



SCOTTISH
GLIDING CENTRE

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THE GLIDERS

newsletter

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Latest News

Although Covid-19 restrictions are still with us we are making progress in some areas. There have been a number of great flights, we have visitors again at the airfield and we have some new members learning to fly.

Lectures on the cross country endorsement have started and at the end of October we are starting a series of lectures for the Bronze theory exam.

Unfortunately, the club rooms and accommodation are still closed, but we are hoping to have limited availability of the clubroom to warm up,

have a cup of tea or coffee or a snack. Watch for announcements when and how this happens and please follow all the rules and guidelines that we have to put into place to make sure everyone keeps safe.

And, when the weather isn't flyable, why not think about some of your experiences, around the airfield or in the air and put them down in writing for the next newsletter. I am always looking for articles.

There is also the weekly Condor race on Wednesdays at 7 pm. Details on the forum with the task available there at 6 pm.

The Editor

Trip to Feshie Mayfest

I've wanted to get to Feshie's Octoberfest for years. Mayfest was

blown by COVID-19 restrictions, but luckily not the week of 25th September-2nd October.

So it was that we set off on the Friday at 08:00, and parked the glider at Feshie airfield that evening. Cairngorm Gliding Club is a small operation compared to Portmoak, but their hills are a tad bigger.

Despite being small - or perhaps because - Cairn-



gorm Gliding Club go out of their way to welcome visitors. The COVID restrictions meant clubhouse access was limited to those wearing a mask. I was able to get a satisfactory check-flight with the duty instructor in spite of restrictions, on a very windy Saturday. Strong wind from the North, meaning the single runway was operating a direction I had not landed from before. They don't winch launch often at Feshie, something made clear on the morning in question. It was the first time I'd turned up as a qualified glider pilot, and the instructor made it clear he was just along for the ride. Beyond the half-way point we were at 200ft doing 50 knots. The winch driver fortunately decided our safety required him to say "to hell with the winch" and he melted a component getting us 600ft. Ray's comment was "I guess you'd better treat this as a cable break".

Anyway, the launch into the South Bowl on Saturday went without event and after a spectacular look at the South Bowl on the south side, with a brief peek into Loch Eanaich.

Feshie has one narrow strip, between two areas

of rough. You have to land in the middle of the grass strip and pull off into the short heather on the east side of the runway. If you mess up and don't get off the strip you might be creating a problem. I've had to get out and push because most of the side strip was already full.

No wind, no lift on Sunday, but I thought it best to use the opportunity to check myself out in GBS without challenging conditions.

Monday led to a reasonable south-westerly forecast for the South Bowl. Remember to ignore the standard forecasts, Kingussie was seeing 2-4 knots SW, according to the Met Office. The rain and low cloud started to lift after 13:00, and I was third up after Nick Norman's big wings - the ASH-25 can fly into stuff the rest of us cannot reach, but getting it safely off the ground and back down is a challenge for experienced pilots I think.

So, spent a couple of hours stretching towards 4500ft ASL I could have explored much further up Glen Feshie with 3500ft AGL, but one step at a time, eh?

John Thomas

Transporting a Motorglider

As most of you will know already I had an accident in the Falke motorglider in July. Landing in rain with poor visibility I misjudged the roundout and landed heavy. As a result the port side undercarriage collapsed, which also meant the prop struck the ground and broke.

After getting some estimates for repairs, the insurance company decided it was a write-off.

Since the engine was due to be replaced this year anyway the syndicate had been saving up for a new engine. So we started looking for a replacement for the Falke.

A Super Dimona caught our eye and Alastair and Matthew went down south to have a look at it. It looked good, with a new Rotax engine, but was in a workshop / shed next to an airfield turned into crop. So it had to be

brought to Scotland on a trailer.

Meanwhile, the remains of the Falke found an



enthusiastic buyer, who is planning to repair it again. He came with a large trailer and we eventually managed to get the Falke on this and loaded securely. Hopefully, it will fly again one day.

Unfortunately, no suitable open trailer was



available to retrieve the Dimona, so we had to hire a lorry that usually transports caravans.

Thanks to Alastair, who offered to go again, this time with John, they managed to load the Dimona and strap it securely onto the lorry.

Finally, it arrived at Portmoak and is now undergoing a thorough inspection and get its ARC. We hope it won't be long and you can see it fly again, and more importantly, the club can start cross country training and endorsements once again.

Wolf Rossmann



Earlier this year

Between the wet start to the year and the Covid-19 lockdown there has been a lot less flying this year. Lets hope we don't see the airfield like this again.

This picture was taken on the 25th of February.



Obituary - Brian Cole-Hamilton

Brian was born in Ayrshire, but brought up and educated in the Glasgow area, during the Second World War. His first contact with aviation was during his National Service in the RAF, when he worked as an engineer on Beverly and Valetta aircraft, among many other types. His first piloting experience was on the Valetta, a medium sized transport with two piston engines. Brian was part of a team which flew round various airfields in the Middle East, doing repairs to other aircraft which had become unserviceable. The regular co-pilot frequently had a hangover to sleep off, so Brian took over his seat, and the skipper taught him to fly the beast!

He left the Air Force to work in the family scaffolding company, starting at the bottom as a labourer, and ending up, after his father's death, as Managing Director.

Brian started gliding at Portmoak, going solo in 1963. After gaining some experience, he became a civilian instructor with the Air Cadets at Kirknewton, but suffered a back injury in a heavy landing which gave him trouble for the rest of his life.



Returning to Portmoak, he joined the syndicate owning the all-metal T-53. He flew his silver distance in this machine, and on arriving over Arbroath with several thousand feet to spare, decided to celebrate with a few aerobatics. Pulling out of a loop, he was alarmed by a loud CLANG from somewhere behind and flew very carefully down to land, to find that the noise had been caused by the whip aerial striking the top of the fuselage, under the influence of G!

He had another alarming experience when in-

structing in a K-13 at Portmoak. He was just about to touch down in the south field when the glider's tail was removed by an Astir which was landing at right angles to it. Fortunately, Brian, his pupil and the Astir pilot were all uninjured.

Brian gained his PPL at Glasgow Airport, and carried out many hundreds of tows in the Super Cubs and the Pawnee. For a time, he owned a share in a Goldwing microlight, and later became a member of the Jodel syndicate, flying all over Scotland with syndicate partners, family and friends.

He was also a member of my Libelle syndicate for several years but having put on more than a little weight, found himself one day unable to get back out of the cockpit, and decided that his gliding days were over! However, his last glider flight was in the Walking on Air K-21 in 2017, when he managed to soar Benarty in weak conditions, using the hand rudder control,

Always willing to volunteer to help with club management, Brian became the director responsible for buildings, and was heavily involved with the alterations to the clubhouse which became necessary for the establishment of Walking on Air. Later, he was Chairman during the planning and construction of the first new glider store.

Brian was unfortunate to suffer from ill health during his later years. A rare form of vasculitis left him wheelchair bound, and he was diagnosed with prostate cancer earlier this year. He died on Wednesday 12th August at the age of 85. His wife Christine had passed away last year, but he is survived by two daughters and three grandchildren.

Brian was one of these people who never made any remarkable gliding achievements, but he thoroughly enjoyed his flying, and put as much into the club as he got out of it. We all continue to benefit from the work he did over very many years.

Bruce Marshall