

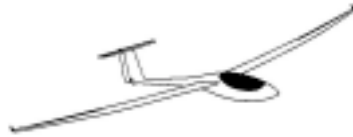
From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial-Ian Easson

Season's greetings and welcome to the second issue of the new look *Portmoak Press*. I hope you all had a good time over the holidays and, like me, are looking forward to the start of another year. Last year I finally achieved my bronze badge and am going to at least attempt silver this year. What are you going for this year? Whatever it is, consider writing an article for a future issue of *PP*.

Judging by the feedback I have received so far, it looks like you all enjoyed the last issue. If you didn't enjoy it, let me know where I can improve it. Of course, I can't take all the credit and BIG thank you goes to everyone who contributed – keep it up! I make no apologies for repeating some information in this issue, like Board members' responsibilities and various rotas. I also make no apologies for plagiarising items from old issues of *Portmoak Press* as I found them interesting and hope you do too. All aspiring contributors please note the following cut-off dates: end of March for April, end of June for July, 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 know of any members who have not visited the club for a few months, and therefor have not picked up their copy, please let them know that two issues are now available in the clubhouse. Eagle-eyed readers will notice that the font size has been increased – this is as a direct result of a plea by some of our "younger" members. I hope you can all read this now. If you can't read this please let me know and I will consider another font for future issues.



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Some of you might notice that a couple of "regular" items have not been included in this issue. This is because I have not managed to get updated material and, at 18 pages, I think this issue is long enough. As usual, if you would like to see other items or subjects, just let me know and I'll include them in future issues. This year's tariff details are on the last two pages.



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

Treasurer's Corner

Membership subscription renewals

Renewal notices have been issued for those renewals (circa 50%) of the membership due in January. For the first time the letters include information on the membership loyalty/reward scheme, flying credits and member introduction. The total of these credits is approximately £3000 (i.e. average £23). The renewal letters included the following note to remind members about the scheme.

This scheme (introduced 1st March 2000) aims to help stimulate flying activity and membership levels. It rebates costs to all active SGC members and will reward those who help grow club membership.

Flying credits:

Flying credits have replaced the previous subscription discount/rebate scheme. Flying credits recognise the overall cost of membership + flying activity, and rebate such costs to SGC members on a more equitable basis than before.

- All members (including cadets) eligible.
- Calculated at 10% of launch costs + flying fees.
- Accumulated until year end.
- Added to accounts after renewal of ensuing year's membership subscription.
- Available for redemption at member's discretion – but not for cash.

- *Transferable to friends/family who are SGC members/guests – but only whilst donor is in current membership.*

Member introduction:

Like the rest of the gliding movement nationally, the SGC is experiencing difficulty retaining new people. To reward those who introduce (and help retain) new members to the SGC, a membership introduction credit is awarded as follows:

- All members (including cadets) eligible.
- £50 per introduction (added to member's account).
- Relevant only to full, country, and under 25 membership categories.
- Maximum of 3 introductions per member in any one year.
- Payable upon first annual renewal of the new membership subscription.
- Available for redemption and transferable to friends/family on the same basis as for Flying Credits (above).

Mary Jones

Mary has given me advanced warning that she intends to resign early in the New Year. She has done a wonderful job for the club and will be sorely missed. I am very grateful for her support over the last four years. Anyone interested in the part time bookkeeper post should please contact me as soon as possible.

Planning

The five-year planning team has been reconvened to finalise the review pending from the Spring. Team members are Alan Bauld, Brian Cole-Hamilton, Bob Jones, Fred Joynes, Chris Robinson and myself. Key considerations at this time are perceived to be:

- Getting the balance right between stretching goals and the financial implications for our members.
- Ensuring that our targets do not exceed reasonable expectations of membership growth.
- Carrying the membership with us.
- The critical importance of training plans.
- Current inefficient use of scarce



instructor resources (e.g. should we restrict the number of new members, and pro-actively manage training rather than continuing the current haphazard arrangements?).

- With exception of planned maintenance, the aircraft fleet needs no major expenditure over the next five years.
- The plan should include provision for replacement of the winch (circa year 4).
- The building replacement feasibility study, envisaged in the current plan should be undertaken in 2001.

Specific proposals will be incorporated into the draft strategic plan review document to be laid before the board and the membership – probably during January or February 2001. The consultation will then be completed and the paper finalised and issued.

Capitation Levy

The levy was introduced in conjunction with a number of other tariff changes in March 2000. The changes were posted on the club notice board at that time and have been in operation since then. At the same time, the new loyalty/reward scheme (mentioned earlier) was introduced. The thinking behind the tariff changes include:

- Members' interests come first (e.g. cheaper launch and flying fees than visitors).
- Extension of *user pays* philosophy (e.g. those who use the club fleet).
- Loyalty rewards/rebates pro-rata in relation to the financial contribution to the club.
- Bring external capitation costs (BGA + SGU) out into the open.
- Help fund growth and development of the club.

It is early days for these new arrangements but the Board introduced the changes so that our most active members would benefit from reduced overall costs while at the same time the club income would not suffer decline. *Alisdair Stewart*

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? Last issue promised an item from one of our club

members who 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 (and women) in the field”. They will be on the lookout for stories and rumours overheard, or observed anywhere on the airfield. Here's the second one from Slarty Bartfast:

A Short Tale

Well, not quite, as this is more a tale of two of our vertically challenged members. As you know from my last article I don't name the individuals involved, but the tale goes something like this.

Towards the end of a bad day with no flying due to rain squalls the weather cleared late in the afternoon and aircraft were dragged out of the hangar as quickly as possible to make the most of the remaining couple of hours of daylight. What a delight it was to watch enthusiastic members pulling out the two seaters and D.I.ing them, but alas due to the way the east side of the hangar had been packed the Juniors and the club K8 were far from readily accessible. Nothing if not resourceful and fair desperate to fly, one of our shorter members of a Bronze hue with a predilection towards Cap 413, collared a Full Cat and obtained his gracious consent to accompany him in the DG505.

The battery and parachutes were put into the DG505, it was DI'd, and taken to the launch point. Although anxious to get off, there had been no rushing and so both gentlemen were settled and relaxed as the aircraft was brought on line and pre-flight checks completed. Canopies were closed, a brake check made and the cable was clipped on and take up slack was called. However, before “all out” could be given the Bronze Boy called a halt and pulled the bung due to canopy misting. Canopies were cleared and at the second attempt the launch went ahead successfully, the wheel was popped up and they got on with the flight.

The flight went well, but as another member (a vertically challenged provider of ethnic dress), wanted a wee shot before it got dark the decision was made to



return to the field. Ah, how things can change! The aviators got to high key point alright, the Bronze Boy in the front thought “time to pop the wheel down” (that so-and-so in the back hasn’t said a cheep about it just like all the other instructors) and the trouble started. You see the short arms didn’t seem to get the undercarriage lever forwards firmly enough to be sure that it had locked and there had not been the comforting sound of the over centre lock going home. The situation was briefly discussed and the Ayrshire Cat in the back had a go at lowering the wheel with the same result. Prolonged discussion was now out of the question as finals were being turned and the decision was made to land with the undercarriage “down” as the lever appeared to be fully forwards and the handle was vertical, however the possibility of it collapsing on arrival was duly noted. The landing was held off as long as possible and the wheel stayed down. Both aviators were grateful not to have the difficulty of getting the aircraft back to the hangar and having to face Chris Robinson with the undercarriage doors in a poly bag. After the incident both of the guys involved believed that the problem was due the shortness of their arms which prevented them from pushing the undercarriage lever firmly enough and but nevertheless they reported the incident. Since then there has been repeat of the situation and a cursory examination of the undercarriage revealed no obvious fault. At the time of writing Joe Fisher’s decision is that further investigation is required and that the undercarriage should not be retracted in the mean time. Time moves on and this information may be out of date by time of publication so check before you fly the DG505.

Like the Cat says “always expect the unexpected”
Slarty Bartfast

In a similar vein (first published in *PP* 1977)

Local boy makes good.

Wullie was being taught circuit planning and the use of airbrakes.

“You have brought us back at 900ft above the boundary and there is no headwind.” the instructor said tonelessly. “What are you going to do about it?”

“Use the airbrakes.”

Wullie replied without hesitation.



“You’ll have to use rather a lot of brake.” said the instructor.

“Everybody says the T49 air brakes bring you down like a lift.” said Wullie.

“Aye, that’s what they say,” said the instructor “but you’ll have to use a lot more than this. Pull them full out, and don’t let the speed drop off. And look out for other aircraft. And mind that old lady crossing the landing area. And give way to this Sopwith Camel coming in on your right (*odd right of way rules in those days—Ed*). And don’t let your speed build up. AndYe Gods! We’re not going to make it to the airfield!”

“Close the brakes!” he screamed. “Close the brakes!” Wullie closed the brakes. The T49 crunched in among a wilderness of bushes. Far ahead of them a voice was calling in the distance “Take up slack.” The instructor slumped forward in his harness, crying. His broad shoulders heaved and shook under the hammer of blows of chagrin too great to be put into words.

“Nine hundred feet above the boundary,” he sobbed, “and we undershot!”

“We came down like a lift!” said Wullie in wonder.

Epic flights.

While looking through back numbers of the *Portmoak Press* (1976!) I came upon this article by Tommy Docherty. It certainly puts flights around Fife into perspective.

Kestrel 727 Portmoak to Ford (Sussex) 31st July

Although I had been attempting a flight to the south for a number of days prior to 31st July, a layer of stratus cloud confined to our immediate area prevented a start. However, the forecast for 31st seemed, on the face of it more promising. This was confirmed by ‘phone call from Justin Wills who had been in touch with Bracknell Meteorological Office. Justin’s plan was to start from Doncaster or Dishforth simply because time would not allow him to travel as far north as Portmoak for a start. Conditions looked good early morning, with a forecast wind of some 330°. There were signs of early convection just after 9 a.m. coinciding with my arrival at the club for breakfast.

Alistair Murray, who was also having breakfast, must have

sensed the degree of urgency in my planning and I told him what I had in mind; in fact, I had two plans depending on how things went. One was for a formal declaration of North Hill, a gliding site run by Devon and Somerset Gliding Club, which is situated near Dunkeswell, not far from Taunton, around the turning point/junction of the M1/M45 near Daventry, south of Husbands Bosworth. The second plan was to take advantage of above average conditions and a fast time to follow track from Doncaster to Cambridge, skirting London TMA to Folkestone and, hopefully making the Channel crossing. My equipment included the passport and French maps just in case. Immediately after a hurried breakfast, I rigged and ballasted just outside the clubhouse. Then my thoughts turned to the availability of a tug and tug pilot. I had phoned Graeme Smith late the previous evening, and with the promise of his help, things looked set for an early start. However, I located Graeme fast asleep and after three attempts to rouse him he surfaced. He soon had things organised and I was launched at 10:15 pulling off at less than 3000ft ASL. I had a quick glance at Benarty to see how Alistair Murray was fairing, having been launched by winch a little earlier.

I was, however, unable to locate him and immediately ran into convection, 2 knots becoming 4 knots. This took me to cloud base which was something a little less than 4000ft ASL although Edinburgh, when I contacted them, were giving an actual cloud base of something like 2500ft which seemed difficult to understand. However, the answer was to become apparent quite soon. Edinburgh Control responded immediately to my request to transit the zone at cloud base, having stated my intention of a distance flight to the south.

I have found it most helpful to be as brief as possible, identifying the aircraft and competition number, stating the intention of the flight, and asking for precisely what you want as a glider pilot to make your transition of the zone and the area as easy as possible. Inevitably with an early morning start, cloud base is likely to be low, and to remain VMC well below cloud base would almost certainly prove impracticable. Hence my request for a special clearance to transit at cloud base which was readily granted.

In the zone at the northern end of the bridges, I circled in 2 knots of lift, which gave me a good opportunity to size up the picture immediately to the south. Clearly the reason for the low cloud base report from Edinburgh Control was caused by an area of scraggy cloud drooping down over the airport to the west of Edinburgh. – I decided to skirt this by over-flying Edinburgh at 4000ft ASL. It was however, impossible to see what lay beyond Edinburgh on track because of this curtain of cloud. It was only when I was south of the Pentland Hills that I was able to see more clearly the weather on track to the south. It is important to establish with Edinburgh their QNH and to set this on your altimeter so that any question from Edinburgh as to your height can be given accurately and quickly. So it was that Edinburgh enquired about my height as I over-flew the city, asking me to let them know as soon as I dropped below 4000ft - which brought an immediate response from me that I was in fact sinking. A quick response from them asking me to let them know when I dropped below 3500 – which happened all too quickly, and the same for check height of 3000 as I sank steadily south of Edinburgh. The reason for him monitoring my height closely, became apparent when without any fuss he slotted in an in-bound Trident at 3000ft just to the east of me, having us both in visual contact. I must have been down to about 2500ft ASL before I was re-established in lift again. It looked to the south as if we were having some wave interference, and with that in mind, I specifically asked Edinburgh if he would allow a 20 min. cloud climb to give me that extra bit of height. I received a quick affirmative from the controller, with the request that I call out my height at 500ft intervals. I do think it is better to be specific in the amount of time you require to be in cloud, rather than leave it open-ended as this will almost certainly bring a refusal. As it happened, the time in cloud was less than the time requested, leaving the cloud at something a little less than 5000 ASL. Edinburgh had asked me to confirm my route, which I explained was a straight line from the Edinburgh zone to Catcleugh Reservoir just clear of the Otterburn danger area.

Conditions improved steadily and the crossing of the Cheviot Hills



presented no difficulty. My map showed a change in course at Catcleugh Reservoir, which is an excellent landmark, southwards towards Doncaster.

Conditions were definitely better slightly west of track, which was as had been suggested by the forecast the night before.

Between Barnard's Castle and Darlington I was still able to talk to Zed Goudie in 363 who was very helpful in organising Graeme Smith to set out on retrieve.

Justin Wells who was still on the ground at Dishforth gave me a quick call having overheard my conversation with Zed. I was surprised to hear he was still on the ground. He explained that an area of claggy weather had prevented an earlier start, and that this had drifted downwind south of the Doncaster area, moving probably at about 16 knots. Dishforth, Ripon and Harrogate slipped by to the east of my track and it was clear that conditions were changing dramatically. Tracking just to the east of the Leeds-Bradford SRZ. I had obviously caught up with the poorer weather, which had prevented Justin's early start. It looked as though we were suffering from almost total cover.

Lift was still to be found, although I had to spend more time in assessing the situation and prospect of the next lift. This slowed me considerably.

A fairly fast time had been made to Dishforth. If I remember correctly the time was about 1 o'clock. Eventually we reached Nottingham having changed to a southerly heading at Doncaster. The Nottingham Water Sports Centre stands out quite clearly from the air.

The city of Leicester was on track to the south, conveniently leading on to the M1, flying further south slightly to the west of Husbands Bosworth – being careful not to mistake the M6 junction with the M1 for the M45 junction turning point.

South of Leicester, I was listening to pilots from Booker having a difficult time on their task, some reporting bad conditions near my turning point, with landings to the south west at Gaydon and elsewhere. I photographed the turning point but with the adverse comments from other pilots, and poor outlook towards the south west, I decided after some 20 mins on the new track to change my plan. This was becoming more

urgent anyway because of the loss of height. At this point I picked up a bit of weak lift and worked this while I made up my mind what was the best prospect as to direction. Landing at this point would have made the 500Km distance touch and go so it was important to make the most of what height I had left. Just then, in fairly poor looking conditions, a Swallow glider joined overhead. This must have come from a nearby gliding site to the south, possibly Weston-on-the-Green. This bolstered me up somewhat and I had a look to the south to see where the Swallow could possibly have gained the additional height. I flew to that area, and sure enough located 3 knots. This brought me back up to a reasonable height, and pretty well made up my mind to pursue a track to the south. Eventually Bicester came into view – Oxford – a reasonable bit of lift at Benson which made the prospect of a glide-out to Lasham feasible. Conditions in the Lasham area seemed to be slightly brighter although no lift was experienced until I was south of Alton, which lies south of Lasham.

With this final bit of lift it was clear that I could make the coastline and encouraged me to call up Lasham. After three calls on 130.4, I changed to 130.1, which brought an immediate response from a single airborne glider (Lasham had not been flying very much that day because conditions had not been too inspiring). Mike Cockburn answered my call from his Kestrel. With the help of people on the ground, it was suggested that I land at a site like Ford which had recently become a registered airfield, thereby allowing an aero-tow retrieve back to Lasham. Accommodation was organised for crew and myself at Lasham. The flight ended at Ford with something in excess of 2000ft. No one was available at the airfield – although Joe Cox, the airfield manager, eventually turned up and proved most helpful. Meantime the Lasham tug, with Chris Day at the controls, was on its way. The retrieve was uneventful and a party of well-kent faces abandoned their pint pots to welcome me on landing at Lasham. The hospitality of everyone at Lasham was in evidence throughout my stay.

N.B. See next issue for Graeme Smith's story of the retrieve, which was eventful to say the least.



Famous club members.

Did you know we had a double world-champion as a member of the SGU? Read on...

George Lee, an ex-SGU instructor, won the World Championship for Open Class in 1977 and 1978. The following is an extract from his interview with a previous editor of *PP*.

“Before we left for the World Championships, I thought that the British Team were in with a good chance. We were a strong team: Bernard Fitchett, Steve White, John Delafield and myself.”

“We spent two weeks before the official practice week in France getting used to the conditions and generally unwinding so that we were in the right frame of mind for the competition. Unfortunately, John was not able to be there and he arrived straight for the competition. Later he had to withdraw on medical grounds. This was one big lesson that we learned: that you have to have time beforehand to prepare yourself for the hard work ahead.”

“Practice is terribly important. You must be totally at home in the air and used to the conditions that you are going to be flying in. I was a bit worried beforehand about navigation but I had one reasonable practice day when I did a 780k. This really boosted my confidence and I found it invaluable as a navigation exercise. It also gave me time to look at some turning points.”

“The weather was good by U.K. standards and it was very hot most of the time with the temperatures well up into the 80s. Most of the days were blue, especially at the beginning of the comp. Towards the end we had some good racing days. The tasks set were very large; they certainly believed in getting the most out of each soaring day.”

“It became a joke in the Open class that every day was a 500k day. Without doubt they did get conditions in France which were suitable for setting tasks of up to 600k and 700k.”

“The tasks were set to maximise the soaring hours available so you had little choice in start time. You could not afford to hang about waiting for conditions to improve. Once it became even marginally soarable you had to be off. About two-thirds of the way through the competition the message finally got through to the organisers that they were overtasking the

comp for the available weather conditions. It happened on a day when the start gate was not opened until 1:00 p.m. and there were 7¾ hours flying. No way could we see ourselves completing the task. A number of gliders got damaged that day and everybody landed out. After that the task setters pulled back a bit.”

“I was not flying well at the start of the comps. We had a lot of blue days and they are not my favourite weather conditions. Also, I pushed a bit too hard in the early stages. Sometimes it worked. I was the only one to get back on one day but it was cancelled out later by having a low scoring day. You’ve got to be consistent. After a while I settled into the groove. There were a number of silly mistakes made from misreading the air mass, but most of them, when I analyse it now, were as a result of trying too hard. The World Championships call for immense concentration. You are working hard all the time. I did 90 hours flying in three weeks including the official practice week.”

“One is bound to get keyed up before an event like this. You get butterflies, but as George Moffat always says ‘they can work for you’. It is good to be slightly on edge. It gets you into the right mental state. Its no good being totally relaxed in the air or you would find your concentration slipping. During a race you are constantly monitoring what is going on and making decisions. I find it hard to relax in a race.”

“The last day was a super racing day. There was a two-minute gap between myself and the next person. When I landed I knew I had won and my crew came racing out with a bottle of champagne to celebrate on the spot. But I couldn’t relax completely until the photos had been developed and checked. This took nearly four hours. When we knew that they were OK we all had a party with the German and Brazilian teams.”

“A number of people have indicated that they thought it significant that three out of four members of the British team were professional pilots but I do not agree. It is true that powered flying speeds up your decision making capacity and you are used to being totally at home in the air but I think that the

crucial factors are determination and motivation to win.”



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.

UniNews (EUGC)**Nov – Pigs will Fly**

Guy, Andrew and Tim have had a moment of madness and broken into the big, scary world of glider ownership. After a few random conversations in pubs we decided that buying was the way to go. Barely a month later we are the proud owners of SZD-30 Pirat, Charlie Bravo November, BGA no. 1413, which will henceforth be known as Piglet. The name was chosen in honour of the small Winnie the Pooh character who told us to do it. Piglet is a lovely example of late 60's Polish agricultural engineering (she is very strong but looks like a tractor). She will be getting acclimatised to the cold Scottish climate very soon. Many thanks to Colin Golding for inspecting her for us and to Andrew's parents for towing her up to Portmoak.

Nov – Visit to Aboyne

We recently spent a weekend at Aboyne with Aberdeen University Gliding Club. Despite crap weather, this was great fun and thanks to Jonathan's determination to fly in unflyable conditions, everyone saw Aboyne from the air. I'm sure we'll all remember those aerotows for many years to come! Playing flight simulators and drinking games provided other entertainment and I won't mention the fire works. Thanks to AUGC and everyone at Aboyne for having us. Also thanks to Pete, Kate, Jonathan and Gordon for taking us and our gliders to Aboyne.

Dec - Welcome to Portmoak-under-Leven

A collective *eurgh* from all the gliding club! Apart from one day, December has been uniformly awful. Well at Portmoak at least. People at Aboyne have been flying 300km cross-country's all over the place and Tim Maw got to 11,000 feet over Milfield. However Portmoak has been flooded or just plain crap for



weeks. Sadly no photos were taken of John Henry canoeing on the main runway.

Remember, we hold weekly club meetings at The Southsider, West Richmond Street, Edinburgh at 8pm on Wednesdays. Everyone welcome. Also, check out our website:

<http://www.ed.ac.uk/~gliding> Andrew Bates

Course Timetables.**Dates for 2001 courses**

No.	Start	Finish	No.	Start	Finish
1	29-Apr	05-May	12	15-Jul	21-Jul
2	06-May	12-May	13	22-Jul	28-Jul
3	13-May	19-May	14	29-Jul	04-Aug
4	20-May	26-May	15	05-Aug	11-Aug
5	27-May	02-Jun	16	12-Aug	18-Aug
6	03-Jun	09-Jun	17	19-Aug	25-Aug
7	10-Jun	16-Jun	18	26-Aug	01-Sep
8	17-Jun	23-Jun	19	02-Sep	08-Sep
9	24-Jun	30-Jun	20	09-Sep	15-Sep
10	01-Jul	07-Jul	21	16-Sep	22-Sep
11	08-Jul	14-Jul	22	23-Sep	29-Sep

Anyone interested in attending these courses should contact Irene on 01592 840543. Details of course and accommodation costs are as follows:

Course Costs:

5 day £ 180 Includes 3 months trial membership, £80 of flying at club rates, a log book and Elementary Gliding textbook (Club members can access the same course at £80 including £80 of flying at club rates)

Accommodation - £135 - includes full board from Sunday dinner to Saturday breakfast.

Friday evening lectures.

The following dates have been set for the current season of Friday evening lectures. Always check the notice board for any changes to the timetable:
12th Jan – Radio.

19th Jan – Competition flying & Using the LX500.

26th Jan – Radio.
 2nd Feb – Aircraft inspection and repair & GPS/Baro/Logger.
 9th Feb – Radio.
 16th Feb – Reading the weather (part 1).
 23rd Feb – Radio.
 2nd March – Reading the weather (part 2).
 9th Mar – Radio.
Sunday 11th March – Radio exam
 16th Mar – Instruments & Planning a 100K task.
 23rd Mar – Radio.
 30th March – Parachutes (care & use).
 6th Apr – Radio.
 13th Apr – Getting home (trailer/rigging etc).
 If you are interested in any other (gliding related) subject, contact Joe Fisher.

For sale/wanted.

There **should** be loads of stuff here – just look at the notice boards! If you've got something to sell, please let me know about it. Ads are free and the mag is sent electronically to every gliding club (with an e-mail address) in the UK.

Crosswords – answers for last issue.

OK, I know the last one was easy – but here are the answers anyway:

Across: 3 Col, 4 Yellow, 6 Oxygen, 8 Flaps, 10 Point, 11 Macready, 13 Weather, 14 Gust, 15 Occlusion, 16 Aboyne, 21 Hassll, 23 Airframe, 28 Solo, 29 Alpha, 31 Variometer, 33 Wing, 34 Interference, 37 Notams, 38 Yaw string, 39 Bravo, 41 Mean camber line, 44 Purple, 47 Isobars, 49 Hypoxia, 50 Haze, 51 Pilot, 52 Thermal, 53 Ripped.

Down: 1 Portmoak, 2 Tube, 3 Cable, 4 Yankee, 5 Wings, 7 Eta, 8 Fly, 9 Ask, 11 Millibars, 12 Bga, 13 Winch, 17 Clockwise, 18 Kanabatic, 19 Dew point, 20 Polar maritime, 22 Atz, 24 Roll, 25 Hypothermia, 26 Eventualities, 27 Instructor, 30 Junior, 32 Winglets, 35 To the right, 36 Compass, 40 Coriolis, 42 Any body, 43 Elevator, 45 Log book, 46 Qnh, 48 Kilo.

Feedback from/to the Board.

The following is a summary of feedback



provided on the *The Board* WEB forum (as a result of some members using this media to put questions to the Board):

I attended the Board meeting in December and, as promised, here is the feedback under the appropriate headings from the WEB Forum threads:

Board Member Elections – a couple of members were/are concerned about the method of election of Board members – **REPLY** – I can speak from first hand experience. Prospective members can speak with any Board member and get him to nominate them. At the AGM there is a standard agenda item for Board Member Election. A list of existing, and proposed, members is issued and EVERYONE attending the AGM is asked to vote. This year, our chairman asked if any additional club members wanted to be considered for the Board and Eoin MacDonald offered himself. His name was duly added and the current Board was voted in. For what its worth, I believe that this is a good method as at least we get one year to show how good – or not – we are.

Five Year Plan – There was concern about the plan and how/what it was going to achieve. **REPLY** – As with most clubs/organisations, it is important to have a plan for the future. I do not intend to go into specific items of the plan here because there will be an Information Meeting for all members in the next month or two and details will be up for discussion then.

Winch versus high performance gliders – Some people were concerned that the Board were more interested in buying new club aircraft than considering a replacement winch. **REPLY** – The Board is fully aware of the need for suitable launching facilities. No good having lots of glass ships and not being able to launch them. The five year plan has provision for additional/replacement winch and will be discussed at the Information Meeting.

Stealthy (de-)capitation – Some people were concerned at the way this was handled. **REPLY** – Apologies from the Board, we accept that we could have communicated this better. Full details will be published in the January issue of Portmoak Press

(see Treasures Corner page 2/3)

I hope the information on the previous page is better than nothing. Its early days with this method of feedback and we are still only addressing a tiny proportion of our 270+ membership but I hope you agree that at least we're trying.

There are plans afoot to hold an Information Meeting. At time of publication, the date has not been confirmed so please keep an eye on the noticeboard.

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 page two - 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.

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 Forum "threads" (subjects) 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 thread 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 clubhouse 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. Bruce Marshal brought the following link to my attention. The site contains, amongst other things, wave forecasts for Portmoak, Aboyne and Feshie:

<http://www.zap.to/blackjack>

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.

No items for this issue so come on all you WOA members, send me your news and views. Anyone interested in finding out more, or volunteering to help, should contact Joe Fisher via the clubhouse.

Publicity

As the New Year gets under way, we are always looking for club members to help with various events that we hold or attend during the summer. If you can help in any way, please get in touch or add your name to the sheet on the noticeboard.

Fred Joynes

Christmas Party

Slarty Bartfast

As myself and Mrs Bartfast were both unable to avoid this year's "bit of a do," in the form of the club's annual dinner and presentations we have recorded our thoughts and observations on this memorable event.

It all seemed to begin sedately enough but, to our relief, things began to liven up half way through the meal when members' skills at origami were put on display. We are pleased to be able to report that design and construction of various flying machines was varied and demonstrated a generally high level of skill. However, flying accuracy and ability to strike the assigned target were sadly lacking. We have recorded a précis of the opinions of our fellow diners as to possible causes: -

Drink, Age, Presence of spouse, Inebriation, Quality of paper available, Lack of drink, Lack of presence of spouse,



presence of someone else's spouse. One of our members, who has dined at her majesty's pleasure many the time and oft, displayed notable skills in design and construction but even his efforts were outclassed for accuracy and predictability of trajectory by the daud-o-breid (*lump of bread*) bomb.

Joe the Fish has declared that classes in paper dart construction (with and without payload) and in determination of flight path will be held in the club bar on Friday nights prior to next year's bash. Possible practice targets, culled from apparent targets are; designated recipient, recipient's trifle, low cut ladies dresses and half-cut ladies.

Although professional entertainment was "laid on", our own David was persuaded to demonstrate his yodelling and remained stoic throughout. All present owe a vote of thanks to the cadets for their show.

Throughout the evening Steve, Irene, John, Sandra and their helpers put in a whole lot of effort and put up with a fair bit of banter and nonsense. Thanks to all of them the rest of us had a super evening.

Prizes were then presented and our congratulations go to all who received an award. "Stack em high" Hook did very well indeed and Neil Irving bore receipt of the "nae luck award" very well. The cadets then awarded impromptu prizes.

The evening drew to a close, the attendees went home and the drinking classes arrived.

Club News

If you have an e-mail address, please pass your details to Kevin Hook via office@Portmoak.force9.co.uk for admin database update. We are considering future communications via e-mail and the first part is to gather all e-mail addresses.

As mentioned in the last issue, 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. Here are the words for the Feb/Mar issue (seen here first!):

The weather over October and November was moderate by our usual standards, but we have still had a few good days. The best height made by a club member was Kevin Hook's 15000ft, and

Tony brown managed just under 300Kms on the same day. We have been very busy, with visitors from Bristol and Gloucestershire, Cotswold, East Sussex, Fenland, Lakes, Dukeries, Southdown and Trent Valley gliding clubs. Apologies to any I have missed.

Keith Buchan has now become a basic instructor, and Bob Street, Hamish Eagleton, and Ian Meacham all have their bronze badges. Peter Sharpouse, a former helicopter pilot went solo after only seventeen flights. Other first solos include Robin Birch, David Robinson (the day after his sixteenth birthday), Gareth Francis and John Munro.

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

20 th Jan	K. Buchan
21 st Jan	J. Cook
27 th Jan	P. Gallacher
28 th Jan	D. Barr
3 rd Feb	E. Murphy
4 th Feb	N. Irving
10 th Feb	A. Vonhontard
11 th Feb	G. Turnbull
17 th Feb	B. Cole-Hamilton
18 th Feb	B. Marshall
24 th Feb	G. Ross
25 th Feb	P. Gallacher
3 rd Mar	K. Buchan
4 th Mar	D. Barr
10 th Mar	E. Murphy
11 th Mar	N. Irving
17 th Mar	A. Vonhontard
18 th Mar	G. Turnbull

Duty Supervisor Rota

6 th Jan	Vic Blaxill
7 th Jan	Mike Carruthers
13 th Jan	Bob Jones
14 th Jan	Ray Hill
20 th Jan	Brian Scougal
21 st Jan	Alan Bauld



27 th Jan	Ian Dandie
28 th Jan	Graham Smith
3 rd Feb	Kevin Hook
4 th Feb	John Henry
10 th Feb	Ian Trotter
11 th Feb	Jonathon Pryce
17 th Feb	Joe Fisher
18 th Feb	Chris Robinson
24 th Feb	Frank Smith
25 th Feb	Bob Petrie
3 rd Mar	Vic Blaxill
4 th Mar	Mike Carruthers
10 th Mar	Bob Jones
11 th Mar	Ray Hill
17 th Mar	Brian Scougal
18 th Mar	Alan Bauld
24 th Mar	Ian Dandie
25 th Mar	Graham Smith
31 st Mar	Kevin Hook
1 st April	John Henry

Duty Pilot Rota

6 th Jan	R. Adams & I. Armstrong
7 th Jan	R. Spellacy & S. Hartley
13 th Jan	R. Lucas & J. Miller
14 th Jan	D. Aspey & E. Wilson
20 th Jan	S. Pearce & A. Mochar
21 st Jan	E. Melville & I. Melville
27 th Jan	P. Clayton & A. Ramsay
28 th Jan	I. Easson & J. Rice
3 rd Feb	R. Rigby & C. MacIntyre
4 th Feb	S. Back & O. Smith
10 th Feb	J. MacMillan & B. Smallman
11 th Feb	D. Higson & J. Kennedy
17 th Feb	D. Tait & A. Young
18 th Feb	R. Mackie & R. Smith
24 th Feb	A. Rougvie & I. Norman
25 th Feb	G. Campbell & A. Loening
3 rd Mar	R. MacIntyre & J. McGouldrick
4 th Mar	A. Wilson & H. Eagleton
10 th Mar	J. Green & B. Adamson
11 th Mar	R. Mortimer & R. Birch
17 th Mar	R. Adams & I. Armstrong
18 th Mar	R. Spellacy & S. Hartley

Remember that if you need to change any of these dates,



make appropriate arrangements and let Eoin MacDonald know.

“I learned about gliding from that..”

The Sea Breeze By Sierra Bravo

One Saturday morning, several years ago, I arrived at Portmoak expecting a good day's flying. The wind was moderate northerly, and the synoptic chart looked good. Although the sky was nearly clear of cloud, there was some cumulus lying along the Ochils, and I was confident that there was wave. However, one of my partners had beaten me to the trailer, so we rigged and he presently took off by winch launch to Benarty. To my surprise, he was back within the hour, complaining that Benarty was hardly working. “Aha”, I said, “been there before! The down of the wave will be on the hill”. I therefore decided to take an aero-tow to the North face of Bishop, expecting that it would be working, and probably in phase with the wave.

In the interests of economy, I reckoned that 1500' over Glenlomond Village should be adequate, so I released from tow at that point, and slid over on to the ridge. No lift, so I crossed the gap on to West Lomond. Some turbulence but still no lift. I was not unduly concerned, as the wind was northerly, so I continued round the corner, and on to the north face of the Lomonds, at about 1200'. There was a little lift here, but weak and erratic. Drat it, the down of the wave must be on this ridge too! After a few beats, it was clear that I was losing out, and it was time to cut my losses and head for home. Although now getting low, I was not too worried as I had returned from this position and height many times before, in gliders with a much lower performance. After all, you always had a tail wind component, and could pick up some reduced sink on the north face of Bishop.

To my consternation, I then found strong sink when passing West Lomond, and this continued after crossing the gap. Now well below hilltop, and getting too close to the ground below for comfort, I turned away from the ridge to consider my options, which were getting fewer by the second. The fields

ahead sloped downwards, and I did not fancy landing both

downhill and downwind. I fancied a turn back to the north, into wind, even less, as I would have very little height and time to select a landing place. I thought that my best bet was to continue following the slope of the ground, towards the large fields near the loch, where a downwind arrival would be a possibility.

Kinnesswood now loomed ahead [and I mean ahead – I did not dare look at the altimeter!]. I altered course slightly more to the west to avoid the rooftops. At least the sink had now reduced to normal. Now over lower ground, the large fields on Grahamstone Farm began to look a distinct possibility. Perhaps even a downwind arrival on the west end of the airfield might be on. Time to make up my mind. I glanced towards the windsock – and suddenly was off the hook, for it was blowing out steadily – from the east! I lowered the wheel, turned left, and landed nicely into wind along the aero-tow strip, into a brisk sea breeze!

Everything had now become clear – the lack of lift on the northward facing ridges, and the strong sink along West Lomond and Bishop. Evidently, there had been enough convection inland [the cumulus over the Ochils] to drag the sea air inland, possibly aided by an upper wind tending towards the northeast. Nobody found any wave that day. As I sat in the cockpit, trying to stop shaking, I had time to reflect on the error of my ways. The morals are clear:

- Don't have fixed ideas about the weather – there might be alternative scenarios.
- Always have an escape plan in mind.
- Make the decision to land before it gets made for you!

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

Stories from Yesteryear..

Balado to Portmoak

This article relates some details of the SGU move from Balado to Portmoak as reported in the flying report for 1957 prepared by the then CFI Tom Davidson.

For those members who did not have the good fortune to know Tom, the following



are some details of his flying career:

Tom Davidson was a Squadron Leader in the Royal Flying Corps on the Western Front – flying Sopwith Camels, Spads and Nieuports. He also had a spell as a Flight Instructor at the Central Flying School instructing in Longhorns & Shorthorns and the Avro Gun Bus. After his time at the CFS, he returned to active duty on the front until he was brought down by ack-ack fire over the German lines in 1918 spending the remainder of the war as a POW.

During the Second World War, Tom served as Station Adjutant at various RAF airfields.

Tom joined the SGU in 1948 after retiring from his business in Edinburgh. He took over from Andrew Thorburn as CFI in 1951 and remained as CFI until his death in December 1970, aged about 80, having been instructing up to four months before and had his last flight four days before he died.

The following is Tom's Flying Report for the year 1957 as written by him, with additions in brackets, taken from the actual flying log.

CFI's Report 1957

The outstanding event of 1957 was, of course, the move from Balado to Portmoak. The last flying day at Balado was Sunday 5th May. We had had, up to then, 1001 launches for 74.5 hours. Two courses were held before the move. The first, run by Bob Porteous, being particularly successful – eight pupils each got an “A” & “B”. Apart from being the last day at Balado, 5th May was remarkable in that Charlie Ross, from an aerotow at 12:20 p.m. flew to Nelson (near Manchester), a distance of approx 190 miles. – over five hours in the Red Olympia (215?). The first launches at Portmoak, 2 two-minute circuits, were on Sunday 23rd June (A.J. Thorburn and T. Davidson in a T21b), and the first course began on 30th June.

The first flight to Bishop Hill was by A.J. Thorburn and Bob Porteous on 1st July in the T21b (28 mins.) To the end of 1957 we had 256.5 hours for 1450 launches on 73 flying days, including 38 soaring days at Portmoak. That is, for the year, 331 hours from 2451 launches. This compares with 339.25 hours from 5018 launches in 1955 and 343 hours from 4143 launches in 1956.

Club week, began on 4th August and until 7th August, was fine with a

light east wind. The Prefect, the latest addition to the fleet, flew for the first time on the opening day (A.J. Thorburn – test flight 3 mins, J. Rae 3 mins, W. Lawson 3 mins flyhome).

The weather broke on the 8th and on that day and on the 9th there was no flying. The 10th was the only soaring day of the week, a 19 min thermal flight by Maurice Berry (in the Red Olympia).

Six courses have been held at Portmoak but due to the unfinished state of the ground and to winch trouble it was not possible to send anyone solo. (Flying log comment – “During the 3rd course (1st at Portmoak) 30th June to 6th July, the T21 was picketed outside the partially complete hangar. The hangar had been dismantled, by club members, in Paisley and transported to Portmoak”) The first “C” at Portmoak was gained by John Pinkerton on 18th August with a 44 min Tutor flight on Bishop Hill (see note below regarding John’s uncle George). On 13th September David Cunningham did his 5 hours (5hr 33min) in the Prefect and on 15th Bob Porteous reached 14000ft in wave (Olympia 2b). On the 28th John Paterson reached 7000ft, also in the Olympia.

John Henry got his 1000m height on 29th September and on 30th completed Silver “C” getting the 50km distance with a 3hr 15 min, 65km flight in wave to Strathavon, in the red Olympia (see note 2, below). Also on the 30th, Jack Alcock (RAFGSA) in a 2 hr 10 min wave flight in the Prefect to near Forth in Lanarkshire got his 1000m height and 50Km distance.

On the 6th October Jack completed his Silver “C” by soaring Bishop Hill in the Prefect for 5 hr 22 min – starting at 7:23 a.m. On the 26th October, Denis Bryce (Hon. Secy.) did his Silver “C” duration with great economy in the Prefect (5 hr 1 min).

On the 24th November, A. Wishart (Tutor – 26 mins) and Joe Kennedy (Tutor – 32 mins) each got their “C”s on Bishop Hill.

On 1st December Ken Coaghill got his “A” and “B” in the Tutor – the first at Portmoak. On 29th Geoff Berry got his 1000m height (Olympia). As this was the last flying day of the year this concluded the list of certificates gained, making – as far as I can count:

11 x “A”s, 11 x
“Bs”, 3 x “C”s, 8 x
Silver legs and 2 x



complete Silver “C”s.

Summary of flying:

	Flying	Soaring	Launches	Hrs
Balado	29	9	1001	74.5
Portmoak	73	38	1450	256.5
Total	102	47	2451	331.0

Tom Davidson CFI

Note 1 – On the 16th October 1939, John Pinkerton’s uncle, Flight Lieutenant George Pinkerton of 602 (City of Glasgow) Squadron flying a Spitfire shot down a Junkers 88 which crashed into the sea off Crail. This is believed to be the first German aircraft shot down over Britain in World War II.

Note 2 – While John Henry was waiting for his retrieve crew, a bystander asked if the glider had a registration number and before John could reply, the bystander noticed the BGA number and said “Oh, a Glasgow registration”.

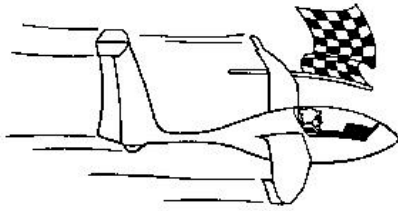
Alistair Dick

Do you have any *stories from yesteryear*? Please let me know if you have *Ed*.

Photograph Archive

As most members know, the club has a splendid collection of photographs of club activities - some of which are displayed in the clubhouse lobby. These cover from the very early days up to the sixties. However, we are very short of more recent material. Any members wishing to donate suitable photographs to the archive should contact Bruce Marshall or any Board member. We are looking for prints of things like launch point scenes, hanger packing, ditch digging etc., with dates and names members. Aerial shots of the tops of wave clouds or favourite turning points are not required, unless there is some historical significance to the flight in question. Ultimately, the aim would be to preserve the photo archive on CD ROM, and perhaps display a section on the club website.

Bruce Marshall



Club Ladder

1999/2000 CLUB LADDER SUMMARY – Thistles, Beer Cans and Points for GNSS

What's the Ladder all about?

It has been derived from the National Ladder where pilots throughout the country compete for glory by submitting their four best soaring flights. Scoring is predominantly for distance/speed although points are awarded for height gains as well. The scoring system is too boring and complicated to go into but the further and faster you fly a declared task, the more points you gain. Just look at the ladder table to see how flights were scored this year. The winner is decided for flights flown exclusively at Weekends or on any day (Open Ladder). The Club Ladder has been changed slightly this year to adapt it so that it remains competitive for the conditions that Portmoak experiences. This year the changes include;

- a) Extra 10% points for any flights flown over a 28% triangular course.
- b) 1 Flight out of the four may be scored for Height.
- c) Thistle shape turning points, made up of a 1km diameter cylinder (beer can) and photographic sector (pictorially looking thistle shaped when combined). This concession means that pilots using GPS can be controlled at a turning point if they have flown within 500m of the turning point (this is now normal in competition flying). Because of the slight advantage to pilots using GPS using this method of control a penalty of 1km per turning point will be removed from their total distance.
- d) GNSS outlandings are allowed. This allows pilots using GPS to score distance points to the furthest point that they have flown down track, even though they subsequently fly back towards the previous turning point. GNSS – GPS Navigation Satellite System

How do you compete?

Get a glider, fly your own task, and write your details in the Ladder Book. The scoring is computed by the club ladder steward and posted to the club notice board every month. A further update is also posted to the Portmoak web-site home page. The National Ladder scoring is kept updated on the B.G.A. home page at www.gliding.co.uk.

How was it last season?

Despite a poor autumn in 1999 for wave flying things really did start to improve in January when some notable flights were flown. March brought a couple of decent days, one of which saw John Williams and Kevin Hook fly round a 532.50km task, while other pilots dashed round, or at least attempted, 300km's. Not much else was seen until June, when John Galloway showed us all up by flying round a 500km task at 71kph, all below 6000ft. A few days later Z Goudie flew a 28% triangle around some of Scotland's rockier bits – Linn of Dee, Dalmally- to give a 300km flight, also below 6000ft. And apart from the odd day in July and August, not much else of the summer was seen. And we won't even talk about this autumn....

The New Season

It was good to see some new names on the Ladder and hopefully more people will enter flights into the Ladder this season. Every flight is worth something and it will give you a yard stick to compare your performance with others. So why don't you start entering. The basic rules are simple (see the notice board) but ask any fellow ladder pilot if you have any questions. In subsequent issues I will explain in more depth some of the jargon and rules used in cross-country flying.

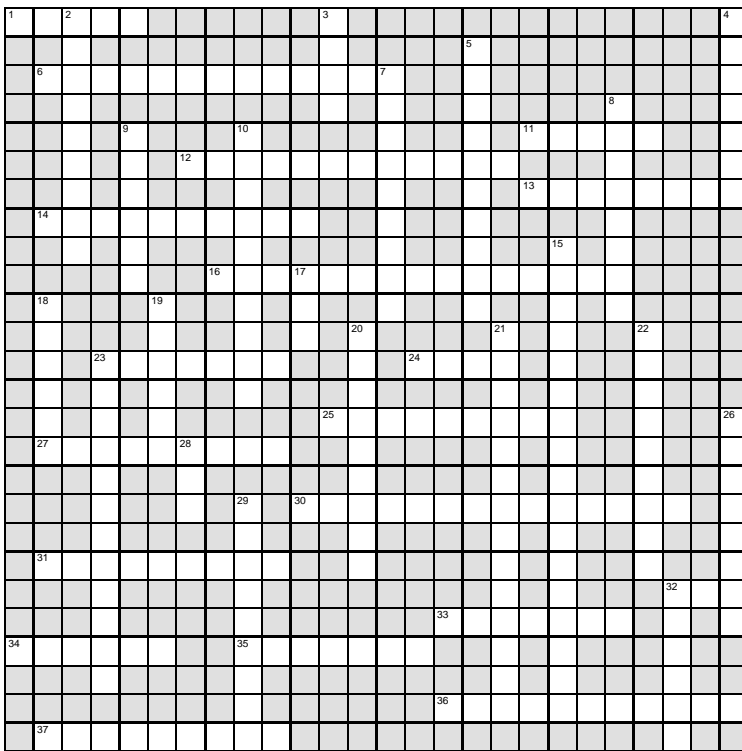
The Weekend Ladder was won by Steve Nutley.
The Open Ladder was won by Kevin Hook.
The Hot Wings Ladder (a ladder for purely thermal flights) was won by John Galloway.

Neil Goudie



SGC Crossword 2000-2

© Compiled by Ian Easson



Crossword 2000-2

Across

- 1 The best thing for field landing checks. (5)
- 6 Go on - reach up for the jewel. (7,6)
- 11 The danger over the hill (5)
- 12 Take it back. (1,4,7)
- 13 Jenny's regular checks. (8)
- 14 Good to watch, but try it and you could throw up, or down! (10)
- 16 Potentially, you could do this 365 times a year. (5,10)
- 23 The gentler launch? (7)
- 24 Wrong? (4)
- 25 A glider in America. (9)
- 27 An angry blow! (5,4)
- 30 Take a deep breath and let him/her have it. (3,4,7)
- 31 Not Wrong. (9)
- 32 Its effects can be seen every day. (3)
- 33 Liquid or lead? (7)

- 34 Throwing - a glider. (6)
- 35 It was called Kes (7)
- 36 They know, you know. (11)
- 37 A great family (9)

Down

- 2 Where is Kimberley's house? (9)
- 3 Hello. (4)
- 4 Gliding. (7)
- 5 I can see the ups and downs. (10)
- 7 Something to aim for. (4,5)
- 8 Its check time, and its quicker! (4,4)
- 9 Can you see through this? You had better! (6)
- 10 The art of getting lost. (10)
- 15 Watch your speed. (3,5,9)
- 17 Its depressing. (3)
- 18 Canada - phonetically. (6)
- 19 Something fishie about these sprats. (6)
- 20 If you're in a hurry, don't leave this behind! (9)
- 21 Clouds (14)
- 22 A pierced navel? (5,4)
- 23 A designer's thoughts? (12)
- 26 Midland GC (4,4)
- 28 A spider's work. (3)
- 29 An oldie - up a string! (5,4)
- 32 Get your angles right. (6)

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



Scottish Gliding Centre Tariff 2001

Membership	Full	Country	Trial	Under 25	Life	Hon	Cadet	Day Guest	Temp	Reciprocal
Annual fee	£235	£175	£100	*TBA	Nil	Nil	*TB A	£10	£7	SGA Free
+ Capitation	£25 mandatory contribution towards BGA/SGA capitation (£10 for under 25s). All membership and capitation fees must be paid prior to flying. Life, honorary, country, young and cadet members enjoy the privileges of full members.									
				Day	Week	Month	Year (or part)			
Hangarage	Gliders < 15m			£5	£25	£75	£330			
	Gliders > 15m & SLMG			£6	£30	£90	£380			
	Power aircraft			£10	£50	£150	£470			
	Unrigged gliders			£4	£10	£30	£160			
Trailer parking	Gliders			£4	£10	£30	£160			
	SLMG			£5	£12	£40	£215			
	Free to visitors on site for expeditions									
Caravans and Motorhomes				£4	£15	£45	£185			
Launching	Winch			£6 (incl practice failure)						
	Aerotow			Up to 2000ft			Each extra 500ft			
	Standard			£17			£2			
	Member (subsidised rates)			£12			£2			
Flying Charges	Club Gliders		K21 & Junior		30p per minute		Max £45 per flight			
			K13 & K8		20p per minute		Max £30 per flight			
			DG505		30p per minute		Max £45 per flight			
			Pegasus		30p per minute		Max £45 per flight			
			ASH25		35p per minute		Max £21 per flight			
			Cadets		*TBA		*TBA			
	All club gliders (except ASH25) before 10:00 a.m.				15p per minute					
	Comps/Expeditions		K21 & Junior		£30 per day		£150 per week			
			DG505 & Pegasus		£40 per day		£200 per week			
	Any pilot not logged down at the end of the day will be charged for flying until official last landing.									
Landing Fees	Power aircraft				£7					
	SLMG				£2					
Visitor Booking	£30 deposit per aircraft									
Trial Lessons	Friday to Sunday - £50					Monday to Thursday - £40				
Includes launch of up to 2500ft and up to 20 min. flying time. Extra flying time, or higher aerotow, may be taken and paid for at club rates. If full membership is taken on the day of the flight, the flight will be charged at club rates.										
Introducing Gliding	Half day comprehensive introduction to gliding - £75									
Courses	1 day		£10 + flying fees (SGU members only)							
	5 day		£50 + flying fees (SGU Members only)							
	5 day		£150 + flying fees (Non Members, includes 3 months trial membership, capitation, log book and <i>Elementary Gliding</i> textbook.)							



Explanatory Notes

Membership Categories

M	Full	
M	Trial	3 months membership – renewal/conversion to full membership will incur balance of £135.
M	Country	Members who live over 100 miles from Portmoak (as the crow flies).
L	Life	No longer available.
H	Honorary Life	Discretionary
S	Young Pilots	Under age 25 at time of renewal.
K	Cadets	Under age 18 (consult Board for eligibility)
T	Temporary	BGA or overseas gliding club members only.
O	Temporary	BGA or overseas gliding club members only.
R	Reciprocal	Full SGA members flying on a casual basis.
E	EUGC	Edinburgh University – pre-solo membership included in group scheme.
S500	St Andrews University	Pre-solo membership included in group scheme.
W	Walking on Air	Includes entitlement to up to 3 flights in SGU aircraft per year.
Day Guests	<p>This facility has been introduced in place of the old <i>Associate</i> membership to allow members to introduce friends and family to gliding. Members may bring along an unlimited number of day guests who will be charged a day membership fee of £10 and allowed to fly all day at club rates (subject to the same restrictions as members – flying list etc.). A form I001 must be completed for each day guest. No single guest will be allowed more than three visits per annum. All flights are to be logged to “I001” and the host member’s account number to be written on the log sheet in place of voucher number. The flight and guest fee will be charged to the host member’s account. This privilege will be reviewed (and revoked) if it is found to be abused by members wishing to supply cheap air-experience flying. Group air experience flying will continue to be charged at the standard trial lesson rates.</p> <p>Day guests brought on site by members to fly in privately owned two-seat aircraft will be charged the same £10 fee, but will not be limited to 3 visits per annum.</p>	
Hangarage	Available only at Board discretion by prior arrangement. Fee includes free trailer parking. Powered aircraft may be based on site only by glider pilots of bronze C standard and with Board approval.	
Caravans & Motorhomes	Caravan site rental available to full members only, by arrangement with the caravan site committee – subject to a minimum of 10 hours flying per year.	
Aerotows	Release heights are recorded by the tug pilot. The subsidised rate for members’ aerotows has been introduced to encourage currency in aerotow.	
Glider Hire	Competition/Expedition rates are payable for every day the glider is off site, regardless of the amount of flying achieved. Available only with prior board approval.	

*TBA – At time of going to press, charges for cadets had not been finalised. Check club house notice boards for details by the end of February.

