

From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial-Ian Easson

Welcome to issue 4
of *Portmoak Press*.

The season is well under way, but our cross-country flying has been curtailed due to the Foot & Mouth epidemic. You should all be aware that the latest NOTAMs include exclusion zones of 2m radius and 1500ft around infected sites. At the time of going to press, the BGA has lifted the ban north of the Forth/Clyde valley, but pilots must be aware of the following:

Cross-Country flying is now conditionally allowed from Portmoak. You can find out more from the [BGA WEBSITE](#). Please make sure you comply with these rules so that we can all enjoy this relaxation of the foot and mouth restrictions. Further information on areas at risk can be found at [MAFF WEB SITE](#).

For those with no WEB access, an extract from the BGA site is on the following page.

A big **thank you** to everyone who contributed to this issue. This is the biggest issue so far (24 pages!)

Future contributors please note the cut-off dates: end of September for October, end of December for January, end of March for April. 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. Let me know if you prefer to receive *Portmoak Press* by snail-mail or e-mail.

There will always be copies available at the club. As usual, 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.



In this issue:

Editorial-Ian Easson	1
2001 AGM	2
Board Members.....	2
CFI's Notes.....	2
BGA Cross Country Conditions for Scotland.....	2
Stories from our “men in the field”.....	3
Course Timetables.	4
Cadet Corner.	4
Crosswords – answers for last issue.....	4
Winch signals.....	4
Internet updates.....	5
Stories from Yesteryear –Frank Smith.....	5
Walking On Air.....	6
An Instructors Course - by Jim Woodley.....	7
New members – know your launch point.	8
Emergency Bale-Out Drills.....	9
Rules of the Air?	11
An Alternative Approach.....	12
Port Wine & Hare Soup	13
The Sottish Gliding Association's ASH25	14
Publicity	14
Uni News	15
My First Cross-Country - by Brian Scougall	16
My Silver Duration - by Ian Easson	17
Photograph Archive	18
Buckminster GC's visit to Portmoak (1999)	18
Club News.....	19
“I learned about gliding from that”	20
I know someone who knows someone!	21
Rotas for Duty Pilots and Instructors.....	21
Inter-Club League	21
Ladder Latest.....	22
Are you an Official Observer?	23
Crossword 2000-4.....	24



2001 AGM

This year's AGM was held on Sunday 27th May, with around 55 members attending. The Treasurer, Safety Officer and the CFI presented directors' reports, with additional reports from Walking on Air and the Scottish Gliding Association. Full details and minutes will be posted on the club house notice board. Resigning Chairman Alan Bauld highlighted some recent successes. These included work completed on access roads and buildings, the Right Start syndicate, the Cadet Scheme, recognition by the Scottish Tourist Board, Walking on Air, the new training system, our excellent facilities and the removal of the threat from the Equestrian Centre. Alan also mentioned that this year's BGA conference referred to our club as "having turned the corner", as far as membership and operations were concerned. Honorary memberships were awarded to Ian Dandie, John Henry, and Colin Golding. Alan was presented with a Gas BBQ set (no truth in the rumour that it only works with vegetarian food). Board members (existing and proposed) gave their views on the future of the club and what they would bring to the Board. Fred Joynes and Alan Bauld did not stand for re-election, and all other Board Members were duly elected (see below for initial responsibilities).

Board Members.

At this year's AGM, the following Board Members were elected, and responsibilities were allocated after the meeting:

Chairman, with responsibility for Buildings & Property	Brian Cole-Hamilton
Secretary	Jim Provan
Shadow Secretary	Bruce Marshall
Treasurer	Alisdair Stewart
Chief Flying Instructor	Bob Jones
Safety and Glider Fleet	Chris Robinson
Tug and Walking-on-Air	Joe Fisher
Winch & Ground equipment	Douglas Tait
Publicity	Neil Irving
Cadets & Deputy CFI	Neil McAulay

Board Members (continued)

Membership Communications and Office re-org.	Ian Easson
Airfield and Duty Rosters	Eoin MacDonald

CFI's Notes

As most members now know, I have some concerns about the training regime at Portmoak. I have set up a committee of instructors including Jim O'Donnell, John Henry and Neil Goudie. We have started off by tackling some key issues such as the instructors' rota and training card. We also plan to start a monthly "welcome and introduction to the SGU" event for new club members.

I am also keen to develop a more formal training scheme for ab initio pilots. We are some way from being able to set that up, however I still have that in mind as an objective.

On the safety front, there have been a number of minor incidents over the last few months, which give me some cause for concern. One pattern that has emerged is that pilots have been briefed to fly in conditions that were not suitable for their skills or for the purpose of the flight. My motto for this year is "its better to give up a little bit too soon than a little bit too late".

Foot and mouth is going to be with us for a few months yet. It's important that members comply with the rules agreed between the BGA and the bodies representing farming. It will only take one incident of carelessness or selfishness to end cross-country flying for everyone until the end of the epidemic. Details from the BGA WEB site can be seen below.

Bob Jones CFI

BGA Cross Country Conditions for Scotland

It is recognised that in Scotland, north of the MAFF "buffer" which is the northern side of the Forth/Clyde valley, the rest of the country is designated as a Provisionally Free Area (PFA). Evidence from government departments is that, subject to stringent risk management and control, there should be no reason to restrict activities in the countryside, including cross-country gliding.



Discussions with local NFU members have been positive. SERAD have issued a letter to local authorities and lead national bodies that urges a return to as near normal access as is possible. Therefore, subject to ongoing monitoring and risk assessment, it is proposed that the cross-country ban be relaxed in Scotland under the following conditions.

1. Cross-country flights will only be permitted from sites located in the PFA in Scotland.
2. Flights must be restricted to turning points within the PFA and to aircraft normally based at clubs included in 1.a. above.
3. All cross-country flights must be authorised on an individual basis and approved by the club Duty Instructor, or a competent person appointed by him for the day.
4. The pilot is responsible for ensuring that all reasonable measures are taken, prior to launching, to minimise the risk of spreading infection.
5. The duty instructor is responsible for monitoring and where necessary, enforcing control measures.
6. All pilots will carry a scripted introduction for passing on to farmers in the event of a field landing. This will also include an approval signature.
7. It is further recommended that pilots carry a small domestic disinfectant spray in the cockpit so that they can disinfect shoes etc., before entering property.
8. The general situation regarding FMD and the possibility of spread is to be monitored on a daily basis. In the interim, this will be carried out by the RSO Scotland & NI, (Al Eddie).
9. If there is any doubt about the effectiveness of our controls, the cross-country ban will be re-imposed across all clubs until risk assessments allow further relaxation.
10. Notwithstanding local procedures and agreements with landlords, clubs are to impose the strictest control measures on visitors and visiting aircraft to their sites. Absolutely under no circumstances should any club host visiting aircraft that

are normally based in areas that are designated as infected. A map is issued and updated regularly by MAFF on their website at

<http://www.maff.gov.uk/animalh/diseases/fmd/cases/map.asp>

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 latest one from Slarty Bartfast:

Dumped

Once upon a time, well the other week, there was a course for Ab Initios at dear old downtown Portmoak. A nice experienced full (have I misspelled that) cat was in the process of instructing a well on the way to solo gentleman. So far it had been an uneventful flight, the winch launch had gone well under the control of Ab who on completion of the launch had made an acceptable turn south towards Benarty and Cemetery Ridge to try to take advantage of the light Northerly wind. The flight was uneventful in the late afternoon with the Cat having a wee rest in the back (was it a cat nap I wonder) where he couldn’t be seen although he was making usual sort noises that Cats do when there is an Ab Initio in the front. After a short while it was obvious that the wind wasn’t playing the game and that no hill lift of any significance was to be had. As usual the game was played out by sailing gaily up and down the beat until height was getting short for getting back home comfortably. The Cat said nothing as he was probably playing the old game of wait and see. Would Ab realise in time and turn back now with just enough height to make a full circuit? Would Ab leave it a bit late and cut in part way down the downwind leg? Would Ab blow it altogether and not notice the slow loss of height with the inevitable comment coming from the back at the last moment.

Just at this moment fate dealt its hand and the glider flew into a weak thermal. “Ah”! said the Cat “that was a thermal”, by way of a passing comment, similar to “isn’t that an awfully pretty young



lady running for that bus, I do hope that she doesn't get a black eye". Ab interpreted this as "get stuck into the thermal" as by this time he was getting awfully conscious of the size of the electricity pylons and so he cranked the glider over to the best of his ability. The fates are indeed cruel and poor old Ab not being too sure as to which wing had lifted had a fifty-fifty chance of being right, but of course he wasn't. Instead of the copious quantities of lift he was hoping for to rescue the situation he found sink – BIG TIME. The sudden turning of the aircraft took the Cat somewhat by surprise and by the time he had gathered his wits and made the clarion call of "I have control" it was all too late to get back to the airfield. A field was duly selected and a successful landing made.

Tea was a little late that night as the Cat and the course members dismantled the glider, packed it into its box and returned it to the airfield.

Like the Deputy Big Cat says, "always expect the unexpected".

Slarty Bartfast

Course Timetables.

Dates for 2001 courses

No.	Start	Finish	No.	Start	Finish
10	01-Jul	07-Jul	16	12-Aug	18-Aug
11	08-Jul	14-Jul	17	19-Aug	25-Aug
12	15-Jul	21-Jul	18	26-Aug	01-Sep
13	22-Jul	28-Jul	19	02-Sep	08-Sep
14	29-Jul	04-Aug	20	09-Sep	15-Sep
15	05-Aug	11-Aug	21	16-Sep	22-Sep
			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.

Cadet Corner.

Most of our cadets have been busy with exams over the last couple of months, so I have no articles for this issue, except to remind you all about the Cadet Week starting on 9th July. Details are on the notice board, so make sure you add your name to the list. 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.

Crosswords – answers for last issue.

Across: 1 Dew point, 4 Foehn gap, 7 Autogyro, 9 November, 10 Angle of attack, 13 Fabric, 14 Cirrus, 15 Adverse yaw, 20 Bungee, 21 Tail, 22 Placard, 23 Dyce, 25 Weak link, 28 Agenda, 29 Rain, 30 Incipient, 31 Balado, 32 Retrieve, 33 Tail skid.

Down: 2 Portmoak, 3 Too fast, 5 Parachute, 6 Tail chute, 8 Supacat, 11 Arrow, 12 Kestrel, 13 Feshie, 15 Aileron drag, 16 Swallow, 17 Wind gradient, 18 Leading edge, 19 Delta, 24 Launch, 26 Log book, 27 Hangar.

Winch signals

The following, although published in issue 1 of *Portmoak Press* last year has been reproduced here by request of our winch drivers:

If you are in charge of signals at the launch caravan (mission control), please bear the following in mind:

1. When you call the winch and tell them what glider/cable is being used next, try to leave it until after the cable has been connected and the wing handler has the wings level.
2. It's a long way between the winch and the caravan (3000 ft?) and it is a strain on the eyes to peer unrelentingly towards the signal lamp, especially if there is a delay in launching.
3. If there is a delay, please let us know so that we can "stand down", and be better prepared for the next launch.

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. After some initial interest, the number of hits has slowed down, No matter, I'll keep it open as long as possible.

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.

Here's one which was in the June issue of S&G.

www.field-landings.co.uk Be patient when loading this site as it has numerous photos of crops and fields from the air. The aim is to give you some idea of the state of crops at this time of year.

Stories from Yesteryear –Frank Smith

This is a true story of my quest for Silver "C" distance during the year 1975. In those far off days I lived about 15 minutes drive from Lasham Airfield. A great convenience if, like me you were a confirmed gliding pilot. Even more convenient was the fact that our syndicated Oly 463 was kept rigged in the hangar just waiting to be rolled out and flown.

Lasham is based on an old wartime airfield and is probably the largest gliding centre, in the world. It's where I started gliding and in those days Derek Piggott was the CFI. It was he who sent me, solo in the December of 1971.

The Oly 463 is a lovely wooden aircraft built by Elliot's of Newbury, who also used to make furniture. It has a roomy cockpit with a one-piece canopy affording exceptional lookout.

The raked back seating makes for a very

comfortable ride. One of its greatest attributes is that it can milk even the weakest of thermals - staying airborne when all others have failed to re-main aloft. Our particular Oly carried the number 364, which I always thought was rather special. Though not a speedy machine - it has a best L/D of 32 - the 463 is a delight to fly.

For all of you who have never flown a wooden ship, try and do so at some time in your gliding career, they are a lot of fun.

Anyway I digress, on to the main story. By the early part of 1975 I was in possession of the Bronze C badge with all the necessary navigation bits and pieces completed and couldn't wait to have- a go at my first cross-country. All I needed was the weather.

Something else I should mention here. My boss at work was a very understanding sort of bloke, he would even ask why I wasn't away gliding on sunny days. Other colleagues at work would go around with their arms outstretched as soon as they saw me. Digression again. So with the scene set all one had to do was wait for "The Day". Now, all pilots will know that the surest way of ensuring a terrific day ahead is to arrange to visit relatives, go shopping with the missus, baby-sit or whatever on that particular day. The weather during the early part of May had been pretty mediocre and carried on that way into the latter half of the month. So when a friend of mine living nearby suggested making up the numbers on a sea fishing trip the next weekend I agreed. Saturday the 31st of May 1975 has probably gone down in the annals of gliding history as "The Classic Soaring Day" of the twentieth century - at least in the south of England. As soon as I had drawn back the curtains on that historic day I knew I had blundered. Our fishing trip was booked on a Littlehampton boat which meant leaving early for the south coast. On the drive, down I consoled myself with the belief that it would all overdevelop and rain by mid-day.

So there I sat, fishing-rod in hand, somewhere in the English Channel staring at the shoreline and watching the most magnificent sky I have ever seen develop and embrace the whole of southern England. I remember telling somebody on board of my predicament, he said "Never mind perhaps you'll catch some flying fish." The sky didn't overdevelop, if anything it got better, cloud base rose in the afternoon to some ridiculous figure and the agony continued. I was finally let off the hook - I can joke about it now - when the boat weighed anchor about five o'clock

and we chugged back in.



I really shouldn't have gone to the club the next day. It was a Sunday and folk clutching barographs were still frantically looking for official observers to ratify their claims and the talk was all about yesterday. They'd just about run the pot dry for superlatives to describe the conditions. Then some bright spark spotted me and asked where I had been. I just couldn't bear to say I'd been fishing. To make matters worse, all through that perfect day our Oly had been the only glider to remain in the hangar. I felt sick - how could I have missed out - somebody said there's always tomorrow, I went home.

The Sailplane and Gliding magazine for July/August 1975 carried a re-report of the Nationals, which were being held at Husbands Bosworth. In it is recorded that 21 out of 23 competing in the Open Class beat the UK speed record round a 500 km triangle on Saturday the 31st of May. Enough said.

It was a bank holiday on the Monday. Back to the airfield, the weather didn't look too bad, maybe, just maybe, it might be on. After three attempts at even staying up I went back home again. I gave Tuesday a miss, Wednesday was promising though the weather to the Northwest looked rather strange. However, I wanted to go south-easterly, so there should be no problem. The Silver C milk run from Lasham in those days was down to Shoreham Airfield. All they needed was a prior phone call to say you might be dropping in.

I remember taking off and quickly climbing to 4000ft and tentatively flying off downwind. South of Alton I stopped - I could still get back - the umbilical cord was still in place. However, the weather came to my aid in the form of a large thunderous looking cloud, which proceeded to dump tonnes of water on the ground between the airfield and me.

So, no choice but to go for it, down past Petersfield and Midhurst. Low and unsure of position I landed out near a small village called Bepton. Roy, my syndicate partner, and his girlfriend came for me. They brought a picnic hamper and there we sat squaffing tea and cakes in some far-flung field. I remember being pleased at accomplishing my first out landing without incident but disappointed I'd failed to make the distance.

After this the weather deteriorated, with July not really

producing anything suitable. From being primed and waiting for the right conditions for days I started to take the foot off the pedal. That is till the 25th of August. The pundits at Lasham were starting to talk about the Wednesday coming with some degree of optimism. That was good enough for me. With a day's holiday booked at work, I waited expectantly. Sure, enough the weather forecast on the Tuesday bode well.

I woke very early on the Wednesday to the sound of the dawn chorus in full swing. It looked promising and by full light and with the sun climbing into the heavens it looked even better. Suddenly I had this terrible thought, what if one of the other three syndicate members turned up before me. This thought grew and festered. Only one thing to do motor up to Lasham and put a large notice on the seat of 364 saying that I was trying for Silver distance, and that's what I did at some ridiculous hour. I know that's selfish but I was getting desperate.

The story moves on. Late morning - two failed attempts to stay up - the sky is booming and everyone is soaring - except me. Remember, Lasham is a flat site and if you don't catch a thermal early on the likelihood is that you will need another cable. So third attempt and we're off, a good climb to 4000 feet and a run down to Old Sarum, out to the Southwest of Lasham and North of Salisbury. The flight was uneventful really, Sarum was reached with plenty of height and I remember watching an old T21 being winch launched as I pulled out the brakes of the Oly and slowly spiralled down. The young air scouts on the ground helped to push the glider off the grass strip and then wanted to know where I'd come from. It was with great satisfaction that I was able to say Lasham Airfield, and that at long last Silver C was in the bag.

Frank Smith

Walking On Air

Just in case you weren't aware, the WOA team ran a fund raising raffle draw in April. The following list shows prizes and winners. Well done everyone.



Prize No.	Prize	Winner
1	£ 100 cash	Ms Julie Gibson, Glasgow
2	Air experience flight + meal	Mr Scott Ferguson, Edinburgh
3	Air experience flight	Mr B. Allan, Gourock
4	Braun Oral-B electric toothbrush	Mrs Pat Clayton, Edinburgh
5	Oscar de la Renta Parfums set with watch	Mrs Betty Cotton, Newport
6	Family ticket Deap Sea World + 4 booklets	Mrs Ann Mitchell, Menstrie
7	VMS Watch GWP for men	Mr Scott Kennedy, c/o SGU
8	Blow Dry BASICS	Mr N.Greenhill, Glasgow
9	Shower gel set	Mr J. Cornwall, Edinburgh
10	Elegant Touch necklace	Mr D.McDonald, Port Glasgow
11	Bourjois bag + make-up bag	Mr M. Davidson, Glenrothes
12	Yves Saint Laurent trousse pouch	Mrs G. Birrell, Cupar
13	Bo'ness & Kinneil Railway Family ticket	Mr M. King, Glenrothes
14	Tickets Dominion cinemas	Mr B.J.Wilson, Ladybank
15	Tickets UGC cinemas	Mr E.Fraser, Cupar
16	Teddy bear	Mr A.Hughes, c/o SGU
17	Seven Seas 100 weekend Walks (book)	Mr J.Angus, Dundee

Are you a member of WOA? If so, please send me your news and views.

Anyone interested in finding out more, or



volunteering to help, should contact Joe Fisher via the clubhouse.

An Instructors Course - by Jim Woodley

First published in Portmoak Press 1979

“It wisnae ma faut Billy.”

C1. Does it mean anything to you? If not, this was the code for the first instructors' course at Lasham from 10th – 16th March 1979.

The week previous to the course seemed promising as Bill Scull had asked Hamish Wotherspoon and myself to take the Twin Astir down to Lasham for him as it had been stranded here due to bad weather. Thinking we couldn't possibly fail (the instructors' course) if we said yes, we said yes. The only problem was that on the Friday we were going down the weather was terrible so we couldn't take the glider with us after all. We eventually arrived at Lasham thinking “Bill's nae gonna be very pleased without his Astir.” I think we were right – he wisnae. There were three instructors taking the course – Bill Scull, Brian Speckley and John Williamson. They were all very keen to fly, mind you they hadn't actually flown with any of us yet so it was understandable. The first main problem arose when we asked to rig the Super Falke. We found three main faults with it:

1. A b----- thumb hole through the aileron.
2. A b----- outrigger wheel.
3. A hole in the fabric at the rear end. (I told him that one folks, very polite wasn't I? *Hamish*).

The second problem arose when it was time to start it. It wouldn't go. Hamish decided to tell Bill that he had a special way of starting it. Bill's comments were “Oh really, what is it then?” Hamish said “Ah well, you see it's rather epic, Big yin. What yae dae is yae gee the B----- a kick up the beak and gee the fan a burl and call it a big B-----.” We were then told to go for tea while they found a better way of going about it. Now came the tricky bit, we had to fly the Falke

We went through our patter notes and exercises as best we could. I think they had to do all the landings. (We told them that we only did the take-

offs because they were easier). Bill and Brian

then decided to have a word about Hamish's patter. He said that he didn't knpw until doing the instructors' course that he was a compulsive swearer. Brian then looked very startled and said: "Oh it is going to be one of those weeks is it? It's either going to be B----- Shakespeare or Rabbie Burns." I explained that he shouldn't get too worked up as we were the best two that were send down first as I could speak English and also interpret for Hamish. Bill's reply was "Well that's a matter of opinion." Hamish and I both looked at each other took off our tammies and burst out laughing. We were then sent for more tea.

Later, we were invited out to an evening of choral music. Hamish declined by saying "What the B----- is that then? I don't think I have been to one lately, do they have any Bunny Girls there?" I quickly chipped in to recover the situation by saying "Why? Are you playing at it Bill?" He said "Certainly not, I'm a fan of Billy Connolly you know." We were then sent for more tea.

The weather gradually worsened during the week and we left on the Friday evening to return home. The return journey took us fourteen hours. We would like to thank all those concerned who helped us on our instructors' course, and all club members for their help and advice – especially our C.F.I., Andrew Wood.

We have had great fun and enjoyment from our flying and hope to pass on this pleasure in some small way to others. By the way, the following is an extract from the patter notes for the effects of controls, which is not recommended for use on these courses:

Cawing the Handles

Now I'll show you how to burl the handles.

First the arsement pinge.

Come-a-hind me on the handle.

Glower ovr the beak o' the bird and see the amount of ground in sicht betwix the beak o' the bird an' the Ben ovr yonder.

It remains Ecksy Oxsy

This is the normal fleein' angle.

If yae pusch the handle forard, the beak o' the bird rears and taks up anither fleein' angle.

Now I'll richt the bird back tae its

normal fleein' angle the noo.

Now yae gee it a burl big yin, you caw the handle.

Na'e whats the matter wi you then Big Yin, yer nae gonna be sicht the noo are yea?

Yer lookin' awfae peely-wally, ye'd better stick yer heed in this poke till we get the bird doon frae here richt awa.

P.S. Hamish is a Fifer.

New members – know your launch point.

First published in Portmoak Press 1979

Learn to recognise at a glance the key figures found on every launch point. These notes are primarily intended for the benefit of "ab-initios", normally recognised by their opening gambit of "who..what..where..why?"

Duty Instructor:

Strained look, glazed eyes and a slight twitch at the corner of his mouth, nervous twitching of the fingers. Usually chain-smokes, appears about 11:30 hours shouting about getting started. Has a cup of coffee and climbs into the back seat of the best glider.

Basic Instructor:

Pays for Duty Instructor's coffee and gets in what's left of the two-seaters. Goes pale when presented with a new logbook.

Duty Pilot:

Appears to have been there all night. Babbles incessantly about cable-breaks, winch drivers and tells anyone who will listen, that he hasn't had lunch yet.

Log Keeper:

A friendly type, always willing to lend you his watch and a pen.

K8 Pilots:

Pole benders to a man (or woman) – with a touching faith in the durability of the wire.

Pundit:

Aloof from it all. Knows more than you do.

New Member:

You hope that he knows less than you do.

Bronze "C" Pilot:

Carries quarter-inch map.

Silver "C" Pilot:

Carries eighth-inch map.

Gold "C" Pilot:



No maps, just an atlas.

Diamond "C" Pilots:

Rarely observed. Migrates to an airfield in Scotland every winter, and during the summer is always said to be "Somewhere up there." Claims to be able to find lift off a flatulent cow!

Retrieve Crews:

Members who can't afford their own beer.

Official Observer:

May be mistaken for a film star, as there is a constant stream of autograph hunters in his wake.

Emergency Bale-Out Drills

Reproduced from BGA literature

Pilots tend to feel safe in their familiar cockpit environment and often have little or no knowledge about parachutes or their use in an emergency situation. The resulting indecision of whether to bale-out or not often results in a low altitude bale-out, sometimes unfortunately, with fatal results. In order that a decision can be made quickly, it is important to understand how long your parachute will take to open and what altitude is needed to effect that opening.

An emergency parachute will take approximately three seconds to full deployment after the ripcord has been pulled. This will mean that, in practice, the ripcord should be pulled by three hundred feet (or higher of course!). This safe height will however vary, depending on the speed and trajectory of the person (imparted by the aircraft at the time of bale-out). For example, if the aircraft is travelling in a nose down dive at high speed, the safe bale-out and pulling altitude will be much higher than if the aircraft is a shallow dive.

Making an effort to gain knowledge in the use of your parachute and establishing, and practising, bale-out procedures will greatly improve your chances in a real emergency situation.

Establish the Procedure

Get to know your aircraft! Check the cockpit for sharp edges and protruding bolts, etc. Will you be able to clear them as you climb out or will they snag on your parachute or clothing? If you find a problem, try to solve it. Maybe you could tape over the awkward part!

Work out a clear and effective bale-out

drill and if you have a passenger, agree on the commands you will give to initiate a bale-out.

e.g. EMERGENCY! BALE-OUT!

Remember that it is dangerous to joke about these commands.

Practice a Full Bale-Out

Give the bale-out command (if dual).

Remove headset etc.

Release aircraft harness – NOT the parachute harness (yes, it has been done!)

Jettison cockpit canopy (have helpers stand by to catch it).

Get out of the cockpit – in a real emergency, positive aggression may be necessary.

Jump Clear.

Look at and grip the ripcord handle.

It is accepted practice to allow three seconds between leaving the aircraft and pulling the ripcord.

In reality, by the time you locate and grip the ripcord after leaving the aircraft, three seconds will have elapsed – so pull immediately. A ripcord should be pulled hard and out to arm's length.

THE MAIN THING IS TO BE COMPLETELY CLEAR OF THE AIRCRAFT BEFORE PULLING THE RIPCORD.

Your parachute will take about three seconds to open fully. You then start the descent stage of the bale-out.

Notes:

It is good practice to get in and out of your aircraft wearing your parachute. Do not leave it on the seat.

You might do the same thing in an emergency through force of habit. Wearing it to climb in and out of your aircraft is giving you continual practice for a bale-out. It will also help you to recognise any problems you may encounter during a bale-out.

If you cannot get out of your aircraft wearing a parachute while you are on the ground, you are going to have a hard time if the real thing happens and this may cost you your life. So **PRACTICE THE DRILLS.**

Landing Procedures

Although opening the parachute and saving your life is the most important part of your emergency procedure, the emergency is not over until you have

landed safely on the ground.



In order to land without injury, it is important that you adopt the correct landing position well above the ground. Start preparing for landing at approximately 200 ft above ground level.

Landing Position

The landing position is very simple but it is essential to your safety that you adopt it correctly.

Place your feet, ankles and knees firmly together. Bend your knees slightly and keep your feet parallel to the ground. Your legs should be kept directly beneath your body. Do not push your legs out in front of you or draw them up into a sitting position. Put your chin on your chest, keep your arms up on the risers above your head and keep your elbows tucked inwards.

Maintain your landing position until you are safely on the ground.

After landing

If the winds are high, your parachute may fail to deflate after you have landed. In these circumstances, there are two methods you can use to effect deflation:

1. Get quickly onto your feet and run 180degrees round the parachute until it deflates.
2. If you are unable to stand up or you are being dragged by the parachute, grab a few lines (preferably those nearest the ground) and pull them towards you, hand over hand, until the canopy deflates.

Notes:

In windy conditions, once you have deflated the canopy, kneel on it while you unfasten the harness – this will avoid the possibility of the canopy re-inflating and dragging you again.

Always undo your chest strap first, then your leg straps – this is to avoid the possibility of the chest strap strangling you or breaking your neck if you released your leg straps first.

Hazard Landings

During your descent it may be impossible to avoid hazards and therefore knowledge of the basic techniques for dealing with such a landing can be valuable.

Trees

Adopt a good basic landing position. Cross the arms over the face and grab the opposite riser. Close your eyes

and maintain your landing position until you come to rest. Do not reach out and grasp at branches as you go past.

You may pass through the trees and land on the ground. You may however find yourself suspended above the ground. Do not release yourself from the harness unless you are absolutely sure you are within a safe jumping distance from the ground. Always undo the chest strap first, then leg straps. If you are well above the ground, you might have to sit tight and wait for rescue.

Buildings

Maintain a good basic landing position and hold it until you come to rest. If you do come to rest on the roof of a building, sit or lie still. Do not get up and wander around, the roof may be fragile or you might fall off.

If your canopy has not deflated, pull in on the lines to deflate it.

Power Lines

Firstly, throw away your ripcord if you are still holding it and then adopt a good basic landing position. Push your arms up the risers and close your eyes. Hold that position until you come to rest. Do not reach out and grab at the lines as you pass by.

When you have come to rest you may find that your parachute is caught up on the power lines. If you are on the ground, undo your harness and walk clear. If you are suspended above the ground, stay still and wait for rescue. It is highly unlikely that your parachute will conduct electricity to you!

Water

If you think that you may land in water, lean back into the harness and undo the chest strap. Adopt a good landing position until you are in the water (it may be shallow). Once you are in the water, undo your leg straps and swim clear of the equipment.

If the parachute settles over your head, do not swim around underneath it. Take hold of the parachute material and pull it hand over hand until you have cleared the material from your head. Clear any lines from your body, undo the leg straps and swim clear of the equipment.

Trying to save the equipment may cost you your life!



Care of ParachutesStorage

Generally what you want is a clean dry place which is out of direct sunlight. It is preferable to keep the parachute in a storage bag. Ideally, it should be stored on shelving at least 4 inches (100mm) from a wall and 12 inches (300 mm) from the ground to allow air circulation.

Temperature

Cool to warm but away from direct heat, as this can cause severe damage, which is difficult to detect.

Care in Use

Avoid contamination or degradation by **SUNLIGHT, OIL, ACID or SALT.**

So, **DO NOT:**

1. Leave the parachute in the sun.
2. Wear oily overalls.
3. Put it in the car near tools, battery acid, oily rags etc.
4. Leave it until the next repack to check the chute if you think it has been contaminated. Get it checked immediately to avoid further damage or possible loss of life.

Summary

Make the mental and physical effort to keep prepared for the event. Look after your parachute and have it repacked regularly. Carry out pre-flight checks as described in the manual. Make sure it is fitted correctly before getting into the aircraft. Always wear your parachute to get in and out of the aircraft. Try to be aware of your height and bale-out potential at any time.

The REAL THING

Be decisive – commands if dual.

Headset off etc.

Release aircraft harness.

Jettison hood.

Jump clear of aircraft.

Look at handle – grasp and pull it to arms length.

Adopt and maintain landing position until you are safely on the ground.

After landing, deflate your parachute if necessary.

Above all GET OUT AND PULL

Rules of the Air?

Colin Golding sent me the following (copied from the



Battle of Britain Society's Newsletter "Scramble"):

1. Every takeoff is optional - Every landing is Mandatory.
2. If you push the stick forward, the houses get bigger – If you pull the stick back, they become smaller. That is, unless you keep pulling the stick all the way back, then they get bigger and bigger again.
3. Flying is not dangerous – Crashing is what's dangerous.
4. It's always better to be down here, wishing you were up there, than being up there wishing you were down here.
5. The **ONLY** time you have too much fuel is when you are on fire.
6. The propeller is just a big fan in front of the aeroplane used to keep the pilot cool – When it stops, you can actually watch the pilot sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A "good" landing is one from which you can walk away. A "great" landing is one after which they can use the aeroplane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with your wheels up if it takes full power to taxi to dispersal.
11. The probability of survival is inversely proportional to the angle of arrival – Large angle of arrival, small probability of survival, and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get there five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another aeroplane going in the opposite direction. Reliable sources also reports that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of takeoffs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
16. You start with a full bag of luck and an empty bag of experience. The trick is to fill the bag of experience

- before you empty the bag of luck.
17. Helicopters can't fly, they're so ugly that the Earth just repels them.
 18. If all you can see out of the window is ground going round and round and all you can hear is commotion coming from the passenger compartment, things are not as they should be.
 19. In the ongoing battle between objects made of aluminium going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
 20. Good judgement comes from experience. Unfortunately the experience comes from bad judgement.
 21. It's always a good idea to keep the pointy end going forward as much as possible.
 22. Keep looking around. There's always something you've missed.
 23. Remember that gravity is not just a good idea. It's the Law, and it's not subject to repeal.
 24. The three most useless things to a pilot are the "Altitude above you", "Runway behind you" and "A tenth of a second ago"
 25. Air Hostess on Far East Airlines announcing "Sorry for the delay, but the pilot does not like the sound of one of the engines. We are now trying to find someone who does."

I found the following article in one of the pigeon-holes at the club, so apologies if you have already seen it:

An Alternative Approach

*Landing in a field is inherently more dangerous than returning to one's own site but the chances of an accident can be considerably reduced by correct decision making and clear thinking. In this article **Brian Spreckly**, BGA national coach, looks at the decision making involved.*

In the light of my experience, and in order to improve our technique when landing out, I believe we need to re-think the basic circuit planning method as it applies to a field landing.

When flying circuits around one's home airfield, there are a number of things that do not compare with flying a circuit around a field. The major difference being the decisions left to you and those normally

made for you. If we compare these decisions, the two that stand out like a sore thumb are the choice of landing direction and the choice of circuit direction.

When learning to fly circuits, we are taught to select the high key point upwind and to one side of the airfield. The choice is being dependent on the wind strength and direction, the field length, and the glider's performance. The landing area is known to be satisfactory, and which side to fly the circuit is often decided for us, but our biggest and possibly only decision is when to turn from the downwind to the base-leg – and we don't always get that right. All this is done in a known environment with a low level of stress and normally no emotional problems to cloud our judgement; not so the outlanding.

Fear of the unknown

The stresses involved will vary with pilot experience. I remember my first outlandings when I was simply terrified by the whole business, particularly the fear of the unknown. Now I am subject to different stresses such as the frustration in a competition flight of landing early.

Whatever your level of experience, there will be different stresses which may cause you to rush and make silly decisions, and in my experience this when things start to go wrong.

It is necessary to organise oneself mentally for an outlanding and to develop a technique that will support you even if you leave your field selection a little late.

The training we receive, and our early solo flights, do not encourage the development of a good outlanding technique. We do not have to make the critical decisions often enough and can rely upon large margins for error in comparison with the outlanding. We are taught to fly our circuit starting at the beginning with a high key point, and although this might be satisfactory for circuits at home, I feel it is inadequate when planning an outlanding.

We should look at the problem and try to formulate a series of decisions in the correct order. Assuming we have selected a suitable field, and that we are sure of the wind direction, the first decision to make is regarding our best approach direction.

Considering the wind, obstructions on the approach, slope, field



length and furrows, we should decide which is the most suitable direction for landing. The order of priority is very difficult to determine, as all of these factors are inter-related. However, the wind slope and field length combine to give one a general direction, with the obstructions and furrows possibly refining that.

In a lot of cases the direction is obvious, as indeed is the choice of a field, and you need to consider very little, but if the field is of a peculiar shape with some obstructions at the downwind end, there is usually some scope for a little original thinking. My technique is to first choose a basic landing direction (like westerly) and then try to select an actual line of landing and approach. I am usually influenced by trees, power wires etc. on approach and if possible select an approach line with no obstructions, even if it is a little out of wind.

I believe it is easier to control both the speed on the approach and the position of the final turn if I only have a hedge to approach over and not a forbidding row of English elms.

Having selected the line of approach, I will then select from which direction I should approach the final turn. The base leg direction is critical for a successful landing and should satisfy three criteria:

1. Long enough to give you time to alter height/position before the final turn, and to assess wind strength.
2. On the side that gives the best option for an early turn-in should the ground be higher than you think.
3. You should be able to get there with sufficient height.

I find I have much more confidence if I feel that I can turn in from anywhere along the base leg and am much more likely to end up with the final turn at just the right height.

When teaching field landings, I have found it best to get the student to look "into" the field rather than "down onto" the field. It is very common for pilots of all experience levels to get too close to the landing area at this point.

I do not worry too much about the downwind leg being a true downwind leg. The important criteria for the time immediately prior to the base leg is to position the

glider for the best view of the field whilst flying towards the start of the base leg, and to prepare the glider for landing with one's pre-landing checks etc., which I must say does NOT include trying to tell your crew where you are on the radio. Concentrate, and if the field is at all difficult, switch the radio off.

Whilst flying locally, one can practise all manner of things except actually landing in a field. How about selecting fields close to your airfield, deciding on the best line of approach and the best base leg direction, and then, as you descend, you can confirm your decisions. It easy for you to go and look at the field from the ground and stand in the field where the glider would have stopped. Look back at your line of approach, compare what you see with the alternatives and maybe you will broaden your thinking on the subject.

In six years of teaching field landings in Falkes and gliders, and after 12 years of landing in them, I have come to at least one certain conclusion: Whenever you leave your decision too late, or start to rush, the drama builds up.

There is an overwhelming desire to get the whole beastly business over with. This needs resisting, as it will make you fly too fast and stay too close. Slow down, think clearly, monitor your speed and take your time: after all, by rushing, you may only be hastening towards an accident.

Port Wine & Hare Soup

A tale from the early days of the SGU, by Andrew Thorburn

(First published in Sailplane & Glider, June 1946)

Three members of the SGU, A, B & C, all worked for the same employer, and all bought tickets for the Xmas raffle at their works. A and B drew blanks, but C, an inveterate teetotaller, won a bottle of very fine port which he deposited in his locker. Deciding that such an allocation of good liquor was an injustice, A and B secretly consumed the port, and replaced the bottle nicely sealed, but containing a mixture of red ink and ammonia. C, in all his innocence, and unknown to A and B, presented the bottle to the gliding club.



On the 25th January of that year, the SGU held a Burns Supper in honour of the bard. A, B & C were prominent members of the gathering. The first course – hare soup – passed and A and B were cheerfully telling the appreciative audience about their prank played on C. But as Rabbie so deftly phrased it – “the schemes o’ mice an’ men gang aft agley”. The jokers learned at that moment from the cook that they had just consumed their own port substitute as an ingredient of the hare soup! Never did salt tattie, herring and haggis disappear at such a rate, in an effort to stem any bad effects of the previous course!

The Sottish Gliding Association’s ASH25

A brief history, or What's it for Anyway!

A number of years ago a training requirement was identified by member clubs within the Scottish Gliding Association for an Open Class two-seat aircraft for advanced cross-country and competition training. The SGA sought funding from the Scottish Sports Council for a training glider suitable for this task which would be available for use by all Scottish clubs. Subsequently, we purchased an ASH25 in 1992.

When it was delivered, the ASH25 was the highest performing sailplane in the world. It fitted well with the SGA’s aspirations to provide a coaching tool that could be utilised to train pilots up to National level and beyond.

In providing and maintaining a coaching facility for advanced training, the SGA have put Scottish clubs in a very enviable position. A significant amount of highly beneficial training has been provided for a large number of SGA pilots and many more (not yet ready for advanced training) have experienced the enjoyment of cross-country flying in a glider of world-class performance. Others have undergone coaching within competitions at Regional and National level and have subsequently improved their own performances.

In particular, junior pilots have benefited hugely.

Each year the ASH25 attends the Junior Championships with a number of pilots in the 18 - 25 age group. This competition provides a superb training environment for these young pilots.

The ASH25 flies an average of 400hrs per annum. It attends at

least 4 competitions per year including the Open Class Nationals and the Junior Championships. At any one time there are around 16 instructors who provide coaching at various levels. The coaching instructors are kept busy and are required to maintain a high standard of competence. The ASH25 is managed by the SGA Operations Committee, which allocates it exclusively to individual SGA clubs throughout the year. Every SGA pilot has access to it. If you want to fly in it, check the dates and put your name on the list on the club notice board.

Here are the dates for the rest of the year:

July

1 to 6	SGC	Portmoak
7 to 13	Deeside	Aboyne
14 to 20	Deeside	Aboyne
21 to 25	Deeside	Aboyne
26 to 27	<i>Transport</i>	

28-5 Aug, Open Class Nationals, Lasham

Aug

6 to 10	<i>Transport,</i>	
11 to 17	HGC - ICL & Task Week, Easterton	

18-24, Pre-Juniors, Portmoak or Aston Down

25-2 Sep, Junior Nationals, Aston Down

3-9 Sep, UK Mountain Soaring , Deeside

Sep

10 to 14	Deeside	Aboyne
15 to 21	Deeside	Aboyne
22 to 28	SGC	Portmoak
29 to 5 Oct	SGC	Portmoak

Oct

6 to 12	Highland	Easterton
13 to 19	Cairngorm	Feshie
20 to 26	SGC	Portmoak
27 to 2 Nov	SGC	Portmoak

Nov

3 to 9	Borders	Millfield
10 to 16	Borders	Millfield
17 to 23	Borders	Millfield

Mike Carruthers

Publicity

They say that everyone gets five minutes of fame on TV. Well, my chance came in April when I was involved in a Live TV Chat Show! It all started



with a call from Lanarkshire TV. Could they do some filming at the club then follow it up with an appearance on their evening chat programme "The 2Nite Show".

They turned up on Friday 30th March. They being a cameraman (Dave), producer (Allan), and presenter (Roberta Childs). After watching a couple of winch launches, it was agreed that Roberta would have a couple of flights with Neil McAuley and Dave would go with Kevin Hook in the other K21 for some air to air shots. For Roberta's first flight, Dave stayed on the ground and got some good shots of aerotow launches and hill soaring. It was a good afternoon with Roberta getting two forty-minute soaring flights, including – at her request – some aerobatics! I turned up at the TV studios the following Wednesday. This was to be a live show with very little (none!) time for rehearsal. The original plan was for Roberta to conduct the interview – we would then have meaningful dialogue about her own gliding experiences. When I arrived, I was told that Roberta was off sick (nothing to do with her visit to the club!). Two other presenters (Jinx and Del Boy) would present the show so I had to quickly bring them up to speed on what had happened the previous week. Our slot started off with a five minute video showing the highlights of Roberta's flying, then I answered a few questions and explained more about our club and gliding in general. All in all, I think we had about 20 minutes airtime and Lanarkshire TV agreed to repeat the video every night for 10 days to highlight a competition for one of their viewers to win a trial-flight voucher. If you live in the Lanarkshire area and want to watch Lanarkshire TV, just tune your TV to channel nn or 123.456. No need for digital or satellite dish.

P.S. I'll let you know when Terry Wogan gives me a call.

Ian Easson

Uni News

May 01 - Meet Cambridge at Sutton Bank

So off we went... The flying aubergine, towing snoopy! No trailer accidents, maybe a few incidents, not helped by the navigation. Yes we got lost about 2 miles out of Penicuik where we had picked snoopy up from

Pete's house. As for towing through the centre of Durham on the way back, well that's another story! A very friendly and relaxed site and they definitely seem to be pro 'smoking'! The ridge was working and the wave, only for my check flight and Andy, as per usual managed the highest climb of the weekend... Cambridge Uni were also there with CU, Well Will, Debbie and OJ,(if we can count him as honorary CUGC ?!) a good BBQ was had and warm weather made camping really quite nice! Shame about the winch launches!! The VGC where around too with loads of old, but very beautiful gliders. An open cockpit has to be the way forward! *Anyone out there got a prefect taking up space in your hangar?* We have also decided that the time has come to move into modern times, we are going to equip both Snoopy and FVU with Audio-Vario's, Yes that's right, we are going to have to carry batteries, not everything will be wind up anymore... So shiny new XK10's it will be, and one for snoopy eventually when we have the money.

While experimenting with Tesco "portable thermals", the club got too drunk to fly. A second test proved that the mini-thermals tend to cause drinking and cooking of chicken as opposed to flying.

Further tests may be required to see whether Snoopy can soar in the updraft and if chicken tastes better in a bun than traditional burgers.

Neil Goes Solo + XC Ban Partially Lifted!

Congratulations to Neil, a new member of the committee, and a new member to the elite ranks of solo pilot! Two solos in FVU after an hour long soaring session with Chris Robinson and cable breaks, off he went. Neil also impressed the CFI with his knowledge (or lack) of air law! Well done Neil.

Also it is now possible for some of our pilots to fly cross country again, although you do have to have, a bottle of disinfectant, a letter of approval for the flight from the CFI or briefed instructor, and...hmmm... a glider...

Andy and Gordon also managed to get some video footage of gliding so that we can make a really impressive gliding vid. to get loads of new members at the freshers fare.

Andy Becomes an Instructor!



ARGHHHH run for it kids!! um I mean..errr Well done Andy! The first for quite some time, after a final 'acceptance check' with the CFI on Sunday, Andy, our President is now 'IT'.

Andrew Bates

I always find it interesting to read about some of our instructors – before they were instructors. This was first published in *Portmoak Press* in 1979:

**My First Cross-Country - by Brian Scougall
(How I crossed the Firth of Forth)**

Friday the 23rd February 1979 was a beautiful sunny day, in marked contrast to the weather of the previous few weeks.

I arrived at the club about 10:30 a.m. and the first person I met was Mike Munday. I asked him to give me a briefing to fly and was surprised when he told me that someone was at 14,700ft in wave. At this point I decided that it would be an ideal day for a Silver C distance attempt. I remembered reading in John Lang's article that Arbroath was only "for the Smokies" so I decided to try a downwind flight to Dunbar. Mike gave me a briefing for the flight, saying that I could expect to loose up to 4000ft crossing the Forth.

By the time that I had D.I.'d the K6 and smoked the barograph it was 11 a.m. The gliders that had taken off before me had contacted the wave by taking a 3000ft. aero-tow to the north face of the Bishop. The ground wind was showing westerly about 10 knots and because of the 1% rule I decided to try to contact the wave from a winch launch to the hill.

I pulled off at 1,200ft and headed towards Bishop. It immediately became apparent that the upper wind was more northerly and that I would not have enough height to get around the corner of the Bishop to where the hill would be working, so I turned around and headed towards Benarty.

I reached the hill about 1,000ft. and although there was no wave cloud in evidence I suspected that the wave might be in phase with the hill due to the smooth nature of the lift which was giving about 2 knots on the vario.

By the time that I reached 2,500ft. my suspicions were confirmed and at this point I started

to explore the area in order to find the best lift. There was still no lenticular cloud to mark the lift and I had to set up a "beat" using points of reference on the ground. At 5,500ft the lift petered out and I was trying to decide where to head for when I noticed a wave cloud forming over the hospital. I headed for one end of the cloud so that I would not fly through the worst area of sink. As I approached the cloud, the sink increased until I was flying at 90 knots with the vario showing "off the clock" down. By the time I reached the front of the cloud I was down to 2,000ft where I spent an anxious five minutes in weak and intermittent lift before reaching the smooth air above. The wave over Benarty had been giving two knots up but I was now in a steady 8 knots up and the flying was much easier because the lenticular clouds showed where the lift was.

At 10,500ft I was still in 2 knots lift and beginning to feel very cold. I reckoned that I now had ample height to reach Dunbar, even allowing for areas of bad sink on the way. I flew out past the end of the wave in order to miss the worst sink before turning downwind.

I was now at 10,800ft and feeling very excited as I thought I had my silver distance in the bag.

Although I was only flying at 40 knots in normal sink, I was covering the ground at a good rate and reached the coast at 9,500ft. I crossed between Kirkcaldy and Buckhaven aiming to reach the far side at Aberlady Bay, a distance of 12 miles. I was in normal sink for the first couple of miles and was about to get the camera out to take some pictures, when the sink rate started to increase steadily until the vario was showing 8 knots down at 50 knots. At this stage, I was not unduly worried and I put the speed up to 80 knots expecting to fly through the sink in a short time.

As the vario was now off the clock down and I tried slowing down to 50 knots every now and again to find out if the sink was still as bad, but even at this speed the vario was off the clock. The altimeter was unwinding at an alarming rate and by the time I was halfway across I was down to 5,000ft. At this stage I was beginning to have serious doubts as to whether

I would reach the far side and as the altimeter unwound to 4,000ft I



began picking ships to land beside.

There were plenty of small ships about and I planned to land in front and to one side of one (unfortunately there were no aircraft carriers about). Luckily the sink rate started to decrease and I reached Aberlady Bay with all of 2,300ft to spare.

It was a great relief to be flying over “terra firma” again and as there seemed to be plenty of good fields ahead I decided to press on as far as possible. At Kingston I was down to 1000ft where I decided to land in a grass field which had a hayloft at the far end. This meant that I could pull the glider out of the wind on landing.

Although East Fortune airfield was only about one mile away I remembered being told not to land there. I started my circuit at 800ft well to one side of the field in order to give myself a long base leg so that I could sort out my height. This tactic seemed to work quite well as I got down without any problem.

I had just climbed out of the glider when I heard a terrific noise and on looking up saw a Vulcan bomber, which started to circle overhead at about 500ft. After a couple of circles however, he shot off into the distance. After parking the glider I set off towards the farmhouse which was about one mile away. I phoned the club for a retrieve and Mike Munday said that he would bring the tug down to tow me back.

During the aero-tow back to the club I felt very nervous crossing the Forth and was glad when we reached the far coast.

The distance flown was 42K and although I did not get my Silver Distance, the flight proved to be quite an experience for my first cross-country and I certainly will not forget it for a very long time.

I can't really complain to other members about lack of articles if I don't write my own – at least that's my excuse:

My Silver Duration - by Ian Easson

I had been away in England all week and had checked Friday's forecast from more than twenty sources (TV, radio, Internet etc.). I was hoping to attempt my five hours on the Friday, but the early forecasts were not too convincing. This

was the middle of May (2001) and the whole country had just experienced the hottest weekend of the year, with an area of high pressure sitting slap bang in the middle. I was hoping for at least some wind, preferably from the west, so that I could get a good start off Bishop Hill. Anyway, I was still unconvinced as I drove up through Cumbria towards Scotland on Thursday afternoon. Just south of Carlisle, I remembered that the BBC Radio Scotland “Forecast for climbers and sailors” had been moved from the 18:56 slot to 17:56. I quickly retuned my car radio and heard some very promising news. Tomorrow (18th May) was going to be effected by an area of low pressure in the North of Scotland and the area between the River Tay and River Forth would have a Westerly wind with some sunshine in the afternoon. That was it, decision made, and tomorrow I would attempt my Silver duration.

I was first to arrive, around 8 o'clock, and put my name on the flying list. I wanted one of the Juniors for this *epic* flight. Next, I signed out one of the club's EW barographs (regular readers will remember my Silver height flight – without a barograph!).

A couple of course members had just ordered their breakfast so I knew that I couldn't expect any help from them for at least half-an-hour. OK, get the keys for the hangar and at least get the launch-caravan and trucks moved out, or so I thought! I unlocked the padlocks and managed to open three of the four roller doors. The forth one decided to throw it's chain off the sprocket, with the door half open. Not a good start, but undaunted I used the framework behind the white mobile (4x4) to climb up and repair the chain. Once inside the hangar, I checked the service board to see what aircraft were available. My favourite Junior (FUS) was U/S due to a broken cable release, but at least the other one was serviceable. Next problem, where was it? It was in the middle, behind a Falke and a K13 – so they would need to be moved. While waiting for help, I decided to get batteries and a parachute. As I put the batteries in place I noticed a hole in the instrument panel where the audio vario would normally go. Oh

well, it would be novel to try this without an audio.



After a lot of pushing and pulling, the Junior was finally on line, having been duly D.I.'d. As I declared my intentions to Bob Petrie and received a briefing (watch out for some showers coming through before lunch-time, and make sure your launch time gets logged accurately), I could see a couple of club members looking rather depressed that I was planning to take the Junior away for so long. Sorry people, but sometimes a man's go to do what a man's go to do.

I stowed my maps, barograph, water, sandwiches, pee bags etc. and launched at 10:35.

The first hour or so was spent in hill lift off the face of Bishop. I couldn't get much higher than 2000ft but didn't really miss the audio vario. The second hour was more interesting. I could see showers coming in from the West and had to dodge around them as they approached Bishop Hill. Fortunately they seemed to skirt past to the South, over the airfield, but at one time I was convinced that I would have to abandon my attempt if the weather looked like closing in. The third hour saw a complete change in the weather, now we had sunshine and obvious thermals popping up to the West. This was much better, I pushed out towards the motorway and was soon experimenting with the thermals – I even switched on the T&S to see how accurately I could fly “on the ball”. I regularly took on water and food, and regularly got rid of water too. I checked my navigation from my maps, I looked at various fields to “select” appropriate ones – only practising, you understand, as I was now at 4000ft and having a great time.

During the last couple of hours, other gliders sniffed around and occasionally we shared thermals. One single-seat pilot flew past with his retractable undercarriage still down. I couldn't resist a radio call to tell him. Sorry, but I was only jealous that my wheel was of the fixed type. I hope he remembered to put it down again for his landing.

I even tried practising my turn-point aiming. Wow! It's not as easy as it looks, and I probably lost too much height trying to get my wing to point at the crossroads at Glenfarg. All good stuff, with plenty of height to play with. I took one more thermal and drifted back towards the airfield in it. I was hoping to get a Silver height but after almost five hours, I was more

than satisfied with my flight.

I called the launch point to confirm my launch time, the current time, and my time in the air (well, you've got to be sure about these things, don't you), and finally touched down at 15:42 – after 5hrs 7mins.

I had a very comfortable flight, and I'm pleased to say that I think I was well prepared for this one – both mentally and physically. What's next? The other two legs, of course.

Photograph Archive

Ok, I know this is in every issue, but some people don't yet read the whole *Portmoak Press*.

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

Buckminster GC's visit to Portmoak (1999)

First published in BGC's mag Windsock (2000)

Preparations commenced by convincing Kate that she ought to be sociable and ride up to Portmoak with Jim Heath (from Parham) who was travelling on his own. She did not take much persuading since he was taking his Duo-Discus!

On the Saturday morning at Buckminster, the K8 was already on its trailer and all that needed to be done was to hook up and set off.

Stopping at a service station about halfway there, we were a bit depressed by a LAK12 pilot, who had also stopped on his return from Portmoak. His tale of only three flying days out of seven did not sound encouraging.



However, a missed road sign for the Edinburgh bypass soon livened us up again as we traversed Princess Street and the entire city centre with the K8 on tow. This really is not to be recommended at 5 p.m. on a Saturday evening against a bright low sun. We could only tell where we were by looking back at the road signs after we had passed them!

However, we arrived safely (all of us within the space of half-an-hour). The aircraft were tucked up for the night and we made preparations for Sunday. Having had an early start stressed by Les, we arrived Sunday morning 08:30 a.m., all keen and ready to go. The first surprise was that there were lots of other people all keen to do the same AND they had their aircraft "on line".

We assembled our gliders and added them to the two launch queues. We then had time to look round and get our first impressions. Portmoak is a very large flat grass airfield with the winch located an impressive distance away from the launch-point, and although we knew that Loch Leven was nearby, it was not in view. The two main hills, Bishop and Benarty formed a 2-D limit to the visibility.

Various people went for check flights and then I was offered the back seat of the Duo. "Yes please," and off we went. Halfway up on the winch launch, the Loch came into view, together with the hills now in glorious 3-D. From the top of the launch I could see the Firth of Forth, the sea and a range of mountains to the North and West. It looked altogether more interesting than Buckminster! For two hours Jim (I told Kate he was a nice man) pointed out the features of Bishop, together with demonstrations of slope soaring and weak wave flying (curtailed by increasing low cloud cover). I was also allowed to fly for long periods.

The next two days included instructional/check flights with Les and Roger. These were in-depth, covering most aspects of slope soaring, with the most memorable topic being lookout. As Les said before flying "If you think you are good at lookout, wait till you are on the hill." He was quite right. Being in the presence of up to twelve other gliders at close quarters certainly sharpens up the lookout requirement to the point where he said, "Now you ARE looking out properly, I can see

both eyes when you turn your head."

The next day, I went solo in the K8. What a disappointment! As soon as I reached the hill from the launch the wind dropped and I had to return (an 18-min flight). But the next day was very much better with 1hr 45mins on Bishop, practising the owl-like lookout. It was a strange experience at first to be flying at 20 degrees to the line of flight in order to maintain direction along the ridge, and to be only 200ft above the nearest ground – without having to land!

The weather for the experienced members of our group deteriorated as the week progressed, but for Kate and myself it was excellent since neither of us had flown at a hill site and it allowed us to get experience at a type of flying not previously enjoyed.

And it was so enjoyable, not just the flying but also the company of all the people who went in the first week.

I must say that there were some substantial characters at Portmoak Gliding Club, but perhaps they and the "après-fly" details will be the subject of a future article.

Finally, I would just like to say that until I went to Portmoak, I had not realised how much work and effort had to be put into such an expedition to make it successful. And I offer our heartfelt thanks and appreciation to Les and Jane for all their efforts. In addition to the organisation of the whole two weeks, they gave up what was after all a large part of their two week holiday introducing us to the delights of slope and wave soaring. For that I am deeply grateful and I am sure that I say this on behalf of everyone who attended "Portmoak 99".

Trevor Henson

Club News

We have started the refurbishment of the front office and are planning to set up the new portacabin for our accounts department and flight planning/briefing room. Phone lines are going in and you will see the changes being implemented over the coming weeks. Helpers are always welcome, especially on non-flying days.

If you have an e-mail address, please pass your details to:



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's the latest (as seen in the next S&G):

The weather has been very kind to us recently with a mixture of good wave and thermal days. As a result of this, and the easing of cross-country restrictions in Scotland, we have been able to get a lot of flying done.

Congratulations to Alan Irving and Andrew Bates for Gold heights, Bob Smallman for his silver distance, Doug Tait for his silver height, Ian Easson for his five hours, and Trevor Elliot, David Hyde and Gordon Parker for first solos. George Ross has achieved a full rating, and Andrew Bates has a Basic instructor rating. At our AGM, Chairman Alan Bauld and publicity officer Fred Joynes stood down. We thank them for their service.

Neil Irving

“I learned about gliding from that”

Radiation Fog by Sierra Bravo

It was a beautiful summer's evening at Strathaven, many years ago. The day's cumulus had gone, leaving not a cloud in the sky, and there was hardly a breath of wind. The CFI was sending first solos off in the T21 – it was that kind of evening. I was instructing in the Falke, and as the evening wore on, at about 9pm, I noticed a thin veil of mist forming in the fields, as the ground started to cool by radiation. It looked very pretty from above, neatly filling in the spaces between the fences, and was too thin and shallow to be visible from the ground.

As we were strapping in for the next flight, the CFI wandered up. “I wouldn't go too far away this time, because of this mist starting to form”, he said. “No problem” I replied, “This is the last flight, and we are only going to do a circuit.” He nodded and wandered off, quite happy.

We fired up the engine and took off,

with the P2 doing the flying. We climbed straight ahead to 1000 feet, throttled back to idling, and set up our circuit. All was as it had been on the last flight – the sun beginning to set in the Northwest, good visibility in all directions and the thin film of mist in the fields below.

At 600 feet on the downwind leg, we were passing abreast of the hangar, when I noticed it disappear behind a patch of mist. I waited for it to re-appear. It didn't. Even worse, the gliders at the launch point were no longer visible – in fact, all we could now see was the setting sun ahead and some rather featureless fields directly below.

I took over control from the P2 and rapidly considered our options, should the airfield fail to reappear. We could try gliding straight ahead into the first field we came to, but there were too many fences and power lines about to make that a sensible choice. We had no serviceable blind flying instruments, but the sun gave us a reference – for the moment. We could try to climb back up out of the murk and hope to find a field clear of the fog, or we could put out a mayday on the radio, and hopefully get guided into Prestwick – if we had enough fuel left to get there. The situation was not good.

At 300 feet, I turned left on to what I hoped was the base leg. Still nothing visible. At 200 feet, I closed the carb heat and was just moving my hand to the throttle, when I caught sight of sunlight glinting on the wings of the gliders at the launch point. I rapidly turned on to the approach, cut the engine and landed well into the field, by the hangar. As we pushed the Falke off the runway, we could see the headlights of cars towing the gliders back from the launch point.

To this day, I am still amazed at the speed at which the conditions deteriorated. In less than ten minutes, the weather had changed from a clear, sunny and warm evening to a thick, cold fog. Evidently, the temperature of the saturated air had at that moment finally dropped below the dew point. It just goes to show that the weather can spring traps on you on even the most beautiful days!



I know someone who knows someone!

The following appeared in the local press on June 16th this year – its Hamish’s wife! Congratulations Janet.

Perthshire’s sporrans maker to the stars has been awarded the MBE.

Janet Eagleton, who runs a family business in Murthly, with her son Marcus, recently made sporrans for Hollywood actor Samuel L. Jackson and leading Scottish star of the screen, Robert Carlyle for the filming of *The 51st State*.

Janet has been making sporrans since 1981 and has a shop in George Street, Perth as well as the Murthly workshop.

She supplies the Black Watch with her hand-made sporrans and has also made them for the Argyll and Sutherland Highlanders and the King’s Own Scottish Borderers.

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.

Duty Supervisor Rota

1 st July	Ray Hill
7 th July	Brian Scougal
8 th July	Alan Bauld
14 th July	Ian Dandie
15 th July	Graham Smith
21 st July	Kevin Hook
22 nd July	John Henry
28 th July	Ian Trotter
29 th July	Jonathon Pryce
4 th Aug	Joe Fisher
5 th Aug	Chris Robinson
11 th Aug	Frank Smith
12 th Aug	Bob Petrie
18 th Aug	Vic Blaxill
19 th Aug	Mike Carruthers
25 th Aug	Bob Jones
26 th Aug	Ray Hill
1 st Sep	Brian Scougal
2 nd Sep	Alan Bauld

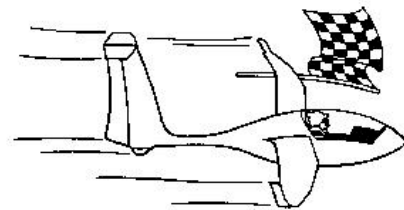
Duty Supervisor Rota (cont.)

8 th Sep	Ian Dandie
9 th Sep	Graham Smith
15 th Sep	Kevin Hook
16 th Sep	John Henry
22 nd Sep	Ian Trotter
23 rd Sep	Jonathon Pryce
29 th Sep	Joe Fisher
30 th Sep	Chris Robinson

Duty Pilot Rota

1 st July	D. Higson & J. Kennedy
7 th July	D. Tait & A. Young
8 th July	R. Mackie & R. Smith
14 th July	A. Rougvie & I. Norman
15 th July	E. Crosbie & D. McLean
21 st July	R. MacIntyre & J. McGouldrick
22 nd July	A. Wilson & H. Eagleton
28 th July	J. Green & B. Adamson
29 th July	G. Packer & R. Birch
4 th Aug	R. Adams & I. Armstrong
5 th Aug	R. Spellacy & S. Hartley
11 th Aug	R. Lucas & J. Miller
12 th Aug	D. Aspey & E. Wilson
18 th Aug	S. Pearce & A. Mochar
19 th Aug	E. Melville & I. Melville
25 th Aug	P. Clayton & C. Clarke
26 th Aug	I. Easson & J. Rice

Remember that if you need to change any of these dates, make appropriate arrangements and let Eoin MacDonald know.



Inter-Club League

Once upon a time, at a club down at Dunstable, there was a *Regionals* competition at the end of August. The problem was that the club had also somehow qualified for the finals of the inter club league to be held at Aston Down the very same

bank holiday weekend - and all the usual



suspects who might have been persuaded to compete for the club were doing their own thing in the regionals. So desperate did things become that someone approached me, solo just the previous year, and asked if I'd like to compete as the club novice. Once I realised that they were both serious and desperate I agreed on the basis that if I didn't there was no one else and handing the trophy to Lasham, or whoever, just by not showing up really went against the grain. So that's how I ended up on a starting grid on a strange airfield, being briefed on what a starting line was, how far away I had to glide to score a single point, and where not to land (on the nearby USAF bases).

I won't ever forget the three flights I had during those three days: a scrape away (from below take off height); a landing in the undershoot field at Bicester (and well deserved bollocking from their CFI) and the surprise and joy of completing a task for the first time on the third day (arriving at VNE and 2000 feet in hand just to be on the safe side). Without doubt it was the most fun and steepest push up the learning curve I've had in gliding. Even better was discovering I'd done just enough to help the team, with a great pundit and intermediate, win the event. A few years later, as an SGU member, I got propositioned by Mags to compete in the Scottish Inter-club league and jumped at the chance. So I got to visit Easterton, Aboyne, and Feshie in successive seasons, even if the glider did spend too much time in the trailer in the rain! By August 2000 Millfield had joined the Scottish League (it's a lot closer to us than Easterton) and hosted the last event of the year. True to form we had some really spectacular and different flying - a super site, and really friendly hosts (their bar ran dry on the first evening). Its certainly my only experience of, on successive days, taking off after 5pm, flying a task in wave and getting back just in time to drop water on the awaiting barbecue.

And if we'd only had a complete team we might well have won - instead of getting questions about whether Portmoak still came to these things..... So I got to wondering, together with Steve Nutley about what to do about 2001.

We came up with a few thoughts, which



we'd love to hear your views on:

1 - Portmoak is far too good a club with far too good pilots at all levels to just duck out of showing the rest of the Scottish League how good we can be. We oughtta be on the map.

2 - Competing in Inter-Club comps is just a wonderful way for less experienced pilots to learn about competition flying in a not too serious environment.

3 - We can't guarantee the weather, and yes there is a real risk of travelling a fair distance and not ending up airborne. But with only two weekends per season, and 3 day weekends at that, there is a good a chance as you can get in our sport of some real fun flying.

4 - We ought to try to field a full team of pundit, intermediate and novice for each event in 2001 - if we can do that then we ought to host an event in 2002.

Do you agree?

Would you like to fly?

Don't think you couldn't be a great competitor - you can make a real difference at any level. All you need, apart from an adventurous spirit, is:

Novice - Must have a silver badge and **not** have done a 300k or longer flight

Intermediate - Must have a silver badge and not have done a 500k or longer flight

Pundit - anyone with a silver badge (and ability to look cool when outrageous tasks are set on unflyable days)

Please contact John Williams or Steve Nutley if you have any thoughts on this or would like to take part in 2001.

Ladder Latest

As everybody knows now we have had restrictions on our cross-country flying relaxed, to the point where we can now fly away from Portmoak and score speed/distance points for the Ladders. It also means that some of us will land out. Please ensure you follow the guidelines given by the B.G.A. and our local rules for this possibility. One piece of advice, a bottle of good single malt whisky kept in your retrieve car can go along way when a strained encounter in a farmer's field develops.

Personally, I have had no problems after about 25 field landings (i.e. don't follow me on a cross-country!), but you have just got to remember that you are an uninvited guest and have to do what you are told. Don't argue and always leave on good terms. Martin Wells (a British Team Member) suggests, if a cash payment is asked for, to compromise and tell the farmer you will make a donation to the Air Ambulance Service. This is of benefit to the farmer (farmers are notorious at getting caught up in farm machinery and needing air lifts out to a hospital) and to you the pilot, one day you might have a dose of "pilot error" and need lifted out yourself. Please go to their web-site at www.naaas.co.uk for more details on how to make a donation. The average cost of operating a single air ambulance is £720,000 and depends predominantly on public goodwill for funding.

As of going to press, we have had no great numbers of cross-country flights. Listed below is the Club Ladder points table. If anybody is interested on how they are getting on Nationally please go to the interactive National Ladder web page at www.bgaladder.co.uk. This has been designed by John Bridge, the National Ladder Steward, and is an excellent site. Please remember the slight rule changes mentioned in Issue 2 for the Club Ladder, this is why there is slight discrepancy in scores between the two tables. We will review this at the end of the year and revert to one table if we think it is not working.

One other point, now that the summer has arrived!! Remember there is the Hot Wings Trophy up for grabs. This trophy is awarded to the person with the 4 highest scoring purely thermal flights. Although this is quite subjective our arbitrators have been well trained...

Good Luck and Safe Flying,
Neil Goudie – Club Ladder Steward

Are you an Official Observer?

As promised in the last issue, I have tried to identify our O.O.s. Not so easy as it looks. First of all I asked if the BGA had a database perhaps sorted in Club order. They have the data but it isn't available for publication (why not?). Next step, ask as many club

members as I could. The following list is what I have so far. Please let me know if you should be added, or removed, from my list:

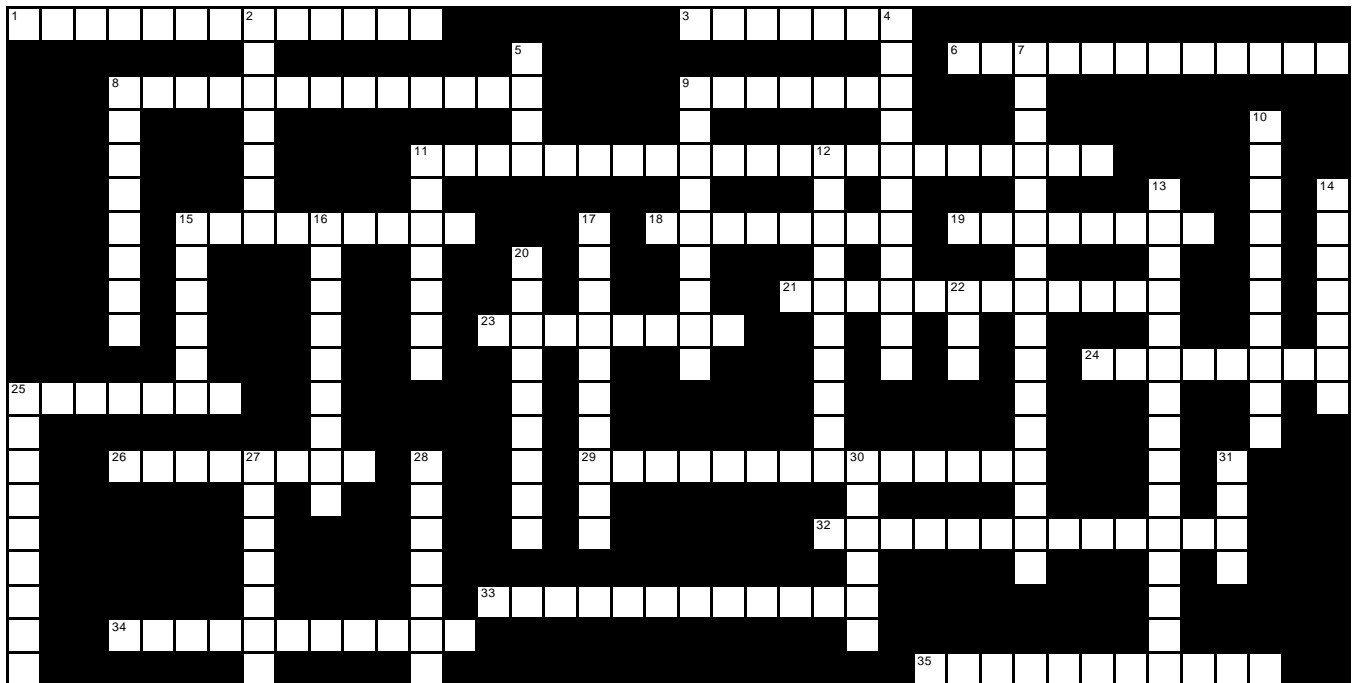
Bob Jones, Bob Petrie, Colin Hamilton, Dave Thompson, Douglas Tait, Frank Smith, Gavin Goudie, Gerry Marshal, Ian Easson, Ian Trotter, Kevin Hook, Neil Goudie, Tony Brown, Tony Shelton.

Observers are a valuable resource to any club and we are always on the look out for more. These trustworthy individuals can make the difference between success and failure to your badge claims. Minimum qualifications are: Silver badge, or current gliding instructor, or continuous connection with the active side of gliding for the previous 3 years.

If you meet the criteria and are interested, fill in the application form (copies in the clubhouse). You'll need signatures from the CFI and the Club Chairman, and a cheque for £7.50. On acceptance, you'll receive a copy of the FAI Sporting Code 1992 and the BGA notes for Official Observers 1992, as well as your Official Observer No.



Crossword 2000-4



Across

4 Rotate and fall down. (4,3,4)

- 1 Oh what a stick of joy! (7,6)
- 3 Satisfied feline. (4,3)
- 6 This is better than a gentleman's agreement - its the law. (8,4)
- 8 Its Blue! (8,5)
- 9 The song "... for sale or rent" (7)
- 11 Ballasting tuition idly - a stable design? (12,9)
- 15 The speed pipe? (5,4)
- 18 You should encounter this all the way to base. (4,4)
- 19 Is your back-end slippery? (4,4)
- 21 Donovan's mellow song should give you a clue. (5,7)
- 23 Could help you get down into a tight space. (4,4)
- 24 Higher than the sea. (8)
- 25 After downwind. (4,3)
- 26 It must be you - Goodbye! (4,4)
- 29 Its like a black box. (6,8)
- 32 Nice pin, it nips - too slow in turn. (9,4)
- 33 Avenge fat lip - moved by degrees. (8,4)
- 34 A sparkler, what a result! (7,4)
- 35 Pukka Castle - not tight. (4,2,5)
- 5 If it wasn't for this bore, things would speed up. (4)
- 7 They can see, you know - its true! (8,8)
- 8 In life, as well as gliding, you've got to get this right. (8)
- 9 Is it identical, or does - Sir Want It (4,5)
- 10 Our winch has two, but some don't. (5,5)
- 11 Bill Lee has one inside. (7)
- 12 Its not spinning! Turning down. (6,4)
- 13 It can be open, or closed - you see. (6,4,5)
- 14 A yale in the sky. (4,3)
- 15 A peg? (6)
- 16 Its the back bit. (9)
- 17 Does the ring really tell us this? (5,2,3)
- 20 The wheeled sheep - its cloned! (4,5)
- 22 Put it back together. (3)
- 25 It could be messy, but you shouldn't go anywhere without one. (9)
- 27 Wooden records? (3,4)
- 28 Don't chip it! (3,4)
- 30 Everyone can see through this - usually. (6)
- 31 Oh blow! (4)

Down

2 An electrician's lap. (7)

