the light winds. My abiding image of the afternoon is standing under the wing of the tug, chatting convivially with other pilots and ground crew whilst we waited for the showers to pass

through. That's gliding for you!!

So on to Day 2

The morning briefing started off with "how I did it" from the class winners, a quick de-brief of the previous days flying and events and then the same regime of weather, notam's, task setting and grid planning as the day before.

Again, we were launching from the East end and the weather was predicted to be more benign than Saturday's.

Launching ran really smoothly and again my abiding image was one of tug and gliders getting airborne, glider wings flashing in the sunlight, tugs returning like diving birds catching fish, marshalls running ropes, a symphony of colours, movement and grace.

It was not an easy soaring day which resulted in some land outs.

Portmoak win Round 1 but quite honestly, we must not be complacent. They were not exactly high scoring days. It's all to play for at Easterton when Round 2 is held over the

weekend 15th-16th June. We will be taking up three teams and I'm really looking forward to it. Highland is a lovely wee club and it's a beautiful part of the world - Can't wait.

Sant Cervantes

Report from an Interclub League Winner

Luck was on my side that day. I was flying XL5 (Discus 2c) in Portmoak's Team 2, Intermediate. Because we were one tug down, the first teams from all clubs were launched first by aerotow and the other teams were launched by winch. This was good luck for me because I was second on the winch grid and got an early launch, when the weather was exciting but not ridiculous. A heavy glider and a light wind meant stately progress up the launch to the grand height of 850', but being second was the next bit of luck because it meant I could make use of the duty thermal that lives by the winch, without getting in the way.

When the cable truck reached the launch point I moseyed over to the other duty thermal over Scotlandwell, having gained a few hundred feet. I was going to say this one had a steady 5 knots, but "steady" is

not the word for any of the flying that day. Up to cloudbase, a dive round the PCS start line and hastily off towards CUP.

Cloudbase was a moveable feast – around 3000' above site at best but sometimes I was flying over the tops of random clouds below. There were a lot of big clouds: some giving 5 knot climbs and others giving rain, hail and thunder. Towards the east the weather was much sunnier, with a big blue gap, and the ground was feeling rather close by the time I was round the first turning point and on the second leg. A bit of a scrape away, in company with Alastair in 797, and then I followed him off towards GFG. The task setters had given us nice big semi-circular sectors, which I was glad of as I brushed up on the south side of the ragged cloud towers blocking the turnpoint.

On the way back towards FRE I passed a mini tornado snaking down from a cloud. I'd have taken a photo except I was a bit preoccupied with choosing a route between the downpours on either side – engine ventilator firmly closed to the rain, so no electric fallback available.

Once again it was sunnier on the east side and, although the computers were saying I was comfortably on glide by now (it was only an 88km task), I had seen the black storm covering the airfield, and decided to push beyond the turning point, out of the rain and into the sun, to try to find another climb, because I just didn't fancy diving back into the weather without a decent height buffer in hand. This proved a good

choice, as it gave time for the worst of the squall to pass Portmoak, as well as allowing me the fun of bombing back at about 100kts, catching up Alastair ahead and below me.

We (XL5 and me) dived round PO1 (Castle Island) and back across the finish. It's the fastest time I've ever made on a task (98kph unhandicapped) – this was because I was flying a lot faster than usual in order to get away from the rain showers. An exciting day and great fun; but pretty much a matter of luck who got round and who did not.

Kate Byrne

ICL Results

Winners of day 1:

Novice	Adrian Docherty
Intermediate	Kate Byrne
Pundit	Alastair Mutch

A clean sweep for Portmoak.

Novice	Adrian Docherty	Portmoak
Intermediate	Matt Roberts	Dumfries GC
Pundit	Roy Garden	Deeside GC

Winners of day 2:

PMK Team 2	786
PMK Team 1	488
Dumfries GC	353
PMK Team 3	353
Highland GC	332
Deeside Team 1	302
CGC	275
PMK Team 4	22
Deeside Team 2	0

Full Results can be found at

https://www.soaringspot.com/en_gb/scottish-icl-2019-round-1-portmoak-2019/



Remember:

Open Day on the 23rd June

Volunteer !!