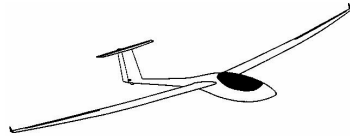


From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial-Ian Easson

Another winter has, hopefully, gone and we are now looking



forward to fine weather soaring. It's the time to complete those new-year's resolution tasks. After all, we have been planning them during those dark winter evenings, haven't we?

We were all shocked and saddened to hear the news that Martin Moss and Dick Rukin had been killed in a motor glider launching accident. Martin was to have been our full-time instructor this year and our thoughts go to his family and friends.

This issue of *Portmoak Press* has been delayed by a couple of weeks so that I could include the latest information from the AGM which was held on 29th March.

As part of the wider communications need of the BGA, I am trialling a reprint of the last three (monthly) BGA newsletters received since the last issue of *Portmoak Press*. On a number of occasions I have noticed that the copies on the notice board only get read by the same few people (how many of our 260 members?). This is only a trial so please let me know if you think this is a good idea, or not, to reprint them here.

By now, you should all be aware that I am collecting material for a book on the history of the SGU (70 years old next year, don't you know), and I am on the lookout for stories and photos (B&W, colour or digital). All photos will be returned so please write your details, along with photo information – date location, names etc. – on the back and send them to me. The best photo will get pride of place on the cover of the book, so get rummaging.

Send them to me either at the club or to "Overhill", Ferntower Road, Crieff, Perthshire, Scotland PH7 3DB, or by e-mail.

Thanks to everyone who has contributed to this issue. We are still keen to get as many issues out by e-mail so if you don't already receive this by e-mail, and would like to get an instant copy, drop me an e-mail with your details please.

Please note the cut-off dates for future issues: End of June for July, end of September for October, end of December for January and 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.

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As announced at the AGM on 29th March, Bob Jones, Neil McAuley and Neil Irving retired from the Board. Neil McAuley and Neil Irving will both continue as CFI and Safety officer respectively, albeit from outwith the Board. The following list shows 2003/2004 Board members and their responsibilities:

Board Members.

Chairman	Brian Cole-Hamilton
Secretary & Caravans	Bruce Marshall
Treasurer/Buildings/Property	Kevin Hook
Vice Chairman and Gliders	Chris Robinson
Tug, WOA and Tech. Officer	Joe Fisher
Winch & Ground equipment	Douglas Tait
Membership Comms, Office re-orgs and Publicity.	Ian Easson

CFI Notes – see AGM notes

The Safety Officer's Bit - see AGM notes

Uni News

Extracted from their web site:

Expedition to Aboyne 28th – 30th Feb.

Thanks to all at Deeside GC for a fantastic weekend. Highlights included: the trip over Glenshee with Mark, somebody's close encounter with a lizard, Andy, San and Andy's wave flights on Saturday, roast beef (well, they are students, aren't they? *Ed*), Tim spinning off several thousand feet in a Puchacz (or should that be a "puke aches") looks good from above, Guy and Gareth's wave flight on Sunday and the trip back via Fettercairn with Tim.

At the time of going to press the students and just a few other visitors were enjoying their Easter Break at Portmoak, and I suspect there were a few badge claims.

The gliding club fly every weekend, weather permitting, if you want to go flying, come along to our meetings Wednesdays at the Blind Poet, 8 p.m., email us at gliding.club@ed.ac.uk, or phone one of the committee. You can check out our web site, which has lots of interesting stuff:

<http://www.eusu.ed.ac.uk/clubs/gliding/>

A Letter to All Members, from Neil Irving.

18 March, 2003

The board are aware that many members are struggling to achieve their goals in gliding, and in many cases are becoming so frustrated that they end up leaving the club and giving up the sport for ever. For 2003, we are making a major effort to minimise the obstacles in the way of members' progress.

From April 3rd, we will have a new Summer instructor on site five days a week. Andy Sanderson will be available for booked flying with members for four afternoons per week. He, and a dedicated glider, will be available from 13:00 to 17:00 for a booking fee of £10. Only two students will be booked for each afternoon ensuring a very high level of service for a relatively short time commitment from the student. Booked flying may also be available at other times - contact the office to check availability.

Andy will also alternate with Bob Petrie on Mondays in order to guarantee training and supervision of solo flying every day of every week.

I am writing to you as a pre silver pilot to ensure that all pilots in the training loop are aware of the services available this year. Training will be available for pre solo, pre bronze and pre silver pilots on demand. Instruction will be tailored to your specific requirements and will include cross country training whenever weather permits.

If you prefer the idea of concentrated training over one week, the usual courses will be available from May to September with 3 students to one instructor. I will be the course instructor this year, as John Harwood has taken up an instructor post in New Zealand. The course fee for club members is only £50 plus normal flying fees.

We are confident that the club will be offering a better training package than ever before for 2003. All of these facilities will be run along side our existing flying arrangements which will continue to fly members according to the flying list. We hope that queuing times will be reduced as some members opt to use the booked flying facilities, but envisage increasing numbers of members filling the gaps.

Neil Irving



The following letter was sent to Scottish MEPs by Bruce Marshal, to address our concerns at the proposals for higher insurance cover:

Letter to Scottish MEPs

"Proposal for a Regulation of the European Parliament and of the Council on Insurance Requirements for Air Carriers and Aircraft Operators – Brussels 24.9.2002

I wish to bring to your attention the potentially catastrophic effect of the above proposed legislation on sporting aviation if it is implemented without modification.

As currently drafted, all light aircraft would require to carry third party cover of at least £65 million, including cover for damage resulting from war or terrorism. The present UK position is that third party cover normally excludes war or terrorism, and most non-commercial aircraft have cover in the £1 million to £5 million range. This position is considered entirely satisfactory by the Department of Transport and the Civil Aviation Authority. It is feared that the effect of the legislation on premiums would be so great that the increased costs would force many participants to give up air sports altogether, not only in the UK but throughout the European Community. Indeed, it is possible that the UK insurance industry would be unable to provide the required level of cover.

These proposals are being vigorously contested by the Department of Transport and the Civil Aviation Authority, while The Royal Aero Club is seeking to propose that :-

- 1] *The regulations are not applied to sporting and private flying, but if they do:-*
- 2] *The minimum cover should be reduced so that it realistically reflects:-*
 - i] *The risk of a third party claim, and*
 - ii] *The amount of damage which an aircraft can cause, and*
- iii] *The indemnity limits applying prior to the events of 9/11, agreed in December 2000 by the European Civil Aviation Conference, which for aircraft under 2000kgs would be cover of about £1.3million.*

The Scottish Gliding Centre operates one towplane while three light aircraft and several self-launching motor gliders are owned by our members. I trust that we can count on your support for the Royal Aero Club proposals, as the legislation appears to be a "knee jerk" reaction to 9/11. Every additional regulation means that terrorism has won another victory over the freedoms we have enjoyed in the past."

*Bruce Marshal
Scottish Gliding Union*

Further to my recent message, the latest word via the BGA is that gliders are to be exempted from the £65m third party insurance requirement. However, as tugs, motor gliders and other light aircraft are still included in the scope of the proposals, your lobbying efforts are still necessary!

Bruce

AGM Notes

The 65th Annual General Meeting was held on Saturday 29th March 2003.

The Chairman, Brian Cole-Hamilton welcomed 49 members to the meeting.

The Chairman's report for 2002 had been previously circulated along with the notice of the meeting. He additionally commented that a major problem facing the club had been identified as the retention of new members. This is being addressed by initiatives such as the new hangar, to make aircraft more easily accessible, and the introduction of mini-courses, made possible by the appointment of a full time instructor. This had suffered a setback by the sad death of the candidate selected, Martin Moss, but the Board still intend to proceed with the same strategy. He also reminded members of the introduction of a Young Person's Protection Policy and stated that more work required to be done in this connection during the current year.

Kevin Hook presented his Treasurer's report and Accounts, and a short discussion followed around the profitability of various club aircraft. Other items discussed included the new hangar and charges for using the old hangar.

CFI Report:

Bob reported that poor circuit planning had been the cause of several incidents and accidents during the year, resulting in pilot overload during the final



approach & landing. He thanked all instructors for their support and assistance during his three years as C.F.I., and asked for their continued co-operation with his successor, Neil McAulay. Chair then presented Bob with a small gift in appreciation of his efforts.

Safety Officer's Report:

Neil noted that there had been two serious accidents during the year, fortunately without serious injury to any of the three pilots involved. He noted two recent fatal accidents at other sites resulting from contact with winch cables, and reminded all pilots of the dangers presented by cables. There had been three complaints about low flying, one of which had resulted in the visiting pilot concerned being banned from returning to Portmoak, and being reported to his own C.F.I. Neil warned that any such incidents by club members or visitors in future would be dealt with severely.

Other business discussed at the meeting included: concerns over ability to launch in the event of a major winch breakdown, the recent period of un-serviceability of the Pawnee Tug [Neil Irving proposed a vote of thanks to Charlie Guthrie for his efforts to carry out tug maintenance and repairs, often in cold and uncomfortable conditions. This was heartily endorsed by the meeting.], and an offer of help from Jim O'Donnel, for advice in identifying rough areas of the airfield suitable for repair, was accepted.

A full copy of the minutes from the AGM will be available on the notice-board at the club.

Club News

Late March and early April have seen a large number of visitors to the club and they have experienced everything from days of poor visibility (limiting numbers in the air) to great wave days with badges galore.

Remember that the Vintage Gliding Club will be visiting Portmoak during the weekend of 5th & 6th July. This promises to be a colourful weekend with lots of vintage gliders taking to the air over Portmoak. More details will be issued in due course.

Our summer courses are proving popular again, and four of them have been fully booked already. If you want to join one of our courses, please contact Irene at the club as soon as possible.

Holiday Courses for 2003

1	27 th April – 3 rd May
2	4 th May – 10 th May (FULL)
3	11 th May – 17 th May
4	18 th May – 24 th May
5	25 th May – 31 st May
6	1 st June – 7 th June (FULL)
7	8 th June – 14 th June (FULL)
8	15 th June – 21 st June (FULL)
9	22 nd June – 28 th June
10	29 th June – 5 th July
11	6 th July – 12 th July
12	13 th July – 19 th July
13	20 th July – 26 th July
14	27 th July – 2 nd August
15	3 rd August – 9 th August
16	10 th August – 16 th August
17	17 th August – 23 rd August
18	24 th August – 30 th August
19	31 st August – 6 th September
20	7 th September – 13 th September
21	14 th September – 20 th September
22	21 st September – 27 th September

Are you aware that you can purchase various items from the club? Anything not in stock can be ordered:

Books: Logbooks, CAP413, Elementary Gliding, Weather for Gliding, Meteorology Simplified, Gliding, Beginning Gliding, Gliding Safely, Laws & Rules, D.I. books, Aeronautical Charts

Clothing: Baseball Caps, Beanie Hats, Woolly Hats, Tee Shirts, Polo Shirts, Rugby Shirts, Sweatshirts.

Miscellaneous: Knee Pads, Glider Pins, Postcards, Car Stickers, Cloth Badges, Oxygen Refills, Canopy Polish,

Our club member database is completed but new entries can be added at any time by sending your e-mail addresses to:

office@scottishglidingcentre.co.uk



SGU Burns Supper

The SGU held its first Burns Supper for some 30 years (according to John Henry) on 22nd February. The fact that it was held a month after the official date was said to be due to the need to give members time to recover from the excesses of Christmas and Hogmanay before the next celebration – this must show that members are getting old!

Some 50 guests attended, including several “Burns virgins” from South of the border who had a little difficulty in understanding some of the Addresses and Recitations. All enjoyed an excellent traditional meal organised and prepared by Steve and Irene. The excellent contributors for the evening (who were “volunteered” into service as a result of a lengthy and painful arm twisting process by Douglas Tait) were:

Chairman	John Munro
Address to the Haggis	Douglas Tait
Toast to the Haggis	John Munro
The Immortal Memory	Alex Cant
Songs	Archie McGirr
(with guitar and mouth organ)	and Sarah
Recitation “Willie Wastle”	Douglas Tait
Toast to the Lassies	John Stewart
Recitation “Tam O’Shanter”	Morag Reid
Reply to the Toast to the Lassies	Pat Petrie

The evening ended with a tuneful (?) recitation of Auld Lang Syne, following which several guests adjourned to the bar to continue the celebrations with the usual result.

The profits from the evening of £195 were gratefully received by Walking on Air.

Peter Clayton

CBSIFTC...

It was a cold, damp Saturday morning with the overnight frost only slowly disappearing. A couple of knots Easterly but after several weeks of un-flyable wet Saturdays I was first on the list for a Junior and keen to get some launches in even if only for circuits. Frank Smith took off ahead of me in the K21 – fine, I think, that’ll warm the winch a bit – and I watch his endless ground run as I mutter my way through the checks CBSIFTC....
Hmm it’s misting up

a bit already, better leave the canopy open until the last minute. Wonder if it’ll mist up on the launch? A gloved hand appears in front of me waving a blue strop. Release checks first please! Fine, and the canopy isn’t getting any worse. What’s that? Oh yes, got you – Frank’s approaching abeam downwind, do I want to go or wait? Its cold, I’ll go. Canopy closed and locked, supports upward pressure, cable on please! A last, quick, scan around as the wings level. Where’s Frank? OK, just approaching base, plenty of time, cable’s taut, All Out! As HRG slowly accelerates across the bumps I rest my fingers on the instrument panel handy for the release, we’re a little off-line but I’ll just leave it in case I drop a wing, lift-off, ease gently into the climb with the winch still cold but the speed’s picking up steadily.

Hullo, the speed’s started to bleed off a bit, put the nose down a touch, a touch more, that’s better, no it isn’t, a touch more. The winch is failing, I’d better get off, pull the bung! The speed’s still not looking good, stuff the nose down, 55 knots for safety’s sake, trim feels fine. No wind and not enough space to land ahead. How about the South field or North-East towards the corner? Don’t know if I can stop in time, don’t risk it. Start into a gentle left turn to land down the North field. S*** we’re going down like a brick, I could fly better on my own, watch the speed, nose down again, don’t those caravan site trees look big, the panel’s vibrating like mad, what’s going on? H*** and D*** the brakes are out, put them away! That’s better, we’re a bit low but at least we’re flying again. I don’t much fancy the uphill landing on the North field now. Coming up towards North abeam the caravan site, still well above the trees, what’re my alternatives? Frank’s on finals. Decision made, nose down, check speed and crank around for the South field. Line up, check speed, should I try to clear the gravel path? Sod it, clear the bumps and get it down, brakes, well held off, easy! Whew!

So, after about 350 launches I fluffed my checks and launched with the airbrakes unlocked. I got away with it OK, but what are the lessons? I’m pretty methodical but this time, with the canopy misting, the strop under my nose and a glider on downwind, I made the



mistake of rushing at the last minute and didn't complete the checks. Next, when the speed fell away I was long in noticing the brakes were out – it seems a long time ago since anyone pulled the brakes on me on a check flight. Then with the high rate of descent and not enough attention I turned far too tightly and closed off my intended landing area. Lastly although there had been plenty of time for a successful launch, there was also plenty of scope for conflict from a failed launch with the downwind glider. Fortunately even with the ground rushing up I could still hear the voice from the back seat – “Watch Your Speed!”.

Bob Adamson

Coaching Corner

Over the past few months I've been chatting to various pilots who fly the Junior asking them whether they had carried out any spinning in that particular glider. The results have proved to be quite interesting or alarming if you are an instructor. Many of those I asked professed not to have spun the glider yet and in one case (and there could be more) the pilot told me that he hadn't even stalled the aircraft. Why this should be? I suspect that an apprehension over spinning may well be the answer, particularly if it's for the first time on your own in a single-seater. Spin training was covered during ab-initio days so why the reluctance to spin the Junior?

On conversion to a new type it is essential to ascertain the un-accelerated stalling speed for your weight and glider type configuration at a very early stage. How else will you know if you're near the stall.

The Junior will spin very readily and recover with the normal recovery input. An inadvertent stall with yaw present is all that would be needed to enter a spin.

If neither of these parameters have been covered during your flying in this aircraft how will you cope? An early turn from a cable break before ensuring adequate speed in the Junior is liable to lead to interesting results.

So, if some of these remarks apply to you, see an instructor, get properly briefed and then carry out these manoeuvres. If necessary, have an instructional session covering these exercises

preferably in the DG 505.

Do not delay, it is crucial that these gaps in your solo flying experience are covered.

Frank Smith

BGA Newsletter – Jan 2003

2003 Course Programme. The BGA course programme for 2003 has now been published and copies have been circulated to all club CFIs. A number of the soaring courses planned have, as yet, no venue assigned and clubs are invited to apply to host these. These courses are great fun and an ideal way to provide your members with cross country soaring training without the need to travel. Clubs wishing to host a soaring course should apply to the BGA office, in writing or email (colin@gliding.co.uk) no later than 17th January. A full copy of the course programme is on the BGA web site,

www.gliding.co.uk/bgainfo/bgacourses.htm

Ann Welch Memorial Service. The memorial service for Ann Welch will be held at Lasham Airfield on March 7th around midday. Final details, when available, will be posted on the BGA web site.

K13 Rudder Adjustment. The Safety Committee have made a recommendation that, on gliders with a K13 type rudder adjustment, it should be standard practice that the adjustment is always carried out by the pilot from outside the cockpit. This follows investigation of the recent accident at Camphill, when the pilot safely baled out after thinking that he had lost rudder control. The pre-flight adjustment had been made by a helper from outside the glider and this did not allow a visual check that the stop was properly engaged.

Bill Scull Safety Diploma Award. The BGA Executive is delighted to announce that the Diploma will be awarded to Dr Tony Segal for his contribution to gliding safety. The presentation will be made at the AGM.

Rule 5 Consultation. The BGA has responded to the CAA consultation over proposed changes to the UK Low Flying Regulations (Rule 5). The BGA generally supports the wishes of the CAA to simplify the regulation, but has recommended a

number of changes to the proposed amendment in order to



avoid unnecessary restriction of flight. The BGA response has been coordinated by Terry Slater, following discussion with and input from the gliding movement.

BGA DG500 for Sale. The BGA DG500/22 Elan, registration number '97' is for sale. The glider was new in January 1993 and has logged approximately 3,800 hours. '97' is fully equipped including a trailer. It can be viewed at Bicester. For more details, contact Barry Rolfe at the BGA office on 0116 253 1051 or email barry@gliding.co.uk. Offers of around £30,000 are invited.

Gliding Records. The FAI has received the following record claims from Pamela Kurstjens-Hawkins in the Feminine Open Class: Straight distance to a goal – 965.3km, free distance – 1078.7km, and free distance using up to three turnpoints – 1042.55km. The records (subject to verification) were all achieved on a single flight in a Nimbus 4T from Kingaroy Airfield in Australia on January 5th. The BGA sends its congratulations.

National Coach Appointment. The BGA is delighted to announce that it has reappointed Dave Bullock as National Coach for the current year.

BGA AGM and Conference. A reminder that this year's AGM and conference will be held on 22nd February at Eastwood Hall near Nottingham. Full details of the agenda and speakers (and a booking form) are available on the BGA web site at www.gliding.co.uk/bgainfo/notices/conference.htm. You are advised to make a booking soon if you want to attend the post conference dinner or if you wish overnight accommodation at the specially discounted rate.

BGA Newsletter – Feb 2003

EU Insurance Proposals. The European Commission has proposed that all aircraft operating in Europe should be required by EU law to carry insurance covering liability for damage to third parties, including damage resulting from war and terrorism. Although gliders are presently exempt in the draft legislation, motor gliders, self launching sailplanes and tugs are not. Also there are murmurings in Brussels and in some EU countries to

remove the current draft exemption for "non powered aircraft" from the legislation. A briefing note from the Royal Aero Club has been enclosed with this Newsletter and is available on the BGA web site. The proposals are being vigorously contested. However, you are urged to lobby your MEP. Further details of what might go into a lobbying letter are contained in the RAeC briefing note. Please act soon as the proposals are due to be considered in early summer. Do not think that this is some one else's problem – it may affect you.

Ann Welch Memorial Service. The memorial service for Ann Welch will be held at Lasham on March 7th at 1200. All friends are cordially invited. Arrivals by air must contact the Lasham Gliding Society Office (01256 384900) before take-off. (Lasham is PPO). Motor cars will enter the airfield through the North gate from 'The Avenue'.

2003 British Juniors. These will be held between 30th August and 7th September at Nympsfield. As always, the BGA will be supporting these by subsidizing the cost of entry and by providing coaching assistance throughout the championships. Young pilots (under 25) are urged to enter – CFIs have details. Pilots who are not entering but would like to learn about cross country and competition flying can apply to fly with experienced competition pilots in the high performance BGA 2- seater fleet. 4 places are available and applications, supported by your club, should be made to Dave Bullock by 30th April. More details are on the BGA web site at www.gliding.co.uk/bgainfo/juniors/juniors.htm

Young Persons Soaring Course. This is a competition training course to be held at Bicester from 2nd – 8th August. 12 places are available and 6 high performance two seaters will be used. There will be a 2:1 student: instructor ratio. Applications are invited for this – again by 30th April. No qualifications are necessary, other than enthusiasm. See your CFI or www.gliding.co.uk/bgainfo/juniors/juniors.htm for details. Alternatively contact either of the BGA coaches, Dave Bullock (01869 357079/ 07901 553341, bullockda@talk21.com) or Simon Adlard (01694 724382/ 07773 017270,

etusar@dircon.co.uk).



Competition Rulebook 2003. The new rulebook is now available - a result of many hours of work, eliminating all of the duplications and anomalies associated with the old Competition Handbook. It is more concise, yet retains all the existing rules except those modified or changed for 2003. Thanks particularly go to Phil Jeffery for his efforts in undertaking and completing this task. The rulebook can be obtained from the BGA web site,

www.gliding.co.uk/forms/competitionrules2003.pdf
IGC Ranking List. The first edition of the IGC pilot ranking list is now available and will be updated after each sanctioned competition. We are delighted to congratulate Steve Jones for achieving first place – making him officially the world’s top glider pilot. With two more pilots in the top 20 (Mike Young 9th and Dave 12th) and no fewer than 9 in the top 50, the ranking list clearly demonstrates the UK’s leadership in competitive soaring. The ranking list is produced as part of the IGC's strategy to make competitive gliding more widespread and accessible. The list will be updated after each competition to provide a dynamic seeding list of the world’s best glider pilots. The full list can be found at

www.rankings.fai.org/gliding/

Another World Record for Pam! Pam Kurstjens-Hawkins has claimed another world record (Feminine Open Class – speed over an out and return course of 1000km) just two days after setting three other records. Pam completed the task from Corowa, NSW in her Nimbus 4T at an average speed of 133.8kmph. Congratulations again.

3000km Barrier Broken. Klaus Ohlmann of Germany became the first person to fly 3000km when he set a new free distance (up to three turning points) record on January 21st. He flew his Nimbus 4DT a distance of 3010.7km from San Martin de los Andes airport in Argentina. In setting the record, Klaus beat his own existing record by a small matter of 545.1km. His co-pilot was Austria’s Karl Rabeder (Austria). The flight took 14 hours 40 minutes from a launch at 9.35am. Phew!

BGA Conference. A final reminder that the BGA AGM and Conference will be held on February 22nd at Eastwood Hall near Nottingham. Full details and a booking

form are at

www.gliding.co.uk/bgainfo/notices/conference.htm

The organizer, Claire Emson Claire@eventia.co.uk has requested that anybody requiring lunch please books this as soon as possible.

CAA Safety Evenings. Latest dates announced for CAA Safety Evenings (over and above these published recently in S&G) are 24th March, Husbands Bosworth and 27th March at Maidstone.

For full details, please see the CAA web site www.caa.co.uk/srg/general_aviation/event.asp

GPS Safety. The CAA has produced a ‘Safety Sense’ leaflet (ref SSL25) on the use of satellite navigation systems (GPS). This is only available for download, from the CAA site at www.caa.co.uk/docs/224/srg_gad_ssl25.pdf

BGA Newsletter – Mar 2003

Medical Fitness Administration System

A PC system to help clubs administer the new medical fitness to fly requirements is available, free of charge, from the BGA office. The system has been developed by Ideal Microsystems LTD, who have also developed a complete administration system for gliding clubs. For more details of this, see www.idealmicrosystems.co.uk

Gliding Simulator The new BGA Gliding Simulator, Cyberglide, made its public debut at the BGA conference last month. Queues quickly formed to try it out, although it was just as interesting watching top pilots make a hash of things.

Everybody was unanimous in their praise for the simulator which will be a great attraction and addition to our marketing efforts. The simulator will make its next appearance at the Outdoor Show at the NEC in March and is available for hire by clubs. The BGA sends thanks to everybody who assisted in the development of this fantastic piece of equipment.

BGA Turning Point List. The turn point list has been updated for 2003. The new list can be downloaded from

www.users.iclway.co.uk/tim.newport-peace/turnpoints.htm

BGA Courses. An updated course calendar, including venues for the



2003 soaring course programme is available on the BGA web site at

www.gliding.co.uk/bgainfo/bgacourses.htm

Safeguarding of Aerodromes. A new planning circular has been released by the Office of the Deputy Prime Minister regarding airfield safeguarding. This is in connection with the transfer of primary responsibility for the official safeguarding of civil aerodromes and technical sites from the CAA to airfield operators. The circular can be seen at www.odpm.gov.uk/planning/circulars/01_03/index.htm. Some notes, produced by the GAAC are available on the BGA web site at

<http://www.gliding.co.uk/forms/safeguardingaerodromes.pdf>.

e-Newsletter. This newsletter will be available for electronic subscription very shortly. You will need to register via the BGA web site and your own copy will be delivered directly to your email in-box as soon as it is published.

New Gliding Team Site. The all new UK Gliding Team web site has now been launched. This contains details of all of the 2003 world championship events, team profiles etc. and can be found at

www.glidingteam.co.uk

BGA Awards. The BGA presented a number of awards at its AGM. The BGA diploma was awarded to Bob Sharman for his continued support of gliding for all people; to Jack Harrison for his Weather Jack service; and, posthumously, to Malcolm Gay, for his dedication, inspiration and love of the sport which he applied for the benefit of others. The Bill Scull Safety Award was made to Tony Segal for his contribution to gliding safety.

New Executive Committee Members. A number of EC positions fell vacant at the BGA AGM. The number of nominations equaled the number of places to be elected and therefore no election was necessary. The following have been elected or re-elected to the BGA Executive Committee: Mike Jordy (The Soaring Centre) Vice Chairman, John Birch (Cambridge), Phil Burton (Norfolk), Doug Llngafelter (London), Keith Mansell (Midlands), Patrick Naegeli (Lasham), and Terry Slater (Norfolk).

Sub-Committee Chairmen / Chief

Accident Investigator. The BGA Executive approved the re-appointment of the sub-committee chairmen at its March meeting. There is one change – Kevin Moloney of Cambridge GC becomes chairman of the Safety Committee. The previous chairman, John Hoskins, has been appointed as Chief Accident Investigator.

FAI 100th Anniversary Publication. To mark its 100th anniversary in 2005, the FAI plan to publish a work tracing its first century of existence and the parallel history of air sports. Much of the material will come from FAI archives, but the FAI is launching an appeal for information about the existence of rare documents, photographic archives, documentary films, or any other reference material that might be relevant for inclusion in a publication of international scope. More details are available at www.fai.org/news_archives/fai/000197.asp

University Gliding Clubs. We are still having problems making contact with university gliding clubs. Could all clubs please let the BGA office know if they have any university clubs operating at their site and identify a point of contact.

Royal Aero Club Awards. The Royal Aero Club Annual Awards Ceremony is being held this year on Wednesday 30th April at the RAF club, Piccadilly and tickets are priced at £25 each. We are delighted that this year the Silver Medal will be awarded to Terry Slater and also the FAI's Pirat Gehriger Diploma will be awarded to Cedric Vernon. If you would like to come along to the awards Presentation, then you can purchase the tickets from the BGA office in Leicester with cheques payable to **Royal Aero Club.**

Over the Atlantic (to Barra)

On Saturday the 10th of August 2002, I fulfilled a personal ambition, to land at the world's only registered beach airport, at Barra in the outer Hebrides.

As a syndicate partner in G-BFEB (the "big" Jodel), I cheat and fly aircraft with a fan at the front. The morning had begun with a blue sky, light winds and perfect visibility, all the right ingredients for a

notable flight. With the destination selected I plan my route, Portmoak



to Crainlarich, to Connel, through the sound of Mull, past Coll then out over the blue expanse of Atlantic ocean between the mainland and the isles.

Over a pre-flight coffee in the clubhouse, I chat about the forthcoming flight to John Henry and it's agreed, I've now got a Navigator/co-pilot.

The aircraft is DI'ed and taxied out to the east end of the north strip.

After the pre-takeoff engine checks are completed, it's full power and we're off into the deep, burning blue, sky.

The aircraft is soon up to 3000' and cruising at 100 knots as the Ochils pass beneath the starboard wing. A quick chat to Scottish Information to request flight information service and we're over the Stirlingshire plain. With perfect visibility, we look down on Loch Katrine and see the steam ship, the Sir Walter Scott, gently plying her way through the water, with her full compliment of day trippers. Off the port side we observe the majesty of Ben Lomond, while below us the vast expanse of water that is Loch Lomond, so calm it's like glass. Our course now takes us north towards Crainlarich, at which point we gently bank to port and follow the glen towards Dalmally.

Off our port wing is the towering figure of Ben Lui, while straight ahead is the longest Loch in Scotland, Loch Awe, with its castles and monastic retreats on its many islands. Off the starboard wing is Ben Cruachan, with its hydroelectric dam built into the side of the mountain, which must be considered a miracle of engineering achievement.

By now we can see the coastline at Connel and it's only a matter of a few moments until we're overhead the airstrip. John regales me with memories of happy nights spent in the Firth of Lorn Hotel, which stands prominently beside the old railway bridge (now a road bridge), over the waterfall.

We climb to 4000' for our passage over water; this is an insurance policy in case the fan at the front stops spinning. While Jodel Mascarets are not great gliders, they will cover a reasonable distance if the initial starting height is sufficient.

We're now over the Firth of Lorn, with Oban receding behind our port wing. Soon we're passing along

the sound of Mull, with the mainland to the right and the Isle of Mull to the left. The airstrip at Glenforsa, a perennial favourite with the power mob, with its almost manicured grass surface, is now visible. Through the headphones we hear the chatter of up to a dozen light aircraft and Loganair island hoppers, all transiting up and down the west coast of Scotland. Seems a lot of our fellow aviators have decided to fulfill their flying ambitions today. By now we're looking down on Tobermory and are amazed by the myriad of colours, in which the houses of the town are painted, apparently it's a council by-law.

As Tobermory fades away behind us we're now over the open ocean, off our port wing we observe the islands of Coll and Tiree, off the starboard wing are the small isles of Canna, Rum, Eigg and Muck. These isles will be the last landfall we see until the Western Isles. It's a strange sensation flying over water because unlike flying over land, there is nothing to judge speed against so it appears one is stationary, suspended in space, even though the IAS is displaying 100 knots. Looking ahead through the canopy to the horizon, there is nothing but ocean, I feel like Lindbergh crossing the Atlantic !!!

After half an hour, land appears on the horizon and we identify the isles of Mingulay (as in the song), Sandray, Vatersay and of course Barra. John and I breathe a collective sigh of relief that our navigation is accurate. At this point John points out a small island a considerable distance away to the North West, which he identifies as St. Kilda.

John had spent a considerable time on the island, through his work, and proceeded to retell several amusing tales of his time there (ask him about the Puff Inn !!!).

With Barra in sight, I change wireless frequency to Barra approach and request joining and landing instructions. Barra informs us that there is no traffic in circuit and, most importantly, the tide is out so we can land!!!

I am further informed that the "runway" in use is 27 and I am cleared for a straight in approach. I query Barra what they mean by "runway" 27, as all I see is a beach !!! They inform me that there are markers

on the beach which will designate runway 27.



With this information I line up 270 on the compass and start my approach. The landing is quite uneventful but the ground roll over the sand and standing water pools is quite an experience.

We taxi up to the "airport" terminal and finish with engines.

The airport terminal is full of tourists and locals waiting for their flights. We pay our landing fees and retire to the snack bar for coffee and shortcake.

The total airborne time from Portmoak to Barra has been one hour forty-five minutes and, apart from the time spent out of sight of land and over the ocean, I hadn't noticed its passing. Suitably refreshed, we stroll back to the plane and take a few photographs, one of which is of a Loganair Otter taking off on route back to Glasgow.

I fire the engine and call approach control for permission to taxi, this is obtained and we proceed to the end of the runway for takeoff. At this point I make an error of judgment by stopping to do my engine checks and mag drops because with these completed and permission for takeoff granted, I find the aircraft has sunk into the soft sand !!!

John tried valiantly to get us out but it was all to no avail and I have to call approach control to ask for assistance. They send out the airport's three fire & rescue Land Rovers with their full compliment of Firemen, with whose assistance we manage to get free. Their advice is to keep moving and not stop, which needless to say I follow. We are soon airborne and looking down on the beach, I see the Land Rovers heading back to their station.

I salute their help by wagging my wings and they respond by switching on their blue emergency lights. Soon we are at cruising height and heading back to Portmoak on a reciprocal course that had brought us here.

A pleasurable flight home is completed with a touchdown in the late afternoon and after a thorough aircraft wash down (honest partners) to remove all traces of salt water, we hanger the plane and retire to the clubhouse for beer and to relive that memorable flight.

Roddy "bush pilot" Ferguson

The following article is an extract from one of Frank Smith's excellent Friday evening lectures.

Collision Avoidance

You would think the answer to this was straightforward and simple. So did I, until pressing further into the subject for a Friday evening talk.

The simple bit was along the lines of: "well surely all you do is keep a good lookout." But like all things in life nothing is as simple as it seems, and there's more to lookout then meets the eye.

Let me start at the beginning and run through my thoughts as I compiled the notes for my talk. First was to establish the amount of gliding carried out in the UK involving civilian and service clubs affiliated to the GA. Secondly was to show the statistics of mid - air collisions and thirdly the locations where these accidents had occurred.

For those interested in the numbers game, we fly on average some 150,000 hours from 350,000 launches per year. That includes winch and aero tow. These flights are very varied, from simple circuits to ambitious wave climbs. Again, they will be flown by pilots with varied levels of skill and experience, in different types of glider, both dual and solo. Weather conditions will differ from poor visibility to gin clear. Flights will take place from airfields buzzing with activity to those operating with one or two aircraft.

It's against this background of gliding activity that we now look at the statistics for mid - air collisions over a 15 year period from 1987 - 2002. We find that there have been 27 reported in the UK. Nine of these resulted in fatalities with 15 pilots tragically losing their lives. Four pilots saved their lives by using their parachutes.

Looking at the location of these collisions we find that 50% occurred while gliders were thermalling and 33% happened in the circuit. It is worth noting that six of the accidents involved tugs and two collisions were with powered aircraft from other airfields.

I believe our sport is a very safe one. During the 15 year period quoted above there were over 15 million flights where many of them involved gliders in

close proximity to each other. The accident figures need to be



balanced against this high level of activity. However even one life lost to a mid - collision is unacceptable and we should all be striving to increase our awareness of the factors involved in this highly emotive subject.

So what can we do to avoid collisions?

There are probably two reasons for mid -air collisions. Firstly, where one or both pilots fail to see each other, secondly, though each has seen the other, there was a delay in manoeuvring to safety from a collision course. From an early stage in your flying career it was pointed out the need for a good lookout. Even on the very first flight this may and should have been introduced. Later, instructors no doubt kept reminding you to adopt a good scan and lookout technique. It is absolutely vital that the habit of maintaining a proper lookout is not diluted when the pilot progresses from under the eye of the instructor to becoming a solo pilot.

A good lookout technique is a skill which needs mastering very early in the students training. Once solo the pilot should maintain this skill and not let poor habits creep in. One of these is where the glider is manoeuvred before a good lookout establishes if it is safe to do so. Whipping into storming thermal lift without having scanned the sky nearby can lead to disastrous results.

Remember that we all hold the other pilots life in our hands when we fly A moment of carelessness is all that it takes.

Lookout Techniques

There are two areas of lookout which we should be aware of:

Firstly, when we are flying with our wings level. The technique is to scan the sky straight ahead looking on, below and above the horizon for threats from other air users. This lookout is repeated as we now scan round to the left wing, but we need to pause every so often to allow the eyes to focus. We look back as far as possible behind the left wing and then scan back to the twelve o'clock position. The same technique is now used for looking round to the right wing. Remember the main area of our attention will be ahead in the direction of flight.

For turning, we adopt a similar technique as above but the priority areas differ. If we are going to turn left we

first scan to the right. This will enable us to see anyone approaching from our four o'clock position. Then we scan to the left making sure we look as far back as possible over that wing, this is the direction we will be going. Scan back to the middle and if all is clear start to turn using the horizon to monitor speed and bank angle. During the turn, keep the lookout going. Remember, before rolling wings level ensure that it is safe to do so.

Eye / Brain Relationship

The eye provides the information which is passed to the brain for processing and allows us to 'SEE'. This process is very complex and not completely understood. However, what is readily understood is that this delicate process can be severely affected by a number of factors. If the incoming data from the eye is already affected by hazy atmospheric conditions, sun glare, dirty canopy etc. then the processing to be made by the brain will be that harder to perform. Again, this balanced relationship between the eye and brain can be upset by conditions such as fatigue, emotion, germs, age, alcohol, medication and 'g' forces.

With the brain as the vital component in lookout and the possibility of misinterpreting the signals from the eye, we are apt to see and identify only what we expect to see. Given something unexpected it takes the brain time to sort out what it is. Flying without paying attention and encountering an emergency it takes time to collect our thoughts. A day dreaming pilot is a prime target for a collision.

Focusing

We have binocular vision; our eyes focus on and classify objects most clearly in a cone of 10 - 15 degrees of arc ahead. Outside of this cone objects will be blurred. Peripheral vision is through 200 degrees - this is a warning area. We can detect movement in this area but cannot identify unless we turn our heads. An object that does not move relative to us in this area may well be ignored by the brain as unimportant and we will not see it. We must scan so that both eyes can focus on the object and also to overcome any limitations of eye/ brain relationship.

Empty Field Myopia

This is a problem which can occur on hazy days



with poor visibility or when flying in close proximity to cloud with no distinct horizon. The eye with little to focus on withdraws to a focal point just a few feet in front of the glider. The pilot will be unaware of the situation and will not see anything. In these conditions repeatedly look at distant objects on the ground to re-focus before looking ahead.

Tunnel Vision

Staring fixedly ahead can lead to the peripheral areas of our vision literally 'shutting down'. With nothing to excite or stimulate the cells of the eye in this area they get bored. The result is that the less important peripheral vision disappears. Remedy - keep moving the head and adopting a good lookout.

Eyesight Test

All pilots should have regular tests and if necessary use the glasses proscribed. Remember to carry a spare set.

Rules of the Air

For our protection there are rules of airmanship which all glider pilots should adhere to. In addition, there may well be local rules in club site briefing notes. It is these rules which help to provide a safe passage through our skies. Abuse them at your, and other peoples, peril.

Head on avoidance – Turn right

Converging – The glider with the other on its right shall give way.

Landing – Normally, the lower glider has right of way, but must not cut in front of a glider on finals, or overtake it.

Distractions

There are a number of factors which may prevent you from keeping a good lookout. I have listed the main ones below:

Instrument Panel:

By the time a pilot is of solo standard he should need only the briefest of scans at his instruments. Trim the glider and fly by attitude. Do not be mesmerised by the vario - make sure it has an audio attachment.

GPS:

Do not be tempted to use your GPS when local flying, on the hill or in the circuit. You do not need it, you know where you are. Have them mounted in a sensible position, not on the knee.

Maps:

Again, like the GPS do not look at maps while local flying. If starting a cross country flight have them folded appropriately and stowed correctly for use. If you need to gain experience in their use do so on an instructional flight.

Electrical Gadgetry:

If you have a new piece of equipment in the panel or cockpit, be very careful that your lookout isn't impaired by twiddling knobs and things.

Other:

Make sure that articles such as water, food, sunglasses etc. come easily to hand as required.

Pilot

Make sure that you are in good health before flying. Remember the effect that certain conditions can have on the eye/ brain. If wearing a hat, ensure that there is no peak to obscure your forward and upward vision. Try and have a flight plan. A constructive approach to your time in the air will prevent boredom and a loss of alertness setting in. If at any time you feel unwell - headache, etc.- LAND!

Glider

It is most important to have a clean canopy. Oncoming gliders can hide behind the smallest of marks. With white plastic gliders being very hard to see at times it's worth thinking about making your machine more conspicuous by applying suitable marking as recommended by the manufacturer or the BGA Technical Committee. Be sure that your glider is fitted with a audio variometer as laid down in Laws and Rules. Ensure that all instruments are working correctly.

Risk Areas

From figures noted earlier the greatest risk of mid-air collision is when gliders are involved in thermalling activities. The second greatest area of risk is when gliders join and fly the circuit pattern. Obviously, collisions occur elsewhere and not just between gliders. Tugs on their own, towing gliders and powered aircraft are all potential threats.

Thermals:

The glider pilot needs to know the correct way to join, share and leave these areas of lift.

Joining - Pilots must circle in the same direction as any glider already established. Plan to enter the thermal at a



tangent and always keep the other glider in sight. Do not cause the established aircraft to manoeuvre and try to ensure that you have been seen.

Sharing - Never turn inside of, point at or ahead of another glider. Leave the thermal if a safe separation cannot be kept. Look out for other aircraft joining or converging at your height. Try to keep station on the opposite side of the thermal. Be very careful when centring, if the other pilot doesn't follow your lead return to your original circle, or find your own thermal.

Leaving - Be sure to look outside the turn and behind before straightening. Do not manoeuvre sharply. One of the worse mistakes a pilot can make when soaring is to fail to look out before turning. When using areas of lift, make absolutely sure that other aircraft positions are known. If another glider is circling nearby in the opposite direction or your circles are offset either manoeuvre so that safety is ensured or leave the area.

Circuit - Always plan and fly a proper circuit. Have the glider configured for landing i.e.: checks carried out prior to joining the high key point area. With the aircraft trimmed for speed control it should be possible to devote most of the time till landing to look out. Remember the lookout technique for flight with the wings level. Do not get trapped at just looking at the landing area.

A word of warning - be aware of pilots flying opposing circuits, look across whilst on your down wind leg, you could be head on when on the base leg. Also look for other aircraft making longer approaches before you turn finals.

Hill Soaring

There are relatively few collisions in this area of flying. However, it is only by observing the rules of airmanship and having due regard for safety that this happy state of affairs will continue. At Portmoak on a busy day many aircraft will be airborne and using our hills if the conditions are right. It is vital that all of these pilots know and obey the rules.

These are:-

- All turns will be away from the hill.
- The glider with the hill on its right has right of way.
- The glider with the hill on its left

should fly well out from the hill and observe the above rule.

- An overtaking glider should pass between the hill and the one being overtaken.
- Do not pass just under or over other aircraft.
- Do not circle low down over the hill and impede the normal flow of hill traffic.
- Do not carry out any manoeuvres whilst hill soaring that will result in a large change of height, speed or sharp change of direction. Spinning, stalling, chandelles, fast flying with pull ups all come into this category and should not be carried out whilst hill soaring.
- Beware of orographic cloud forming while hill soaring and avoid it like the plague, there could be a glider just the other side and hidden from your view. Carry sunglasses and wear them if necessary. The glare from the sun can make scanning ahead for other gliders very difficult unless they are worn. However remember to take them off if the sun should disappear.

Flying with consideration for others

If we all adopt a considerate and safe way of flying then this will help reduce the number of collisions. For example, flying fast from the top of a winch launch and zooming up the flank of the Bishop can hardly be called safe flying. Or doing aerobatics without HASSLL checks, in the wrong place. Any pilot flying in an irresponsible manner tends to attract the attention of others, unfortunately leading them to concentrate on him alone thus impairing their look out.

Complacency

As you get more experienced, do not think that in some way you are less vulnerable to a collision. Some of the best pilots in the world have tragically been killed in mid - airs. Guard against complacency, practice and maintain a good lookout at all times. Remember that it takes two aircraft for a collision, what if the other pilot has his head in the cockpit as well.

Close Encounters

I don't mean from aliens. I do mean from other pilots. Getting rather close to another aircraft whether it's your fault or theirs has a very sobering effect on one. If you do witness an act of poor



airmanship don't just swear under your breath and chalk it up to experience, collar the other pilot, preferably on the ground and talk it sensibly through. You might be saving somebody's life in the future.

Many Factors

Collision avoidance is built up by observing and being aware of a number of factors. All of them are important. If ignored they can lead the unwary into that area where the risk factor is increased.

Mid-Air Collision

If you do have a collision, knowing the drill for exiting your glider quickly is obviously important. Regularly practice this drill on the ground. Have somebody standing by to catch the canopy. It is vital that the exit is done with speed and accuracy.

Hesitation and a lack of preparation could cost you your life. Can you in fact get out at all? Are you in the wrong glider syndicate?

Whether to leave or stay with the glider - now there's one to ponder. Personally I would exit the glider if possible, immediately. There is no knowing how badly damaged your aircraft is, a rapid exit while hopefully the glider is still relatively stable would seem a sensible decision.

Finally, always wear a serviceable parachute even if flying a circuit, without one you haven't got a hope.

Rotas for Duty Pilots

I am pleased to announce that we have welcomed seven or eight more pilots to the duty rota. Eligibility being current members who are solo with more than ten hours flying in the last 12 months. Instructors and those with other responsibilities or good excuses are excluded

Pete Benbow

Duty Pilots

Sat	3 rd May	R. Lucas
Sun	4 th May	R. Rigby
Sat	10 th May	W. Grieve
Sun	11 th May	E. Wilson
Sat	17 th May	D. Hanlon
Sun	18 th May	P. Sharpehouse
Sat	24 th May	A. Mochar
Sun	25 th May	C. MacAlpine

Sat	31 st May	A. Taylor
Sun	1 st June	P. Benbow
Sat	7 th June	P. Clayton
Sun	8 th June	D. Higson
Sat	14 th June	J. Miller
Sun	15 th June	S. Hartley
Sat	21 st June	K. Cowie
Sun	22 nd June	A. McGirr
Sat	28 th June	B. Smallman
Sun	29 th June	H. Eagleton
Sat	5 th July	L. Ladomery
Sun	6 th July	R. Mackie

Duty Instructor Rota

Sat	5 th April	Neil McAulay
Sun	6 th April	Jonathon Pryce
Sat	12 th April	Andrew Bates
Sun	13 th April	Mike Carruthers
Sat	19 th April	Chris Robinson
Sun	20 th April	Ray Hill
Sat	26 th April	Joe Fisher
Sun	27 th April	Neil Irving
Sat	3 rd May	Ian Trotter
Sun	4 th May	Bob Petrie
Sat	10 th May	Frank Smith
Sun	11 th May	George Ross
Sat	17 th May	Bob Jones
Sun	18 th May	John Henry
Sat	24 th May	Neil McAulay
Sun	25 th May	Jonathon Pryce
Sat	31 st May	Andrew Bates
Sun	1 st June	Mike Carruthers
Sat	7 th June	Ian Trotter
Sun	8 th June	Ray Hill
Sat	14 th June	Joe Fisher
Sun	15 th June	Bob Petrie
Sat	21 st June	Frank Smith
Sun	22 nd June	Chris Robinson
Sat	28 th June	Bob Jones
Sun	29 th June	George Ross

If unable to attend, PLEASE arrange a swap with someone on the list and update the list on the notice board.



Scottish Gliding Centre Tariff 2003

	Full	Country	Student	Mid	Family	Cadet	Day	Temp	Reciprocal
Membership	£235	£175	£75	£135	£135	£40	£10	£7	SGA Free
		+	+	+	+	+	+		
Capitation	£32 mandatory contribution towards BGA/SGA capitation (£16 under 25)								
Joining Fee	Waived until further notice								
Hangarage		per	Day	Week	Month	Year	(or part)		
	Gliders			£10	£40	£120	£600		
	SLMG			£10	£40	£120	£650		
	Power a/c		£17	£70	£200	£700			
	Unrigged Gliders			£4	£15	£40	£200		
Trailer Parking	Gliders			£3	£12	£36	£180		
	SLMG			£3*	£12*	£36*	£235		
	Empty trailer, stored glider, etc					£20	£100		
				Free to visitors whilst on site for expeditions			* plus SLMG landing fees		
Caravan/Motorhome/Tent			£2.50	£15	£40	£210			
			Casual electricity (if avail.)		£2				
Launching	Winch		£6.50	(incl. practice failure)					
	Aerotow			Up to 2000'		Each extra 500' Long Tows (/min)			
	Standard		£19			£3.50	£1.60 but not less than height charge		
	Member's Subsidised Rate		£13			£2	£1.00		
Flying Charges	Club Aircraft	K21 and Junior		33p/min		max. £50 per flight			
		K8		22p/min		max. £33			
		DG505		33p/min		max. £50			
		Pegase 101B		33p/min		max. £50			
		ASH25		35p/min		max. £21	Full SGU members only		
		Tug		£1.60/min		(£1/min member discount rate)			
		Cadet Rate		£4/flight (includes winch launch and first 30 mins.)					
		All club gliders before 10:00 @ 15p/min (except ASH25)							
	Comps/Expeditions	K21/Junior/Pegase			£150/week	£30/day			
		DG			£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	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	£135	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.							
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	Mid Week	Mid week membership applies from Monday to Thursday. Any flying outwith these times will incur the day membership fee of £10.
M	Family	Family membership rate applies to 2 nd and subsequent members of the same household.
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
U	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

Life, honorary, country, mid week, family, student and cadet members enjoy the privileges of full members

Joining Fees **Waived until further notice****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. Pilots are required to remain current in gliders.

Caravan/Motorhome/Tent

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 adjacent to the caravan site only by prior arrangement.

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.

Loyalty/Reward Scheme

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 flying 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!