

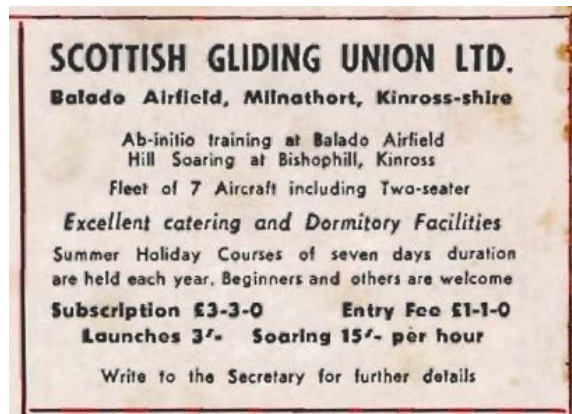


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Gliding at Balado

I recently came across my late father's logbook from 1952 when, in the period between finishing school and starting University (to study aeronautical engineering), he



joined one of four summer gliding courses held by the Scottish Gliding Union at Balado Airfield. The course he was on ran from 6th to 12th September 1952 and there were about ten students on it. Accommodation was at the Kirklands Hotel in Kin-

ross. I thought it might be of interest to members to see the logbook to compare it with what we offer now.

Prior to doing the course he had been in the Air Training Corp at school and flown as a passenger in Avro Ansons and Lancasters but, as far as I can tell, had not flown a glider before.

Prior to 1952 at the SGU training was by use of single seat SG38s but at the start of the year the SGU had decided to move to initial dual instruction using a T21b. His logbook shows a total of 30 minutes and 43 seconds in the T21b spread over the first 4 days and 12 flights. These flights seem to have been logged to the nearest second rather than minute as we do now.

From this he progressed to ground slides in the SG38. Basically, the glider and occupant were towed along the ground without lifting off to allow the pupil to practice use of the controls. No times are given for these, but the logbook shows five of these were done before progressing to wire hops and low hops where the glider took off or hopped for a short distance in the air. Finally on the last day came the high hop – a 30 second flight to achieve the A Certificate. Unfortunately, on the first of these he only managed 27 seconds so had to do it again with a second flight of 35 seconds to earn the A Certificate.

Over the week's course he flew a total of 33 minutes and 59 seconds spread over 23 flights and hops.

He did not take gliding further but after finishing University he joined the aircraft industry working for various manufacturers including Avro



and deHavilland ending up as a Flight Test Observer with Scottish Aviation at Prestwick working on the Twin Pioneer before a change of career.

Thirty years after the course he did in 1952 at Ba-



lado I did a week's course at Portmoak (flying K13s and a Bocian) managing 2 hours and 10 minutes and 8 flights spread over just three days. If I remember correctly the other days were too wet and windy for flying. Unlike my father I went on to join the club and once I had become an Air Experience Instructor (what is now known as a BI) I was able to take him up for a flight – his first in a glider for nearly forty years. I continued as a member until 1994 when I took a break for family/career reasons before returning last year.

Also of note is the inside front cover of the log-book which lists launch methods – and includes rocket assisted as one possibility although not one offered by the SGU. At that time launching was by converted barrage balloon winches.

Andrew Wood

Interview with James

I had the privilege of speaking with a remarkable young member of the Scottish Gliding Centre who has achieved not one but two significant milestones in the world of gliding. James Peat has recently passed the rigorous Bronze and Aerobatic flying tests, showcasing his dedication, skill, and passion for gliding. These achievements not only demonstrate this aspiring aviator commitment to mastering the art of gliding but also signify his readiness to take on new challenges and reach for the skies. In this interview, I will delve into James experiences, insights, and aspirations as he shares his journey from novice glider to accomplished badge-holder.

Lina Aleksandraviciute (LA): James, what inspired you to pursue gliding and work towards your Bronze badge?

James Peat (JP): I have always loved flying, even at a young age. I used to fly RC models because I always thought learning to fly would be outside my budget. When I learned about gliding, I realised I could afford to learn to fly.

LA: Can you share a memorable experience from your Bronze badge flight test? What challenges did you face?

JP: The thing I remember the most was the last landing. It was a pretty big crosswind landing on the South field. The most difficult landing I've faced so far, I guess it's pretty fitting for a Bronze test! Initially, I thought the crosswind was meant to be across the North field, but it was across the South, which required some quick decisions on circuit modifications.

LA: How did you feel when you found out that you had passed the Aerobatic flying test? What maneuvers did you perform during the test?

JP: The test covers just some of the basic figures, like a loop and chandelle. It should be achievable for every pilot with training! Actually, I was radioed after my sequence to say I had passed! So, I was able to celebrate by practicing some stall turns with the height I had left before getting ready to

land! Those went nicely too. It looked great from the ground, apparently. Also, it was my first time flying aerobatic solo! With it being my first aerobatic solo flight, I was definitely slightly nervous on the first push to the 45-degree down line.

LA: What advice would you give to someone who is just starting their gliding journey and aiming for similar achievements?

JP: There have been a few times where, for various reasons, I've wanted to give up. However,



remembering how much fun I had, I pushed myself back into the seat to get past the issue. So, I guess it is don't give up and pursue the areas of flying you enjoy. The second part is definitely what I did with aerobatics. Also, something we do for aerobatics that could be useful in normal flying is recording video with a fixed camera in the cockpit. It's exceptionally useful for reviewing parts of the flight that you don't have time to process at that moment. I used recordings to help refine my landings too.

LA: Could you describe the significance of the badges you received? What do they represent to you personally?

JP: It is a big achievement for me, as I have always loved aviation. A massive investment of time and money paid off. Even though most of the time it was fun doing it, I feel I can finally say that I can fly a plane with the badge to prove it. It's also fun to consider myself an aerobatic pilot now. I get so many questions about it at work and conferences!

LA: What are some of the key skills and knowledge you gained while working towards your Bronze badge that you think will be valuable in your future gliding endeavors?

JP: The skills you develop for the bronze badge are very important. That is the reason it is on the test! I think the interesting part is that from aerobics training, you get used to the unusual attitudes, speeds, and recovery. When you perform a "normal flight" and apply the knowledge that you have gained before, you can see how flight manoeuvres become easier and quicker. For example, I have found that recovery from winch failures with the pushover is much smoother with current acrobatic flying knowledge.

LA: Are there any specific aerobatic manoeuvres or techniques that you found particularly challenging or exhilarating during your training?

JP: To achieve an aerobatic flying badge, I had to fly inverted. For the first time, this was finally incredible for me. It feels so weird just hanging in the straps with a completely unique nose-high attitude and ground in full view above you! For the badge, I found a chandelle pretty difficult. It took me ages to get it to a decent level. I still don't fly them the best even now... The quick changes in speed and coordination required during an aerobatic flight really test you!

LA: How has gliding impacted your perspective on aviation and flying in general? Has it influenced your career aspirations?

JP: Gliding always makes me question if I should have learned to fly earlier and pursued a career in aviation. However, potentially, it could be because many Ph.D. students that I know talk about unrelated things they will do when they finish! Ultimately, I think I will do something related to my PhD but keep gliding as my hobby.

LA: Can you share your goals and aspirations for your gliding adventures in the future? Are there any specific achievements or challenges you're aiming for next?

JP: In the short term, my plan is to get a cross-country endorsement. Later, I am planning to involve my friends and family in gliding too. My partner got excited about flying with me when I mentioned to him that I would be able to take him on a flight with me in the future. I really look forward to being able to take him up for a flight!

Lina Aleksandravičiūtė

A new Winch Driver

I'm Ollie, an SGC cadet and newly qualified winch driver. I started training roughly when I went solo in August and trained every Sunday. I really enjoy helping as much as I can at the club which is why I chose to start my winch driver training.

The training system is progressive and is mainly practical. You get taught everything from setting up and launching (including launch failures), to packing up and even driving if you don't have a license yet. You learn at a steady pace and are only presented with situations when you are ready to handle them. The fulfilling feeling you get after a perfect launch is definitely mutual between the pilot and driver.

Driving the winch gives you a completely different perspective of our operations and I'd highly recommend giving it a go, especially for early solo pilots. Knowing



what the winch driver expects from you during a launch and having experience from their perspective improved my winch launching substantially. If any instructors would like to bring students down to have a look, feel free to.

Finally, if you're interested in giving it a go, join the team and talk to Eric Weatherly who is great at training.

Ollie

First of the Winter Talks

On Saturday Evening 28th Oct the Club hosted the first Winter Talk of the season.

The Evening started with a milestone...the first in house prepared meal the club has had since Covid and it was great! So the first thanks go to the team of volunteers who made it all happen in the kitchen (and bar!!)



Eric and Mark, the Catering Team

After the meal we moved onto our first speaker, Constable Paul Morgan is the Team Leader of the Tayside Mountain Rescue Team. He gave us an engaging talk on the team including its creation, the techniques used today and the range of emergencies they attend. I don't think there was anyone in the room who went away without some new knowledge and admiration. To give you a flavour the things I did not know included:

- If I phone 999 from that point on my phone can be located.
- Phoning the police "999" to say you have landed safely and "do not" require help is welcomed.
- Grid References are preferred to "What three words"
- Tourniquets are back in vogue with the right training (perhaps a future evening talk topic?)
- When the mountain rescue team turns up the pain WILL stop having heard how comprehensive their pain relief kit is!



The team is run primarily on donations so if you want to contribute just scan the QR code with your phone to get to the donation page.

I also promised to share the details of how to

999 using a text: emergencySMS

You MUST REGISTER YOUR PHONE before you can use it. See how to set up emergencySMS.

<p>1. Register your mobile</p> <p><small>Text the word 'register' to 999.</small></p> <p><small>You'll need to register again if you change your phone number.</small></p>	<p>2. Read the message</p> <p><small>You'll get an automatic text reply. Please read it all.</small></p>	<p>3. Reply to the message</p> <p><small>Read the message and then reply by texting 'yes'.</small></p>
<p>4. Get a 'success' text</p> <p><small>You'll then get a text telling you that your mobile is now registered - or if there's been a problem...</small></p>	<p>5. Check it</p> <p><small>Text 'register' to 999 and you'll get a message telling you if it's registered or not. Don't text anything else - there's no need to make a test call. You're now set up.</small></p>	<p>Can't register?</p> <p><small>If you try to register but don't get the 'success' text, check with your mobile provider to make sure they support the emergencySMS service.</small></p>

register your phone to allow texts to 999, this can be very useful in messaging the emergency services if you are stuck somewhere with an extremely weak signal.

The next Winter talk is on the 18th of November and will come from Archie Liggat who has had what sounds like an exciting career in the RAF as pilot of a number of aircraft types including fast jets, so stick the date in your diary now. And remember if you bump into any interesting people with interesting stories that they are willing to tell, let me know!

Stewart Reid



D.C. Thomson