



Inside this issue:

AssCat course	1
Intensive Gliding Course	2
Club News	3

AssCat course at Portmoak

Portmoak was host to a BGA Part 2 Assistant Instructor course in late July. Andy Roch, the SRE for East Anglia, came up to run it with Stuart Naylor, the BGA's Training Standards Manager, and they invited me to help with the coaching. The four candidates included our own Stephen Clinton, Colin from Easterton and Jonny and James from deepest Englandshire. Jonny had come all the way from Portsmouth, because he'd never flown at Portmoak but had heard good things.

Under the current instructor training regime, Part 2 is the final 5 to 7 day stage of training. The weather kept us on tenterhooks all week, with plenty of evening briefing work to allow for making the most

of rain-free periods first thing in the morning, but in fact it turned out better than forecast almost every day and the coaches were able to declare the course complete by Friday evening, having started on Monday. Andy remarked that finishing in 5 days was only possible because of the unusually high standard of all four candidates. The new instructor training can be done entirely locally, or using BGA resources as in this case, and my impression is that it manages to be more relaxed than in the old days whilst also really thorough. I'm definitely a fan, and I recommend the training to any would be instructors out there.

I think all the candidates enjoyed the week; they certainly made a good team. For me personally the high spot was Thursday, when I got to work through the spinning syllabus with everyone (over 24 spin or spiral dive entries in one day is a record for me) and in the evening we all went out for a meal together, along with Bruce and Bill, at an excellent Indian restaurant in Glenrothes that was recommended by Stephen. It was a really good week and we now have a newly fledged local instructor; congratulations Stephen!

Kate Byrne



Intensive Gliding Course

The Club expedition to Portmoak in May was well attended. As Alistair says, "It's the only site I know that has something for pilots of all levels". Ridge, thermal, wave, flatland and mountain" but this is

get guidance on thermalling and management of tasks whilst also learning about a different site and different aircraft. All these aims and more were achieved.



For the training week I used the DG505, a 2 seater with the winglets fitted. It's a big heavy glider with lots of performance and also lots of inertia. Ron was a tremendous coach who pitched the learning exactly at my level and pushed me when I was getting lazy! His instructional technique was spot on. His comments and observations were infrequent, but when he made an input it was really relevant with loads of

only if the weather cooperates!

Sadly, this year the weather did not cooperate for our "Longhaul" cross country pilots who were frustrated by unreliable raggedy Scottish thermals and little wave making transits over the mountains a challenge.

The member who gained most from the expedition was myself. Not having my own glider to take was no barrier- indeed it was a blessing.....

I booked into an intensive course with the resident staff instructor Ron Smith with my aim being to learn about cross country flying,

"How To's" included.

On our first launch together we suffered a genuine dyneema cable break at 300' which woke us up!- Thankfully that was the only drama. I flew every day with Ron and also had some ex-



cellent ground school in the simulator working on managing XC Soar whilst flying a task. His evening McCready Lecture cleared the fog from this complex topic (a recorded version is also available to view on YouTube).

In the aircraft we worked at putting the ground training into practice. The scabby Scottish thermals made me work hard with great coaching on how to read the sky ahead (and above), how to feel for the surge, then "climb the stairs" before circling then centring the thermal. All this whilst looking at the big picture of position in relation to a safe landing site, terrain, obstacles, and the next turn point.

Most landings were to the short south strip with Ron training me in short field landings in the heavy DG. This was excellent energy management training to prepare me for a possible land out.

I converted to the Junior single seater. My conversion flight ended up being my Silver/Gold endurance flight! I was very content to fly the five hours required playing on the ridge, venturing over the loch in weak wave, then returning to the

ridge. All the time having a completely different view from the views we enjoy at the Park. I didn't get bored, and, thankfully I had brought sustenance, with me!

I probably learned more on this week's intensive course than I would have in a few seasons at The Park. This is due to being at a new, busy airfield with a ridge to learn on, having an instructor and glider to myself for the entire week and being immersed in the sport with some very generous pilots such as Sant Cervantes only too happy to share knowledge. All the staff and members made us feel very welcome and the full-time winch driver imparted some top tips for repairing dyneema and general winch operations.

There is only so much one can learn flying solo at our home airfield. I would recommend that any pilot wishing to improve their flying consider such a course. Not having my own glider didn't prevent me from enjoying the Club expedition, however the bug has bitten deep - so if you know of a glider or share for sale then do let me know.

Gordon Baird

Club News

The Minicourse option for people who work during the week was launched at weekends last month. We had our first 2 courses and the uptake has been high. Please make all Mini course attendees welcome and help them. They can be new club members.

On Saturday 12th August, we are taking a Junior glider along to the annual Kinross Show, held at RSPB Loch Leven. There is plenty to see and do, and it is right on our door step, so we would like to promote the airfield to our local community. Please help if you can.

Lachlan is taking the Libelle to the Junior Nationals and Jordan is taking part in the 2 seater training at Cambridge Gliding Club. Its from 19th to 27th of August and you can follow it here.

From 20th to 27th August is the 2 seater competition at Pocklington. Andrew Power, Mark Adams and Adam Forrest are going there with Ron as instructor.

A reminder that booked flying charges have changed. Its now just a flat fee of £10, with no surcharge to the flying fees, for booked flying on Monday, Wednesday or Thursday. So take advantage of this.

You may already have seen the K21, "JGJ" around the airfield. The club is back to 2 K21 training gliders again after a longish period of "borrowing "WA1".

Ian Trail re-soloed at Portmoak after having originally soloed here on 22 July 1982. He became a full time airline pilot in 1988 after working as a tuggie at Aboyne. In his day job he flies B737s and he last flew a glider in 1987, but always intended to return to gliding some day. He is enjoying flying again at Portmoak and intends to stay this time.

