

From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial – Ian Easson

Welcome to the first *Portmoak Press* of the 21st Century! A number of changes have taken place since the last issue – not least of which that “yours truly” has been drafted on to the *Board*. Details of all *Board* member responsibilities can be found below, but special mention must go to Eoin MacDonald for his sterling efforts with previous issues of this magazine.



I have been looking through various gliding club magazines on the web and plan to utilise many of the good ideas I found there. Of course, I need to remind you that, as an SGC club member, this mag is all about YOUR club and I will be looking for your support – with articles, interviews, comments etc. Four issues will be produced each year with the following cut-off dates: end of December for the January 2001 issue, end of March for April, end of June for July and end of September for October. Material can be sent to me either typed or hand-written and dropped in my mailbox beside the payphone in the clubhouse or you can e-mail me at ian.easson@btinternet.com. Don't worry if you don't fancy writing an article – just let me know what you have in mind and I will “interview” you.

If you were at this year's AGM, you will know that Eoin MacDonald and I have now joined the Board. The following list shows all current Board members and their responsibilities.

Board Members.

Chairman, with responsibility for the Winch and other Equipment.	Alan Bauld
Vice Chairman with responsibility for Buildings and Property.	Brian Cole-Hamilton
Secretary	Jim Provan
Treasurer	Alisdair Stewart
Chief Flying Instructor	Bob Jones
Safety and Glider Fleet	Chris Robinson
Tug and Walking-on-Air	Joe Fisher
Publicity	Fred Joynes
Cadets	Neil McAulay
Membership Communications	Ian Easson
Airfield and Duty Rosters	Eoin MacDonald

In addition to the Board, we have many members who provide an invaluable service to the club. Remember, it's YOUR club and we can only manage it with



YOUR help. Please provide any support you can.

As this the first issue, some of the headings are for info and guidance only, but here are some of the things to look forward to:

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The above list is not exhaustive and I am open to any (legal) suggestion.

New Glider? – first impressions.

Have you recently taken delivery of a new “ship” or have you just converted to one of the club single-seaters? What were your first impressions? What should other pilots watch out for?

Coming in the next issue – did you know that one of our club members flew one of the first UK test flights of a Puchaz with Derek Piggot in the back seat? Watch this space.

Stories from our “men in the field”

I have enrolled various club members to act as “Our men (or women) in the field”. They will be on the lookout for stories and rumours overheard, or observed anywhere on the airfield. Here’s the first one:

Man bites dog

A man biting a dog doesn’t make much of a gliding story but it does seem to our intrepid reporter that the following incident has a similar smack of poetic justice.

Rumour has it that an incident along these lines occurred recently when an instructor, who may wish to remain relatively anonymous, was handed the opportunity of demonstrating a premature launch failure of the winching variety with a very, very early trainee pilot on board. So far, nothing very unusual in the tale, but it appears that it was the said trainee pilot who occasioned the premature failure of launch by pulling “the bung” with no prior warning and certainly not by arrangement. Our intrepid reporter has been assured that this was indeed a totally unplanned incident and that it succeeded in immediately grabbing the instructor’s full attention. As the instructor involved said during his subsequent interview with the Portmoak Press’s roving reporters “always expect the unexpected”. The pupil was apparently considerably taken aback by the sequence of events which followed his pulling of the bung. From our reporter’s short discussion with him it would appear unlikely that he will repeat these actions in the immediate future. The sharp bang as the cable released and the following sequence of events leading to his safe arrival on the ground appear to have left a notable impression on him, although he had for many years watched practice cable breaks from the ground. Fortunately he appears to wish to continue with gliding although I did not ask him if he was looking forward to cable break practice later in his career. This tale is not told to embarrass any of the people involved but to serve as a reminder to us all of how quickly circumstances can change, not necessarily by our own hand. As mentioned earlier in this item “Anonymous”, the instructor, uses the phrase “always expect the unexpected” and has amply demonstrated that he was ready when it happened to him, how ready are you?

Slarty Bartfast

Epic flights.

Check your logbook! What/where were you flying on famous dates? Tell me about your badge flights – successful or not! What was your longest/shortest, highest, furthest, quickest/slowest flight? (Get the picture?)

Famous club members.

Who’s famous out there? Did you know that we DO have famous club members? Watch this space.

Cadet corner.

Our cadet membership is growing. Are you a cadet? Tell us about your experiences – good or bad. Do you know what progress our

cadets are making? Anyone interested in the cadet scheme should contact Neil McAuley. Here’s the first article from “Red Raymond”:

I had spent the last week staying at Portmoak in the good old Cadet Caravan whose heater had just broken down. As I lay there one night, with mild hypothermia setting in, I decided that sometime this visit, I would go for silver duration - the 5 hours. The weather had been forecast as a strong westerly with occasional showers, good enough for a 5 hours attempt. I spent 2 solid hours getting to grips with the EW Barograph, reading the manual and trying to figure out what it actually did. This eventually sussed, I bought some Kit-Kats and juice and found some warm gloves and a hat. I now had an assortment of essentials that I could just pick up and take, should I suddenly find a chance to do the duration flight. From the very start I knew that Wednesday would be a disaster. I had overslept as a result from staying up the night before. It was almost 2:00 p.m. before I managed to get K8 CTZ on line and ready, only just enough time to fit 5 hours in before last landing at 7:00. I was tired and irritated at the amount of time it had taken me to get ready. Foolishly I took off anyway despite my condition (the obvious symptoms that I would not last 5 hours in that state). 34 minutes later I was landing in a rather crowded North Field after having been flushed out of the sky. It had been a frustrating day but I had learnt many lessons and tomorrow I would make full use of these experiences.

I had gone to bed early on the Wednesday night and woke up early feeling ready to go. I had put the K8 into the hangar last so that it was first to come out and get DI’d. I put my collection of essentials in the cockpit and dragged K8 CTZ on to line. The wind was a light westerly and the pilots of Discus’s and DG’s were waiting for the wind to increase but I thought that it would be sufficient enough to keep me and the K8 up, so I thought I’d give it a go. Ten minutes after that decision I had reached my first goal - sitting in the K8 with *everything* ready to go; barograph flashing, food and drink, sufficient pee bags and me ready to go, focused on the upcoming task with no nagging worries of “did I do that” or “should I....” etc. I urge all future duration attempts to try and get to this stage, it makes life so much easier. I had a good launch to 1400ft and headed for Bishop. As it turned out, only part of the bowl worked and I had to do constant s-turns in it just to stay airborne until the wind picked up. Unfortunately when it did pick up, I could tell from the drift that it had gone near Northerly. I had to try to get to West Lomond or else I would have to land. Fortunately, it did work and I got up to 1800 feet without much problem. The first problem that I came across was the fact that my backside was killing me and I’d only been up for an hour. I know a K8 isn’t exactly comfortable but I could hardly feel my poor backside and know matter which way I sat, the throbbing got worse. The problem was quite literally a pain in the a***!

I had to put up with it though and forced my mind to accept the gruelling pain inflicted upon me. Thermals popped up now and again and I used the height at the top of these thermals to



let the aircraft gain lots of height and then slowly float down away from West Lomond. This gave me 5 minutes or so where I could use minimum effort to fly and thus conserve energy and not get too tired. The sky kept changing and with it the conditions. It was interesting to observe these changes over a longish period of time while in the air.

Three and a half hours into the task, I noticed some medium strength showers approaching from the North West. I would have to land if I didn't do something sensible. I resolved the situation by gaining as much height as possible from a thermal that had thoughtfully developed near me. I dived through what I thought was the weakest part of the shower, back towards the ridge. I arrived on a reluctantly working north face of West Lomond having lost 1500+ feet! I will now never underestimate the power of water on the wings.

Little problems like these plus small challenges like making something of a very small wave bar that would often appear in different places, made the flight quite interesting and I found that 30 or 45 minutes had passed virtually unnoticed.

The time came an hour after drinking my Irn Bru when that marvellous call of nature came. This was another new experience. The advantage I had on that day was that I was sitting relatively upright in the k8. The major disadvantage opposing me was that the pee bag had a leak. While drying my face with a pair of gloves I vowed to foresee these problems in the future!

The time spent from then until the five hours mark was spent pushing out, losing height whilst trying to find wave and then returning to the ridge and topping up with height.

Radio calls from the ground enquiring my whereabouts were hampered by the fact that I could not transmit. I was staying up for longer in the hope of getting silver height but I couldn't tell anyone. I over flew Portmoak waggling the wings of CTZ as vigorously as I could. The yaw string was doing a windscreen wiper impression but hopefully those on the ground would now I was safe. Unknown to me, Tiny Irving in his Discus had thoughtfully radioed the apparently frantic people on the ground letting them know I was safe.

After half an hour more of failed attempts at contacting wave, I realised I was making mistakes and decided that silver height just had to wait for another day. I touched down in the south field 6 hours and 2 minutes after setting off. Some one kindly towed the glider away for me as I dragged my numb and aching body over to the clubhouse for an eagerly awaited cup of hot tea. I recounted my flight, and my tips for a five-hour attempt:

-Take along plenty of food and drink - dehydration can set in surprisingly quickly.

-Don't set off too tired - ideally get a good night's sleep the night before.

-Choose an aircraft that you are comfortable in - comfort **is** everything.

-Don't attempt the 5 hours in scratchy conditions - **You will not last!** Ideally, a good westerly with little traffic on the ridge.

-Test out your pee bags with some water over a sink - **very important!!!**

- Set out early in the day

if possible and get

everything ready the day before.

-Take a barograph for evidence.

-Make sure no one wants the aircraft so that you don't get called down half way. Good Luck!!! *Raymond Roberts*

UniNews.

Edinburgh University gliding club news, or if copy is difficult to come by perhaps we could get a low-down on the second-best pubs in the area. We all know that the club bar is THE best!

The annual inter-university task week took place at Hus Bos during the first week of September. Edinburgh University went down with both of its gliders – the K13 and “Snoopy”, our K8. We got off to an excellent start, with Andrew doing his silver distance to Bicester in Snoopy on the first day. The next day, Guy proved that his 50K wasn't a fluke by doing just over 100K, again in the K8. After a few days of rain came the wind. We then earned great respect for flying our wooden gliders when the locals were thinking twice about flying their glass aircraft! The final day of the competition was flyable, but not much better. However, after 3½ hours of sweating, Andrew managed 60K in Snoopy and Jonathan did 35K with Lesley. This involved going round and round continuously for an hour! Lesley also learnt to winch launch in a day, contributing significantly to the Hus Bos launching revenue! All of the above meant EUGC were winners of the wood class and also winners overall. Everyone had a great week and we can't wait to defend our title next year!

Recent personal achievements:

Andrew Bates – 50K to complete silver.

Tim Maw – 5 hours in Snoopy.

Guy Hall – 50K to complete silver.

Tim Sands – Highest ever number of failed attempts to do his bronze field landing checks. Whenever he goes near the Falke it breaks, instructors disappear or it rains!

As you will be aware if you were at Portmoak during the first week of October, it was swamped with students having trial flights. We put a few posters up on the first day of freshers' week and had people queuing up to go. The weather was good and we managed to fly 20 people between Tuesday and Friday! A big thank you to Ian Trotter, Ian Dandie, Joe Fisher, Ray Hill and Jonathan Price who spent hours in the back of our K13. Hopefully lots of people will come back and learn to fly. We still have a large demand for trial flights so we will bring up to 4 new people each day of the weekends. We already have as many members as we had at the end of the last academic year so we are looking forward to a very successful winter. In November we are taking our yellow fleet to Aboyne to meet Aberdeen University and hopefully sample their wave. Ray Hill has started doing gliding talks for us in Edinburgh. We had the first one at the beginning of October and newcomers and committee members were thoroughly entertained. Gordon Watson also gave a wonderful slide show of flying on the beach in Ireland. We want to go there.

EUGC web site is at www.ed.ac.uk/~gliding/ and club meetings are at 8pm on



Wednesdays in the Southsider bar, West Richmond St, Edinburgh – all welcome.

Andrew Bates

Spain 2001?

Would anyone be interested in a trip to Spain next year? The rough plan would be to set up camp with Brian Spreckley for a month.

Rotate club pilots and syndicate members through their gliders over the month. Take the DG500 and/or the ASH25.

Take whatever private owners wish to come along.

This would need to be a bit better organised than our usual club bashes, e.g., get the big two seaters organised with instructors, accommodation, ferry crossings, funding, etc.

We would also need to set a date that we could arrange Brian Spreckley's support for.

Because of the nature of the beast, I'd be looking for a deposit from interested parties, Brian charges for membership of ESC and all that.

What do you think, interested, see me at the club to discuss.

John Ferguson

Course Timetables.

Courses for this year have finished but the next issue will have the dates for the 2001 season.

Friday evening lectures.

Dates have yet to be finalised, although the first date is confirmed as 10th November – further dates will be posted on the notice board in the clubhouse. Subjects will include: meteorology, air law, principles of flight, navigation, human limitations, instruments, radio regulations, GPS & EW barographs, aircraft rigging/de-rigging, trailer inspection. If you are interested in any other (gliding related) subject, contact Joe Fisher.

For sale/wanted.

Loads of stuff here – just look at the notice boards! If you've got something to sell, let me know about it. Ads are free!

Crosswords.

You'll see the first crossword on the back page. As it is the first one, I have made it VERY easy. As you get used to my style, don't be surprised if I make it more difficult. There might also be themes with some crosswords – for example, on dark winter nights, what could be better than working on a crossword that is made up entirely of grid refs. You'll need an aeronautical map (I know you all have at least one) and some knowledge of how to read them. All you SatNav people could use this as an excuse to play with the "wee box". Another theme could be based on the Bronze badge confuser. "What!" I hear you say "I got my bronze ages ago!", but when did you last give serious thought to those questions? Crossword solutions will be published in the

next issue.

Feedback from/to the Board.

This section will be used to communicate messages from the Board. This will not be the ONLY method; as usual the notice boards in the clubhouse will be utilised as will the Internet. My aim is to ensure that all three methods are used to allow all members to get the information in an acceptable format. Club members can contact the Board, either individually – see front page – or collectively, via the club members' forum on the web (see next section) or by "posting" your question/comment in the red suggestion box in the entrance lobby.

Internet updates.

As mentioned earlier, we will be making more use of all aspects of the Internet. If you don't already know, the club web site can be found at

<http://www.scottishglidingcentre.co.uk>. The club also hosts an Internet Chat Forum, which can be accessed from the above "home page". This forum is only open to SGC members and covers many subjects. Check them out, or start a new one of your own. New users should follow the on-screen prompts and your details will be sent to Colin Hamilton, our resident web-master, who will set you up with access.

One of the existing Forums is for feedback to the Board. The plan is to allow any member to raise any subject they want addressed by the Board. I will "close" the forum about one week before the Board meeting and collate all items for presentation to the Board. Decisions and comments will then be published within one week of the meeting via the same forum. A summary of comments and feedback will also be posted on the club house notice boards for non-internet users. If you have any good web pages to share with other members, let me have the URL and some words about the site and I'll publish them here. The first set of pages comes from Kevin Hook. These are all links to weather pages from various sources:

USAF T+24

<http://129.13.102.67/wz/pics/semb24.html>

USAF T+48

<http://129.13.102.67/wz/pics/semb48.html>

Topkarten Index (in German)

<http://imkpc3.physik.uni-karlsruhe.de/wz/topkarten/tknf.html>

3 day 6 pane

<http://129.13.102.67/wz/pics/ukmpanel1.html>

9 day 9 pane

<http://129.13.102.67/wz/pics/mrfpanel1.html>

Future issues will contain articles on weather forecasting and how to read weather charts. Any volunteers? Any particularly good books on the subject? Get in touch and we can discuss what's needed.



Walking On Air.

This first article comes from Les Ladomery and was originally published in Hungarian, on the Internet, and in Dutch in a gliding magazine called "Termiek".

Most people believe that gliding is only for the able-bodied and that people who have become wheelchair-bound through a terrible misfortune are not able to fly, except as passengers.

Nothing is further from the truth, as I discovered at the *Scottish Gliding Centre*. Let me tell you about it.

Having worked and lived in a number of countries, I finally retired in Scotland with my family. As someone keen on flying, the first thing I did was to look for a gliding club. I found one in an excellent location near Loch Leven, 25 miles north of Edinburgh. A large field which lies under two hills offering westerly, northerly and southerly faces ideal for hill soaring. In addition the Grampian Mountain range some sixty miles Northwest produces excellent waves which can carry gliders aloft to thousands of feet. Thermals also abound during the warmer months. The *Scottish Gliding Centre (SGC)* is under first class management by people dedicated to the sport. Little wonder that the *SGC* has many and frequent visitors from other clubs.

At the *SGC*, I was made immediately welcome. The members were very helpful and friendly and accepted me, a Hungarian born Australian, without reservation. I have found Scottish people to be kind and considerate. Not surprisingly, in 1998 the *Scottish Gliding Union* (principal Club and owner of the *SGC*) founded a charity aimed at making gliding available to the disabled.

The charity is called *Walking on Air*, a voluntary organisation run by its own members and dedicated to making gliding available to disabled persons, not just as an "experience" through joy flights, but as regular pilot training on the same footing as able-bodied persons. The stated aims of *Walking on Air* are: to introduce as many disabled people as possible to the joys of unpowered-flight; to train disabled people to fly solo and to gain all available badges and licences recognised by the British Gliding Association (BGA), including training as instructors both for disabled and able-bodied persons; to bring cross-country gliding over the spectacular scenery of Scotland to the widest possible audience; to introduce disabled people to the thrills of aerobatic flight; to aid disabled pilots in the purchase, modification and operation of their own single-seater gliders and to promote gliding as a sport accessible to all.

Walking on Air operates a modern two-seater fibreglass ASK21 glider, adapted by the manufacturer Alexander Schleicher to be entirely hand-controlled. Joe Fisher, an instructor pilot at the *SGC*, designed the modification. A lever placed next to the airbrake replaces the rudder pedals, while the airbrake is arranged in such a way that it can be locked in several positions, allowing the left hand to return to operating the rudder. The adaptations have been approved by the BGA and, in part, by the German LBA. These slight modifications still allow the normal foot-operated rudder pedals to be connected for pilots with normal leg movement, or isolated from the system for pilots who cannot use

their legs or who suffer from muscular spasm of the legs. The re-conversion only takes a few minutes.

At the time of writing this article, one disabled pilot, David Nisbet, is flying solo and is preparing himself for the BGA bronze 'C' badge. Another, Alistair Murray, is very near to going solo. Others are making good progress. "Gliding is a friendly and welcoming sport, each flight an exhilarating experience" say Alistair and David. "Unlike with other sports for the disabled, once you are strapped into the cockpit of a glider you can fly or compete on an equal footing with able-bodied pilots. While soaring over the countryside, we forget that we are wheelchair-bound, we feel serene and free. It is a wonderful experience which we recommend to all disabled and able-bodied people alike".

Walking on Air is organising several holiday gliding courses during this year and next. These courses are open to any disabled person, who has a working knowledge of English and has adequate use of his or her arms and hands. The Clubhouse is fully accessible by wheelchair and offers meals and refreshments. Accommodation is available with separate showers and toilets, all wheelchair friendly. Disabled persons from The Netherlands and from other countries are welcome to join the courses, to have individual training or just come and see us glide and have a gliding experience. You can find out about costs and other details by telephoning, e-mailing or visiting *Walking on Air's* website.

I hope that, if you are disabled, you will find the work of the Scottish Gliding Centre an inspiration to learn to fly in unpowered aircraft. Gliding Clubs the world over may also wish, like the Scots and to my knowledge the Germans and the Americans, to set up voluntary organisations to help our disabled friends who would like to join us among the birds in silent flight, free to walk on air. *Les Ladomery*

Stories from the winch.

Essential maintenance meant that the winch was offline during the first week of September. Thanks to some very good work by Steve, Pete and Ian, downtime was kept to only two and a half days. Work completed included the usual servicing with fluid and filter replacement, but two major problems were also resolved. First of all the "Pay on gear" bearings were replaced – no mean feat when you consider that each drum assembly weighs more than 500lbs! You probably haven't noticed, unless you have been at the winch-end during a "heavy" launch, but it has been observed that the winch has had a recent tendency to wander off down the strip, unless firmly anchored by the tractor. Anyway, this was traced to an almost useless hand brake system, which has now been totally replaced. Another bit of good planning meant that the cross-country course that was running that week made full use of the aerotow. We are very fortunate to have full-time winch drivers available every day of the week, and perhaps you have had a go at driving the Supacat, but how does it really look from the winch end? A recent newcomer to 'full-time' winch driving is Peter Benbow. I asked him for his impressions of 'the



job'. Here's what he had to say:

How I become a Winch man.

Having reached forty years of age I decided to take a year's sabbatical. I was debating what to do over the forthcoming year, should I make a serious attempt on the Munros, perhaps return to sailing, maybe re-solo after 22 years absence from gliding. My wife forced the matter by arranging for me to take a trial flight at Portmoak. Trial membership and a week's course quickly followed.

Shortly after joining the club, during an afternoon gliding session whilst waiting for a flight I was asked to 'run cables'. Being a novice I was unaware that running cables is similar to having a contagious disease; it is an easy job to pick up but once caught, you are put into a form of quarantine as your erstwhile chums melt away from you so as to avoid the chore. I watched from the white mobile as my fickle friends deserted me for their lunch. During the next few hours of waiting by the winch for a set of cables to become available I chatted to the incumbent winch driver. We mulled over the design and build of the winch. We covered the foibles of winch driving. We discussed pole-bending and non-pole-bending pilots. We wafted through the vagaries of the weather. We touched on the matter of a vacancy having arising for a part time winch driver. I was younger and more foolish then, intoxicated by the glamour of a winch drivers' work, I applied for the job. Several weeks later I found myself sitting alone in the winch cab in a blustery cross wind on a Saturday morning contemplating hurling a human being in a fabric covered bag of sticks several hundred metres into the sky. It was then that I realised how it must have felt to awaken with a hangover in the rat infested bilge of an Man-o-war with the dread realisation that the new pals you were drinking with last night were in fact a press gang. Still, it is good work if you can get it.

And now for the serious bit

How to save a winch drivers eye-sight (and sense of humour).

Requesting a launch from the winch driver and signalling the launch is a simple task. It consists of a radio call to indicate what is to be launched and on which cable. Followed by a lamp signalling the 'take-up-slack' and 'all-out' or 'stop-signals'. Alas! There is a human tendency to add complexity and confusion to even the simplest tasks.

When you are operating the radio at the launch point to request the launch of a glider on a specific cable; Consider the content of the radio call that you are making. There is a correct way to do this, which is to make the call "Winch, Base, <Glider type>, <Which Cable>". The winch driver will respond with "<Glider type>, <Which Cable>". Always make your request in **ONE** transmission. It couldn't be simpler.

Consider the timing of the radio call that you are making. It is best to make the call after the cable has been attached to the glider and the glider's wings are level. (It is inadvisable to make the call before the cable is attached as there is the possibility of a mistake leading to a cable becoming live whilst it is being handled.) Once the winch driver has confirmed his receipt of your request he has to focus on your signal lamp whilst awaiting your next signal. If the interval

between the radio call and the "take-up-slack" signal is protracted it can place quite a strain on the drivers eyes and sense of humour (particularly if staring into a declining sun). A prolonged delay combined with a forgetful driver may cause confusion over which cable/glider combination is being used. Bear in mind that it only takes the driver three or four seconds to start the winch engine, engage the requested drum and start taking up slack.

If after making the launch request a delay occurs then, please, inform the driver that a delay is expected (perhaps consider abandoning the launch and re-starting from the initial radio request). *Peter Benbow*

CFI notes.

We've just completed a successful instructor course, with Chris Robinson and Neil Irving being the latest additions to our Basic Instructor team. I will be holding an instructor's meeting on 22nd October and the main points will be published in the next issue. *Bob Jones*

Safety notes.

We have ordered two new parachutes, which should be delivered within a couple of weeks, and are upgrading our first aid kits. If anyone is a registered first-aider, please let me know. Recent damage to the nose of one of *Juniors* has been repaired and at time of writing both are on-line. A special note to all Pegase pilots: be very careful when adjusting the seat-back - always check that it is locked in position before you get in. The seat-back has been known to move in flight. Still on the subject of seating, there is some energy absorbing foam left so if you need any, let me know. *Chris Robinson*

Publicity

Thanks to everyone who helped at the Festival of Flight weekend at East Fortune. We had a very good weekend with lots of visitors taking advantage of the hot weather. The flying, by the noisy, engine, types was good but the gliding aerobic display by Terry Slater on the Friday night really stole the show. The next event is a five-day exhibition at the SEC in Glasgow in February. We would like to attend but we will need four or five people every day, so if you're interested, please talk to me. We're always looking for volunteers to help out at events so if you can help in any way, please let me know. *Fred Joynes*

Aircraft

We've replaced the seat cushions in both K21s - very comfortable, and looks good too. The DG505 instrumentation has been balanced so that both rear and front sets read the same, and we have ordered new (longer) struts for the DG trailer. FUS (Junior) has a new set of hooks. *Chris Robinson*

Radio

In the next couple of months, we expect to see more details of the new radio frequencies and licence requirements. We are



looking at a complete replacement for the club fleet but private owners should beware. All radios will need to have a valid licence and “inspectors” can visit a club at any time and ask to see licences. *Joe Fisher*

Airfield notes

The new grass is growing well – despite a couple of errant landing runs. It’s marked out with cones now and should be ready for use late next year. You’ll have noticed the small piles of stones around the new grass and we are looking for volunteers to help clear them away. If you’re prepared to help, let me know. The south field is getting particularly bumpy and we are looking at a couple of options to flatten it out a bit. We have to be careful with this area as the tug and visitors seeking fuel use it. Props and loose stones/sand don’t mix!

Eoin MacDonald

Landouts/Retrieves

Have you landed out, or retrieved this year, let me know about it. How did you select your field? Was it easy to spot the wind direction? Did you have any problems with the trailer? Was it easy to find your pilot? What did the farmer say? I’m sure there are lots of good stories out there and I’m always looking for articles, so get writing.

Club News

First of all, make a note in your social calendar – the club Christmas dinner will be on Saturday 9th December. More details will be posted on the club notice board, but initial findings suggest it will be an evening to remember. The entrance to the hangers is being upgraded so we will have temporary steel plates under the roller doors for a while (thanks Hamish). We are looking at a couple of portacabins as a temporary replacement for the old briefing hut, as it is no longer viable to keep repairing it. This will provide us with an opportunity to re-organise the front office to make it more suitable for visitors to get the information they want. We have an excellent record for our customer relations but with an increasing volume of visitors it is important that we provide a reliable “front of house” presence. Irene Donald has agreed to take on the role of Club House Manager and it is important that we all provide support and back-up to Irene as she has a difficult task to make sure our visitors are looked after. Club members should take special note that ALL accounting and flying log enquiries should be directed to Kevin Hook or Mary Jones ONLY. Irene has no access to your personal accounts and logs so please keep your queries for Kevin and Mary. If they’re not available, drop them a note via the night safe. We’re also looking at a new telephone system with a number of options when dialling the club. Callers will be able to listen to the day’s weather (forecast and actual), will be able to order vouchers, send a fax, find out about holiday courses etc. If there’s anything you think would be useful, please let me know – don’t leave it too late though, as we might have to order the kit soon. Here are some operating figures I thought you

might be interested in (since January 1st 2000):

Number of members - 273

Winch launches – 7,506

Aerotow launches – 761

Trial flights – 410

Trial flight vouchers – 483

Finally, note that Neil Irving is the man who sends the Club News stuff to S&G. Let him (and me) know of any new solos and badge claims.

Rotas for Duty Pilots and Instructors

The following rotas are for guidance only – the clubhouse notice board will contain latest lists with last minute changes.

AEI Rota

21 st October	Gerry Marshall & George Ross
22 nd October	J. Cook & Peter Gallagher
28 th October	Brian Cole-Hamilton & Bruce Marshall
29 th October	George Turnbull
4 th November	Peter Gallagher
5 th November	Douglas Barr
11 th November	Ed Murphy
12 th November	J. Cook
18 th November	Adi Vonthontard
19 th November	Gerry Marshall
25 th November	George Ross
26 th November	Chris Robinson
2 nd December	Brian Cole-Hamilton
3 rd December	Bruce Marshall
9 th December	Peter Gallagher
10 th December	George Turnbull
16 th December	Ed Murphy
17 th December	Douglas Barr

Duty Supervisor Rota

21 st October	Ian Trotter
22 nd October	Jonathon Pryce
28 th October	Frank Smith
29 th October	Chris Robinson
4 th November	Joe Fisher
5 th November	Bob Petrie
11 th November	Vic Blaxill
12 th November	Mike Carruthers
18 th November	Bob Jones
19 th November	Ray Hill
25 th November	Brian Scougal
26 th November	Alan Bauld
2 nd December	Ian Dandie
3 rd December	Graham Smith
9 th December	Kevin Hook
10 th December	John Henry
16 th December	Ian Trotter
17 th December	Jonathon Pryce

See next page for Duty Pilot Rota.



Duty Pilot Rota

21 st October	R. Adams and I. Armstrong
22 nd October	R. Spellacy and C. Devine
28 th October	R. Lucas and J. Miller
29 th October	D. Aspey and E. Wilson
4 th November	S. Pearce and A. Mochar
5 th November	E. Melville and I. Melville
11 th November	P. Clayton and A. Ramsay
12 th November	I. Easson and J. Rice

Remember that if you need to change any of the above dates, make appropriate arrangements and let Eoin NacDonald know.

“I learned about gliding from that..”

Have you learned something from an “exciting” incident? Articles to me via the details on the front page.

Tug talk.

Recent repairs to the tug have brought it back on-line and our visitors and club members have been making full use of it. Now would be a good time to get checked out for aerotow.

Stories from Yesteryear

On the first day with my *editor* hat on, while seeking out stories in the clubhouse, Jim Burgess came over and relayed some interesting stories about the early days of the gliding club. For instance, he told me that the early club mag was called *Uplift* and was first issued in 1958. (Check out your lofts and garages, do you have an early copy of *Uplift*?) The editor, in those days was Denis Bryce. “But he drowned in the loch” said Jim. Not, as I assumed, by diving a glider into the loch. “He was a bit of a joker.” recalled Jim. “I was up at the winch end and Denis came up with a couple of his pals. He took off his jacket and threw it on the ground. ‘Come on Jim, we’re going for a swim’ he said. But I couldn’t swim so I left them to it. Anyway, Denis got into difficulties and everyone thought was fooling around, but he wasn’t and he drowned.”

What about the early days?, I asked.

“When we were based at Balado,” said Jim. “we had thirty members. As a new member, I had to pay two guineas joining fee and the annual subscription was £3. I remember joining a holiday course in 1952. There were eight of us on the course, and the instructor was Tom Davidson. It cost £14, was for seven days flying and included full board at the Kirklands hotel in Kinross. There were three of us to a room and we slept on Z-beds.”

“What about the flying?” I asked.

“Well,” said Jim. “I got a passenger flight in a T21 first. It had an open cockpit and it was all over quite quickly. The real training started when I got into the SG38. This was the School Glider no. 38 and was brought over from Germany after the war. We did low, medium and high ‘hops’. They fixed a length of square section timber onto the leading edge of the wings to reduce the amount of lift and I was told to tuck my trousers into my socks and turn my flat-cap back to front. The winch cable was connected and I was off for my first low-hop, or ground slide. I only

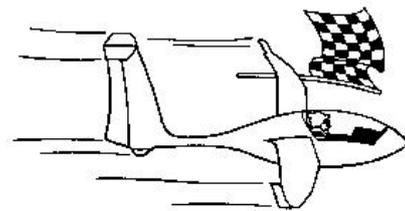
got a couple of feet off the ground and could only practice small lateral movements. I remember at the time thinking that this was just like a ‘witch flying a broomstick’. The lump of wood was taken off and I tried medium hops and, finally, my first high hop. This was to about 250ft and I had to land ahead – no instruments, and no turning! Anyway, this enabled me to claim my ‘A’ badge. My ‘B’ badge was achieved in the Kirby Cadet by proving that I could do a left and right circuit. The first ‘real’ glider was the Tutor – it had an altimeter and an ASI!”

I asked Jim how he travelled to the club.

“I used to get the bus from Dundee, change to another bus in Perth and then walk to Balado from Kinross. One day, I missed the last bus back and George Whyte flew me, in his Piper Cub, to a field at his brother’s farm just outside Dundee. I didn’t drive because I failed my driving test back then.”

As a last comment, Jim told me about the time “they” raised the cost of a high tea from 3/6 to 5/6 (for you youngsters out there 3/6 was three shillings and six pence, about 17p today). The club members protested by boycotting the canteen and eating their sandwiches in the car park!

Do you have any *stories from yesteryear*?



The Bidford Tapes or “A Tale of Two-Tugs and his Pals”

As soon as they said, “You should have been here for our task week!” we all knew that this had a familiar ring to it, but we were hardened souls and it could only get better. We had arrived at Bidford, near Stratford upon Avon, having journeyed down on a gloriously hot (and flyable) Saturday in mid-August. We were looking at the crumbling embers of the day and a pretty dodgy looking forecast for the next week, but we were on holiday and we were going to have a good time. The expeditionary force was small and included Nick “Dinghy” Stratton and his flying Pegase’, Graham “Two Tugs” Fraser with his syndicate DG300; and Tom “Two Bags” McHolmes and Gerry “Lead Boots” Marshall sharing the club DG505. Subsequently, Mike Carruthers arrived to have a good laugh at our efforts. I am sure that “Two Tugs” will be only too happy to explain how he earned his nickname but contrary to any current rumours, the fact that we were in adjacent tents is wholly libellous and should be squashed immediately.

Sunday was a washout but allowed us to do the right things, like reading the site notes and having a site briefing, but we got flying on the Monday in scrappy, low cloud and weak conditions. The week was going to be characterised by a series of fronts pushing in



from the South West which meant that the weather windows would be narrow but the temperature sufficient to kick off thermals.

Tuesday was good and, given our Scottish conservatism we probably took off an hour too late but we were all airborne by 12.00 with a task set for Cheltenham, Husbands Bosworth and back to Bidford - approximately 200kms. The countryside in this part of the world is very pretty and we were flying over the Cotswolds for a good part of the flight, which is an excellent thermal generator, and so with this backdrop, we charged in a gaggle towards Cheltenham racecourse.

Here there were some interesting variations on a theme and as I flew masterfully over the turn point at 2300 feet I was impressed to see my colleagues making a break for the Cotswold edge substantially lower. Clearly, they had a superior strategy I mused as a panoramic and ever closer view of Cheltenham appeared with every turn in the cockpit. But no! This was in fact the blind leading the blind and a frantic and short "What have you got?" alerted me to the fact that my pathetic but growing half-knot was a good deal. Suffice to say we got back up to cloudbase (3500ft) and started off towards TP 2 and twigged that this was a classic case of stay high or at least not below the 2500 band as the wind strength was breaking everything up.

Unfortunately for Tom, this was the day that he was to earn his nickname having sacrificed himself in the back seat doing most of the map reading (Marshal having blown up the GPS) and by the time we arrived at Gaydon en route, enthusiastic front seat flying took its toll, so with Nick flying in the vicinity we headed back to Bidford landing 15 minutes before the skies opened and torrential rain swept from the West Eastwards, leaving only "Two Tugs" unaccounted for.

It is a credit to the services offered at Bidford because the Met forecast given each day was excellent and their predictions of the flyable slot, first class and this was true on all for days out of the week that we flew. But, back to our story.

After a long wait and no word from our friend Fraser, at around 5.00 pm a Mercedes pulls into the club and out steps Graham with his new friend Peter! Graham had made it to Hus Bos and flew back through the rain only landing at an airfield some five miles away from home. Here Graham met a new friend who, having an interest in aviation, offered Graham a lift in his car back to Bidford where Graham hopped into the back of the tug and went to aerotow his aircraft home. Graham accepted no sweeties from the man but said that he didn't fancy riding his bike for a while. We of course were at a complete loss as to this allusion and just thought what jolly sporting types other glider pilots are.

So not a bad first day, and Wednesday gave "Dinghy" Stratton his chance to perfect his field landing technique after a flight in similar conditions, but on this day the DGs got home after aborting the task after a couple of hours and racing along the squall front on the Cotswolds back to Bidford. By this time, "Lead Boots" Marshall had sorted out the systems in the cockpit and the DG505 is a seriously quick machine cross-country downwind and upwind once you get dialled into

the aircraft. For me the highlight of seeing 115 knots on the ASI and 4 up at cloudbase heading home was special indeed. Our final flying day was Thursday and a certain inevitability surrounded the flight of the 505. We set a task of Northampton, Hus Bos and home but the weather expected from the West meant that we would have to be pretty quick indeed.

Launching at just the back of 11 o'clock we blasted East in superb streets but separated by some 8-12 mile gaps running North to South. As all week, the lift in the upper band was excellent and very difficult low down, but going away from the weather was not going to be a problem - just getting back. After many promises of "I will wait for you," Lead Boots b - - - - d off East on a dash for glory reaching Northampton in great time and turning the Motorway junction at 3000amsi, however, with the rain upon their tails his compadres did a direct run to Hus Bos. There they enjoyed the benefit a club sandwich, cup of coffee and some gentle gliding banter with like minds followed by a rather expensive aerotow home. Messieurs Marshall and McHolmes picked straw out of the wheel box, a slug of water and a nap under the wing as they sat out the rainstorm from their vantage point in a stubble field five miles short of the second turning point. Thanks Mike for coming and getting us.

Did we have a good time? Oh yes! More of you should have come and sampled some different flying in different conditions and in a different part of the world. The evenings were spent in pleasant English rural pubs; we flew four days of the six that we were there; we experienced some excellent though relatively short thermal conditions, and most importantly - you would have been there when the name "Two Tugs" was born. Give it a try - stick the thing in Spain for a few weeks.

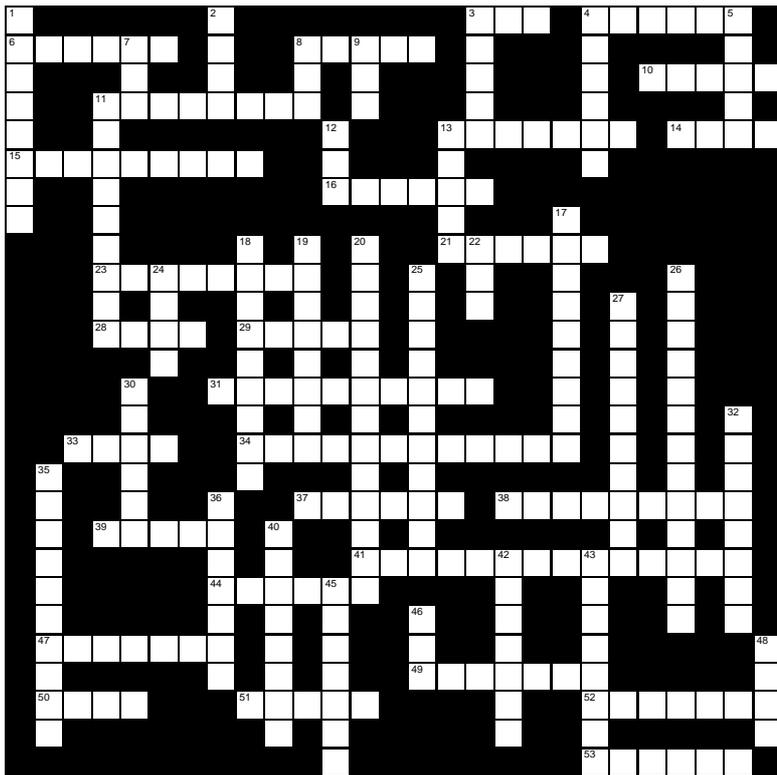
Gerry Marshall

Club Ladder

I don't know how it works, do you? All will be revealed in the next issue, along with rules for the new season and this year's winners.

If you can't wait until the next issue, National details can be found on the BGA web page.





SGC Crossword 2000-1

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Across

- 3 In the middle, between two highs and two lows. (3)
- 4 Release, the colour. (6)
- 6 Hyperventilation leads to too much of this. (6)
- 8 These improve the glide ratio over a wider range of airspeeds. (5)
- 10 Photograph the turn! (5)
- 11 Fly the ring. (8)
- 13 What will it be like tomorrow? (7)
- 14 A sudden change in the wind. (4)
- 15 Warm and cold, overlapping. (9)
- 16 N57-04.515 W02-50.571, or near enough. (6)
- 21 Mnemonic for pre-manoeuvre checks (6)
- 23 The "A" of HASSLL. (8)
- 28 You're on your own. (4)
- 29 Phonetically, the first. (5)
- 31 Measuring the ups and downs of the masses. (10)
- 33 Don't drop this on the ground run. (4)
- 34 The drag where the wings meet the fuselage. (12)
- 37 Airmen! Check these before you fly. (6)
- 38 The cheapest "instrument". (3,6)
- 39 The second? Well done. (5)
- 41 The line joining the centres of curvature between the leading and trailing edges, and equidistant from the upper and lower surfaces. (4,6,4)

- 44 The Royal blue. (6)
 - 47 The pressure is the same, all the way down the line. (7)
 - 49 Too high, with no oxygen. (7)
 - 50 Visibility between 1000 and 2000 metres. (4)
 - 51 Are you one of these, or do you prefer to keep your feet on the ground. (5)
 - 52 Every cloud has a silver lining? (7)
 - 53 Damaged fabric. (6)
- Down**
- 1 Home Sweet Home - for the SGC. (8)
 - 2 Pitot. (4)
 - 3 The wire. (5)
 - 4 Sounds like an American. (6)
 - 5 Ah, where would we be without them. (5)
 - 7 Estimated time of arrival. (3)
 - 8 The aim of the game (3)
 - 9 The question is, is it a 21? (3)
 - 11 Hectopascals. (9)
 - 12 Our governing body, in short. (3)
 - 13 Its the best puller around. (5)
 - 17 There's a high around here somewhere, or is it a wind-up? (9)
 - 18 The cold wind blowing down the valley at night. (9)
 - 19 Water vapour condenses here. (3,5)
 - 20 The history of a mass from Greenland. (5,8)
 - 22 You're in a Military Air Traffic Zone, but you can't go here. (3)
 - 24 Bank to bank. (4)
 - 25 Feeling the cold? (11)
 - 26 The last thing - before cable-on. (13)
 - 27 We've all had them! (10)
 - 30 The early toy, for the young. (6)
 - 32 These help to reduce the effect of induced drag. (8)
 - 35 Head on! Which way? (2,3,5)
 - 36 The ball for heading. (7)
 - 40 The windy effect of a rotating world. (8)
 - 42 Who can stop the launch? (3,4)
 - 43 The "lift" at the tail. (8)
 - 45 The record of your flights. (3,4)
 - 46 Altitude setting, height above mean sea level. (3)
 - 48 After Juliet. (4)

Crossword 2000-1

Do you have any good clues that I could use in future crosswords?

