

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

# Portmoak Press

**Editorial-Ian Easson**

We've had a good summer with lots of flying well into the evenings. Andy Sanderson has now flown south for winter and everyone at the club will miss him. He has provided numerous training flights and even managed to bag a diamond of his own (see letters). Another very busy instructor has been Neil Irving, who has been running our summer courses this year. Check out Neil's article on his mountain-flying course in Rieti. This issue also includes a must-read item on air space by our CFI Neil McAuley. Regular readers can find out the latest from Roddy the *Bush Pilot* when he flies to Orkney. The debate on our new hangar continues (see Letters section). Despite numerous prompting, the much publicised Vintage GC rally at Portmoak on 5<sup>th</sup> and 6<sup>th</sup> July (see last issue) didn't happen. Although our people turned up to see the rally, and despite the fact that we had "booked" airfield space for them (and consequently had to refuse visitor bookings for that weekend) not one of the participants decided to honour us with their presence. I am very disappointed, and a little suspicious, that no one even contacted me to say that they would not be coming. To be fair, when I was arranging the event, they did say that they could not give me an indication of numbers. Hmmm, I won't be doing that again!

Big thanks to everyone who helped out at the East Fortune air show in July. An excellent day was had by one and all – and we raised some money for Walking on Air too.

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 December for January, end of March for April, end of June for July, and end of September for October. Material can be sent to me either typed or hand-written and dropped in my mailbox beside the payphone in the clubhouse or you can e-mail me at [ian.easson@btinternet.com](mailto:ian.easson@btinternet.com).

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**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

**Letters to the editor**Hangar Project

The last Portmoak Press stated that the way ahead should be for the club to set down its requirements for hangarage of club aircraft. The present, and quite satisfactory, hangar can adequately hold all the club's aircraft requirements. Indeed, with the Pegasus spending much of its life on the ground, there might well be spare space in the hangar at present.

A building of not less than forty years – well, I'm sure that if a programme of maintenance was commenced on the present hangar it might well last for another 20/30 years. Doors on both ends of the hangar would multiply the use of the fleet and encourage more flying.

Despite the membership increasing, there never appears to be a great demand for more club aircraft – the present fleet appears to be adequate for members' needs, and the number of members on the ground awaiting club aircraft in order to get a flight appears to be very small. Indeed, on another page in Portmoak Press there is a statement that Sunday flying is not as busy as usual.

I repeat – why do we need more hangarage when there appears to be no likely need for more aircraft? Why are we hell-bent on neglecting the present hangar for a nice shiny (and expensive) new toy? If the new hangar does go ahead in a modified form, the bulk of aircraft in it will be private and as they all have tow out gear it would not matter where it was built, and it is obvious that the site on the other side of the caravan site would be the ideal place. (Ground that will never be used for take-offs or landings) whereas the south field is not all that big and can be quite busy with aircraft landing and

is used sometimes for take offs when the wind is in a northerly direction, thus any plans to minimise the size of the south field is not surely advisable.

Planning permission is surely not written in stone – surely if we approach the authorities for a different site on the same airfield and explained that due to greatly increased costs, we've had to modify our plans on economic grounds – this would not seem an unreasonable request?

New Winch

As the winch is the club's bread and butter it would be better to be sooner rather than later to renew the winch. We may also get a better price for selling a less worn out winch. Any time the winch is off line for maintenance and spares would be bad news and lead to a lowering of morale amongst the members – we might even lose some members that we can ill afford, as has happened in previous times!

Members would appreciate the club investing in a new winch which they would get the benefit of – whereas most members I'm sure would not get the same satisfaction from a new hangar that most of them will never use.

*Jamie Dixon*

Response by Brian Cole-Hamilton

From the letter published above, it appears that there is still some concern regarding the new hangar project. In response to Jamie Dixon's letter I would like to reiterate that while we accept and welcome debate on all aspects of the management of the club the new hangar project was agreed at previous AGMs and to radically change this concept now would be going against the view of the majority of the membership. The board was elected at the AGM to manage the operation of the club and are doing the best they can to follow the wishes of the membership, as expressed when we were voted into office. More volunteers to assist with this task would be welcomed.

The board is fully behind this project and in response to Jamie's comments, would reiterate that the present hangar is no longer suitable or satisfactory. We have to look to the future and get away from a situation where getting aircraft in and

out is difficult, causes untold damage due to hangar rash and requires



considerable man power to pack and unpack the building. At least half the reason why the utilisation of club solo machines is so poor is the difficulty in getting time and skilled manpower to extract an aircraft from the depths of our present structure. Putting doors at the North end would only make one more aircraft accessible. A door at the North East corner is not practicable due to the location of the electricity distribution board, and even a door at the North West corner raises other major concern re the relocation of parking and other services to make a clear track out to the field, to say nothing of the danger of weakening the structure and creating a wind tunnel effect if the Southerly or Northerly wind blows right through the hangar.

How often have the faithful, usually very few, been left with the difficult task of packing away the fleet at the end of a days flying. In the new hangar it will be possible for the crew alone to put away their own aircraft. This will apply to both private owners and to club members since it is the intention that the club fleet will be accommodated in the new facilities. All members will therefore benefit not just the private owners.

The motivation for this project is to maximise access to the Club's aircraft and to support the average Club pilot. Clearly the project has attracted much support from private owners and this has allowed the utilisation of scale benefits to the advantage of the SGU.

With regard to the location of this new building, all other possible sites were considered and on balance the location planned was found to be the most suitable. It is closer to the main centre of our operations and placing it where Jamie suggests would lead to an unacceptable increase in traffic on the already hard used farm road and lots of towed glider traffic closer to our main launch lines. Relocating the building at this stage is not really an option. Sure the planners would possibly agree but only after a considerable delay and they would be delighted to get another fee.

With regard to the winch replacement, the board is committed to the replacement of what we agree is our most important asset and work has already started to seek opinions from members and others

as to what machinery is most appropriate for our situation, all with a view to placing an order for such replacement in the future.

I trust that this clarifies your board's thinking on these matters. Obviously we are concerned to keep the club's expenditure within budget and this has been the cause of the delay in starting this project. We appreciate the desire to keep all of our charges low but by doing this we risk stifling all investment in growth, which would be to the detriment of our future.

All innovation causes concern but hopefully we are now reaching a point where we can proceed with this project and we trust that we will now have the backing of the membership in completing this forward step in the history of the SGU.

*Brian Cole-Hamilton  
Chairman of your Board.*

Another letter on the hangar project...

#### In Support of the New Hangar Project.

The problem of sheltering our gliders from wind and rain is one that tests the ingenuity of every club in the land. Some solutions are more elegant than others, but nearly all involve moving gliders A to W to get at X, at some time or other. The board's solution to the problem is perhaps radical, but it is also elegant and intelligent. The 'red herring' (or is it 'spin?'), that is put about is that we need a new winch and not a new hangar. This seems to show blindness to the fact that a winch replacement is in the board's forward plans, which means that in the fullness of time we will have both!

Since my early retirement, I have come to the club on a daily basis and have witnessed the frustration of pilots and instructors desperately searching for volunteers to help them shift four or five aircraft just to get to the one they require (the DG505?). The 'Last in, First Out' philosophy pushes us towards delayed starting times at the launch point and, in some cases, pilots abandoning all hope of flying, and going home – thus compounding the problem of 'not enough people to help'. This can't be good for the finances of the club, not to mention the retention of pilots who





could find it 'easier' to fly somewhere else. As a syndicate owner of the Falke, I don't particularly like the idea of someone losing out on their flying because they can't get enough help to move it in order to reach their required glider – and it's not much fun moving three of four gliders to get to my Falke either! This aircraft is used by many syndicate members and instructors for bronze training and field landing – how many times have you heard pilots moaning about the fact that they can't get their training card completed because the Falke is at the back of a very tightly packed hangar? The new hangar will remove all of this frustration at one go – any aircraft can be taken out by it's own crew, without the need to move anything first. I have no doubt that once the new hangar is 'up and running' we would be hard pressed to find anyone wishing to go back to the 'old ways'. The advantages to me seem plain and I look forward, hopefully, to its completion sometime during 2004.

*John Riley.*

*(See Club News for latest update on the progress of our new hangar – Ed)*

#### A letter from Andy Sanderson

To all club members and the visitors I flew with, a short note thanking you for making my summer such a memorable period. Full-time instructing is something that I had not seriously considered before, but I can recommend the experience to anyone who is lucky enough to get the time off, in my case between jobs - between careers, in fact.

A special word of thanks must go to Irene, Steve, Sandra and John for making me feel at home. Their hospitality in the clubhouse was second to none and it was really appreciated.

I found the whole experience very rewarding, the people friendly and helpful, and though it was quite hard work at times, overall I felt that I was more on a paid holiday than doing a job, and I was very sorry to have to leave. I also got my diamond height, which was one of my aims, though the weather made me wait a while for it. Apologies to all those who I did not manage to say "goodbye" to before I left... it was all a bit manic towards the end of my contract, not

helped much by my silly attempt to fly through a "wee dyke" (A Scottish stone wall, not the other sort! *Ed.*). You'll be glad to know that my trusty Vega "890" is repairable, and will fly again next year.

Since coming down south I have been pitched headlong into my new teaching job, and the signs are that I have made an excellent move: the kids are friendly, the work interesting, and almost everything is free! I will also be getting outrageously long holidays, so I will be up at Portmoak before long, you can be sure of that, and I look forward to seeing you all again.

In the meantime, fly safely, and remember, don't do what I do, do what I say!

*Andy*

#### **The winner of last issue's Jodel flight**

In the last issue, Tony Brown offered a flight in his Jodel to the first person to answer his puzzle. The first correct entry drawn out of the hat was Bob Adamson. Well done to him.

For completeness, I have reprinted the original problem, with the answer at the end.

Tony says "There is no easy way to explain the logic. You just have to do some serious thinking. It is worth noting that of the half dozen or so correct replies received, the majority came through on work email addresses so there are a few slackers out there!"

#### 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.

The correct answer is as follows:

1. **American** (Football, Water, Fox, Yellow House).
2. **Russian** (T/Tennis, Tea, Horse, Blue House).
3. **Scot** (Hockey, Milk, Hamster, Red House).
4. **Spaniard** (Basketball, Orange Juice, Dog, White House).
5. **Japanese** (Baseball, Coffee, Monkey, Green House).

(Simple, wasn't it? – Ed)

Deputy CFI George Ross has compiled some general aviation questions to stimulate thinking amongst experienced and ab-initio pilots. What do you know?

### Barn Stormers Brain Busters

1. If an aircraft was climbing with full power at a constant speed and a constant climb angle would the lift generated by the wings be:
  - a. The same as level flight
  - b. Less than level flight?
  - c. More than level flight?
2. If an aircraft was flying at best glide would the same aircraft, now heavier, fly at:
  - a. An increased glide angle to maintain best glide
  - b. A faster speed to maintain best glide
  - c. A reduced glide angle to maintain best glide.

Answers in the next issue.

*The first of two items on airspace in this issue comes from CFI Neil McAuley and is very definitely safety related:*

### Airspace Safety

I feel that, in view of recent events with regard to Parachute Drop Zones, a summary of the current position with Drop Zones and other controlled airspace may be timely.

All solo pilots should have a current copy of Laws & Rules (price £2:25) and be aware of its contents. If you fly more than 5 nautical miles from Portmoak you must have a current 1:500,000 aeronautical chart with you at all times.

### Parachute Drop Zones

1. The list of civilian parachute sites, and the appropriate contact frequency, is on the 1:500,000 aviation maps as a block of information.
2. Contact the ATC unit and they will be able to advise if the site is active. The glider pilot can then request the Drop Zone frequency to obtain the current activity.
3. By talking directly to the parachute site, pilots may either be allowed to cross safely or fly around the zone if it is active.
4. In the event of receiving no response from the parachute site frequency, glider pilots should act on the information given by the ATC unit and remain clear of the site.
5. **YOU WILL NEVER SEE A FREE FALLING PARACHUTIST IN TIME TO TAKE AVOIDING ACTION. IF IN DOUBT – KEEP OUT.**
6. Our local sites can be very active. They are Errol, Kingsmuir and Strathallan and all operate on frequency 129.90.
7. If operating in the vicinity of a drop zone, be sure to make in-flight radio calls to ascertain the actual status of the drop zone. A radiotelephony (R/T) licence is not required to talk to the parachute site.

For early information and planning, contact Scottish Information on 119.875 for Errol and Strathallan and contact Leuchars



Approach on 126.5 for Kingsmuir. To use these frequencies you require an R/T licence.

Lat/Lon: Errol N562418 W0031055. Strathallan N561930 W0034455. Kingsmuir N561604 W0024503

#### Airspace

##### Class A airspace

Gliders are prohibited from entering or flying in class A airspace.

There is an exemption for some areas of airways P600/B226. Only suitably qualified pilots who understand the Letter of Agreement (Legal Document) and have been authorised by the CFI may be allowed to use this agreement and only when authorised by Scottish ATC.

(NB. Airway B226 is overhead Portmoak every weekend from midnight Friday to midnight Sunday – starting from Flight Level 65, minimum altitude 5500 feet)

##### Class B airspace

The entire UK airspace above FL245 is class B. Gliders are not allowed to fly in this airspace, except in specified areas, which can be activated by clubs using the correct procedure. Use of this airspace requires prior notification and authorisation.

##### Class C airspace

Not used in the UK at present

##### Class D airspace

All class D airspace requires an ATC clearance to enter and transit this airspace.

Any pilot wishing to enter class D must:

1. Contact the ATC unit and pass details of the gliders position, level and proposed track.
2. Obtain entry clearance.
3. Listen out on the frequency whilst in the airspace.
4. Comply with ATC instructions.

Pilots in class D airspace **MUST** maintain VMC at all times.

Pilots must have read and understood the code for gliders flying in class D airspace in the current Laws & Rules and should have an R/T licence.

##### Class E airspace

Gliders are allowed to fly in this airspace, without a radio, but must maintain VMC.

##### Class F airspace

These are (ADR) Advisory Routes

(and are used by passenger airlines).

Gliders are allowed to cross without restriction but great caution should be exercised.

##### Class G airspace

This comprises all airspace not covered by classes A to F and is generally open to gliders.

The exceptions include Aerodrome Traffic Zones (ATZ) including the ATZ within a Military Aerodrome Traffic Zones (MATZ), Danger Areas, Restricted Areas and Temporary Restricted Areas – activated by Notam.

##### ATZ

The Aerodrome Traffic Zone of an airfield (if shown on the current 1:500,000 map) is a circle from the mid-point of the longest runway of two nautical miles radius (or two and a half nautical miles radius if the longest runway is more than 1850 metres in length), extending from the surface to 2000 feet above the surface. ATZ's adopt the class of airspace in which they are located. Aircraft shall not fly in, take off or land in an ATZ without: Permission from air traffic control if the airfield has ATC.

Or satisfactory information from the flight information service (AFIS) or air/ground radio (A/G).

From which the pilot may judge whether it is safe to fly within the ATZ.

While flying in the vicinity of an airfield with no ATZ, a pilot shall conform to the pattern of traffic formed by other aircraft intending to land, or keep clear of the airspace.

All solo pilots should know how to use up-to-date information including Notams. It remains the responsibility of each Pilot-in-Command to comply with the law and display good airmanship at all times on every flight. If in doubt, seek advice.

Ignorance is no defence against an infringement and its consequences.

*Neil McAulay - CFI.*





Still on the theme of airspace, John Williams provides us with news of the latest airspace proposals.

### Airspace Change Proposals

A number of changes that may impact SGU gliding operations are being proposed for implementation in two stages, Quarter 2 and Quarter 4 – 2004. There is as yet no sign of the hoped for relocation of P600 to the east, however there is a response to our request to raise P600 airway bases. Other changes result from planned changes to North Sea airspace to accommodate the Typhoon (Eurofighter), and the new airway P18 (Midlands–Newcastle–Aberdeen). There are also changes around the south east and southern edges of the TMA. Proposals are, in summary:

#### Raising of P600 Bases

Crossing corridor A (Auchterarder “triangle”) is unchanged at FL55.

Base of corridor B goes up from FL65 to FL85.

Bases of corridors C, D and E go up from FL65 to FL105.

Base of corridor F goes up from FL65 to FL85.

Base of corridor G is unchanged at FL55.

#### P18 New/Extended Airway

In March 2003 this airway came into force, joining the Midlands with Newcastle, and severely limiting local Pennine wave flying for Yorkshire gliding clubs. It is now proposed to extend this airway to Aberdeen, on a part-time basis (active for commercial traffic between 18:00 and 09:00 hrs, and inactive (i.e. available to the military and us) during “office” hours. Its route is fairly direct, i.e. running well east of the coast until intersecting the Aberdeen shore north of Montrose (probably ruling out the use of Todhead as a turn point).

#### New TMA Arrangements

As yet we have not seen written details – but the telephone conversation leads me to believe the following:

L602 (Newcastle to Scottish TMA) airway bases would reduce from existing FLs 155, 175 and 195 to FLs 125, 165 and 165 respectively. They would also broaden out by a few miles at the L602 intersection with the TMA. We also fear the change of classification of

airspace within the TMA, the worst case being to change existing Class E to Class D. We have been assured that this is not being proposed as part of this proposal.

#### Impact on Gliding

P600 – The raising of P600 bases is most welcome. Ideally we would have wanted them higher still – at FL125 or above, however the proposed levels giving us access up to FL85 (and FL105 north of Perth) do bring much improved possibilities of successfully crossing the airway without having to get formal ATC clearance (avoiding the need for a pre phone call as well as the R/T operator’s qualification). Hopefully, we will also retain the existing crossing procedures for days requiring higher crossings.

P226 – We have raised the question of increasing P226 bases to coincide with P600 and, in particular, to avoid geometric impossibilities where the two airways merge. We have been assured that our views have been heard. In the longer term we may wish to reconsider the role of P226 – would we be better off without it? i.e. would we be prepared to give up our existing option to make P600 inactive at weekends in exchange for abolishing the ever present at weekends P226? Today’s position of having P226 active every Saturday and Sunday (not just when we choose to get P600 opened to us) directly overhead our airfield, and its regular wave hotspots is far from ideal. Without P226, we would also open up prime wave flying areas at weekends – probably the best Silver (and indeed Gold) distance area and the driest airmass, and hence best chance of decent wave gaps. However, in the short term it may be wise to leave P226 in place on the grounds that it already exists (the planning process to establish a new airway is extremely onerous), and may some day represent the lesser of two evils for us.

#### P600/226 re-routing

The BGA may help us by providing the admin effort and skill to drive a proposal through the whole consultative process. Leuchars is probably on our side here – though vague rumours of say Easyjet operating from Dundee may complicate matters. We

will discuss this with Bruce Cooper of the



BGA – he has promised to visit us in September.

#### P18 Extension

This is almost all offshore. We probably lose Todhead as a TP, which is a pity, but the routing of more commercial Aberdeen traffic away from P600 (and P226) should help our case for a minimum of airspace constraints in our primary areas.

#### Extreme Distances

(Finishing Scottish wave flights by going south to Yorkshire etc.)

The proposed lowering of L602 bases seems manageable for good wave conditions (FL125 ceiling at worst), and with careful navigation – not to mention luck with the wave bar location – it should be possible to get to (say) Rufforth around and under the recently established P18.

#### The TMA

It appears that there are no significant changes as a result of the ACP, although we understand that the authorities do, in the long run, want to get rid of all Class E airspace. If, at some later date, Class E was to be made Class D we would lose all opportunity to go south in thermals – effectively putting up a wall in the Forth/Clyde valley. It is not often done, but is an important possibility for us to make more use of in future.

Also, any threat to the “E” classification of the section of TMA between Portmoak and Stirling could cause land-outs on thermal final glides to Portmoak against an incoming sea breeze when cloud bases are high.

## Club News

### Date for your diary

The annual *Information Meeting* will be held at the club on Saturday 29<sup>th</sup> November at 16:00.

### **New Hangar Project – update from the Board**

As you are aware, the new hangar project was delayed because the initial quotations for the work were greater than anticipated.

We have now obtained a quotation from another contractor, applied some reduction to the original specification and now plan to carry out some of the basic

ground works ourselves, under professional supervision. With a small additional investment from the private owners, this brings the estimated costs to the SGU close to the originally budgeted figures.

Your board has therefore decided to proceed with this project to provide you with much safer aircraft accommodation, improved access to our fleet, modern hangarage, and an opportunity for integrated redevelopment of our main building complex in the future.

This is being achieved without prejudice to the programme of replacement of capital assets, which will shortly be outlined in our 10-year forward plan. A contract for the steelwork will be let very shortly. Ground works will commence within the next few weeks, and erection of steel on site will begin at the beginning of April 2004. In order to provide access to the works, owners of trailers will be contacted shortly and advised where trailers can be parked during the works. On completion, it is intended to reinstate the trailer park with improved access and ground conditions. This will allow access for the grass cutters to keep the trailer park tidy in future. Clearly this project will benefit from the full co-operation and support of the entire membership to bring it to a successful completion.

Remember this is your club and it will be what we make it together.

*B. M. Cole-Hamilton*

*John Williams* As promised in the last issue of *Portmoak Press*, the following article is a report on the BGA Rotax Falke following its visit to Portmoak in July:

### **Scheibe SF25c – Rotax Falke**

The SGU had requested that the British Gliding Association Motor Falke visit the club during the week of 14<sup>th</sup> to 19<sup>th</sup> July 2003. The purpose of the visit was to evaluate its use as a Glider Tug and also consider what benefits it might display over the Syndicate Falke 2000 when used for field landing and navigation exercises.

While the aircraft was available over the weekend, glider towing was only undertaken on Saturday 19<sup>th</sup> as the weather





situation necessitated the return of the aircraft to Bicester on the Sunday.

The weather on the Saturday started off with a 10 knot easterly. The first tow was undertaken with a Junior and appeared impressive with the ground run of both glider and Falke being similar, which might have been expected, to that of the Pawnee.

Subsequent tows were undertaken with the ASK21 and DG505, these being equally impressive in the shortness of the ground runs. It was, however, noted that the Falke tended to become airborne either at the same time as, or slightly before, the two-seater gliders.

The writer took the opportunity to sit in on one of the tows with the Junior and observed both climb rate and descend technique. The start of the tow necessitated lifting the Falke from the runway as early as possible so that the drag could be minimised and the combination allowed to accelerate to a comfortable towing speed. The Falke then climbed at a reasonable 3 to 4 knots. On release, the technique was to partly throttle back the Falke and then select full spoiler, at the same time gradually increasing the speed to some 80 to 90 knots. The throttle was then closed with the descent rate being in excess of full deflection on the VSI. The landings were undertaken with power as required. The BGA Falke was fitted with an electrical constant-speed propeller – this was malfunctioning during the test and, on the flight observed by the writer, the engine was slightly over-revving. Although a fixed-pitch propeller is available, this was considered not to provide as good an acceleration or climb rate as either of the constant speed units due to its slightly coarser pitch.

Towing continued throughout the day. It was evident that the ground runs became longer as the wind strength dropped and that the clearance above the equestrian centre fences was not particularly impressive, especially with the DG505 in tow. The wind then changed direction, due to thermal activity, and was slightly off the rear-quarter of the aircraft prior to an attempted tow with the DG505. Although the Falke became airborne after an extended ground-run, the tow was abandoned by the glider pilots as they were unable to unstick the DG505. No further towing was undertaken after this aborted take-off.

The writer spent some time in conversation with Dave Bullock in order to obtain further information on his experience of towing from Bicester, as well as under wetter conditions than were apparent on the day of the evaluation.

It transpired that when the conditions were noticeably wet at Bicester, it had proved necessary for wing tip holders to pull forward on both tips of a K13 in order to get the combination started. As the writer has been at Bicester under similar conditions, it is his opinion that the glider and Falke would not have sunk as deeply into the ground as might be likely at Portmoak. The grass at Bicester also tends to be kept much shorter during the winter months. Both would contribute to a better performance at Bicester than might be likely at Portmoak.

Although no field landing or navigation work was undertaken, sufficient information was gleaned from both discussion and monitoring of the flying of the Falke to form an opinion on its performance, relative to the Falke 2000 in these roles. The performance of the Falke 2000 at Portmoak under the wet conditions when it was first flown from this site was also taken into consideration in arriving at the following conclusions:

#### Advantages

- Burns fuel at a rate of 12-14 litres per hour. It is therefore far more frugal than the Pawnee when undertaking glider tows.
- Can be operated on Mogas, hence probably also a cost saving.
- Turn around times for local tows are similar to those obtained from the Pawnee, due to the much faster descent possible with the water-cooled heads on the Rotax engine.
- Towing of solo gliders is possible with two persons in the Falke. This would permit both training and checking of tow pilots.
- The Falke would also be available for field landing, navigation, and other gliding exercises such as circuits, approaches, aerotow rope breaks etc.
- Possibly lower maintenance costs than for the Pawnee (although, see *Items for Further Debate*).
- Capable of towing up to dual gliders



such as the DG505, although this would require favourable ground/weather conditions. (see *Items for Further Debate*).

- Offers a noticeably higher climb out rate than the Falke 2000. This makes the climb out from practice field landings safer, and also permits the possible use of fields that might not otherwise be considered suitable due to terrain avoidance considerations. This would also aid in managing faster turn rounds when teaching glider circuits, as the Rotax Falke would climb to the required height in a considerably shorter time.

#### Disadvantages

- Requires that pilots have SLMG or TMG class ratings —could be short term problem for established tow pilots due to lack of experience in this type of aircraft, as well as differences training for constant speed propeller.
- Constant speed propeller is stated to provide better performance than fixed pitch unit. Would therefore probably be necessary at Portmoak. As electrical unit appears to be problematic, this would necessitate use of a hydraulic unit with associated complexity and possibly higher maintenance requirements.
- Does not appear to be suitable for heavier two-seaters when the ground is wet/soggy or in light/nil wind conditions. Combination of both would render towing impractical at Portmoak.
- If used in addition to the Pawnee, the Rotax could be operated on Avgas but this requires a stricter maintenance schedule. Use of Mogas, as recommended, would require a separate storage and dispensing system.
- Rotax engine is still subject to increases in TBO and lifetime is uncertain. Lycoming, although “old technology”, is a known item.
- Availability could be a problem if the Falke is also required for gliding or NPPL work. This is likely to be on those days when the Falke would be most required for an additional tug as it would be on non hill-soaring days, or during periods of high pressure when soaring is unlikely.
- The propeller clearance on the

Rotax Falke is low. If the aircraft were inadvertently landed in some of the rougher areas of the airfield, this might result in a propeller strike, with costly results. The Pawnee is much better able to cope with the rough areas and hence would not be as likely to have to wait for aircraft to be cleared from the smooth landing areas.

#### Items worthy of further debate

- Ability to cope with high winds and/or crosswinds. This is an area that has not been explored. In light of experience with the Falke 2000, it is unlikely that the Rotax Falke would be suitable for use in a crosswind component of more than 10 knots. It would also be unlikely to be suitable for use during periods of strong turbulence as the longer time required for initial acceleration of the combination would render it vulnerable to gusts etc.
- Would there be sufficient “other use” of the Falke to render it value for money? Considering the high cost of a new motor glider, would there be sufficient interest from club members for gliding exercises in this aircraft? If it were to be also used for NPPL training, this would then raise the question of its availability for towing or glider exercises.
- While a new aircraft is likely to cost in excess of £60,000, another route could be available. As in a recent article in S&G, it is possible to purchase a second-hand Falke and have it refurbished and re-engined by Scheibe. It is believed that this route could result in an aircraft suitable for towing but at approximately two-thirds of the cost of a new one.
- The syndicate Falke 2000 has been found to require a high throttle setting when attempting to start taxiing when the ground is fairly wet and soft underfoot. When one considers the effect of a glider also sinking into the airfield in these conditions, the writer would express some concern about the ability of the Rotax Falke to operate (as a tug) under these circumstances.
- Although maintenance costs would initially appear to be likely to be lower – a new or



refurbished aircraft – the question of maintenance of the constant speed propeller requires to be taken into consideration. The likely life of the Rotax engine is still to be determined, hence this is currently another unknown factor.

In this document, the writer has attempted to highlight the basic advantages, and disadvantages, of the Rotax Falke. What is clear is that this motor glider could certainly not cope with the range of gliders and weather/ground conditions that the Pawnee is capable of operating under. It would certainly provide a back-up tug under suitable conditions and subject to the availability of adequately trained pilots. One point that has not been raised is the necessity to lift both glider and tug from the ground as quickly as possible to permit the combination to accelerate. This would require re-teaching of the aerotow take-off technique as it differs from the standard “roll the glider on its main wheel until it lifts off of its own accord” method used behind the Pawnee. Glider and tug pilots would also have to be able to readily adapt to the different take-off techniques dependant on the tug in use. There may well be other relevant points that will require discussion and further investigation. This, however, is a matter for the consideration of the Board, should they wish to pursue this matter further.

*J. Graham Smith  
Tug Master*

The achievements log on the notice board is proving to be a great success. I have been able to report on all of them to S&G. For new-comers to the club, here's what to do: The log should 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.

#### Date for your diary

The annual *Information Meeting* will be held at the club on Saturday 29<sup>th</sup> November at 16:00.

If anyone would like a set of tow-out rings, please note that these can be purchased from the



winch-drivers for £20.

Our summer courses have finished but we already taking bookings for next year. Dates are being finalised and will be published on the notice board and here in *Portmoak Press*.

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 etc.

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)

#### **Lysakowski Award 2003 - Rieti**

This year the Ted Lysakowski Memorial Trust awarded me a mountain-flying course in Rieti, Italy. Ted Lysakowski was a former British champion who was tragically killed in a mid air collision several years ago. The trust, which was set up in his name, aims to help UK based pilots advance their cross-country and competition skills by providing opportunities, which they would otherwise not have had. Apart from the mountain flying courses there were opportunities to compete in a nationals in a two seater with various top pilots (Kevin Hook and Neil Goudie did this a couple of years ago), and also cross-country courses at Lasham.

From the point of view of being on holiday, Rieti is great – the scenery is stunning, and it was a pity that the weather was so good we never got a chance to sightsee. Apart from the gliding, the social activity was superb - I have never eaten better food in my life. The club fleet is 2 DG-505's and a K-21 as two seaters and 1 LS4, a DG-303 and a large number of DG-300's as single seaters. I flew the



LS4 as I don't really fit in DG single seaters. The format of the course was a mixture of lead and follow flying and two seat cross-countries. Most of the flights were memorable for one reason or another – the check flight was a once in a lifetime experience between thunderstorms (I don't intend to do that again!). The local conditions are quite different from any that I have previously experienced – there was a high pressure over central Italy the whole week. However it was still possible to ridge soar using thermal lift. This is quite unlike ridge soaring in Scotland, as you have to stay much closer to the hill. Usually when you get to the top you can thermal away. Generally you work yourself up from the valley floor onto the lower hills, and from there onto the larger slopes. Identifying what slopes work varies on the time of day, and also the exact wind direction, and understanding this is crucial.

The main reason I wanted to go on the course was to get some advanced soaring tuition. I have found it very difficult to get the combination of suitable instructors, aircraft and weather to do cross-country training, and I felt my flying hadn't really improved for a couple of years. I found the two-seat cross-country especially beneficial and it gave me some pointers as to where I go wrong. Having come back I found I was reading the sky much better and observing a lot more. I have become more relaxed and been able to climb better in thermals (except when gaggle flying, which I can't do at all). I have done some of my best ever cross-country flying this year, which must be partly down to the course.

Applications for the 2004 Lysakowski awards program should be made by the end of October 2003. Copies of the application form can be obtained by e-mail from

George\_Metcalf@uk.ibm.com

I would strongly recommend any pilot looking to improve their cross-country flying to apply.

*Neil Irving*

Roddy has been on his travels again:

### **Over the Sea .... To Orkney**

On Sunday the 13<sup>th</sup> of July, I planned to fly my syndicate aircraft, a Jodel G-BFEB, to the most northerly islands in the Orkney isles, Westray. With its smaller neighbour, Papa Westray, it has the distinction of being the shortest scheduled commercial airline flight in the world, as recorded in the Guinness Book of Records.

I was accompanied on this flight by John Henry, who provided a most welcome GPS to assist my Mk 1 eyeball & map navigational skills.

All was readied and after the pre-flight checks were completed, we were airborne in the late morning and heading north.

As we climbed to cruising height, Scone airfield slipped below us. John & I had already decided that we would take the direct route over the Grampian and Cairngorm Mountains to Inverness, which would necessitate a cruising altitude of 4000'.

At Blairgowrie we commenced the climb.

The terrain below became seriously inhospitable with minimal options for an emergency landing in the event of engine failure. This situation tends to focus the mind somewhat! The view however was awesome with blue skies and only moderate heat haze.

We continued north on a track provided by John's GPS and corroborated by the aeronautical chart. Soon the majestic Ben Macdui, at 4296', loomed into view and beyond that the land levelled out as we picked up the A9.

We reduced our altitude to 2500' as the terrain became more hospitable to field landings. Our intended track took us to the west of Inverness Airport, at Dalcross. We watched as the Kessock Bridge, connecting Inverness to the Black Isle over the Moray Firth slipped underneath us. Off our Port wing was the vast Loch Ness, dark, mysterious, brooding. Ahead of us was the Cromarty Firth and the amazing water colour of Cromarty Bay.

I swear you would believe it was the Bahamas, the water was turquoise!

Ahead of us were two restricted areas and a danger area, which make



up the Tain Gunnery & Bombing range of the MoD. Scottish Information had already informed us that these areas were “cold” but Inverness ATC informed us that the minimum over fly was 5000’ AMSL as they were exploding ordinance at the range. We opted to route to the west rather than be peppered with shrapnel! Continuing up the coast we past over the small towns of Brora, Helmsdale & Dunbeath, all basking in the midday sunshine on the cliff tops. Ahead, the land began to flatten again and soon we had our next VRP in sight, Loch Watten. From here it was only a few miles to the north coast. Then through the haze we saw the coastline and then Orkney. First into view were the small isles of Stroma & Swona, nestling mid channel in the Pentland Firth. Next the larger isles of South Ronaldsay and Graemsay. We crossed over the Pentland Firth with some trepidation as we witnessed the traitorous currents, which pulse through this narrow waterway. Ditching here would be dangerously unhealthy. Ahead lay an impressive expanse of water, which is steeped in history, Scapa Flow.

The Imperial German Navies High Sea’s Fleet surrendered here before being scuttled by their crews at the end of World War 1. Also, this is the final resting-place of the Battleship HMS Royal Oak, which was sunk by a German U-boat while at anchor at the outbreak of World War 11, with the loss of hundreds of sailors. Truly, a warship graveyard. Over the main island we view the capital, Kirkwall, off the Starboard wing. Approaching the north end of the main island we view our next water jump to Rousay. This completed, we make the final island hop over the Westray Firth to the island of Westray. This is a somewhat more substantial expanse of sea and it is with some sense of relief when we reach the coastline. The airfield was quickly located and the wind speed & direction ascertained.

With landing checks completed, we call Kirkwall ATC and inform them that we are on finals for Westray. The landing was completed without event and John & I alighted from the aircraft to stretch our legs. At this point a rather curious event occurred, a farmer from the farmhouse adjacent to the airfield approached us inquiring if we were the pilots of the

aircraft and after informing him that we were, he told us that he had a message for us. My mind started racing, had I encroached into controlled airspace, or committed some violation of air law? The answer was stranger still, the owner of Wick Airport had contacted him and asked to relay the message that if we needed fuel he had the cheapest AVGAS in the north of Scotland and would be happy for us to drop in on our return and purchase a quantity.

Now, since I hadn’t contacted Wick by wireless on route, I can only assume he must have been listening on Scottish Information’s frequency and tracked our progress with the intention of making a sale. Quite entrepreneurial, these north of Scotland boys!

We embarked back into the aircraft and took off from Westray, heading east across the short strip of water between it and Papa Westray, all of 600 yards. Over Papa Westray we descend over the runway and execute a touch & go to say we had completed the world’s shortest commercial airline crossing. This done, we routed south for home.

The track was a reciprocal of our outward journey. All was going well until John consulted his GPS to discover that our ground speed was considerably lower than our indicated airspeed, we had a substantial headwind. To put this in context, the aircraft had an IAS of 100 knots and John’s GPS gave a ground speed of 62 knots. This meant that we were burning considerably more fuel to cover the same distance.

By Inverness we had exhausted the Starboard wing tank supply, this left only the contents of the main tank, under half full. To confuse matters more, Inverness ATC were reporting wind as 040 less than 5 knots! Although longer, we opted to follow the A9 home rather than the more direct route over the mountains, as we believed the upper air wind strength would be greater. A further worry was that because we were effectively flying away from Portmoak by following the A9, the GPS calculated that it would take two hours flying time to reach home, even though it was only 57 miles away!

Our fall back plan if the fuel was not sufficient to reach Portmoak, was to divert to Scone Airfield. However, by Dunkeld it



was looking more promising, even though John's heart missed a beat every time we hit turbulence and the low fuel warning light flashed!

Eventually Portmoak swung into view and with the minimum of loitering, we called short finals for the new grass, centre strip.

After the aircraft was fuelled, washed and hangered, we retired for a meal in the clubhouse and relived an interesting flight.

Total airborne time had been 5 hours 20 minutes.

*Roddy "Bush Pilot" Ferguson*

## From the Safety Officer

### Daylight

We have already had one incident of a flight illegally landing after official night-time this autumn. Please check the last landing time before you go flying – the times are on the safety notice-board in the clubhouse, and in the red folder in the caravan. Flying at night is illegal and dangerous.

### Briefings

I never enjoy investigating accidents, but this year one has particularly distressed me. The accident, which resulted in serious injury to the pilot, would almost certainly have been avoided if the pilot had sought a briefing from an instructor. All pilots with yellow badges require a briefing from an instructor before flying. All pilots with red badges require a briefing from an instructor before every flight. If you need a briefing please get one before flying.

*Neil Irving*

As well as submitting this article, Frank Smith reminds us of his item last year on last landings. Space is tight in this issue so I will include the article in the next issue, but remember that back issues can be seen on our club web page.

## Coaching Corner

### Simple Silver 'C'

During the seventies I was based at Lasham. Back in those days most Silver 'C' distance attempts were made in one of the clubs K8's. Shoreham Airfield down on the South coast was a favourite milk run, with many pilots gaining their badge

flight by heading Southeast to the sea and turning left. Just to be different, I went to the Southwest in an Oly 463, but that's another story.

So, what changes have there been since those far off days? Well, we're in a new century and even a new millennium for a start. Most significant is that we have different gliders to play with, having better performance and with an array of superior instruments. Also there is GPS, the heaven sent system which now prevents us all from getting lost, okay - unsure of position.

So flying the Silver 'C' distance leg should now be a piece of cake - should it not? Trouble is, the most important ingredient in that cake - the pilot - is still possibly infused with the same doubts, hang-ups and maybe fears as his counterpart of years before. Cross-country flying in a glider is one of the most enjoyable and exhilarating activities that one can participate in. Whether long or short, the satisfaction gained from travelling in this fashion is immense. This is ultimately what a glider pilot is trained to do.

I mentioned training above. When our intrepid pilot emerges with all the necessary qualifications for the epic flight, he should be assured that his skill levels would have been suitably tested and observed. But if there has been a time gap between Navigation and Field Landing exercises and you're feeling uncertain then have a refresher flight in the Falke.

However, many pilots after gaining their Bronze 'C', never attempt a cross-country. They are happiest just flying locally. Others suitably qualified cannot wait to fly over the horizon to pastures (fields) new. Then there are those who would dearly love to go, but for all sorts of reasons - don't. It's for these folk that this article is written.

I'm going to list below some of the points which I feel restrict or prevent this group of pilots from attempting their first cross country.

1. What if I get low and cannot find a suitable field to land in?
2. What if I damage the glider on landing?
3. What if I damage myself?
4. I can't raise a retrieve crew!
5. I haven't got a car with a tow bar!
6. The weather has never been suitable.





7. I don't want to take the glider away and deprive other members from flying.
8. I can only get to the club later in the day.
9. I've this hang-up about leaving the airfield (umbilical cord syndrome).
10. I'm sure I'll get lost.
11. What If I inadvertently wander into restricted airspace.
12. I've no GPS.
13. I have to be home by six o'clock.
14. I never seem to be able to stay up in local thermals, let alone go cross-country.
15. I just don't think I've got the bottle to do this.
16. I don't want all the hassle of landing out.
17. I think I'll wait 'till next week - I'm not quite organised or ready just now.
18. Perhaps I need more experience.

The list is never ending. Do any of the above points ring a bell, be honest?

One thing they all have in common, is that they are all linked to negative thinking and will certainly prevent you moving towards the goal of flying cross country.

Before we look at the above list in detail lets look at cross-country flying in general. The first thing to realise is that it isn't difficult. Take a thermal or wave day, in an hour or two local soaring you probably fly in excess of 50 km. You don't need sophisticated instrumentation or glide calculators to complete this distance. What you do need is a proper flight plan and the right determination.

I want to go through the list and deal with each in turn.

1. The first cross country flight will only be undertaken if the briefing instructor is happy that there are a choice of fields for the time of year and in the direction the pilot will be flying. Why not drive out along the intended flight path and see how the ground lies, especially in the area where the intention is to land. Distinguish what crops are present, and their height. A trip in the Falke would be very useful.
2. No one can guarantee that a field landing will not cause damage to the glider. It is one of the risks that have to be taken.



- However, with sensible and early field selection the risk should be minimal.
3. It is highly unlikely that personal injury will be sustained even if the glider is damaged.
  4. If this proves an obstacle see the duty instructor. There is usually someone who will do the retrieve.
  5. Shouldn't be a problem as long as you reimburse the person using their car for the retrieve.
  6. If you wait for the perfect day, you will never get off the ground. Successful cross-country flights can be made in quite moderate soaring conditions. Again, ask the duty instructor for advice. Often the soaring conditions improve during the day, if you're not airborne you've no chance. The conditions several kms down track can sometimes be considerably better than those locally.
  7. If everybody worried about this then nobody would attempt the Silver 'C' distance leg in a club glider. If it's your turn to fly and you wish to attempt the badge flight, then go ahead and do so. But remember to get a full briefing first.
  8. This doesn't rule out flying cross-country. During the summer months, thermals can keep going late into the afternoon and if wave is present the latter part of the day could provide the best conditions. Remember you only need a two-hour slot, not the whole day. But be prepared; don't waste time rushing around when you get to the airfield trying to get organised. Often, club gliders having been used in the morning or early afternoon are sitting idle later in the day.
  9. Haven't we all. Unfortunately there's no mid-wife waiting aloft with a pair of scissors, so I'm afraid it's down to you to sever the connection yourself.
  10. I doubt very much that any pilot flying from Portmoak on a reasonable viz. day would get seriously lost. This is because there are so

many good landmarks to refer to, within

the radius of distance that will need to be flown. If this is an issue, why not have a flight in the Falke combining Navigation, Field Selection and general orientation in the direction that you are most likely to choose for your attempt.

11. No problem, they will just shoot you down. But seriously, during briefing the instructor will make sure that you are well aware of Airways, Flight Levels, Parachute Drop Zones and any MATZ.
12. You really shouldn't need one for the Silver 'C' flight. A map, compass and eyeballs are all it takes, and you should be able to navigate this way. However, if it makes you happier to have one, then you can borrow mine. Remember you need to be up to speed with their use and they do need to be fitted properly in the cockpit.
13. Sorry, can't help you with this one. When you are attempting badge flights you just have to be a selfish b\*\*\*\*\*d and let nothing stand in your way. So if there is a time curfew on making it back home, forget it and take the flak.
14. I agree, lack of skills at staying aloft do seriously jeopardise the chances of success at cross country. The answer lies in flying with instructors on soaring days to hone your skill levels.
15. More physiological than anything else. If after all the training and attaining the Bronze 'C' badge there is a real lack of confidence and worry about attempting the distance flight, do two things. Sit down with a sympathetic instructor and talk through your reservations and, secondly, have further flights in the Falke, where you are taken on small cross-countries and can discuss any worries remaining. If, after these actions, you are still not happy at the thought of leaving the airfield, then don't. It's not compulsory and numerous pilots have many enjoyable hours local soaring.
16. Goes with cross-country flying I'm afraid.

Remember that many flights later



on will be successful and end back on the airfield. You never know, you might get to find the hassle factor quite enjoyable. Unless of course it's raining.

17. It's imperative that if you're seriously considering your Silver 'C' distance leg that you are ready to go on every visit to the airfield.
18. Talk to an experienced instructor about your reservations, or have further training sessions in the Falke. It's quite understandable to feel this way.

If some of the above points have been useful, then moving on to discuss how to prepare yourself, will certainly begin to promote the right thought patterns and, hopefully, a sense of anticipation.

#### Ground Organisation

Firstly, it's a good idea to identify others in the club who are striving to fly their Silver 'C' distance as well. A group of pilots with similar aims will promote the right atmosphere and provide possible retrieve crews. Think of it as forming a syndicate.

Talk to members who have recently made an attempt, successful or otherwise. This could provide useful information.

Decide which glider will be flown. Ensure that the trailer is serviceable and any necessary de-rigging tools or equipment are present. Know how to de-rig the glider and stow the parts in the trailer. If you're not sure, carry out a de-rig and rig on a non-flying day under suitable instruction.

Buy a map from the office, it is mandatory to carry one on the flight and for it to be current. The half million is best. Know how to use it - if you don't - ask someone. Draw track lines to destinations that are at the correct distance and are easily observed from the air. Study the map, noting suitable ground features along these tracks to allow for navigation. It's also useful to note the distance these features lie along track. Know how to set up the barograph, clockwork or electric. Get to know who is an official observer amongst the membership.

Think through thoroughly your actions from the time you reach the airfield 'till when you take a launch. Have a check list and carry out dummy runs.

What will you take with you? - Food, drink, mobile phone with the

club's number stored in it, landing form, weather-proof jacket. All of these and perhaps you can think of others. It's a matter of planning ahead.

If you're still undecided after reading this article, then you might get your inspiration from the TV programme - 'FIFTY THINGS TO DO BEFORE YOU DIE' - I would imagine that a first cross country must be somewhere near the top of the list for a courageous glider pilot. Apologies if this article doesn't apply to anybody in the club - but I rather think it does.

Finally, what about the flight itself you may ask, well that's the simple bit - Simple Silver 'C'.

*Frank Smith*

## BGA Newsletters

### BGA Newsletter - July 2003

**Juniors - Lend Them a Glider!** This year, the Junior Nationals have a record number of applicants (over 70). Every year, there are many juniors who struggle around in old wooden gliders, as those are all that is available to them (often landing out every day). Several struggle to find even that!

Club committees - if you have a budding Junior, please encourage them by lending them as good a glider as you can. If you are a private owner and would like to help a Junior, please contact Pete Masson at [pete.masson@launch-point.co.uk](mailto:pete.masson@launch-point.co.uk) or 07773 784324. They will treat your pride and joy well!

### World Junior Championships.

These began this weekend at Nitra in Slovakia. Six British junior pilots are competing, all of whom will be aiming to emulate Jay Rebbeck's win in 2001. The British team in Club Class is Matt Cook, Andy Perkins and John Tanner. Standard Class is Luke Rebbeck, Jez Hood and Leigh Wells. You can follow their progress with daily updates at [www.glideringteam.co.uk/competitions/2003/juniorworlds/competitionnews.asp](http://www.glideringteam.co.uk/competitions/2003/juniorworlds/competitionnews.asp)

**Laws & Rules.** Please note that there is an error in the new edition of Laws & Rules. The weight conversion chart (kilograms : pounds) is incorrect and should **not** be used. A corrected chart will be sent to all purchasers and is available on the BGA web site for

download. The new edition is available

for purchase from the BGA office, price £2.00.

**Tug & Motor Glider Lighting.** Following AAIB recommendations after a mid air collision between a tug and a glider, the BGA Technical Committee has made the recommendation that:

- Landing lamps are used during towing operations
  - Tugs are fitted with white strobe lights
  - Motor gliders are fitted with white strobe lights
- Further details, including news about modifications, are given in the July edition of Engineering News and will appear in S&G.

**Daventry CTA.** A new area within the Daventry CTA, up to FL55, will be made available from July 10<sup>th</sup>. Preliminary details have been sent to club CFIs but, for operational use, please plot the co-ordinates that will be published in Air Pilot and on the CAA DAP website ([www.caa.co.uk/dap/dapcharts](http://www.caa.co.uk/dap/dapcharts)) – follow the 1:500k chart amendments link.

**Parachute Sites.** All pilots should remember that procedures are in place concerning gliding activity in the vicinity of parachute sites – if in doubt, please see

the latest edition of Laws & Rules. Following the weekend of 14/15<sup>th</sup> June, the BGA office received calls from three separate sites, complaining about gliders which over-flew them and, in one instance, thermalled over the site for up to 8 minutes. It goes without saying that such actions could prove very dangerous (see below).

**Result of Inquest.** The inquest into the death of a glider pilot and a parachutist at Hinton-in-the-Hedges last June was held on 12<sup>th</sup> June. A verdict of accidental death was recorded for both.

**Met Office Move.** The Met Office is in the throws of moving operations to Exeter. They claim that they have taken all possible measures to ensure that the relocation does not have any impact on their customers, but warn that the process of transition means that products and services might be disrupted. They would like to draw users' attention to Get Met 2003, which gives details of alternative sources of Aviation Briefing products. Get Met 2003 is available to download from their website [www.metoffice.com/aviation/services/getmet.pdf](http://www.metoffice.com/aviation/services/getmet.pdf) Alternatively, a paper copy can be ordered free at





[www.metoffice.com/aviation/services/getmet.html](http://www.metoffice.com/aviation/services/getmet.html).

**Royal International Air Tattoo – Fairford, 15-21 July.** Temporary restricted airspace (TRA) will be established to facilitate the arrival and display phase of RIAT2003. This will involve a significant volume of airspace and will be activated between 16 July and 20 July, up to 8000ft amsl. A smaller TRA, up to 5000ft amsl will be activated on 21 July to cover the departure phase. Aircraft must obtain a positive clearance to enter the TRA from Brize Zone on frequency 119.0MHz. A map showing the extent of the TRA is on the BGA web site at

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

Fuller details are available to registered users on the AIS web site at

[www.ais.org.uk/aes/pubs/aip/pdf/aic/4M087.PDF](http://www.ais.org.uk/aes/pubs/aip/pdf/aic/4M087.PDF)

(sign in required).

**PFA Rally.** The PFA Rally is at Kemble (4nm SE of Aston Down) from 11<sup>th</sup> to 13<sup>th</sup> July. Cotswold GC will be representing the gliding movement at the rally, with the BGA exhibition stand and glider simulator. Because there will be up to 2000 visitors to the Rally there will be a TRA in place. There are also published routes into the rally, which will be exceptionally busy. Pilots should be aware of the contents of two AICs if they are gliding anywhere near Kemble, Aston Down or Nympsfield: one regarding the TRA at

[www.ais.org.uk/aes/pubs/aip/pdf/aic/4M080.PDF](http://www.ais.org.uk/aes/pubs/aip/pdf/aic/4M080.PDF) the other describing the inbound routes and joining procedures at

[www.ais.org.uk/aes/pubs/aip/pdf/aic/4Y106.PDF](http://www.ais.org.uk/aes/pubs/aip/pdf/aic/4Y106.PDF)

Registration (free) is required in order to access the AIS web site. The second AIC, in a section warning of confusion between Aston Down and Kemble, has the 'useful' advice that Aston Down hangars are red and Kemble hangars are green. That may have been the case 20 years ago but nowadays both airfields have a mixture of red and green.

**BGA Simulator.** If you wish to book the simulator please apply in writing or download the booking form from the website and send to BGA office. Please note that the simulator will not be available from 6th October to 8th December 2003.

### BGA Newsletter - August 2003

**Parachute Recall.** Irvin GQ have announced a safety recall of all parachutes delivered between November 2001 and July 2003 to check for a potentially faulty ripcord pin. The recall is mandatory and Irvin states that the tests should be carried out before the parachutes are next used. We believe that other manufacturers' parachutes delivered in the same time window are similarly affected and will be subject to a recall as well. If you have a parachute that is affected you should hear directly from your supplier. More information is on the BGA web site at [www.gliding.co.uk/bgainfo/news.htm](http://www.gliding.co.uk/bgainfo/news.htm)

**World Junior Championships.** Britain has a new world champion. Jez Hood won the Standard Class at the World Junior Gliding Championships, held last month at Nitra in Slovakia. Jez led the championship virtually from the start, but was being strongly challenged to the last by Luke Rebbeck. The final British positions were:

**Standard Class: 1 Jez Hood (8478 pts); 2 Luke Rebbeck (8430); 5 Leigh Wells (8068)**

**Club Class: 4 John Tanner (8440); 6 Matt Cook (8398); 12 Andy Perkins (8108)**

This was a fantastic performance by the British team – well done.

**NOTAMS.** Carr Withall would like to remind all pilots of the imperative to check NOTAMs every time that you fly. A recent high profile incident occurred on Sunday 3<sup>rd</sup> August when a Red Arrows display had to be modified because of a glider in the Temporarily Restricted Airspace (TRA). This selfish action resulted in disappointment for thousands of spectators and did our image absolutely no good at all. NOTAMs are available on line at [www.ais.org.uk](http://www.ais.org.uk)

**European Trailer Scam.** If you plan to tow a trailer in France or Spain this summer, be aware of a nasty problem that has just been reported to Sailplane & Gliding. At least three glider pilots have had trailer tyres slashed while stopping for petrol or a rest break. The criminals follow you until the tyre goes, then rob the car while you are putting out a warning triangle or replacing the tyre. One

victim suggests that you watch your vehicles as



much as you can while refuelling or resting, and check the tyres for leaks before heading off. Remember, if you have to stop on your own, you are vulnerable (and the gang may pretend to be good Samaritans pointing out the problem). Load your car so that valuables don't have to be removed to access the spare tyre, and never leave the car unlocked, even briefly, while you are away from it. And if the trailer tyre gives way while you are driving, losing your valuables could be the least of your worries.

**Daventry CTA.** The changes to Daventry CTA that were mentioned in the last BGA Newsletter became effective on July 10th. A map showing the changes and a file containing the co-ordinates is available for download from the BGA web site at [www.gliding.co.uk/bgainfo/news.htm](http://www.gliding.co.uk/bgainfo/news.htm)

### BGA Newsletter - September 2003

**NOTAMS.** A further reminder to ALWAYS check NOTAMS before any cross-country flight. The BGA has received more complaints about gliders penetrating restricted airspace. Such actions are dangerous to you and other users of the sky. They also do nothing to help our airspace committee members in their hard work of maintaining as much airspace access as possible for us to continue to enjoy our sport. Up to the minute briefings (NOTAMS) are available from the AIS web site at [www.ais.org.uk](http://www.ais.org.uk) (registration required, but free). If using the AIS service, please note the validity period for the VFR FIR briefs carefully, as these may be very short. Be particularly aware if you are downloading in the evening for use the following day. As a back up only, pre-prepared briefs, updated twice daily, are available on the NATS site at [www.nats.co.uk/operational/pibs/index.shtml](http://www.nats.co.uk/operational/pibs/index.shtml)

**World Gliding Championships.** Congratulations to the British team who had a very successful world championships. The highlight for the UK was Andy Davis' win in the standard class, a title he last won in 1993. Steve Jones, defending his title in the 18m class, took the silver with his brother Phil just behind in the bronze medal position. Final British placings were: **Standard Class: 1. Andy Davis; 19. Mike Young, 15m Class: 4. Dave Watt; 37. Chris**

**Starkey, 18m Class: 2. Steve Jones; 3. Phil Jones Open Class: 4. Pete Harvey.**

Full results are at [www.wgc2003.pl](http://www.wgc2003.pl) and day reports from the British team at [www.glidingteam.co.uk/competitions/2003/worlds/competitionnews.asp](http://www.glidingteam.co.uk/competitions/2003/worlds/competitionnews.asp)

**More Congratulations.** Congratulations are also in order for a very different sort of gliding achievement. Tom Edwards flew from Lee on Solent to Northampton West for his 300k in his K8 on 15<sup>th</sup> August.

**BGA Safety Presentation.** The BGA Executive has given the go-ahead to the establishment of a safety presentation to encourage increased safety awareness throughout the gliding community. The intention is to hold a number of regional gliding safety meetings during the coming winter months. More details will be available shortly.

**CAA Safety Evenings.** Venues have now been confirmed for a series of CAA Safety Evenings throughout the autumn. Every pilot in each area is invited and, indeed, strongly encouraged to attend. Most of the evenings, starting at 1930 and lasting 2½ hours, are free and there are opportunities to win prizes. The schedule of dates and venues is at [www.caa.co.uk/srg/general\\_aviation/event.asp](http://www.caa.co.uk/srg/general_aviation/event.asp)



**Duty Instructor Rota**

Sat	4 <sup>th</sup> Oct	Andrew Bates
Sun	5 <sup>th</sup> Oct	Jonathan Pryce
Sat	11 <sup>th</sup> Oct	Ian Trotter
Sun	12 <sup>th</sup> Oct	Frank Smith
Sat	18 <sup>th</sup> Oct	Ian Dandie
Sun	19 <sup>th</sup> Oct	Bob Petrie
Sat	25 <sup>th</sup> Oct	Neil McAuley
Sun	26 <sup>th</sup> Oct	Mike Carruthers
Sat	1 <sup>st</sup> Nov	Joe Fisher
Sun	2 <sup>nd</sup> Nov	Ray Hill
Sat	8 <sup>th</sup> Nov	John Henry
Sun	9 <sup>th</sup> Nov	Bob Jones
Sat	15 <sup>th</sup> Nov	Andrew Bates
Sun	16 <sup>th</sup> Nov	George Ross
Sat	22 <sup>nd</sup> Nov	Neil McAuley
Sun	23 <sup>rd</sup> Nov	Ian Trotter
Sat	29 <sup>th</sup> Nov	Jonathan Pryce
Sun	30 <sup>th</sup> Nov	Mike Carruthers
Sat	6 <sup>th</sup> Dec	Frank Smith
Sun	7 <sup>th</sup> Dec	Chris Robinson
Sat	13 <sup>th</sup> Dec	John Henry
Sun	14 <sup>th</sup> Dec	Ray Hill
Sat	20 <sup>th</sup> Dec	Joe Fisher
Sun	21 <sup>st</sup> Dec	Bob Petrie
Sat	27 <sup>th</sup> Dec	George Ross
Sun	28 <sup>th</sup> Dec	Bob Jones

**Duty Pilot Rota**

Sat	4 <sup>th</sup> Oct	A. Taylor
Sun	5 <sup>th</sup> Oct	P. Clayton
Sat	11 <sup>th</sup> Oct	D. Higson
Sun	12 <sup>th</sup> Oct	J. Miller
Sat	18 <sup>th</sup> Oct	S. Hartley
Sun	19 <sup>th</sup> Oct	K. Cowie
Sat	25 <sup>th</sup> Oct	B. Smallman
Sun	26 <sup>th</sup> Oct	H. Eagleton
Sat	1 <sup>st</sup> Nov	L. Ladomery
Sun	2 <sup>nd</sup> Nov	R. Mackie
Sat	8 <sup>th</sup> Nov	D. Thompson
Sun	9 <sup>th</sup> Nov	G. Packer
Sat	15 <sup>th</sup> Nov	A. Young
Sun	16 <sup>th</sup> Nov	K. Byrne
Sat	22 <sup>nd</sup> Nov	I. Norman
Sun	23 <sup>rd</sup> Nov	D. Hyde
Sat	29 <sup>th</sup> Nov	B. Adamson
Sun	30 <sup>th</sup> Nov	R. Birch
Sat	6 <sup>th</sup> Dec	J. McGouldrick
Sun	7 <sup>th</sup> Dec	S. Kennedy
Sat	13 <sup>th</sup> Dec	A. Rougie
Sun	14 <sup>th</sup> Dec	S. Buchan
Sat	20 <sup>th</sup> Dec	I. Armstrong
Sun	21 <sup>st</sup> Dec	S. Allan
Sat	27 <sup>th</sup> Dec	S. Pearce
Sun	28 <sup>th</sup> Dec	R. McGregor

There are too many days and not enough instructors, which means that some people have to do two duty days. Any instructors who are not on the rota, feel free to take one of the above slots.

*Andrew Bates*

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

*Pete Benbow*

**Duty Pilots**

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.

