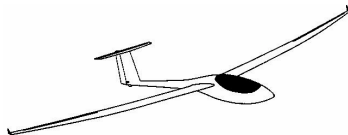


## From the home of the *Scottish Gliding Centre*

# Portmoak Press

### Editorial-Ian Easson

Summer is here, its official. We're past the longest day! Our



weekly courses are progressing well, thanks to Neil Irving, and our half-day courses with Andy Sanderson are proving to be very popular too. Visitors to Portmoak over the last couple of months will have noticed the absence of our summer migrants – the ATC. When they were setting their plans for the year, the RAF had other things on their mind and decided not to include a summer camp at Portmoak this year. Another item for the keen observer – the windsock is now clearly visible from the clubhouse, thanks to Douglas Tait's team who trimmed the bushes and trees.

As the cross-country pilots get twitchy and the silver-distance pilots think seriously about turning their backs on the (relative) safety of Bishop Hill, its time to re-familiarise ourselves with the procedures for crossing airways. The CFI reminds us that all cross-country pilots need to be fully aware of the contents of the **Letter of Agreement** between Scottish controllers and the BGA relating to airways B2 and B226, and they need to sign the agreement which can be found at the end of the document (copies are available on the table in the clubhouse). These signed documents need to be countersigned by the CFI and are then held on record by the club.

I have had three requests for information since the last issue. In addition to the letter from Mr Porteous (see *Letters section*), Ray Hill is looking for copies of *Portmoak Press* from around 1976 which contain cartoons by *MacSpin*, and Helen Evans (S&G editor) is looking for old S&G issues from 1930-1936 and a couple from 1944. Take a look in your loft, if you have any of these items, either let me know or contact Ray or Helen directly.

I have included the last three BGA newsletters again in this issue of *Portmoak Press*. This is part of my trial to ensure a wider audience for the BGA publication. I'm interested to hear your views on whether this "reprint" is a worthwhile exercise. Also included in this issue is another excellent item from Frank Smith (see *Coaching Corner*). I'm delighted to see that our competition pilots scored well in the Scottish Inter-Club League – they won, didn't they (see *Competition Corner*). A big thanks to Tony Brown who has offered a flight in the Jodel for the correct answer to the competition on page 3.

The book on the history of the club is progressing well and I'm grateful for the items and photos already received. I am still on the lookout for more material though. I am keen to get 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.

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 September for October, end of December for January, end of March for April, and end of June for July. 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](mailto:ian.easson@btinternet.com).



**In this issue:**

Editorial-Ian Easson..... 1  
 Letter(s)..... 2  
 Cadet Camp..... 2  
 Hangar Project – Latest Position as at 30<sup>th</sup> May ..... 2  
 Your chance to win a flight in the Jodel ..... 3  
 Club News..... 3  
 Holiday Courses for 2003 ..... 4  
 Coaching Corner ..... 5  
 Over The Sea to Ireland ..... 6  
 BGA Newsletters ..... 8  
 Feshie to Banff 11<sup>th</sup> May 2002..... 10  
 So you want to go gliding!..... 11  
 Competition Corner – Dunit!..... 16  
 Duty Pilot Rota ..... 17

**Cadet Camp**

I am arranging a cadet camp from 14<sup>th</sup> to 18<sup>th</sup> July. There will be no fee for the camp other than flying fees, but you have to make your own arrangements for accommodation. This is a chance for you to make some concentrated progress on your flying and I look forward to seeing you all there and having a great week. If you are planning to attend please let me know either by replying to my email address or by leaving your name on the sheet at the gliding club. It would also be great to see any ex-cadets who might want to come along and see us.

*Bob Jones*

[bob@iweave.co.uk](mailto:bob@iweave.co.uk)

**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

**Hangar Project – Latest Position as at 30<sup>th</sup> May**

Background.

The project, with support from the Board and with up-front cash from many private owners/syndicates has now received a number of tenders for construction. The tenders have shown costs greatly exceeding those budgeted, particularly for the ground works element. The Board still hopes to be able to proceed with the project by finding cost savings and/or additional funding, but is firmly opposed to major borrowing. Planning permission and a building warrant have now been successfully obtained.

On 23<sup>rd</sup> May, a meeting was held with all those who had put up cash in anticipation of a promptly built hangar.

Emerging Views

After considerable discussion the following broad views emerged:-

- It was understood that the price per bay would increase, small increases (up to c.20%) could probably be tolerated, larger increases above that would lead to some syndicates dropping out
- Cost increases should be accompanied by an increase in the lease period
- No-one wished to drop out at this stage
- It was more important to get

**Letter(s)**

Dear Sir

I am trying to locate photos of the gliding club that existed near Carnwath, Lanarkshire, in the late 60s. Perhaps you could circulate my request in your newsletter. I have a double interest regarding the gliding club; firstly from the local history point of view, and secondly from my interest in aviation. As a member of Dumfries and Galloway Aviation Museum, I am at present helping to dismantle the shed used by the gliding club for storage. It will go to Dumfries to house a collection of aero-engines.

Yours

*D. Porteous*

*(This item refers to the Glasgow and West of Scotland Gliding Club, if anyone can help with photos, please let me know and I will pass on Mr Porteous’s address. – Ed)*



it right than to over-press the timetable

- The way ahead should be for the club to set down its requirements for hangarage of club aircraft, and to offer that same standard to private owners at cost. i.e. there should be no intent to reduce the specification down to a level believed at the time to be “affordable” when it was likely that the total life costs would increase as a result.

#### Proposed Club Requirements

- A building life of not less than 40 years
- A secure building, reasonably vandal-proof to likely risks
- A clean and weather tight building which would minimise deterioration of aircraft and would provide a condensation free environment which was much better than a trailer
- A building having a floor surface which was smooth enough for easy (ideally for one person) removal or replacement of a glider.
- Dimensioned and designed to make hangar rash easily preventable

#### What does this mean?

- Metal doors
- Lighting (principally for security)
- A floor of either black-top or compressed stone (concrete and earth too dusty)
- Cladding un-insulated at first so long as it can be retrofitted without serious cost penalty if experience proves it to be necessary
- Enough hard standing outside the hangar to make moving aircraft in and out easy

A revised specification to meet these requirements is currently being priced by a new contractor who has extensive experience of hangar construction. The revised drawings may well require to be re-submitted for planning and building control. It is unlikely that we will be in a position to start construction in less than 3 months time, and quite possible that we will not be able to start until next spring.

*KDH, BCH, JDW, 07/06/03*

#### **Your chance to win a flight in the Jodel**

Tony Brown poses this conundrum, with a Jodel flight to the first correct e-mail received.

#### Problem

There are five houses in a row, each of a different colour and inhabited by five people of different nationalities, with different pets, favourite drinks and favourite sports. Use the clues below to determine who owns the monkey and who drinks water.

1. The Scotsman lives in the red house.
2. The Spaniard owns the dog.
3. Coffee is drunk in the green house.
4. The Russian drinks tea.
5. The green house is immediately to the right of the white house.
6. The hockey player owns hamsters.
7. The football player lives in the yellow house.
8. Milk is drunk in the middle house.
9. The American lives in the first house on the left.
10. The table tennis player lives in the house next to the man with the fox.
11. The football player lives next to the house where the horses are kept.
12. The basketball player drinks orange juice.
13. The Japanese likes baseball.
14. The American lives next to the blue house.

Answers please to Tony’s e-mail:

[tobro@boltblue.net](mailto:tobro@boltblue.net)

#### **Club News**

We would like to welcome the following new members: John Bugge, Pauline Gallacher and David Finlay, and welcome back to Trevor Murphy and Bill Alexander. Also joining us recently was father and son Neil and David Brown. David joins two other new cadet members Ewan Stewart and Graeme Miller. Well done to Stewart Hennesay and Mike Lithgow on their first solos, and Ruaridh Nicol for his Silver Height and Duration. A special

well done to Evan Pole, who achieved his Silver



Duration after being thwarted on his first attempt, oh, and yours truly got his Silver Height.

I recently picked up a K21 from a workshop in the south and yet again was embarrassed by their comments about the state of our aircraft when they go for C. of A. There is now a sizeable pile of "Portmoak Ash" outside their workshops, all carefully removed from various parts of our aircraft. It appears that our gliders are by far the dirtiest, and consequently it takes time (and money) to clean them before they can start work on them. We all know that the club aircraft should be cleaned at the end of the day before they get put away, so why don't we do it before de-rigging and putting them into the trailer for a C.of A.? We know it makes sense, and it could save us money too.

I've been asked to remind all members, particularly early solo pilots and newcomers that they should familiarise themselves with the Site Briefings and Aircraft Notes. These documents can be found in the bookcase in the clubhouse and are mandatory reading for inexperienced club members. The Aircraft Notes are particularly useful **BEFORE** your first flight in the Junior or Pegasse. You can also read about all other club aircraft including the DG505. Next time you're having a break in the clubhouse, take a browse, you might surprise yourself and learn something. If there's anything you don't understand, ask the nearest instructor.

A plea from the winch-drivers next: If you are driving the retrieve vehicles, or pulling out cables, keep an eye out for bits of lost strops.

It appears that Sunday flying is not as busy as usual, so if you are looking to fly a club aircraft at the weekend, consider a Sunday, and if you are in the air before 10:00, flying is cheaper (as it is on any day before 10:00).

We are setting up an achievements log at the club. There is a book for cross-country pilots to record their antics, I mean achievements, but nothing for the ab-initio or pre-silver pilots. This new achievements book will be held on the club database and details will be extracted from the Achievements Log pinned to the notice board in the clubhouse. This log must be completed by the individual pilot and can be anything from first solo, badge legs or

fully fledged badge claims. In the event of a badge claim, please note that the pilot must still complete the BGA paperwork with appropriate signatures etc. Our Achievements Log is purely for our own club use – and of course it'll help me identify these people for the Club News section of S&G. If anyone would like a set of tow-out rings, please note that these can be purchased from the winch-drivers for £20.

Dates for your Diary

- The Vintage Gliding Club rally at Portmoak is scheduled for **5<sup>th</sup> and 6<sup>th</sup> July**.
- East Fortune Air Show is on **Saturday 12<sup>th</sup> July** and we are looking for volunteers on the Friday evening as well as the Saturday – see poster on the notice board.
- The BGA Rotax Faulke will be at the club from about 16<sup>th</sup> July to Sunday 20<sup>th</sup> July. The aim of the visit, at the weekend, is to show us how it performs as a tow plane as well as a normal powered two-seater. There will be ample opportunities to get an aerotow so please come along and try it out. Before the weekend, it will be used for an NPPL instructor course going on at Portmoak.

Final item in this issue of club news:

**Fund Raising to help with the new hangar.**

I believe we can help fund the new hangar and I'm looking for ideas for fund raising. All ideas welcome – contact me in the usual way (see editorial for details).

Our summer courses are proving popular again. If you want to join one of our courses, please contact Irene at the club as soon as possible.

**Holiday Courses for 2003**

11	6 <sup>th</sup> July – 12 <sup>th</sup> July
12	13 <sup>th</sup> July – 19 <sup>th</sup> July
13	20 <sup>th</sup> July – 26 <sup>th</sup> July
14	27 <sup>th</sup> July – 2 <sup>nd</sup> August
15	3 <sup>rd</sup> August – 9 <sup>th</sup> August
16	10 <sup>th</sup> August – 16 <sup>th</sup> August
17	17 <sup>th</sup> August – 23 <sup>rd</sup> August
18	24 <sup>th</sup> August 30 <sup>th</sup> August





**Holiday Courses (cont.)**

19	31 <sup>st</sup> August – 6 <sup>th</sup> September
20	7 <sup>th</sup> September – 13 <sup>th</sup> September
21	14 <sup>th</sup> September – 20 <sup>th</sup> September
22	21 <sup>st</sup> September – 27 <sup>th</sup> 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](mailto:office@scottishglidingcentre.co.uk)

**Coaching Corner**Eventualities do eventually happen.

Recently I was sitting in the rear seat of a K21 listening to the P2 going through his cockpit checks prior to a wire launch. On reaching E for eventualities, the pilot covered, quite correctly, the thinking and action that was necessary in dealing with a cable break or winch failure. However this had me wondering how many more factors could upset what might be termed, a normal wire launch. Let us assume that a "launch" is from hook on to release. I came up with twenty-two items which could provide an interesting departure from the norm. I'm sure there may be more. So let me run through these, as they may occur, on any flight you make:

1. Glider not pointing at the winch, which could lead to yawing with possible wing drop. Always line up before entering your aircraft.
2. Beware accepting a cable that has been moved excessively over to the glider from the original tow out line. The cable may not pull straight between winch and



glider as the glider moves. The initial track over the ground will be sideways with yaw present and could lead to a wing drop. Better to move the glider to the cable - only takes a minute.

3. Waiting for a launch, hooked up ready to go. Strange! - The attitude of the glider seems a little different today. But then it would with the tail dolly still firmly in position. Take it off as soon as the glider is moved to the launch point.
4. Do not launch with wet wings, the stalling speed increases plus the performance of some gliders will be seriously affected.
5. Be sure that the ground ahead is flat with no potholes or bad wet areas. Rising ground to one side could catch a dropping wing (this is true when launching from the west end of the field). Be very careful if launching from long grass, it can be lethal if you drop a wing in it.
6. All clear above and behind - yes. But what about in front - that's your responsibility! Be absolutely sure that it is free from any obstruction ahead - cars, tractors, gliders etc. If you're not happy to launch, then refuse the cable.
7. Checks done, hooked on, cable live and moving. You did make sure it's the right colour weak link? Of course you did.
8. Take up slack, but just a little too enthusiastically and the glider overruns the cable and parachute. Hang ups do occur, especially with the older type of glider which have wooden skids. If you suspect this has occurred prevent the glider leaving the ground by keeping the stick on the front stop, opening the airbrakes fully and shouting very loudly - Stop. If you have enough hands keep pulling the release.
9. Canopy misting up? Release immediately. You must have clear vision to launch. Don't rely on the canopy clearing during the launch, it might not. What if you have a low cable-break?
10. During the ground run the wing drops - you

- must release immediately. The penalty if you don't can be very severe.
11. Wing tip runner doesn't - run that is, and wing drops onto the ground causing a possible ground-loop. Watch out for windless days and geriatrics at the launch point.
  12. Wing tip runner holds on to the leading edge causing yawing with possible wing drop. Always ensure that a competent person is holding the wing tip.
  13. Beware crosswinds - they can cause weather-cocking into wind at the start of the launch. In which direction will you apply rudder to reduce their effect? Do not rely on the cable to keep you straight.
  14. Airborne at last and entering the world of the dreaded cable break. In fact it's more likely to be the weak link that fails. But occasionally the cable does break, so after lowering the nose to gain a safe attitude and speed, do remember to pull the cable release.
  15. Winch failure - a more insidious beast than the cable break. If the speed starts to reduce below a safe minimum (remember that the stalling speed during a winch launch dramatically increases) lower the nose and be prepared to release. There may well be surges of power before complete failure. Beware under-powered winches at other sites.
  16. Airbrakes open! Should have been checked operable, closed and locked before launching. If at any time during the launch, the glider doesn't appear to be climbing normally, check that the brakes are in fact closed.
  17. Too fast! The winch driver will need a positive signal to indicate that the speed is too high. Know the maximum winch speed for the type of glider you are flying. It is very easy to exceed limits, especially if flying older machines. There are procedures for dealing with fast winch launches - know them.
  18. Too slow! At any stage in the launch, if the speed is not adequate, assume winch failure and release. There is no signal for indicating that the speed is too slow.
  19. Seat back or rudder peddles move during the launch - potentially very dangerous. Always check that everything is secure before launching.
  20. Pilot induced oscillation. This can occur towards the top of the launch if the pilot is pulling back hard on the stick against the pull of the cable. Older types with a compromise belly hook are prone to this. Remedy is to ease forward on the stick.
  21. Low cloudbase. With a low cloudbase there is always the danger of entering cloud. Guard against this by looking out towards the wingtips and to ground features beyond. The level of the cloudbase can then be measured against the height of the glider. It is almost impossible to do this by looking straight ahead into the mass of cloud. Always release the cable well before nearing cloudbase. Question whether you should be launching at all in the conditions prevailing.
  22. Cannot release. Thankfully these rarely occur. Winch driver if on the ball will operate the guillotine mechanism. But do not rely on it. The nose of the glider will be pulled down, so height should be lost rapidly and a landing made near to the winch.

An awareness of the points above should improve safety. However, eventualities do eventually happen. Eliminate those you can do something about and be ready for those you can't.

*Frank Smith*

### **Over The Sea to Ireland**

On the weekend of the 4th/5th of April 2003 I had the intention of flying over the Irish sea to the Emerald Isle, to sample that celebrated Irish hospitality and imbibe a quantity of their famous black liquid.

My destination was Bellarena Airfield, home of the Ulster Gliding Club, in the north-west of the Province overlooking the Donegal peninsular.

The forecast on the Friday evening had been very encouraging, high pressure firmly established over the British Isles with no significant movement over the weekend, resulting in light winds and widespread sunshine.



The only blight on this otherwise perfect synopsis was that there would be early morning fog but this, I was assured, would be readily burnt back by the increasing heat of the sun as it rose in the late morning.

Saturday morning dawned overcast, with low cloud and mist. At this time I was not overly concerned, as this was the forecast. I readied my aircraft, the "big" Jodel (G-BFEB), planned the route, contacted the CFI at Bellarena and sorted out my maps. Everything was prepared, all I now required was the weather to clear.

Sadly this did not come to pass, by midday the situation remained the same. A phone call to Ireland revealed that it was a beautiful day over there and a call over to my home in Largs indicated the same. By early afternoon I decided that the flight was off and the aircraft was returned to the hanger. The leaden skies over Portmoak seemed to reflect my own sense of melancholy. Just when all seemed to be lost, the clouds parted and I viewed my first glimpse of blue sky.

The flight was on again.

I was airborne at 16:20 and heading west along the Ochills through some claggy weather. The visibility did not improve much over the Stirlingshire Plain and my concentration was further focused when an RAF Search & Rescue helicopter suddenly appeared off my starboard wing, closing in a direct line with my aircraft. Scottish Information had no knowledge of his presence in the area, not reassuring in murky conditions. By Loch Lomond the visibility had improved dramatically and I was now in blue skies and near perfect flying conditions. I passed over Gourock, at the tail of the Clyde, and set a south-westerly track towards the Isles of Bute and Arran. Below, the ferries and sailboats were plying back and forth on their journeys through an emerald green sea. Arran loomed large on my horizon with its mountains, the largest of which is Goat Fell at 2867'. Collectively they are known as The Sleeping Warrior, because if viewed from certain vantage points and in certain directions, it appears like a prostrate medieval warrior with his arms folded across his chest.

I continued my track and followed the coastline of the Mull

of Kintyre. I'm soon over Machrihanish Airport, which boasts the longest runway in the UK. My mind drifted back to the late '70's when I was stationed there in the RAF and how, then, it was a hive of activity with all sorts of hush-hush aircraft coming and going. Now, only the occasional Loganair island hopper or light aircraft use this relic of the cold war. The most southerly point of Kintyre is Southend, with its lighthouse set high up on the cliffs. My view was then set to the horizon where the first glimpse of Ireland is visible, Rathlin Island. I used Rathlin as a VRP (Visual Reference Point) and set the course accordingly. Flying over large expanses of water in a single engined aircraft (or indeed no engined aircraft), always makes me nervous and as a consequence I increased my altitude to 3500' as an insurance policy against engine failure. I suspect this is more psychological than practical, as there is no way I'm going to glide twenty miles! Rathlin passed underneath me and the mainland is a mere couple of miles beyond. The Ballycastle-Campbelltown ferry was plying her way a few miles offshore en route to Scotland. I gazed down on that marvel of nature that is the Giants Causeway, caused by molten lava from a prehistoric volcano being rapidly cooled by sea water, although the Irish will tell you an Irish giant, called McCool, built it to cross the sea to fight a Scottish giant who annoyed him, personally I think they've been drinking too much of their favourite export! Along the coastline I identified the collection of small isles that make up The Skerries and the beautiful coastal towns of Portrush and Portstewart, the jewels of the North Antrim coast. The beach here is the longest in the Ireland and the Ulster Gliding Club have been launching gliders from it since the 1930's, the famous aviator Amy Johnson flew from here. As I looked further out on the horizon I viewed Donegal, with its rugged scenery and little white washed cottages. Hardly had I time to soak in all this visual beauty than I was overhead Bellarena Airfield, a quick change to 130.1 and joining/landing instructions received, I was in circuit for landing. After landing, I was greeted by all present and ushered off to the clubhouse for a cup of tea.

I can't tell you how welcoming the members of this club were,





nothing was too much trouble as is their enthusiasm for all things aviation. Later that evening we retired to The Point Bar overlooking Lough Foyle for a meal, several pints of the black velvet and the craic. We watched as the wee ferry shuttled from our side the half mile across the Lough to Greencastle on the Donegal side, sublime.

I awoke early on Sunday morning to find that overnight the fog and mist had reduced visibility to 100 yards, so no chance of an early departure. Hour after hour I waited for the weather to clear and a call to Portmoak revealed low cloud over the east coast and throughout the central belt, not promising. Eventually by 11:30 the weather had cleared sufficiently overhead that I believed I could attempt the homeward journey. I had selected several divert airfields along the route, Machrihanish, Prestwick, Glasgow, Cumbernauld, in case Portmoak couldn't be reached.

The initial flight along the Antrim coastline was hazy and thermic (i.e. bumpy) but not concerning. As I left the Irish coastline however there was no visual reference with the Mull of Kintyre. I headed on a bearing of 060 as this was a reciprocal of my outward journey and prayed to the Patron Saint of lost aviators!

After what seemed an eternity, Southend lighthouse became visible. However my problems were not over as low cloud and mist covered the whole of the Kintyre. I opted to return not up the west coast of the Peninsular but the east as I could reduce my height to remain under the cloud and keep the coastline in view for reference with my map. All along the peninsular my height reduced as I endeavoured to maintain VFR, but I consoled myself with the twin facts that there were plenty of good fields along the coastline I could land on if there was an engine failure, or if conditions worsened I could divert to Machrihanish.

Eventually at the north end of Arran the cloud base rose to several thousand feet and the forward visibility improved to such an extent I could at least relax and enjoy the landscape. From this point on I considered the flight "a milk run", over Bute, along the Clyde, over Helensburgh,

Loch Lomond,  
Stirlingshire plain,

The Ochills, Portmoak.

After landing back at Portmoak and over a coffee, I relived a memorable flight to the Emerald Isle and recalled the new friends made over the water. The total airborne time had been three and a half hours.

*Roddy "bush pilot" Ferguson*

## **BGA Newsletters**

**April 2003**

### **UK NOTAM Availability.**

Good news. A simple to use, downloadable FIR brief is now available at [www.ais.org.uk](http://www.ais.org.uk) The brief is in geographical order and is produced 'on demand' and so is always up to date. Getting hold of the briefing is a simple, one-click matter. From the main menu, choose NOTAM/ VFR FIR Brief/ EGTT or EGTX as required. Registration is required to use the site – this is a simple matter. Many thanks to everybody who has worked so hard to achieve the return of what appears to be an acceptable service.

### **Medical Fitness Declarations.**

The CAA have introduced minor changes to the NPPL medical declaration requirements. The BGA have decided that gliding requirements should change in order to stay in line and to take advantage of the increased flexibility that these changes will offer pilots. After age 45, declarations will now be valid until the next renewal date or for 5 years, whichever period is longer. Full details, together with a revised declaration form and notes for the GP and pilot are available from the BGA office or from the BGA web site,

<http://www.gliding.co.uk/bgainfo/medical.htm>

An updated version of the software to help clubs administer the new requirements will be available shortly.

### **CCPR Club of the Year.**

The BGA Executive has considered the various submissions made by member clubs and is pleased to announce that it has formally nominated Borders Gliding Club to the Central Council of Physical Recreation for its Sports Club of the Year Award.

### **BGA Instructor Manual.**

The new Instructor Manual is now complete and copies have been





dispatched to all clubs. Any pilot who would like their own copy can obtain one from the BGA office. Please contact Colin Childs on 0116 253 1051.

### **Laws and Rules.**

The new version of Laws and Rules is at the proof reading stages of production and should be available shortly.

### **Accidents to Gliders 2002.**

The 2002 edition of the Accidents to Gliders publication has now been distributed to all clubs. Further copies are available at a cost of £2.50 from the BGA shop.

### **BGA Newsletter - May 2003**

#### **World Juniors.**

The BGA is delighted to announce that the UK bid to host the 2005 World Junior Championships has been accepted by the International Gliding Commission (IGC). The event will be held at the Soaring Centre, Husbands Bosworth and will attract the top junior pilots from around the world. This is fantastic news for UK gliding, although the work for the organising team now begins in earnest.

#### **CCPR Sports Club of the Year.**

The Central Council for Physical Recreation has announced that Borders Gliding Club has been placed in the top three for their Sports Club of the Year awards. The awards, including the first prize of £10,000, will be made at the CCPR national conference on 20<sup>th</sup> May. The award is a recognition of the very real steps that Borders have taken to ensure that they make gliding as open and accessible as possible to all members of their community.

#### **Silver Medal of the Royal Aero Club.**

Terry Slater was presented with the Royal Aero Club's Silver Medal at a ceremony in London on 30<sup>th</sup> April. Terry Slater has been gliding since 1961. He became CFI of an RAFGSA club in 1970 and a Senior Examiner in 1987. He has run many courses, particularly encouraging junior development. He has served on the BGA Executive and the Instructors Committee, and has recently played a major role in negotiating the introduction of the NPPL.

#### **World Record Ratifications.**

Pam Kurstjens-Hawkins' five world record claims have now been ratified by the FAI.

Pam claimed these new records over a period of just over three weeks between 14<sup>th</sup> December and 7<sup>th</sup> January flying from a variety of locations in Australia. The records are all in the feminine category and are for speed over a 100km triangle (159.06kmph); straight distance to a goal (965.3km); free distance (1078.2km); free distance using up to three turnpoints (1081.2km); speed over a 1000km out and return (133.89kmph). Five lots of congratulations are in order.

#### **UK Nationals.**

At the time of writing, there are still places available for pilots wishing to enter the following classes: Club and Open Class (Lasham); 15m Class (Booker). Interested pilots should contact the clubs directly.

#### **Return to Kitty Hawk Race.**

Places are also still available for this special event which is being held as part of the centenary of flight celebrations. The Return to Kitty Hawk race is a 12 leg event, starting in Llano, California and crossing continental USA to end at First Flight Airport in North Carolina. The event takes place between June 19<sup>th</sup> and July 4<sup>th</sup>. Further details can be found at [members.aol.com/JPAviation/RTKH.htm](http://members.aol.com/JPAviation/RTKH.htm).

### **BGA Newsletter - June 2003**

#### **CCPR Sports Club of the Year.**

Borders GC were awarded the second prize in the Sports Club of the Year awards. The prize of £4000 was presented at the Central Council for Physical Recreation's national conference on 20<sup>th</sup> May.

#### **Laws & Rules.**

The new edition of Laws & Rules is now available for purchase from the BGA Shop, price £2.00 + 50p p&p.

#### **Women's World Championships.**

The British team has recently returned from the Women's World Gliding Championships, held at Jihalva in the Czech Republic. Despite some iffy weather, 9 competition days were flown. The final placings were:

#### **15m Class:**

1. Alena Netusilova (CZE, Ventus 2a) – 6866 points.

6. Gill Spreckley (GBR, LS8) – 5925



8. Lucy Withall (GBR, ASW28) – 5502

**Standard Class:**

1. Cornelia Schaich (GER – LS8b) – 5954 points

6. Jan McCoshim (GBR, LS8) – 5217

10. Anna Wells (GBR, LS8) – 4559

**Club Class:**

1. Christine Grote (GER, Standard Libelle) – 6271 points

6. Liz Sparrow (GBR, Pegasus) – 5489

8. Kay Draper (GBR, Standard Cirrus) – 5259

**BGA AMP Manual.**

The old Technical Procedure Manual has now been replaced by the Aircraft Maintenance Procedures (AMP) Manual. This is after many hours work by inspectors, members of the technical committee and, in particular Bill Taylor ex RAF GSA. The AMP is available for download from the BGA web site

[www.gliding.co.uk/bgainfo/technical/ampmanual.htm](http://www.gliding.co.uk/bgainfo/technical/ampmanual.htm)

and can be purchased from the BGA shop.

**Medical Records System.**

The latest version of the software package to help clubs administer the new BGA medical standards is available to clubs from the BGA office. This version caters for the changes to the validity of GP certifications and corrects a number of minor faults. There is no charge to clubs for the upgrade.

**High TV Profile.**

High TV, an internet TV channel specializing in adventure sports recently filmed a profile of Pete Masson at Lasham. You can see this short programme online at [www.high.tv](http://www.high.tv) look under highlights. (NB you will have to sit through an advert before you get to the gliding bit).

Regular readers of this rag will recall Bill Grieve's account of his first field landing from an expedition to Feshie Bridge (*Portmoak Press July 2002*). Later the same week he attempted his first 50K, and landed some 113K away instead!

**Feshie to Banff 11<sup>th</sup> May 2002**

I released from the tug about 1400ft and began climbing the southern ridge Ben Mhor. Over the crest you come upon the spectacular cliff face which falls down into Loch Einich. I couldn't

help but be in awe of the panorama which unfolded below me with beautiful names like "Strath Spey", Aviemore, and Loch Garten where the Ospreys flew with such grace. Hunched in the cockpit of my K8, I set off north, crabbing into a westerly wind and began to relax as I found lift. As I proceeded towards Loch Garten, I was caught in a heavy snow shower which hit me without warning. I couldn't believe it! Below, the whole countryside was basking in sunshine and I was being plastered in snow! I had no choice but to stick the nose down and push through it. East of the Cromdale Hills I attempted to head west towards Easterton, but in a K8 it was like hitting an invisible wall. This convinced me that Easterton wasn't important, Staying in the air and getting my 50K was, so I continued to crab my way north dodging several showers of sleet and occasional rotor which rocked the K8 around a bit and certainly concentrated the mind. My heart rate must have been going up and down like a yo-yo. Below, the landscape began to change as the mountains gave way to the large coastal plain of Banffshire.

I could relax now, as there were plenty of landing sites and my hopes soared as I could just make out the coastline taking shape as the sun shimmered on the Moray Firth. I thought about making one last attempt to head west for Easterton but the beguiling beauty of the Banffshire coastline with its long sandy beaches and picturesque fishing villages drew me northwards over the plain. I followed a river which reached the sea under a stone arched bridge at Macduff. With the wind at my back, I cut my speed to a minimum and gently sauntered along the coastline above the beach. Ahead I could see a small thumb of land jutting out into the sea creating a small cove. "That'll do for me" I thought and began to look for a suitable field. There was all the usual stuff with crops or animals, but just behind the pit of land was an empty grass field – perfect! I checked it out and concentrated on my landing. Once again my luck held, soft lush 4 inch high grass.

I sat in the cockpit with the euphoric feeling and gave a great sigh of relief. I looked around at the scenery and spotted a young boy (I later found out his name was



Cameron) driving across the field towards me in a small quad bike. He was followed by his father, Stuart, then some way behind his mother. As she caught up with them she declared that she had phoned the emergency services. We phoned back to cancel but, alas, it was too late for the long suffering Grampian Police force. Two squad cars arrived on the scene as I was having a coffee in the farmhouse. They took their disappointment at not finding a mangled body in the wreckage well, and left with good grace. I was given a guided tour of the farm and discovered that Stuart and his family were the only breeders in Scotland of “Suffolk Punch” – a beautiful chestnut horse used in bygone days to pull the dray carts from the breweries. In the last two days, three foals had been born – one that very morning and I watched it suckling from its mother.

Stuart told me that I was welcome to use his fields anytime I liked. The excellent hospitality of Stuart and his family will remain in my mind long after I’ve forgotten about the flight. It really was a pleasure to land in his field.

Footnote: When I arrived back at Portmoak from the Feshie expedition it was about 10 o’clock at night and quite dark. Douglas Tait came lurking out of the darkness to congratulate me and said “When did you last eat?” inviting me into his caravan for an excellent fry-up. Thanks Doug, it was really appreciated.

*Bill Grieve*

The following item is an observation from two recent visitors to the club. Russell Rarity and Alastair Coutts attended one of the first courses of the season. As newcomers to Portmoak they had to learn the ground rules as well as how to fly. Their story is a compendium of their experiences, and suggestions to course members and new club members alike. The story carries a caveat from the CFI – you must obtain specific briefings from the course instructor before attempting any of the tasks mentioned in the article.

### **So you want to go gliding!**

When I was learning to drive a car I used to turn up at the Driving School, meet the instructor and jump straight into that rather embarrassing BSM-badged Metro

before leap-frogging away down the road in a variable direction and at a variable speed. A colleague tells me the same sort of thing happened when s/he did his PPL in Australia – there was that nice Cessna sitting on the hard-standing just waiting for him to weave it towards the runway.

Unfortunately the same cannot be said for gliders so, assuming that you want to go gliding and spend as much time soaring as possible, here are a few tips on how to maximise your time aloft. You will notice as you read that there is absolutely no mention of the intricacies of glider flying, because this tells you how you can get them (and therefore you) into the air as much as possible. This is all to do with groundwork and airfield tasks, without which the K21 and its like stay firmly on terra firma! Take the time to read this through, because you will realise (probably after the course starts) that it does indeed make sense and will get you onto that winch cable as much as possible – and that is the whole point of you’re being there. Some tasks are less than exciting, but they all add up to getting you airborne fast and often.

### **The start of the day**

Club gliders, like expensive cars, get garaged overnight. What’s more, the functioning airfield gets put away at the end of each day and returns to virgin field. The first job is to get it all put back again, so you can go gliding! Although the course info says that the day starts at 0900 it takes about 45 minutes to get the first glider in the air, so it pays to get to the airfield rather earlier. If everyone is there by about 0815 then you will probably be in the air just after 9, and will have snatched the best part of an hour’s extra airtime – over the week almost the equivalent of an extra day! However on the first day you should turn up at 0845, so that you can have your inaugural instructor’s briefing (with or without tea/coffee and one of the club’s famous breakfast rolls) and be shown the tasks that follow!

### Getting the field and gliders ready:

- Get the hangar keys and open up the hangars and battery building. Remember to take down the central pillars from the hangar: there is a bolt that secures each at the ground and they go at the side of the hangar when





dismantled. Replace the hangar keys when you've done this! If you keep the keys in your pocket and lose them on the airfield you will not be popular.

- Get the correct parachutes and put them in the glider(s) that you will be using: carefully remove them from their bags (don't put them on the ground), put one in each seat and the carry-bags in the right wing-root.
- Install and connect the glider batteries: they are glider-specific so you will need to work out which glider you will be using. You will need to be shown how to do this, as it is a bit fiddly and you have to secure the batteries 'by feel' (especially in the K21).
- Connect the pitot tube (if previously disconnected).
- Disconnect the launch caravan from the battery charger and check fuel, oil and water in the 'mobile' (truck). Finally check there is a tow-rope for later glider use! Push the caravan out of the hangar and over to the edge of the airfield. Make sure that there is a 'flying log' and 'flying sheet' in the caravan – it's more than likely to be in the clubhouse after the previous day's flying.

*You can do all this on your own – but it helps if there are more hands about!*

- Getting the gliders out needs a minimum of three people, and is described here for the K21s. You may have to move one or more gliders out of the way, so you'll have to park it/them on the hard-standing before returning them to the hangar. When moving a glider on the ground there should always be someone at the wingtip to "steer" the aircraft.
- Fasten up the tail dollies. If you're lifting the tail up to slide the dolly underneath make sure you don't crush the next-door glider's wingtip with your glider's nose!
- Push the glider out crabwise.



Watch the tail and the nose for incipient "hangar rash" (damage) and **don't** push on the canopy – it will crack or break, and render the glider unable to fly. Similarly never push on the control surfaces. Because of the risk of damage it is normally the most senior person that takes the wing tip and is in charge of the process.

- When the glider trolley is on the concrete outside the hangar, rock the glider backward on its trolley- you will be able to get the chock out much easier. Then push the glider forward off its trolley and take off the tail dolly. You will also save your back if you use the hook when pulling the trolleys back to the hangar afterwards.
- Push the glider onto the gravel hard standing, quarter it to the wind and 'tyre' it – run one tyre underneath the nose to wedge it and put another on the downwind side of the tail-wheel.
- Assist the instructor in the Daily Inspection (DI) and the positive control checks.
- Assist in putting the launch caravan into position.
- Top-up fuel, oil and water in the 'mobile' (down at the farm).
- Pull out the first set of launch cables (see later for how to do that).

#### Towing gliders (including retrieving)

You are going to do a lot of this – both at the start of the day and every time you retrieve a landed glider. There is one golden rule: **never drive faster than walking pace when towing a glider and never tow it without a wingman and a brakeman.** Ideally one person takes the wing and a second walks in front of a wing-root (to prevent the glider running away). Driving the retrieve means driving at idle in low gear, keeping an eye on what the glider is up to on the end of its tow-rope and remember that the 'mobiles' can get through gaps that not even the glider's tail can, let alone its wings. There are a few other points:

- When going to retrieve, drive on the road wherever possible – even if it means you are not making a beeline for the glider.
- Keep a continual watch for other landing gliders at all times.
- Back up to your chosen glider with your nose pointing in the way you want to set off. You can always turn the glider round to point in the same direction. They spin on a sixpence when one person pushes down on the nose and the wingman pivots the glider on its main wheel (this tip is also useful when lining up the glider towards the winch for a launch).
- Take up the slack on the tow-rope **gently** – try to get the tow started without a jolt.
- **Tow at walking pace** – keep your foot off the accelerator.
- Keep out of the landing area and out of the area in front and to the sides of the launch caravan – if you don't you will impede other cable launches.
- Remember – you are small and the glider is **wide**. Avoid going close to obstacles, as you will miss them but the glider won't.
- When you have released the glider (reverse slightly to let the tow-rope slacken, and then get someone to release the cable from the glider. Do this by opening the canopy and pulling the yellow release knob. Do NOT attempt to pull the release by sticking your hand into the DV panel. Canopies get broken this way, and you won't be very popular, as the glider can't fly with a broken canopy! Tidy up the towing cable as soon as possible – don't drag it over wet or muddy ground – and park the vehicle next to the launch caravan on the far side.
- For extra brownie points: avoid puddles, boggy bits and very rough ground – you can drive over them, but the two behind will have to walk through them! You might also want to offer the instructor the honour of driving – otherwise s/he

does a lot of walking over the day.

- Occasionally, when the retrieve distance is small, it's not worthwhile using the truck but better just to push the glider backward towards the line.

#### Towing out the launch cables

This is the least popular job, but arguably the most important – without cables you can't launch! The 'white mobile' is best for this job, especially if the airfield is wet or the ground very soft.

In the morning the winch driver will get the winch out and put it in the correct place at the end of the field. If you are lucky he will also run the cables, but be prepared to do it yourself – after all if he's running cables he can't be at the winch to launch you! However don't get stuck doing this job – you are there primarily to fly.

So, just in case you're doing it:

- Back the truck up to the winch drums so that the cables can be hooked on. Try to get in-line so that you don't run the cables out unevenly to begin with, and pick the point that you're going to aim for: the on-line gliders or something directly in line with them and the winch. If in doubt, ask the winch-driver.
- Gently move off, heading directly towards the gliders waiting for the cables. There will be a jerk or two as the drums begin to unwind.
- Gently accelerate to a maximum of 15 mph (too fast and you'll get shouted at by the winch man).
- **Keep in a straight line heading directly for the gliders** – any significant arc in the cables and you may force the winch man to rewind the cables. This is very embarrassing!
- You will need more power as the cables run out – but don't be tempted to change gear as you will jerk the cables and can possibly damage them (sticking in 2<sup>nd</sup> gear also keeps your speed down).



- **Do not slow down or stop midway** – you will find it very difficult to get going again and will chew large holes in the airfield and in the clutch!
- Drive straight up to the gliders and stop within a few feet of them – stopping is easy as the cables will slow you down as soon as you take your foot off the accelerator so you can almost use them as your brake. Stopping short means that you **have** to move the gliders – there is no way that you will be able to get the drums turning again without doing serious damage to airfield and your clutch. 2<sup>nd</sup> opportunity for serious embarrassment!
- Reverse a foot to take the tension off the cables, release them and then get out of the way. Watch the gliders – they are very close and the mobile’s turning circle is not fantastic! You may have to reverse over the cables – but try to avoid the strops as occasionally they can get damaged and subsequently cause a ‘cable break’ on launch.

#### The launch van (and launching tasks)

This is the driest job! You are there to assist the launch, record flight details and keep an eye on aircraft movement on the airfield. The caravan’s call-sign is “Base”.

Setting-up at the beginning of the day:

- Open up the caravan, turn the master switch to “on” and line up the signal lamp with the winch – use the gunsight. Remember to tighten the nuts afterwards.
- Do a radio check with the winch, and a signal light check – remember to tell any gliders that you are going to do it and make sure that nobody is anywhere near the cables, just in case they go ‘live’ by accident.
- Check again that you have a ‘flight log’ and a ‘flight list’ (the latter is for flying order for non-course members). You should have already done this at the beginning!

#### Assisting the launch

- Get the details of the glider about



- **Do not start a launch unless you**



**know that it is safe to do so.**

- **At all times be on the lookout for hazards and look and listen for “Stop” commands – you are the only one that can signal the winch to do that.**
- **If you need to stop the launch, back up the visual signal to winch with the radio message “Winch – Base – STOP” S/he may not be looking at the signal light because all attention is fixed on the ascending glider.**

#### Cable and launching business

It’s good sense, before you do **anything** with a cable, to check that the orange flashing beacon on the winch is off – if it isn’t then the cables are live, are the most dangerous things on the airfield and therefore **should not be approached**. Having said that, you’ll need to handle them when they are safe:

- When the cables arrive take them off the mobile and ensure that they are laid out in such a way as to ensure that they don’t get crossed or tangled on launch. Mostly the ‘north’ cable is used first, so move the ‘south’ one to the side out of the way.
- Ensure that the correct-coloured strop for the glider to be launched is attached to the cable (e.g. black for the K21; blue for the Junior). If in doubt, ask the pilot.
- Lay out the cable end so that there are no knots or kinks – do a quick visual inspection to check for damage.
- Wait to be told to attach the cable (only the pilot can tell you, as it means that s/he is ready to go), and show the strop to the pilot first.
- Attach the cable in the approved manner, and put the attachment on tension so that the pilot knows it is secure.
- Then move to the wing tip and level the wings.
- Check that there is no hazard, especially above and behind – shout “All clear

above and behind”.

- Say and signal “take up slack”.
- Keep on signalling until the cable goes taut.
- Say and signal “All out”.
- Run with the wingtip, keeping it level, until the glider has accelerated enough for the control surfaces to start to work (normally only about 10 paces).
- **At any time, if you think there is a significant hazard, you must shout and signal “STOP”.**

#### Other duties in the launch caravan – and opportunities for ‘delegation of tasks’!

- Keep an eye on aircraft landing – identify them and log their ‘time down’. Remember that you and other club glider users are charged for air-time by the minute.
- Keep one ear on the radio – any messages beginning “Base” are for you!
- Make sure that gliders are being retrieved appropriately – but leave private gliders alone unless they are in a hazardous position and need moving out of the way.
- Make sure that cables are available.
- Make sure that the launch area doesn’t get too cluttered or obstructed by parked gliders that aren’t waiting for a launch.
- Keep an eye on the flight list, but don’t interfere with squabbles unless you absolutely know who’s in the right!
- Generally ensure that the airfield is active in a safe fashion. Encourage and ask others to help – after all if they don’t you have the theoretical power to not ‘help’ with their launch.

The launch van is the best place to learn how the airfield actually functions and you will pick up all sorts of useful tips and hints from others, including tips on flying.

#### Other useful things to do



- Help your fellow course members by doing things like helping with straps – loosening them before they get in and generally assisting (especially the shoulder straps, which are often difficult to get positioned right if you are not used to them).
- Help with drying wings and control surfaces (but don't use the squeegees on the canopy as the Perspex scratches easily).
- Generally be 'useful' without interfering or getting in the way. Remember that for every Chief there have to be a number of Indians, but you might find that there are contestants for the title of Chief of Chiefs and nobody wants to be an Indian!

### ***At the end of the day***

Everything needs to get put away:

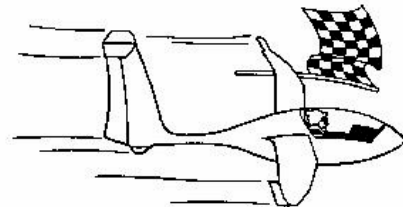
- Putting the gliders away is exactly the same as getting them out, only in reverse. Remember 'chutes and batteries.
- The launch caravan needs to be put on charge (into the hangar, master switch to "off", charger plugged in and power switched on) and the day's flight log taken into the clubhouse.
- The mobiles need parking and locking as appropriate.
- Remember to thank the winch man on the radio for his help before you move the launch caravan, he'll appreciate it and might look more favourably on future requests for help with the cables.
- Make sure that your own personal pilot's log is up-to-date.

You've had a good day both in the air and on the ground, gliders have been launched and retrieved efficiently and safely and you will have been appreciated as an active member of the gliding community. What's more, you will have enjoyed every minute and met many people who

have a common purpose – flying gliders. And that's what you are there to do.

See you on the next course.

Russell Rarity (C382), with help from Alastair Coutts (C164)



### **Competition Corner – Dunit!**

#### SGU Wins 2003 Scottish Inter Club League

After a year or two in the doldrums we are firmly back on the map after winning this years Inter Club League. After securing a small lead over Fulmar at Easterton four weeks ago (much thanks to Dave Thompson's winning two classes on the last day) it was all to play for on our home territory last weekend.

We had visiting teams from Angus, Cairngorm, Deeside, Fulmar and Highland – all we needed was the weather to make a great competition weekend..... Well we did have weather, but not the kind we'd have ordered, more the kind to frustrate the competitors as well as **Mike Carruthers** in his capacity as Competition Director and **Kevin Hook** in his as Task Setter and Scorer. Still a competition it was and compete we did, even the retrieve crews got plenty of action as a result.

Despite lots of heavily overcast skies and plenty of heavy showers all classes launched on the Saturday. Highlights of the day were **Duncan McKay** winning the novice class for Deeside in an Oly 2 – landing in the same field as a rather different vintage LS7 – and **Neil Irving** landing his Astir beyond Dollar to win the Intermediate Class for us and extend our overall lead.

Sunday dawned a little brighter with less heavy showers and after it had cycled a few times all classes were launched and headed off more in hope than expectation into a leaden sky with obvious

heavy rain just east of track at Perth. In the end  
**John Williams**



managed to surprise himself by getting around Methven, Blairgowrie, and Dunning to complete the task and win the Pundit Class while **Dave Thompson** found a field (or at least a grass covered slope!) North of Perth to take 3<sup>rd</sup> in the Novice Class. That did it – we’d won by some 7 points from Deeside in 2<sup>nd</sup> and Highland in 3<sup>rd</sup>.

A huge thank you to the SGU Team of Competing Pilots – **John Ferguson, Gavin Goudie, Kevin Hook, Neil Irving, Dave Thompson and John Williams**, and to all those who helped deal with a huge workload when we did the organising, in particular to **Mike Carruthers, Kevin Hook, Ian Trotter and Steve and Irene**.

I’m trying to find out about the Inter Club Final (somewhere in England in late August I think) to see if we cant have a go at that too - please let me know if you think you could help with that or would like to help defend our title at Aboyne and Feshie next year.

*John Williams*

**Duty Pilot Rota**

Calling all solo pilots – how would you like to put something back into the club? What about volunteering to become a duty pilot on a Saturday or Sunday? Pete Benbow is always on the lookout for more people so please have a chat with him and he’ll explain what it’s all about. 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	5 <sup>th</sup> July	L. Ladomery
Sun	6 <sup>th</sup> July	R. Mackie
Sat	12 <sup>th</sup> July	D. Thompson
Sun	13 <sup>th</sup> July	G. Packer
Sat	19 <sup>th</sup> July	A. Young
Sun	20 <sup>th</sup> July	K. Byrne
Sat	26 <sup>th</sup> July	I. Norman
Sun	27 <sup>th</sup> July	D. Hyde
Sat	2 <sup>nd</sup> Aug	B. Adamson
Sun	3 <sup>rd</sup> Aug	R. Birch

**Duty Pilots (cont.)**

Sat	9 <sup>th</sup> Aug	J. McGouldrick
Sun	10 <sup>th</sup> Aug	S. Kennedy
Sat	16 <sup>th</sup> Aug	A. Rougvie
Sun	17 <sup>th</sup> Aug	S. Buchan
Sat	23 <sup>rd</sup> Aug	I. Armstrong
Sun	24 <sup>th</sup> Aug	D. Allan
Sat	30 <sup>th</sup> Aug	S. Pearce
Sun	31 <sup>st</sup> Aug	S. Cervantes
Sat	6 <sup>th</sup> Sep	R. Lucas
Sun	7 <sup>th</sup> Sep	R. Rigby
Sat	13 <sup>th</sup> Sep	W. Grieve
Sun	14 <sup>th</sup> Sep	E. Wilson
Sat	20 <sup>th</sup> Sep	A. McGirr
Sun	21 <sup>st</sup> Sep	P. Sharphouse
Sat	27 <sup>th</sup> Sep	S. Pearce
Sun	28 <sup>th</sup> Sep	C. MacAlpine
Sat	4 <sup>th</sup> Oct	A. Taylor
Sun	5 <sup>th</sup> Oct	P. Clayton

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

