



SCOTTISH  
GLIDING CENTRE

Issue 8  
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# THE GLIDERS

## newsletter

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### Latest News

Despite the lockdown and the bad weather there is plenty going on around the airfield and on line.

Thanks to Maks and all the volunteers who have been busy in the workshop getting the club gliders inspection and annuals done. More details about this in the article below.

During November and December we held Bronze theory courses online and earlier this year 3 of the participants passed their Bronze

theory exam online. Congratulations to Claire Conway, Andy Purvis and Nigel Ward. If you are ready for your Bronze exam, contact the CFI Kate.

The lectures organised by Sant have been a great success and well attended. The lecture on online Condor racing brought some new members to the regular Wednesday evening races. If you want to join, check the details on the forum.

*The Editor*

### Glider Maintenance

Over the last couple of months a group of volunteers have been very busy in the workshop. Under the direction of our technical officer Maks they have worked on maintenance and annuals of the club fleet.

LOV also needed a 3000 hour inspection, which was completed successfully.

As you can see they came out in all weathers to com-



plete the required tasks, but always abiding by the current government and club Covid restrictions.

The annual of the DG505 was

brought forward so it is ready as soon as we can fly again, rather than having to go offline for a couple of weeks in summer.

Unfortunately a fault was discovered on HPV and it has to go off for some repairs.

We now have a trained group of club glider maintainers. Next time round Maks and the team hope to train more members, so please contact Maks if you are interested in this aspect of gliding.



Not only is this a useful skill to have, especially if you are already a syndicate member or plan to have your own glider. It is also great to get together with a group of volunteers and work on a joint project. Especially in winter, when the weather is not always flyable.

*Wolf Rossmann*

## Perkoz

While we are all waiting for the weather to improve, the airfield to drain and the Covid restrictions to lessen, here is a little preview of what is to come this spring.

As you know, your club ordered a new Perkoz 2 seat trainer a couple of years ago and it is now in the final stages of being assembled at the factory.

The Perkoz is ideal for basic and advanced cross



country training. With a 20m wingspan, an LD of 42, and fitted with oxygen and advanced cockpit instrumentation we can expect some great cross-country flights. It is also fully aerobatic

and can be used for basic and advanced aerobatics training.

Colin Hamilton has been in regular contact with the factory and the Allstar representative in Germany about the build and delivery details.

We are advised that the Perkoz will be ready for loading on 30 March, at Bielsko in Poland.

The COBRA trailer is to be ready on Monday morning, 29 March, to be collected from Edermünde, a small town near Kassel in Germany.

The Allstar representative in Germany, based at Hannover, will drive to collect the trailer and then on to Bielsko to collect the glider and return to Hannover.



Final details on how the glider gets from Hannover to Portmoak are still under discussion, but the most likely route is on a flat-bed lorry via ferry from Amsterdam to Newcastle and on to Portmoak.



Colin is looking at the registration requirements and all being well it should be here and flying by late April or early May.

Thanks also to Mike Forster, who has been in regular touch with the factory to make sure the cockpit instrumentation meets our requirements.



Here are some pictures from the build and for those of you keen to prepare, an overview of the glider is available at <https://szdallstar.com/en/products/szd-54-2-perkoz/> and the flight manual is [here](#).

*Wolf Rossmann*

## My first Solo Flight

Everybody remembers his or her first solo flight. I certainly remember mine; it was forty-seven years ago in an aircraft named 'Jupiter' and thirty-six years before I first flew solo in a



K21. Jupiter was a human powered aircraft, designed and constructed mostly by an aviation enthusiast Christopher Roper. He had heard that a businessman named Kremer had offered a prize of five thousand pounds for the first human-powered flight to fly a figure of eight around two markers one half mile apart, starting and ending the course at least 3 m above the ground. For health reasons he decided to hand the unfinished aircraft over to the RAF. I was a member of the RAF build team and the team leader John Potter gave every member an opportunity to fly it. My turn came and after a

short flight briefing, "don't break it", I made my first and only short flight of approximately 20-30 metres. But I did fly solo!

Jupiter was constructed with birch ply, balsa wood & aluminium tube, and covered with a Melinex skin. The propellor was turned by foot pedals, like a bicycle. I don't have my own photograph of Jupiter and I am unable to include one without breaching copyright. However there is a YouTube recording at: <https://www.youtube.com/watch?v=OGkGhAW7ifo>

(Please ignore the band at the start of the clip). Alternatively enter "john potter man powered flight – in colour" in YouTube's search box. This is a recording of John Potter's 44-second flight over 500 metres. His best flight was 1,070 metres.

You can see that Jupiter was quite a beast and I have reproduced some vital statistics (next page) for comparison with aircraft we know.

Unfortunately Jupiter was never a serious contender to win the Kremer prize, which was won in 1977 by Gossamer Condor designed by Paul

	JUPITER	K8	VEGA	Eurofox
Length (m)	8.84	7	6.72	5.64
Wingspan (m)	24	15	15	9.12
Wing area (m <sup>2</sup> )	27.9	14.15	10.1	10.45
Empty weight (kg)	66	191	236	293

prize of £100,000 was won in 1979 by Gossamer Albatross designed by Paul MacCready (yes, that man again) with a flight from England to France.

I looked at my log book and the first entry is; "flight #1, K21, introduction to flying controls". After writing this article I decided to insert another entry; "flight #0, Jupiter, first flight, flew solo".

MacCready (yes, the same MacCready who developed the speed to fly ring). The second Kremer

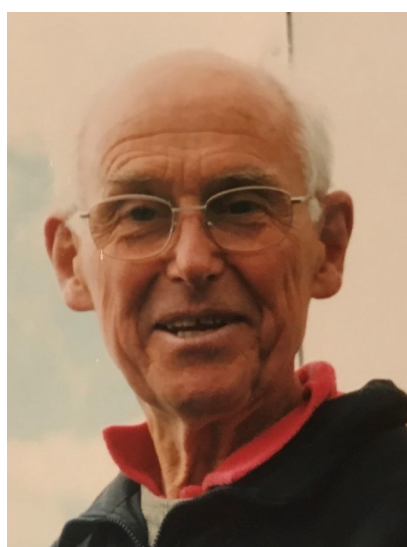
ter, first flight, flew solo".

David Carus

## Obituary - Ian Dandie

John Alexander Dandie, known to everyone as Ian, was a dentist by profession, and started gliding in 1955 during his National Service in the RAF, which he described as "serving Queen and country with mirror, probe and forceps".

After National Service, he returned to practice in Stirling, and joined the SGU in 1957, just as the club was moving from Balado Airfield to Portmoak. He rapidly became one of the pillars of the club for the next sixty years, becoming an instructor in 1962 and serving as CFI on no fewer than three occasions. He was the chairman of the BGA Safety Panel in 1973 and also a member of the Instruc-



tors Panel, being appointed senior regional examiner for Scotland. Over the years, CFIs came and went, but Ian was always there as a dependable source of wise advice to them all. He was particularly good at encouraging and mentoring young members, and I am much indebted for his interest back in my early days. I shall always re-

member the relief in his voice when I phoned in after completing my Silver distance on a day when the nice white puffy cumulus had rapidly developed and merged into the mother of all thunderstorms!

After gaining his PPL in 1967, Ian soon became a tug pilot and motor glider examiner. I suspect that

he would gauge the competence of pilots while tugging, as his turns would become progressively tighter as the tow went on, until the glider's position keeping started to get a bit ragged! In later years, when he owned a share in a Jodel, he would use it to give field selection exercises to those working towards their Bronze badges. Round about 1980, Ian became an inspector, frequently assisting in the ARCs for club gliders while doing the same for many syndicates and private owners.

Working for the club took precedence over Ian's own gliding, though he owned shares at various times in a Skylark 2, an Olympia 463 and a Libelle. He recorded 61 types of glider in his logbook, and, after retirement, took the opportunity, during holidays to Australia, to complete his Gold and Diamond badges. He had to repeat his Gold distance, although he had completed the declared task, as he had forgotten to start his barograph! I can just imagine his howls of laughter, as he was never slow to see the funny side in any of his own slip-ups!

Ian was a modest person, never one to seek recognition for his services to the SGU and the gliding movement in general, but, to his embarrassment, these were rewarded by a BGA Diploma in 2004 and a Royal Aero Club Certificate of Merit in 2013.

It was a shock to us all when Ian started to develop dementia, the prospect of which he bore stoically, but sadly he had to spend his final years in care. After a short illness, Ian died on Christmas Eve 2020. He will be long remembered by all at Portmoak for his kindness, willingness to help and good humour. We extend our sympathy to his wife Ann and to his family.

Bruce Marshall