

From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial-Ian Easson

Season's Greetings and let's hope this year is a great soaring year. What about new-year resolutions? What are your plans for the year and how did you get on last year? Last year I said that I would at least attempt my Silver. Well, like most good plans, I didn't make it - at least not all of it. I did manage my five hours and will be making serious attempts to complete the other two legs this year. I'm sure some of you had memorable flights last year, what about a short article to share your experiences with the rest of us?



This issue includes details of the tariff for 2002, and copies are also posted on the club house notice board. I have included a summary of the 2001 World Championships. The info is hot off the *Internet* presses so apologies if you have already "webbed" it.

A big **thank you** to everyone who contributed to this issue. The inclusion of *Dickie* cartoons in this issue is courtesy of Jim O'Donnell. We're all glad to see that Jim has recovered from his recent illness and delighted to see that he is receiving a Diploma from the BGA for his contribution to gliding. Jim will collect his award at the BGA Conference on 23rd February (See page 10). Well done Jim!

There has been some damage caused to club vehicles during recent months, mostly due to careless operation by members, and the Board has asked that everyone is reminded of the following:

All members are required to check fuel, oil water and tyre condition of club mobiles before use each day.

Due to the reduced facilities available at the workshop, more aircraft will need to be transported to McLean Aviation and North Yorkshire Sailplanes. Anyone

interested in volunteering to help out with this should contact Chris Robinson .

The crossword is somewhat different this time. All clues are co-ordinates for Scottish turnpoints – so get your maps out and practice your map-reading skills.

Future contributors please note the cut-off dates: end of March for April, end of June for July, end of December for January. 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.

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Board Members.

There have been some changes to our Board and their responsibilities:

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, Walking-on-Air and Technical Officer	Joe Fisher
Winch & Ground equipment	Douglas Tait
Publicity	Neil Irving
Cadets & Deputy CFI	Neil McAulay
Membership Communications and Office re-org.	Ian Easson
Airfield and Duty Rosters	Kevin Hook

Safety Officer's Report*Accidents/Incidents*

DG505 – Rear seat pan support strap buckle broke (28/10/2001).

Local pilots both uninjured, temp fix in place until permanent fix at C of A.

Stemme S10 - aborted take off (03/11/2001).

Visiting pilots both uninjured, damage to glider undercarriage.

Chris Robinson

Directors for Gliders Report*DG505 – 5GC***Work Ongoing:**

- Replace altimeter in rear cockpit with item having mb sub-scale.
- Provision of a seat back cushion for the front cockpit. Work being done at C of A.

Work Outstanding:

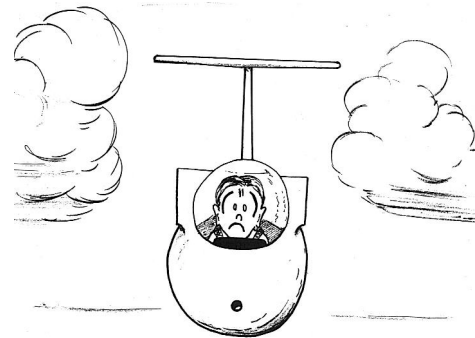
- The provision of oxygen is being considered.
- Rear seat modification being developed by another club. DG have been consulted and a BGA minor modification is being written. When tested and approved, consideration will be given for 5GC.
- Rear cockpit LX5000 display is U/S. RD



repairing and will be refitted during C of A.

*DG505 - Trailer***Work Outstanding:**

- The lift top does not lift high enough to clear the glider fin. It has to be pushed up to provide clearance. The right gas strut is a little soft. New struts were ordered but the supplier has ceased trading.
- Fit strap to secure tailgate to prevent opening in transit.
- Fit strap to secure belly-dolly to fuselage.
- Fit pad to the rear fuselage tie-down strap to prevent it scratching the gel-coat.
- Fabricate a lifting strop to assist in lifting the tail of the glider out of the trailer.
- Fabricate stowage points for the 18m wing tips and other equipment.
- Fabricate panel to create stowage area in the front of trailer.



**SO THAT'S WHAT
Vne MEANS!**

Sieki

*Junior – FUS***Work outstanding:**

- Repair damage to starboard wing trailing edge (at C of A).
- Replace pneumatic tubing and connector. Fit Borgelt B40 (at C of A).
- Nose and Cof G Release hook cables to be replaced (at C of A).
- Radio U/S. Transmits but does not Receive. Wiring OK but unit is U/S.

Junior – HRG

Work ongoing:

- Replace pneumatic tubing and connector. Fit Borgelt B40 (at C of A).

ASK 21 – HPW

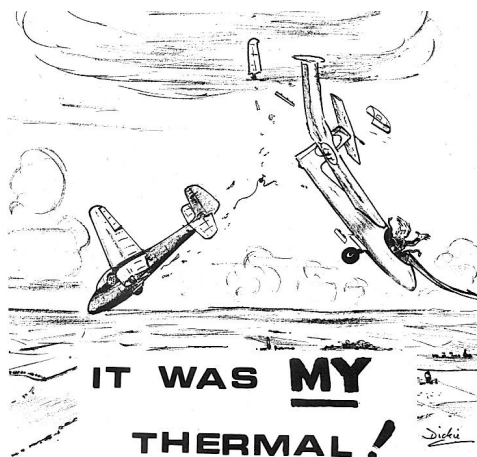
Work outstanding:

- Replace TESA tape on elevator & ailerons.
- Fit DV panels with scoops.

ASK 21 – HPV

Work completed at recent C of A (Dec 2001):

- 4000 hr check
- Repair and polish front canopy.
- Replace rear canopy.
- Shim wing spigots to eliminate play.
- Seat pan – front and rear repair fixings.
- Replace TESA tape on ailerons and elevator.
- Lubricate control linkages & U/C pivots.
- Replace elevator self-connecting bearing.
- Repair cracks in both seat backs.
- Fit new brake pads.
- Replace elect vario
- Check tailplane bushes for slack.
- Repair hangar rash.
- Replace tail wheel.
- Hard wax polish.

*Seat Covers*

- New seat covers with safety foam will be fitted to both *Juniors* during the year.
- K8 seating comfort will be improved.

K8 – CTZ

Work ongoing:

- Worn seat harness being replaced.
- Re-glue the delaminated trailing edges.

Work outstanding:

- Re-cover underside of wing.
- Fit trim tab to rudder.
- Strip and rebuild fin.
- Fit new tail-skid.
- DV Panel scoop broken – new item ordered.

Hangar Equipment

- A new Glider Serviceability board will be manufactured.
- Tail dollies for the *Juniors* may have to be manufactured locally.
- Belly dollies are being serviced in turn. New castors are being fitted along with spacers to increase ground clearance.
- The Hoist currently in the roof of the tug hangar will be refurbished and used in the glider hangar for weighing gliders.
- A safe method of raising the belly of gliders is being investigated. It will have a belly cradle raised by hydraulic jack and be fitted with a locking mechanism. This will enable the undercarriage to be serviced in the hangar.

*Chris Robinson***Cadet Corner.**

Four new cadets will join this year. Remember, I can't write about it if you don't tell me about it. Tell us about your experiences – good or bad. Anyone interested in the cadet scheme should contact *Neil McAuley*.

How *not* to do your first land out.

It was a reasonable day, all the launch point experts said that Benarty should be working, so after a good launch in FUS I turned left and quickly found a thermal over Findatie Farm before I even got to Benarty – great! Sadly the thermal only went up to 1,400 feet, but that seemed to be a safe height to go onto the North face of Benarty to get the lift that the pundits promised. Over Vane Farm and on over the cliffs – funny, no



lift. Never mind, let's go a little further along – still only zero sink. Mmmmm. At the West End of the ridge turn back east to track back towards Portmoak – still plenty of height. Funny, in sink now..... (strange that you can get zero sink going one way on the ridge and bad sink the other way!). Never mind, as the wind is NNW there *must* be lift in the NorthWest-facing bowl over Vane Farm. No there isn't!! Now down below the level of the ridge over Vane Farm, so too low to turn back to land out next to the Loch, especially as I didn't check out suitable fields when I flew past them, so have to fly round the ridge East towards Portmoak – still in sink. Low over the road, and then over Findatie Farm, at least now seem to be out of the bad sink but still going down. Now low flying cross wind, can't land in the fields as there are cattle and power lines everywhere. Too low to turn left towards Portmoak to land in the South field – trees too high. S**t. Now very low, over the road and over the field growing lawn South of the drain. *Must keep speed up*. Gently turn left more or less into wind, fly low over the drain, land into low corn crop in field. Phew!! Relief!! Radio to report landing out and let heart rate drop towards normal from stratospheric level.

Walked back to launch point to report details. Some small consolation to hear that two other pilots got caught in the same unexpected sink on Benarty – but they got back! Neil Watt volunteers to come to find the farm whose field I have landed in. Eventually find that it is Kirkness Farm on the Ballingry road. Find farmer, very helpful, gets his wide wheelbase tractor out to tow the glider out of his field with minimum damage to crop, but says that he will charge £100 to cover his time and damage to crop. Seems a lot but farmer not prepared to negotiate and I think that we should not upset a local farmer – especially as he is being helpful - but suggest that he makes a claim on our insurance. He says that if we insist on this he will claim more in view of the hassle involved. Go back to SGU, get trailer and retrieve crew. De-rig FUS and tow short distance back to club.

They say that you learn from your mistakes. I hope that I have learnt something from my catalogue of errors. Here are a few lessons for a

start, most of them of course obvious:

- Do NOT always assume that you will manage to scratch back to Portmoak somehow. (I think that one of the problems of the early training is that you always expect to get back and therefore do not consider adequately the possibility that you might not. The worse scenario is when you are in a marginal case rather than an obvious land out situation where you – should – realise that you have no choice).
- ALWAYS keep an eye out for suitable/possible landing out fields. If there is any doubt that you will not get back do not fly away from suitable fields that you have identified.
- Give yourself plenty of time (and height) to land in the identified field. Do not put yourself under more pressure than necessary and *whatever you do don't put yourself in the position where you are faced with ever decreasing options as height is lost before choosing your land out field*.
- Do not put off doing your cross country training and field selection after the point where you are beginning to gain confidence and to venture a little distance away from Portmoak – you may need these skills sooner than you expect!
- Personally I think it would be a good idea to make a point of landing out on purpose as part of the cross country training – surely much better to make this important step in training in a controlled way than by being in a forced, possibly (probably!) very stressful situation.

I hope the above little comedy of errors may prove to be of use to others that may find themselves in a similar situation.

Peter Clayton

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.



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.

There are different ways of doing it

We would all agree that glider pilots must be medically fit. So must all who drive cars. The question is how fit is fit, who determines our fitness and how.

Before I tell you of my experience in Hungary, I want to make it clear that I believe that if you are fit enough to drive a car, you are fit enough to fly a glider. I, therefore, believe that the present system operating in Scotland is effective and needs no change. The accident records speak for themselves. However, other countries have a different view on the matter. Let me tell you about the grossly exaggerated medical examination required for glider pilots in Hungary.

Being an Australian of Hungarian origin, my Scottish wife and I decided to spend a few years in the eastern planes of Hungary after my retirement from the UN. We bought a house next to an airfield. You have guessed it. A gliding club was operating there. My Australian PPL had lapsed in 1973 and my Italian microlight license in 1989. As I wanted to fly, I decided to have a look into these silent flying machines circling above our house. To cut a long story short, I found myself enrolled in the local Gliding Club and started to learn gliding. I was told that I would, before flying solo, have to have a health check. This proved to be a medical marathon involving several specialists. Many weeks later I was sure that, by any reasonable standard, I had been cleared medically to fly Phantoms or Jumbo Jets. I hate to think what other tests Hungarian commercial and military pilots require.

You will be amazed to learn that I had to undergo the following medical examinations by as many specialists:

Ear nose and throat – this included Xrays of my sinuses and an audiogramme.

Neurology – I was spun around with eyes closed, then examined neurologically.

Internal medicine – including full blood and urine analysis and chest Xray.

Orthopaedics – to see if I had flat feet!

Ophthalmology – colour vision, field and acuity of vision, intra-ocular tension.

Dentistry – to check for dental caries, etc.

Cardiology – including ergometric examination of cardiac function, ECG, blood pressure, etc.

Urology – urine analysis, Xray.

The findings of these specialists were then sent for evaluation to a medical expert authorised by the Department of Civil Aviation. Incidentally, I could have left out orthopaedics, but then I would not have been cleared for parachute jumping. What the hell I figured, I might as well have myself cleared for that too. One never knows. I claim to be the most thoroughly medically examined glider pilot in Britain. Hopefully, I will not have a heart attack while in flight. Wouldn't that be unfair?

Incidentally, being male I did not have to undergo gynaecological examination!

Les Ladomery

Walking On Air

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.

A Long Days Journey Into Flight

Round out, hold her off, hold her off, stick right back, a gentle kick in the seat of the pants as the glider touches down, brake to a stop and that's it. The first solo complete, only three years and five days since my first glider flight. As I sit with the canopy up, my mind runs back over the past three years and the highs and the lows of learning to fly. I have been interested in aircraft for as long as I can remember. Probably started by my dad taking me to air shows at Biggin Hill as a boy. The visit to the RAF recruiting office at 17 to enquire about pilot training - only to be informed that poor sight, colour blindness and hay fever were not good attributes in a budding fighter pilot. A degree in Aeronautical Engineering, a stint as a wind tunnel engineer with British Aerospace a PhD in Fluid Mechanics and finally teaching Mechanical and Aeronautical Engineering. But somehow I had never thought about learning to fly. That was until 1998.



For some reason, in the spring of 1998 I suddenly had the urge to fly! I'd had a couple of flights in light aircraft with friends and was somewhat disappointed that, once up in the air, all you did was fly around a little and then land back. Not much more than taking the car for an aimless Sunday afternoon spin. It was also far too expensive to be given serious thought. However, gliding might be a reasonable alternative. But where to fly? The easiest way to find out was on the web. I found the BGA site and the club directory – lots of clubs all over the country. But which one? Here a little lateral thinking came into play. I discussed taking a gliding course with my wife and agreed that we could combine it with a weeks visit to her parents down in Yorkshire. A check on the web sites and a couple of calls later, I was booked on a weeks course at Rufforth in September.

Arriving on the airfield on Monday morning it was a beautiful autumn day with light mist slowly being burnt off by the rising sun. There were five others on the course and we were soon all hard at work getting the gliders out; a K7M and a K13. In retrospect old, rudimentary gliders but to my untrained eye sleek soaring machines. The first two days of the course were made up of two aero tows, two motor glider flights and two winch launches. But, by the end of my second day I was now able to at least fly straight and level, carry out a co-ordinated turn with the airspeed under control. The rest of the week was spent on winch launches and by the end of the week I was capable, with a little prompting, of completing a launch, circuit and landing. To say I was pleased was an understatement and considering a day was lost to rain, I had learned a lot in just one week.

The course had been well thought out. The initial aerotows were a gentle introduction to gliding so I wasn't faced with the excitement of a winch launch from first flight. The use of the motor glider over the first couple of days had been a great help as it allowed me to get use to handling an aircraft and planning a circuit whilst not worrying about finding lift to extend the flight. However, once the course had ended it was the start of autumn, back to work and the start of term. My gliding career would have to wait until next year.

Now that I had tasted the pleasures of gliding, I was ready



for more. Again a look at the BGA web site and I found the SGU. A quick phone call and I was booked on a course in May '99. I arranged to stay in the clubhouse and arrived ready and raring to go on Monday morning. Five on the course and with just one instructor, Frank Smith, flying was extremely limited. Fortunately, however, Ian Trotter volunteered to help out, so flying increased. The benefits of the ridge in extending flight times and allowing the student lots of stick time on each flight was a great bonus when compared to the short flights down at Rufforth. By the end of Thursday I had my first practice cable break. Again the weather intervened and the last day was lost to bad weather. I had progressed by leaps and bounds and I was committed to continue learning to fly. However, with two young daughters creating havoc at home I could not spare the time to travel the hour and half from Ayrshire to Portmoak on a regular basis so my flying was put on hold for the time being. I was convinced that, with my limited spare time, learning on a course was the only way forward.

After two years lay off I was ready to start again. I booked on to a course in June and waited impatiently. Would all that I had learned so long ago be forgotten? As soon as I was strapped into HPW it all seemed so familiar. I explained my previous flying experience to George Ross in the back and he seemed willing to let me take it on the first launch. I was somewhat surprised to find that I controlled the launch reasonably well. The day was calm and so it was almost straight into the circuit. A couple of tips and prompts from George and we were back safely on the ground. I had not forgotten that much after all. Monday was spent on circuits and I was soon back in the groove and confident in my flying. However, from Tuesday the wind picked up and it became rather bumpy on the approach. It was remarkable how difficult I found it to correct my flying for the new conditions and I took a step backwards. But the ridge was now working well and I got on with the usual handling exercises. By the Thursday I was starting launch failure exercises again. Friday, the brake pads on the winch needed replacing so I was limited to a flight in the motor

glider and practice circuits. I was close to solo but another layoff

would see me back to square one. I was determined to go solo this year so, after a quick chat with Debbie, the prospective gliding widow (hopefully not in the literal sense), I rang up to get on the next available course.

I was fortunate to get the last place on the last course of the year! George was again the instructor and it was a reassuringly familiar voice in the back seat as I set off on my first launch of the week. Monday started with strong blustery winds from the east, so it was circuits all day. I found speed control difficult on the final approach, but George assured me that this was OK and that I should worry more about planning the circuit and getting in position for the final approach rather than worrying about landing. Tuesday still had strong easterly winds but they were steady and my approach and landings started to improve again. The prompts from the back seat "watch your speed", "keep the nose down", became fewer and fewer. The occasional landing was even fully held off. Wednesday was wet in the morning but calm with a light easterly wind. After an early lunch we hauled HPW out and set off for an afternoons flying. After David and Douglas, my colleagues on the course, had had four flights each it was my turn. On the first flight there was a series of simulated cable breaks flown at altitude followed by a high speed pass and pull up into a simulated low cable break. A demo of an awkward height break, followed by me flying the high break and awkward height break Both were flown by turning 360° to land back near the threshold. I now had the feeling that solo was not far off. Back to the launch point and George climbed back in "One more circuit to see how you get on". This sounded reasonable, but I asked if there were to be any more launch failure practice. I was assured that there was not, so I carried out the pre flight checks and settled into the launch. Established in the climb 60 kts indicated. But then the speed began to bleed off. Put the nose down to increase speed but still the speed kept bleeding off! Speed down to 50 kts and the nose still going down. Two pulls on the yellow knob and keep the nose firmly down to pick up 60 kts before turning downwind. "What did you pull off for" from the back seat once we were down and stopped. "Winch

power failure!" I replied, pleased that I had not been caught out.

The glider was pushed back to the launch point and I was invited to get back in. Whilst strapping in I noticed that George was doing up the straps from the side of the cockpit and I thought this is it - "Off you go then. Keep it simple and enjoy it". Well this was it, after just over three years, the moment of truth. I carried out my pre-flight checks as usual, reassured by their familiarity. I ran through eventualities, playing out the various possible launch failures in my mind. "Take up slack." Surprisingly I was not nervous, just apprehensive. I knew that I had been trained well and George would not have let me go if he did not have confidence in me. The canopy was beginning to mist but that had happened before and it usually cleared just after the start of the launch, once air started flowing through the ventilator. I also had the clear view panel open slightly so it shouldn't be a problem. "All out" and I was off. HPW picked up speed quickly and gently lifted off. I eased back into the climb and watched the speed rise, 45 kts, 50 kts 60 kts BANG, what the..... Nose down firmly, establish 60 kts, two pulls on the yellow knob. Awkward height - make a decision. Looks like room to land ahead - go for it. Full airbrake, keep the 60 kts indicated don't let the nose creep up. Round out, hold her off, hold her off, gentle kick and she's down. Full wheel brake, keep the wings level, steer a straight line. Slowly to a halt with a couple of hundred metres to spare. Sitting there I wondered whether I had done anything wrong. But when the retrieve crew arrived I was relieved and pleased to learn that it was a cable break. Could have happened to anyone at any time. It just happened to break on my first solo! As we pulled HPW back to the launch point I ran through the events in my mind. I was amazed at how automatic my response was and how well prepared I was for this unlikely event. Once we were back at the launch point we had a laugh about what happened. Then I was strapped back in and off on my second solo, which lasted a little longer than my first but was definitely not as memorable.

So, three years, and 68 flights later I have the pleasure of being a solo glider pilot. Have I come to any conclusions



about what I have learned? Could I have achieved the same end but easier or quicker? For me, taking courses was ideal. I do not have the time, or the patience, to sit around on a Saturday or Sunday waiting for a flight. I enjoy flying and when I am on the airfield I want to get as much airtime as possible. I should not have allowed so much time to elapse between each course but circumstances dictated otherwise.

All of the instructors I have had have been excellent. They have different styles, which some students may not be able to accommodate. But, if you don't like your instructor - change. If you are not progressing with one instructor, try another. The difference in style may make all the difference. When you find one that you like, stick with that instructor if at all possible. There is nothing more confusing than being told different things by different instructors. No matter how much they try to standardise, they still tell you different things.

Never get downhearted if you get something wrong, just try and get it right next time, but not at the expense of the rest of your flying. Don't worry if you can't land the damn thing. If your flying is fine and your circuit well planned the rest will follow. Flying in a thermal is hard to do well, so don't worry if you can't. If you can keep it at 4 kts up on a weak day but can't execute a circuit and land safely you are not going to go solo. So forget the thermals and sort out the important things first. But most of all, enjoy your flying.

I must express my thanks to all at Portmoak. Irene and Steve for making all my visits so comfortable, Frank and Ian for getting me half way there and specifically to George who has that remarkable ability to remain calm as you try to kill him on a daily basis and will stay patiently quiet or gently prompt you as you try and get yourself out of another mess of your own making. Because it is only when you can see the mistakes that you make and rectify them yourself that you realise that you can actually fly. Then the mistakes become fewer and fewer and your flying becomes more natural until it is almost second nature. When you are not concentrating on just flying the aircraft everything is much more relaxed and

straightforward. As for flying solo, it's

great - but I miss having someone to chat to. Finally I must thank Prof. Boyle and Prof. Gray for funding my flying at Portmoak. I must confess that there has been a hidden agenda to my learning to fly which, if the editor permits, I will tell you more about at a later date. (Absolutely! - Ed)

Matt Stickland

The Secret of my Success

"That's the silver done." A short statement that hides a rather longer story.

A young air cadet walks into an accommodation block in RAF Turnhouse in 1971, some people at the far end shout "Are you on the gliding course?" "Um yes." They then proceed into a morose version of the song "He's got high hopes".

This then was the beginning of a whole winter of travelling from Ayr every weekend by bus and train (in uniform!) to spend a night of sheer luxury until, at some ungodly hour a lorry arrived to transport the chosen few to Kirknewton.

The course, of course, is lots of pushing gliders and saying sir as many times as possible interspersed with occasional flights in the last word in aerodynamics i.e. T21 & T31 BRICKS, or as we knew them the Sedbergh & MK111. Never higher than 1000 feet including spin training!

Anyhoo... course done and three solos completed and that's your lot mate. "NEXT!"

Now go away get a job, get several jobs, get married raise a couple of Breadsnappers and all of a sudden 20 years later realise it might just be possible to try gliding again.

Scottish Gliding Union seems to be my local club and it's only 85 miles away. I tell my wife I'm going to try gliding again. "OK!", she says a little too readily; insurance payouts & pound signs no doubt clouding her judgement.

The SGU has to my eyes all the latest gear; these K13 gliders have got canopies and trimmers. These are just some of the luxuries to feast my eyes on. "You fly away from the airfield?" Yes it's a whole new game.

I train all over again but this time a bit more than three solos until, one day another ten years later, I can say (as casually as possible of course)

"That's the silver done."

Willie (weak link) Laing



Uni News**Nov 31st - Sutton Bank Weekend**

Despite the less than promising weather forecast we met up with Nottingham Uni at Sutton Bank (eventually) for a weekend of fun, flying and lasagne. Even the weather wasn't as bad as we feared and we managed to get two decent days of flying, albeit in bitterly cold temperatures.

Hon VP gets Bronze at last

After far too long and a huge amount of nagging, Dave is bronze. He will now start to terrorise the skies in the Pilatus, which he has been unable to fly for many months. Tin Tanks Forever!

Oct 9th-10th - Gareth does Silver and Gold things!

After a week of very poor weather, tearing his hair out waiting for the wave, when the day came he was ready for it! Snoopy doing stalwart service once again. Details are sketchy at the moment as he hasn't got back from the retrieve yet (yes it is the next morning!!). Anyway I got a call last night at about 7pm 'Hi it's Gareth here, I am in a field somewhere near Edzel!' It's definitely good for a silver distance and he climbed up to 14,500 which is well in for Gold Height. This makes Gareth the first wave X/C from an EUGC person in ages and the highest flying member for even longer. Well done Gareth!

Andrew Bates

Gareth's retrieve *by Neil Irving*

Arrive at the airfield at about 7.00. p.m. Arrange to borrow torches from Chris, and do retrieve. Leave to get fuel at 7.15. Find garage in Kinnesswood shut at 7.18. Visit Kinross services at 7.25, finally manage to get fuel from Kinross services at 7.35, get back to airfield, 7.45. Leave airfield with trailer, Andy, Neil and cheese & pickle roll at 7.50. Fuse for indicators fails 7.51. Park on Benarty road 7.55. Replace fuse with random other from car 8.00 - headlights stop working. Put fuse back in. 8.05. Realise that headlights were working after all, and stop again 8.07. Try again with same fuse 8.10 - car doesn't start. Someone gives us fuse - 8.15. Hit the road again 8.20. Drive through Dundee's comedy roundabout system - 9.10. Find directions to field not entirely accurate - miss Gareth, but turn

round at next junction - 9.40. Informed by member of public that "glider pilot is wandering round the middle of the road" at 9.41. Go back and collect Gareth 9.45. Enter field and start de-rigging glider 9.55. Get earfull from farmer because we haven't asked his permission (we have in fact asked the wrong farmer), and have left gate open. 10.15. Leave field, and close gate, carefully noting that every other gate on the farm is wide open 10.30. Back at Moak 12.00. Drop trailer off 12.05. Realise have left barograph on and in glider 12.10 - decide we don't care 12.11. Go to bed at my house 12.30. Discover Neil has left mobile phone in field 8.00 am following morning.

Neil Irving

For Sale / Wanted

This mag now has a healthy circulation so if you're looking to buy or sell something, let me know and you can have an ad. - free!

From John Ferguson:

Anyone got a 57mm English unit altimeter, 1 rev per 1,000 ft. 20,000 or 30,000 range, not fussy. Might be interested in a 57mm panel compass too. John can be contacted via his e-mail at:

jcferguson@grandfield.fsbusiness.co.uk or c/o SGU

From Nick Stratton:

PEGASE 101 – FCB

Beautiful Glider, Well Maintained & well Equipped Partners or cost sharing scheme wanted. One or two persons (bronze minimum)

Phone Nick Stratton on 0788 1581117 or 01435 820611, fax 01436821900, or e-mail

Nick@stratt.f9.co.uk

Club News

Plans are afoot for an Information Meeting on 30th March. Details will be posted on the noticeboard when finalised. Early indications are that Harry Middleton, our BGA rep – and fresh back from the World Championships (see page 13), will be attending so mark your diaries now.

Summer courses are available as usual this year.

The first one starts on 29th April and the last one starts on 27th September. They will range from Ab Initio to Bronze and



cross-country and if you're interested contact Irene at the front office. Also this year, we are starting evening classes - with the following ad.:
Your chance to enrol NOW for evening classes starting 5 March 2002.

Ever wanted to learn to fly but just couldn't find the time at the weekend?

Then come to the evening classes at Portmoak Airfield near Kinross and join in the Tuesday evening course dedicated to teaching newcomers gliding.

The course Instructors are British Gliding Association approved instructors with over 5000 flying hours experience between them.

The flying part of the course will last from late March 'til the end of September 2002 and depending on your aptitude, you might well be flying solo before then.

Cost

The course costs £150 plus flying charges at normal club member rates and includes 3 months trial membership. If you are enjoying your flying after 3 months, you will need to extend your membership for the following nine months for a further £110. A log book and elementary gliding text book are also included. Course fees are non refundable.

Structure

The course starts at 6:30pm on Tuesday 5 March with 4 evenings of lectures covering the elementary theory of gliding and details of how the course will operate. All course members will be actively involved in running the flying operation when the flying lessons proper start with a briefing at the launch point at 5:00pm on Tuesday 2 April. Note that if there is sufficient demand, then a parallel course will run on Wednesday nights starting 3rd April.

For further details of flying at Portmoak see our web pages at <http://www.scottishglidingcentre.co.uk/> or to enrol now contact the club on 01592 840543.

Only 12 spaces available - enrol NOW.

Bob Petrie has offered his services for further training for Bronze and/or Silver "C". Bob could be available every second Monday and field landings would have to be for real as he does not have a MGPPL. If

anyone is interested please contact Bob at bobpetrie2@yahoo.co.uk or tel. 01383729323.

Anyone interested in aerobatics training?

Brian Scougal is considering setting something up.

Anyone interested should contact him at

brian.scougall@virgin.net.

Copies of the minutes from Board Meetings can now be sent via e-mail. Anyone wanting to be added to the circulation list should contact Bruce Marshall at bruce@flyinghigh.freeserve.co.uk

Our club member database is nearing completion but its not too late to pass your e-mail addresses to:

office@Portmoak.force9.co.uk.

Remember, 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.

As mentioned on the front page, Jim O'Donnell has been awarded the BGA Diploma. For those who don't know Jim:

Jim O'Donnell is already well known in gliding circles. He started his career at the SGU's site at Balado in 1954 where he earned his instructor's rating from Ann Welsh in 1958. As a dedicated member, he was largely instrumental in effecting our move to Portmoak in the late 1950s and was heavily involved in the major construction of hangars, roads and bridges.

He has served the club as CFI and as Chairman and was for many years the mainstay of our instructor team. In addition, he served as an ATC civilian instructor from 1960 to 1970, latterly as an A1 category instructor.

In recent years he has almost single-handedly acted as instructor and mentor to our Tuesday club whose membership is of mainly older but none-the-less enthusiastic pilots who make themselves available for instruction mid week.

Although now in his seventies, Jim shows little intention of easing off and continues his efforts to assist the club and gliding in general by his example and dedication as an instructor and patriarchal club member.



Three into one does go!

By Mike Ward - first published 1978

Flight no. 115 and 116 on Monday October 2nd was the completion of my Bronze "C" flying tests with Mike Munday in the Bocian. Since I was on holiday for a fortnight, I decided to spend as much time flying as I could.

Flight no. 117 on Wednesday October 4th looked good for a five-hour duration flight and I had spent the previous night in the Bunkhouse so that I could make an early start if conditions were right. I awoke in the top bunk of room 6 at 7:00 am to people moving around outside and I remembered that our visitors from Lasham were here. Their motto certainly seems to me to be "The early bird catches the wave" so I dragged myself out of my sleeping bag and looked out at the weather. The sky was blue with a few wave clouds and the wind was a moderate North Westerly.

I got the K8 out of the hangar and did the D.I., organised my barograph, parachute and cushion, then I settled down to a heart S.G.U. breakfast (greasy eggs etc.). After breakfast I managed to get some help to move the K8 over to the aerotow strip and parked it behind the Nimbus 2 of Alan Purnell. By this time Mike Munday had the tug over and was ready to start the morning's aerotows and there was a whole row of "glass ships" behind me. I started to check that I had everything I would need in the next five hours and added a small transistor radio which Neil White had kindly loaned me, and my map for good measure.

Getting ready I then remembered that five hours in the air would put a considerable strain on my bladder so I wandered to the edge of the aerotow strip as discreetly as I could. On returning to the K8 I was faced with all the Lasham pilots on their way to do the same. The comment from one of the pilots was "Now look what you've started" but my quick reply was "I thought these glass ships had toilets in them!" By the time the tug returned from taking Alan Purnell to the hill, I was comfortably strapped into the K8 and doing my checks. Mike Munday came over to give me my briefing and when he saw my maps told me if I got enough height to go for my 50K. At this point, I must confess that I had not thought

about doing my distance as I was more intent on doing the duration since I particularly wanted to get that part of the Silver C out of the way due to the fact that the K8 is not the most comfortable glider to sit in for five hours.

The glider was hooked on and off I went. I pulled off at 900ft and once I had checked that the hill was working did a low point to 750ft, the time was 08:59 a.m. and I settled down for the long flight. I soared Bishop hill to 2,500ft and pushed out towards Auchtermuchty where I found myself in steady lift and was at 6,800ft with 45 minutes of release. I realised that I had got my Silver height and then thought about my barograph, I had switched it on hadn't I? I couldn't hear it ticking because of the wind noise but I remembered that I had switched it on. I was beginning to get cold at this height, especially my hands, legs and feet so I decided to come down to a lower altitude and go back to the hill for a while in the hope that I would warm up. I was very glad that I had my transistor radio with me, it certainly took away a lot of the monotony and made me relax despite the cold.

Time Drags - The 3rd hour was the worst, I had not managed to get warmer since coming down to 2,500ft and to add to my problems it started to rain, so I pushed out towards St. Serfs Island and started to lose height so that I could plan my circuit and land. However, when I was down to 1200ft and about to head for my High Key point the rain stopped and after surveying the sky I realised that this was probably only a small shower and that it would not rain again. I proceeded back to the hill which I soared again to 2500ft.

My watch told me that I had been airborne for three hours and my aches and pains with sitting in the same position certainly confirmed this. I opened up the "Mother's Pride" which Betty Barr had presented to me before takeoff and was delighted to cold hot dogs etc. After a quick demolition act on these, I remembered that I had chocolate in my anorak pocket but unfortunately it had melted so I had to scrape it out of the wrapper using my finger.

At the end of the 4th hour I was still very cold, my feet had no feeling in them and I was flying the

glider using alternate hands so that I could sit on the other one to keep



it warm.(and massage my aches at the same time. I realised at this point that I would manage to last out the five hours so I decided to push out from the hill once more and try to contact the wave to make my last hour more interesting.

I headed towards St. Serfs Island and the vario reading was 3K up. There seemed to be lift everywhere and within half an hour I was at 9100ft and completely above cloud. There were many gliders around, most of them above me. I had been flying the K8 at 35-40knots and from gaps in the cloud I could see that I was drifting towards Kelty. On looking at my watch, I found I had been in the air for 4 hours 33 minutes and from this height it was time to start my descent. I was about to open my airbrakes when I remembered Mike Munday's words "If you get the height, just go!". The lenticular which was giving me the lift seemed to run all the way to Tayport so I got the map on my knees and pointed the glider in the general direction of the Tay Road Bridge.

At first the K8 did not seem to make much headway and I realised that its penetration was probably worse than I had expected so I lowered the nose and set my ASI on 100knots (still air VNE). Penetration at this speed was much better but the angle at which the glider flew was quite alarming! I passed over Auchtermuchty, Cupar was to my starboard and I was managing quite well to navigate using gaps in the cloud. The vario was showing between zero sink and two knots down and I had made up my mind that I would not fully commit myself until I had crossed the Tay. I changed course to the north so that I could go through a gap in the trailing edge of the cloud and start crossing the river directly above the road-bridge. I dropped the speed to 75knots as I expected to hit rotor and opened the airbrakes. The gap filled in slightly as I flew through it, but I was soon in clear sky with the clouds above me and I was looking directly at Dundee. The air was still again and I had not experienced any rotor. The altimeter showed 7000ft, my speed was back to 100knots and the vario showed two down.

I drifted down the Tay towards its estuary and set course for the North West of Arbroath which, according to my map, should take me directly over the

airfield at Condor. At 14:01 p.m. I was overhead the airfield at 5600ft and I contemplated going further at this stage as I could probably have reached Montrose but I took into account the fact that I could not feel my feet, my reactions might not be as sharp as they should be for a field landing. I did some circling over Condor to assess the situation and plan my circuit. I could not see either of the wind-socks, which was probably due to my excitement, and I determined the wind direction from the drift in the turns. I touched down at 14:12 p.m. on the smooth grass and came to rest adjacent to the control tower. All was quiet except that wonderful ticking noise from the Barograph - it was like music!

I cannot express my excitement as I parked the glider and went to the control tower to announce my arrival. Looking out of the control tower window onto a completely deserted airfield except for a yellow K8 gave me a great feeling of satisfaction. On the journey to Arbroath, two of my favourite records came on the radio, namely "Whiter Shade of Pale" by Procol Harem and "I am Sailing" by Rod Stewart and I cannot think of any pop record which was more appropriate. It was later confirmed that I had flown for 5 hours 13 minutes from release, had gained 8350ft, and travelled 63 kilometers and landed out! I would like to thank sincerely all those who helped me achieve this rewarding flight, the instructors whom I have flown with for all their sound advice and encouragement, the treatment from the personnel at Condor and my retrieve crew.

Mike Ward



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 Instructor Rota

5 th Jan	Joe Fisher
6 th Jan	Jonathon Pryce
12 th Jan	Frank Smith
13 th Jan	Chris Robinson
19 th Jan	Neil McAulay
20 th Jan	Bob Petrie
26 th Jan	Bob Jones
27 th Jan	Ray Hill
2 nd Feb	Kevin Hook
3 rd Feb	John Henry
9 th Feb	Ian Dandie
10 th Feb	George Ross
16 th Feb	Ian Trotter
17 th Feb	Jonathon Pryce
23 rd Feb	Joe Fisher
24 th Feb	Chris Robinson
2 nd Mar	Frank Smith
3 rd Mar	Bob Petrie
9 th Mar	Neil McAulay
10 th Mar	Ray Hill
16 th Mar	Bob Jones
17 th Mar	John Henry
23 rd Mar	Kevin Hook
24 th Mar	George Ross
30 th Mar	Ian Dandie
31 st Mar	Ian Trotter

Duty Basic Instructor Rota

5 th Jan	Neil Irving
6 th Jan	George Turnbull
12 th Jan	Peter Gallacher
13 th Jan	Keith Buchan
19 th Jan	Gerry Marshall
20 th Jan	Jim Cook
26 th Jan	Tony Brown
27 th Jan	Andrew Bates
2 nd Feb	Douglas Barr
3 rd Feb	Keith Buchan
9 th Feb	Neil Irving
10 th Feb	Peter Gallacher

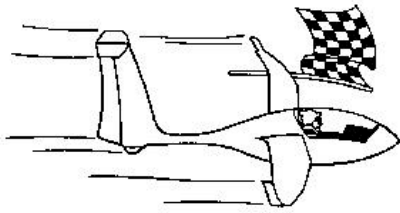
16 th Feb	Gerry Marshall
17 th Feb	George Turnbull
23 rd Feb	Tony Brown
24 th Feb	Jim Cook
2 nd Mar	Andrew Bates
3 rd Mar	Douglas Barr
9 th Mar	Neil Irving
10 th Mar	Keith Buchan
16 th Mar	Peter Gallacher
17 th Mar	George Turnbull
23 rd Mar	Gerry Marshall
24 th Mar	Jim Cook
30 th Mar	Andrew Bates
31 st Mar	Tony Brown

Duty Pilot Rota

5 th Jan	S. Pearce & A. Mochar
6 th Jan	E. Melville & I. Melville
12 th Jan	P. Clayton & C. Clarke
13 th Jan	I. Easson & J. Rice
19 th Jan	R. Rigby
20 th Jan	S. Back & O. Smith
26 th Jan	B. Smallman & R. Jackson
27 th Jan	D. Higson & J. Kennedy
2 nd Feb	D. Tait & A. Young
3 rd Feb	R. Mackie & R. Smith
9 th Feb	I. Norman
10 th Feb	E. Crosbie & D. McLean
16 th Feb	R. MacIntyre & J. McGouldrick
17 th Feb	A. Wilson & H. Eagleton
23 rd Feb	J. Green & B. Adamson
24 th Feb	G. Packer & R. Birch
2 nd Mar	A. Rougvie & I. Armstrong
3 rd Mar	R. Spellacy & S. Hartley
9 th Mar	R. Lucas & J. Miller
10 th Mar	D. Aspey & E. Wilson
16 th Mar	S. Pearce & A. Mochar
17 th Mar	E. Melville & I. Melville
23 rd Mar	P. Clayton & C. Clarke
24 th Mar	I. Easson & J. Rice

Remember that if you need to change any of these dates, make appropriate arrangements and update the list on the noticeboard.





World Championships

Extracted from the BGA Team Web site

www.glidingsite.co.uk written by Harry Middleton and Rob Rebeck.

Issued 31st December 2001

Yesterday was day 10 for all classes. At last we had classic South African storms. All three classes were set assigned area tasks, which took them right into the middle of a spectacular storm area. To my surprise this did not benefit the Brits. Justin landed out. Pete had to start his engine and Russell took 5 hours to stagger back from a 3 hour task. The one bright light was Ed who came 1st in the 15 m class. Mike and Andy struggled to get some distance with Andy proving to be a real team flyer feeding back vital information to help Mike. However they didn't do enough for Mike to keep his 1st position, the two Frenchmen flying superbly to win the day by 8kph. This put Laurent Aboulin in the overall lead with Mike 13 points behind in second. Credit must be given to Laurent for coming back after getting zero points on one day. Andy is now in 5th position overall.

In the open class Pete's bad day cost him his 2nd position and dropped him to 9th overall. Russell is now 12th overall.

In the 15m class, Ed's result takes him up to 9th overall whereas Justin is now 16th overall.

STOP PRESS

All tasks scrubbed today so final results are as was yesterday:

Standard Class:

1st Laurent Aboulin (France) 8609 pts

2nd Mike Young 8596 pts

5th Andy Davis 8208 pts

15 m Class:

1st W.Meuser (Germany) 8864 pts

9th Ed Johnston 8148 pts

16th Justin Wills 7678 pts

Open Class:

1st O.Goudriaan (South Africa) 8625 pts

9th Pete Harvey 8121 pts

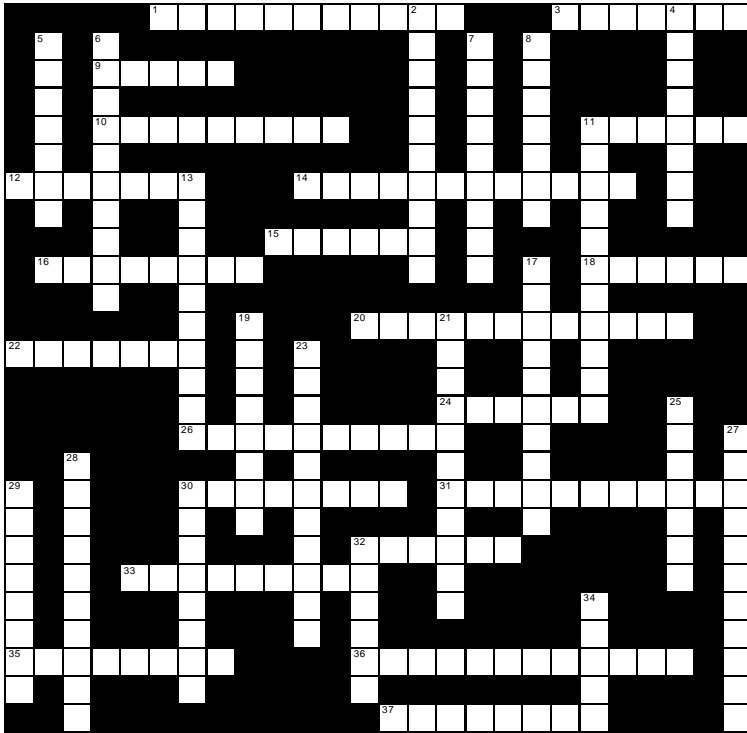
12th Russell Cheetham 7822 pts

For the full final results look at the official website. www.wgc2001.org.

The crossword is somewhat different this time. All clues are co-ordinates for Scottish turnpoints – so get your maps out and practice your map-reading skills.



Crossword 2000-6



Across

- 1 57 41.518N 001 59.697W (11)
- 3 57 31.509N 002 00.089W (7)
- 9 56 36.992N 003 12.707W (5)
- 10 56 10.717N 004 23.070W (9)
- 11 56 12.581N 003 27.702W (6)
- 12 56 24.958N 003 34.868W (7)
- 14 56 02.257N 005 26.489W (12)
- 15 57 19.923N 002 50.027W (6)
- 16 57 39.437N 003 03.958W (8)
- 18 57 14.272N 002 43.527W (6)
- 20 56 23.132N 004 17.226W (12)
- 22 56 43.412N 002 38.872W (7)
- 24 56 48.739N 002 36.291W (6)
- 26 55 59.066N 004 49.230W (10)
- 30 57 02.841N 002 30.042W (8)
- 31 56 35.520N 003 20.086W (11)
- 32 56 22.418N 003 59.237W (6)
- 33 56 14.576N 004 13.045W (9)

- 35 56 20.313N 003 11.566W (8)
- 36 57 08.761N 004 40.525W (4,8)
- 37 55 30.345N 002 34.338W (8)

Down

- 2 56 16.966N 003 45.064W (10)
- 4 56 26.855N 003 28.347W (8)
- 5 55 39.075N 003 11.565W (7)
- 6 55 36.207N 002 46.803W (10)
- 7 56 23.489N 004 06.253W (2,7)
- 8 56 05.020N 004 32.922W (7)
- 11 56 46.283N 003 51.433W (5,6)
- 13 55 24.070N 004 10.970W (3,7)
- 17 56 40.433N 003 00.401W (10)
- 19 56 11.164N 003 57.958W (8)
- 21 56 00.085N 004 44.242W (11)
- 23 57 33.512N 002 37.802W (11)
- 25 57 31.998N 002 27.686W (7)
- 27 56 53.582N 004 55.202W (11)
- 28 56 55.655N 004 14.922W (10)
- 29 55 06.094N 004 45.806W (8)
- 30 57 02.821N 003 02.183W (8)
- 32 56 21.983N 003 51.122W (6)
- 34 57 20.267N 002 37.087W (5)

Crosswords – answers for last issue.

Across: 1 Trailing edge, 3 Prop wash, 5 Compass, 7 Yaw, 9 Ballast, 10 Turn point, 11 Saturate, 14 Cross country, 16 Lak, 17 Knot, 18 Millibars, 19 Diamond goal, 21 Winch driver, 24 Photograph, 28 Velocity, 29 Base leg, 30 Street, 32 Derek piggott, 34 Canopy, 36 Rig, 37 Drift, 38 Perspex, 39 Sustainer.

Down: 2 Direct view, 4 Standing wave, 6 Pawnee, 8 Water, 10 Tail slide, 12 Straps, 13 Cloud, 15 Cable release, 20 Aerobatics, 21 Wheel box, 22 Navigation, 23 Retrieve crew, 25 High key point, 26 Trailer, 27 Wind sock, 28 Variometer, 31 Radio, 33 Drag, 35 Rime.



Scottish Gliding Centre Tariff 2002

	Full	Country	Student	Life	Hon.	Cadet	Day	Temp	Reciprocal
Membership	£235	£175	£75	Nil	Nil	£40	£10	£7	SGA Free
		+	+	+	+	+	+		

Capitation £30 mandatory contribution towards BGA/SGA capitation (£15 under 25)

Joining Fee £100* £100* £50 N/A N/A N/A N/A N/A N/A

* held at £50 until 31/3/02

All membership and capitation fees must be paid prior to flying

Life, honorary, country, young and cadet members enjoy the privileges of full members

Hangarage	per	Day	Week	Month	Year (or part)
Gliders <15m			£5	£25	£75 £330
>15m /SLMG			£6	£30	£90 £380
Power a/c		£10	£50	£150	£470
Unrigged Gliders			£4	£10	£30 £160

Trailer Parking		Day	Week	Month	Year
Gliders			£1	£5	£20 £160
SLMG			£1*	£5*	£20* £215

Free to visitors whilst on site for expeditions

* plus SLMG landing fees

Caravan/Motorhome			£4	£15	£45	£185
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Launching	Winch		£6	(incl. practice failure)		
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Aerotow	Up to 2000'	Each extra 500'
Standard	£19	£3.50
Member's Subsidised Rate	£12	£2

Flying Charges	Club Aircraft		30p/min	max. £45 per flight
		K21 and Junior		
		K13 and K8	20p/min	max. £30
		DG505	30p/min	max. £45
		Pegase 101B	30p/min	max. £45
		ASH25	35p/min	max. £21
		Tug	£1/min	
		Cadet Rate	£5/flight (includes winch launch and first 30 minutes)	
		All club gliders before 10:00 @ 15p/min (except ASH25)		
	Comps/Expeditions	K21/Junior	£150/week	£30/day
		DG/Pegase	£200/week	£40/day

Any pilot not logged down at the end of the day will be charged for flying until official last landing

Landing Fees	Power	£7
	Microlite	£3
	SLMG	£2

Trial Lesson	£50	Fri – Sun	£40	Mon -Thu
	Including launch of up to 2500' and up to 20 min flying time			
	Extra flying time or higher aerotows may be taken and paid for at club rates.			
	If full membership is taken on the day of flight, the flight will be charged at club rates			

Half Day Course	£99	One to two ab-initio to instructor ratio. As much flying as can you can fit in off the winch. All extras at club rates. Thursday mornings throughout the Summer.		
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Courses	1 day	£10 + flying fees (SGU members only)
	5 day	£50 + flying fees (SGU members)
	£180+flying fees	Non members includes 3 months trial membership, log book and Elementary Gliding textbook
	£80 +flying fees	(subsequent Non member courses within 3 months)

See over for explanatory notes

Explanatory Notes

Membership Categories

M	Full	
M	Trial	3 months - renewal for rest of year costs £135
M	Country	over 100 miles from Portmoak as the crow flies
L	Life	No longer available
H	Honorary Life	Awarded at Board discretion
S	Young Pilots	under age 21 at time of renewal or in full time education and under 25
K	Cadets	under 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 only
E	EUGC	pre-solo membership included in group scheme
S500's	St Andrews University	pre-solo membership included in group scheme
W	Walking On Air	includes entitlement to upto 3 flights in SGU aircraft per year

Day Guests

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 3 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 the voucher number. The flight and guest fee will be charged to the host member's account. Group air experience flying will continue to be charged at the standard trial lesson rates. 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. Subject to board approval, former members may be allowed day membership from time to time.

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

Caravan/Motorhome

Caravan Site Rental available to full club members only by arrangement with caravan site committee, subject to a minimum of 10 hours flying per year.
 Visitors may be offered short-term parking on the caravan site only by prior arrangement when sites are vacant.

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.

Rebates on Renewal

Flying Fees

Upon payment of membership renewal for any twelve months from January 2001, 10% of a members flying fees (all launches & air time on SGC operated aircraft) for the preceding twelve months will be credited to the account towards flying fees. This credit is only payable upon membership renewal and is not refundable if membership is subsequently terminated. It may be transferred to the account of a newly introduced member to encourage their flying. Note that air time invoiced for non SGC aircraft will not earn any credit (i.e. Falke, 925, WA1).

These credits will be applied to members' accounts after next renewal provided the following conditions are met during the preceding year:

1. Any debt remaining must be cleared by the renewal date.

AND EITHER

2. All annual charges (membership, hangarage, trailer & caravan parking) are paid in full within one month of the renewal date and the account is kept in credit throughout the whole year (balances will be checked regularly).

OR

3. Payment is made by STANDING ORDER (Renewing Members Only)

The total fees for the year may be paid by standing order, the amount of which will be calculated by the treasurer based on the previous years flying activity and taking into account all annual charges.

Where flying charges vary significantly from predicted, standing orders may be modified at the request of or by agreement with the treasurer. Alternatively, a lump sum payment may be requested.

Provided that the agreed standing order is in place for the full 12 months and any debt is cleared at renewal date, these discounts will apply and rebates will be credited to accounts by the renewal date.

Where aircraft/caravans are syndicated, the named syndicate treasurer will only earn his capitation rebate if the syndicate account adheres to the above conditions.

Membership Introduction Rebate

Where a member introduces a new member to the club and that new member subsequently renews for a second year of membership, a credit will be made to the introducing members account as follows:

Full	£50
Country	£50
<25	£50

In order to qualify for these credits, the introducing member will need to annotate the new applicants application form "Introduced By *J. Bloggs*" on the day of joining. They will be expected to act as mentor/buddy throughout the first year in order to encourage the new applicant to survive the Portmoak system!