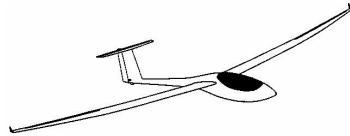


**From the home of the *Scottish Gliding Centre***

# Portmoak Press

**Editorial-Ian Easson**

First of all, Season's Greetings to all readers of *Portmoak Press*. I



hope you have all had a good soaring year and hope you have an even better one in 2004.

During the summer, a couple of people have suggested that this mag is a bit too long so, as part of an experiment, this issue will be 'a bit shorter'. I would be interested in your feedback as to what size is 'right', albeit on the understanding that every issue depends on you all for stories and articles. There is an interesting article from John Guy in this issue and Neil Irving has provided the 'maggot trace'. The map of John and Neil's flight is on the last page.

If you have had a lay-off during winter, and need a check flight, please note that our full-time instructor – Graham Smith – is at the club Monday to Friday. Now is a good time to get your check flights completed. Also, if your glider has been safely stored in its box, and is coming out for the first time in a couple of months, be extra vigilant and look out for any signs of mice activity. A number of pilots have already seen the damage that can be done. Don't wait until you are in the air before finding out that something has been eating bits of your aircraft! Summer courses are on the notice-board already, so if you are interested, contact Irene. We are also planning to run Tuesday and Wednesday evening courses, similar to last year. Details will be on the noticeboard soon.

Friday evening lectures will continue into the spring and details can be found in the clubhouse.

I'm still re-printing the BGA Newsletters in *Portmoak Press*, as I know that many people are not reading the copies posted on the notice board. Do

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

***In this issue:***

Editorial-Ian Easson.....	1
Club News.....	2
From the Safety Officer .....	2
Coaching Corner .....	3
A Tale of Two Flights.....	5
BGA Newsletter – October 2003 .....	7
BGA Newsletter – November 2003 .....	8
BGA Newsletter – December 2003 .....	8
Duty Instructor Rota.....	10
Duty Pilot Rota .....	10
Appendix A.....	11



**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

**Club News**Information Meeting

Towards the end of November, around 60 members attended the 2003 Information Meeting at the clubhouse. A number of topics were covered, all around the strategy for the next ten years. The background to the club, coming up to 70 years old, was highlighted and the sterling efforts of members during those previous 70 years were acknowledged. Progress against the last plan was discussed, as were the plans for the years ahead. During the discussion around winches, a couple of interesting slides on "vintage" Portmoak winches were shown. An animated "artist's impression" of the new hangar was shown and progress discussed. The session ended with a plea for members to offer their assistance to help with the prep work ahead of the construction of the hangar.

Chairman, Brian Cole-Hamilton ended the meeting with a reminder of the member's forum on the web at <http://cgi.portmoak.force9.co.uk/membersboard>. Members were asked not to misuse this forum, and to use it for constructive discussion. The forum has been set up by Bob Adamson, who says: "The forum, which is restricted to SGU members only, offers members the opportunity to discuss club and other matters, post advertisements for sales and wants etc."

Open Day

As the club reaches its 70<sup>th</sup> birthday this year, we are considering holding an open day sometime near the anniversary (July), which could coincide with the opening of the new hangar. If you have any suggestions for things to do on the day, either contact me (see details on the front page) or drop



your suggestions into the suggestion box in the clubhouse. As we finalise the details, there will be a request for volunteers to help with the various activities. All offers of help will be greatly appreciated.

Achievements Log

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.

Misc Items

If anyone would like a set of tow-out rings, please note that these can be purchased from the winch-drivers for £20.

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)

**From the Safety Officer**Report ALL incidents!

During a recent DI on the Walking on Air K21, it was noticed that the front wheel was twisted and the wheel box badly cracked – this rendered the aircraft U/S. The aircraft hadn't been flown for a few days over Christmas and

there was no indication of who had caused this damage. Notwithstanding the poor attitude of people not owning up to this, there could have been more serious - and dangerous - results had someone flown in this aircraft. Until the repair people strip down the front of the fuselage, there's no telling what other damage has been caused. **It is imperative that any damage, no matter how small, is reported to an instructor, and the details added to the DI book.**

### The Hangar Site

Please note that the new hangar is a construction site. To comply with health and safety rules the fenced area must not be entered by any persons who has not had a safety briefing or is not wearing appropriate protective clothing.

### Trailers

One of the activities as part of the hangar development has been to move the trailer park for the purpose of allowing construction activity. This showed up 1 trailer that was rotten and was disposed of by the syndicate, and several others with seized brakes or flat tyres. Please make sure your trailer is roadworthy. You owe it to whoever comes to get you from the field you didn't intend to land in.

### Misting

At this time of year canopy misting is always a bit of a problem. Just be a bit sensible and quit while you're ahead. Having a low level launch failure with a misted up canopy doesn't bear thinking about. Incidentally it is **NEVER** acceptable to have the cable hooked on with the canopy unlocked.

### Medicals

The new BGA medical system under which pilots are required to get GP signed medical declarations and clubs are required to keep records and send reminders has now been running for about nine months.

If you do receive a reminder from the club this is because either

- We are missing some piece of information we need to track your medical –e.g. your date of birth – in this case please



inform the office.

- You have had a 45<sup>th</sup>, 50<sup>th</sup>, 55<sup>th</sup>, 60<sup>th</sup>, 65<sup>th</sup> or higher birthday – in which case you now need a GP signed medical declaration.
- You have gone from flying solo only to passenger carrying or instructing. You need to get a class 2 GP signed medical declaration.
- You joined the club after the 1<sup>st</sup> March 2003 – in which case you need a GP signed class one medical declaration before flying solo.
- If none of the above then the club records are probably wrong. See me or speak to the office about this.

Once you have your medical certificate signed by your GP – please put a copy of it in the safe. I would suggest you retain the original yourself for safe keeping.

Medical declaration forms are in the information centre or are available via the BGA website. There are two parts to this form – the bit you need to sign, and notes for yourself and your GP.

**If you are flying without a valid medical you are breaking the law.**

### Deputy Safety Officer

I have now been safety officer for a couple of years, and I intend to retire sometime in the next year. I would very much like to have a deputy to hand over to. If you would be interested, please let me know.

*Neil Irving*

### **Coaching Corner**

As promised in last issue, the following is a reprint of Frank Smith's item from a couple of years ago:

### Last Landings

Winter - Short dark days, accompanied quite regularly by showers of rain or even snow, moist airflows producing orographic cloud on the hill, low temperatures causing misting or icing up of canopies, low cloudbases. Not really the ideal setting for good flying. Yet every so often nature relents and produces a clear day with good hill lift, or terrific wave activity, or even one of those still quiet days with superb

visibility, that is 'till the sun starts to sink towards the horizon.

But whether the day is brilliant or poor one thing is certain, that during the winter months the number of flying hours possible is going to be considerably less. From something like 17 hours on the longest day in June, to a miserly 8 hours in the dead of winter. These figures are derived from "Night," as stated in Laws and Rules for glider pilots, as being from 30 minutes after sunset and ending 30 minutes before sunrise, determined on the ground. Over the years most clubs have used this maxim for first take - off and last landing times.

Do these times allow for a safe airfield operation?

Well, let's see. I would like you to spend a little of your spare time assessing whether you would agree. Okay, forget the early morning bit; let's concentrate on the last landing time. Position yourself away from any artificial lighting and over a period of days, which should allow for differing weather conditions, assess whether you could land a glider at the 30 minute mark after sunset.

A lot of you may answer "Yes, I could land". But, what if I asked you if you thought that it was safe to do so in the gathering gloom, and isn't safety one of the key essentials in our sport. Then you might concur with me that it might have its attendant dangers. You Bet It has Its Dangers!

Let's start with lookout. Will you be able to see other gliders in the circuit or descending rapidly from on high? Remember that you might not be the only person airborne. Can you see the ground and your intended landing area clearly? - I think not. So what if there are gliders, cars and people moving across this area, can you see them clearly? Again I think not. People may assume that everyone has landed. How well can you see the ground to affect a proper landing? As you start the roundout and look well ahead, all you will see at best is darkened silhouettes. How well can you monitor the instruments on the glider's panel? Can you readily see a reference point to ascertain an undershoot or overshoot situation? Attempting to come in, right on the last legal landing time embraces all of the above. What if the pilot gets it wrong? Each extra minute can alarmingly reduce the effective light available, not to mention the

insurance complications if one has an accident after hours, as it were. It is very tempting to stay just that little longer at height in wave enjoying the fruits of one's labours. The play of light from the setting sun on clouds can only be described as magical but while the light at say 10000 feet may seem reasonable, already on the ground the light may be fading badly. The time taken to descend from height may well take you longer than anticipated even with full airbrake and sideslipping. Coming down into poorer light could lead to disorientation and even losing the location of the airfield. It has happened. Again, even when local flying there is often a temptation to fly just one more beat of the hill, or do a few more turns, when really the pilot and glider should be on the ground. The judgement of height and position relative to the airfield are both impaired in poor light. If low in the circuit, it may be necessary to turn in early and use part of the field you are unfamiliar with. Just what you need in the gathering gloom. Grabbing a few more minutes of air time can be fatal. There's always tomorrow. So, how should we proceed? Well for a start make your own sensible assessment of what you think is a safe last landing time, I'm sure it will be less than the 30 minutes after sunset, which is in place at present. Personally, I would opt for sunset itself as a suitable mark, I've noticed that temperatures drop quite viciously and misting of canopies become more of a problem after sunset in the winter months. Stopping that little bit earlier also allows for movement of club and private gliders to the hangar or trailer park to be carried out in a reasonable light. Also, the temptation to do a last circuit flight in poor conditions, with the onus on the instructor to say OK would be avoided. With such short days throughout the winter months one way to ensure maximum safe usage of the daylight hours available is to start flying early as possible and to help run the launch line as efficiently as possible. Which all means that unless you are an owl with a 15 metre plus wingspan it might be advisable to heed the above words.

Don't Let The Last Landing - Be Your Last Landing

*Frank Smith*





## A Tale of Two Flights

What's special about that, you may ask? Nothing really. But of the two wave flights I've done, there is rather a large gap! Thirty seven years to be precise. If you look in my log book you will notice that I did no flying from 1967 to 2001. I am not the only one. Those of us who have been in the same boat, we all seem to put it down to the same things: demanding jobs with long hours, demanding children, huge mortgages, unsympathetic bank managers and wives. But now I'm retired, the children have been pushed out of the nest; the mortgage has been paid off and I'm getting under my wife's feet. Yippee. In the old days, training was rapid and not very thorough. I shudder to think now of what we got away with.

I became a member at Portmoak in 1965 (having done my basic training at Lasham), I was checked out in a T21 by Tom Davison and John Henry, then sent solo in the club Tutor. This was the nearest thing to a flying brick that I had ever met. I never even made it to Bishop Hill, in the eight times that I flew it.

Then I graduated to the club Slingsby Swallow. A sort of squared off K8, which did not have a brilliant performance but was fun to fly. The air brakes were huge and very effective.

The first wave flight was in the Swallow on 29<sup>th</sup> March 1966.

Tom Davison showed me how to smoke the barograph and sealed it for me. It was 3.45 p.m., and the wave looked good. I had never been in wave before but I was told I would be OK.

The tug, a tiger moth, towed me west over the loch to 3,000ft. I felt the surge so thought this must be it and released. I was not mistaken and went up like a lift. With the wind speed about the same as the cruising speed of the glider, I just had to point North West and sit there. Within about forty minutes I was at 11,250ft. There was slide film in the camera so I snapped the view to the west, breathtaking.

I was still going up but I had no oxygen, I was getting cold and most importantly, the gaps in the lenticular bars had filled in, so I had no way of knowing where I was. Common sense prevailed. I opened those huge air brakes and stuffed

the nose down. I trimmed it to fly virtually hands off as I punched a hole in the cloud. Fortunately, it was a relatively thin layer and I broke through at 4,000ft, directly over Portmoak. What a relief. I relaxed and took some snaps of the airfield, but they came out rather dark.

Back on South Field, the only landing strip then, I was greeted by Tom, who signed my barograph. My silver "C" gain of height was accepted and the certificate is still valid and carefully filed away. Having been away from gliding for so long I quite rightly had to start from the beginning again. Things had changed a lot from those far off days. The gliders are faster and heavier and the training is far more thorough. I had forgotten everything. It took three weekly courses and a lot of mid-week training to get me off solo again. I blamed two things, the weather which had been appalling for the previous two summers and the fact that I could not master speed control. Eoin MacDonald came to my rescue on the Bronze 'C' course. I was not flying with reference to the horizon; I had been chasing the ASI round the dial. After that was put right, progress has been back on course.

Having re-soloed this May I have been working hard to re-do my bronze 'C' to bring myself up to date with the theory as well as the practice of gliding. The new booking system for training flights has been a boon this year; eliminating the waiting around which I regard as the curse of gliding training.

I caught Neil Irving last week and said, 'There are still a few things on my Bronze C red card that I need to do, are you free next Tuesday?'

'OK', he said, 'but the forecast is for a hurricane.

We can always go to the briefing room and sort out your navigation theory'

1:30 pm. Tuesday, 7<sup>th</sup> October 2003, wind north west 15-20 knots, 4/10ths. Cloud, in the form of lenticulars from north east to south west, as far as the eye could see. Cloud base 4000ft.

'It took me ages to get into that stuff this morning' said Neil. Always the optimist. 'We'll try for Montrose this afternoon'.

We got out the DG505, put the tips on and DI'd it.

By one thirty we were at the launch point and doing checks.



Eventualities out of the way, I said brightly, 'Benarty first?'

'No', he said, 'It takes ages to get into the wave from there; we'll try for the north face of Bishop'.

1,400ft. on the launch, a smart turn to the right and we were off towards West Lomond at sixty knots.

'I have control', said the voice from behind, as I foundered around in sink. We closed up on the ridge and found a little lift in the bowl. A few short beats and we had enough height to make it round the corner to the north face.

At 1,500ft we ventured a short way away from the ridge to try and nibble at the wave. It was very elusive and patchy at first. Sudden bursts of 10 up, but they were not sustained and it was rather turbulent.

'Try circling in the strong lift when you find it again.' said Neil. It worked! We clawed our way up to cloud level and inched forward in the 40 knot wind.

Then suddenly we were in the real stuff at 4,000ft. The turbulence died away and, with a little gentle probing forward, the vario needles hit the stops and stayed there. We started climbing in earnest. The needle of the altimeter wound round steadily. It was very easy to drift back over the wave bar if you were not careful. Positioning the glider in the best lift required quite a lot of concentration in the strong wind.

'We need at least 10,000ft. to jump in front of the next bar north,' said Neil.

It was not long before the altimeter obliged. So, with a bearing of north - north west, I pushed the stick forward and trimmed for 100 knots and we were off. 'Aim for that small saddle in the wave bar, we must stay above cloud.' I did as I was bid. It was like a six mile landing approach.

My eye was fixed on the saddle. Were we going to clear it? Was it moving up the canopy, which meant that we were undershooting or was it moving down? It did not move relative to that fixed point on the canopy. We were going to do it. But only just. We lost 4,000ft. in six miles at one hundred knots.

'Let's hope we find lift on the other side of the bar!' There are some people who fill you with confidence! Of course we found lift!

We entered a corridor about five miles wide, bounded on both sides by strong lenticular bars that extended well out to sea, and there in the middle of the corridor, on the coast was Montrose, waiting for us.

I thought, there is nothing to stop us now. Don't hang about, cold was creeping into our toes, so I pushed the stick forward. 100 knots on the ASI and the varicos were still showing two knots up! I could not believe it. What a ship the DG is, a Rolls Royce of Gliders.

I remembered that I had a camera in the boot of the car. What a relief, Neil has brought his logger so our epic flight can be recorded for posterity after all [*see appendix A - Ed*].

We turned Montrose at over 10,000ft and on the way home reached 12,000ft. I looked at my fingernails, they looked dark grey. I'm suffering from anoxia, help! Then I remembered I was wearing raybans. On lifting them up, my nails became a healthy pink. What a relief! I was a bit worried about Neil though, he seemed to be enjoying the flight despite my sloppy flying. Is this one of the effects of anoxia?

It would have been great to have had oxygen and found the top of the wave, but we had achieved enough for one day, so set course for home. Jumping back to the bar we had first climbed in was a piece of cake. Found Bishop and some heavy sink to help us get down. Ran into an air pocket just as Neil was taking a swig from his bottle. Result, lemonade all over the inside of his canopy!

'I want a nice tight circuit, don't get caught out by these strong conditions,' said Neil wiping his canopy.

Carefully does it, plenty of speed on the approach. Nicely lined up on south field, plenty of airbrake as I'm high. Clearing the fence at the right height. Watch the speed, 65 knots.

Wind gradient! Damn! Worse than I expected! 'I have control!' comes the voice from the back. Airbrakes are closed and we float to a soft touchdown. I've just learnt the most important lesson of the day, which I will not forget.

Nor will I forget the best flight I have ever had, thanks Neil.

John Guy



Notes on John Guys Article.

I would like to add some observations

1. I was very pleased with this flight. We easily exceeded 50Km on our first leg. Had John been on his own, he could have landed at Montrose and got a silver distance.
2. John's flying in spite of his protestations to the contrary is actually pretty good. John did at least 90% of the flying – there were two or three tricky bits where I took over mainly because I wanted to be on the controls if it did get difficult.
3. The GPS was in the pocket logging, and the signal dropped out for part of the first leg. This would have been very annoying if we had been going round the turnpoint, so the lesson is to properly mount the GPS.
4. I often learn for my students on soaring flights – in this case John cruised a lot faster along the wave bar than I would have, and this worked out well.
5. It is often difficult to judge where exactly the glider will be following a bar jump – particularly relative to controlled airspace. Normally I like to jump as many bars as possible early in a cross-country – thus shortening the retrieve if one of them doesn't work! This time we jumped the wave bar well to the east so that we avoided entering airway P600.

*Neil Irving*

**BGA Newsletter – October 2003****BGA Wins Delay in Implementing EASA Rules.**

The BGA has won a significant concession concerning implementation of new EASA rules for registration and continuing airworthiness of gliders. The effect of this successful negotiation is that, for the time being, new gliders being imported to the UK, and also second-hand gliders being imported, do not have to be registered with the CAA. The current BGA system continues, as it does for the current UK glider fleet. Self-launching motor gliders continue to require CAA registration. The draft Implementing Rules for Continuing Airworthiness (known as Part "M" – Maintenance) have also been put on the "back burner" by the European Commission. We are informed that there will be a delay of at least two years

before any of these rules comes into effect.

More details are at

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

**New Airspace Section on Web Site.** There is a new section on the BGA web site devoted to airspace matters. This should be essential reading for every glider pilot. The section includes a new description about how to obtain NOTAMs from the AIS web site. Visit

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

**Tax Relief for Community Amateur Sports Clubs.** Recent legislation, effective April 1<sup>st</sup> 2004 (no joke!) will mean that registered Community Amateur Sports Clubs (CASCs) will receive mandatory 80% relief from business rates. This concession marks the culmination of many years work by both the BGA and the CCPR. Advice on registering with the Inland Revenue as a CASC is available from the BGA office. For more general advice about tax savings, refer to the following paragraph:

**CCPR Taxation Seminars.** The CCPR is running a series of regional seminars designed to help clubs reduce their taxation burden. The seminars, which run throughout October and November, address the options open to sports clubs. These include registering as a Community Amateur Sports Club and the benefits that this can bring (see above). The seminar also discusses the pros and cons of registering as a charity and presents advice from the Inland Revenue and Deloitte & Touche about paying less tax. Attendance is free. More details are available from Carnegie National Sports Development Centre on 0113 283 7418 or by email on [info@yorkshiresport.org.uk](mailto:info@yorkshiresport.org.uk)

**BGA Chief Executive.** Barry Rolfe, secretary of the BGA retires in May 2004 after 33 years. His role has been expanded and re-defined and the BGA are now seeking applications for the post of Chief Executive. An information pack is available from the BGA Office and applications, by 15th October, are invited. More details are on the BGA web site at [www.gliding.co.uk/bgainfo/notices/chieftexecutive.htm](http://www.gliding.co.uk/bgainfo/notices/chieftexecutive.htm)





**BGA Newsletter – November 2003**

**Safety Recommendation – Powered Aircraft & Motor Gliders.** Earlier this year, a fatal accident resulted from the tailwheel of a motor glider on take off becoming entangled with a cable which had been laid out for winch launching gliders. Following investigation, the AAIB have recommended that clubs should have local rules imposing limitations on take off by powered aircraft with cables laid on or near the runway. These rules should specify that take off by powered aircraft is only undertaken when the positions of the cables are known to the pilot and the take off run can remain well clear of the cables. This BGA endorses this recommendation.

**Chairmen's Conference.** The annual BGA Chairmen's Conference was held, most successfully, on 1<sup>st</sup> November at Husbands Bosworth. 58 clubs were represented at the event. The two main themes were regulatory developments, centred on safety issues, and the future of the BGA Coaching operation. David Roberts, the BGA chairman, introduced the proceedings as well as giving a paper on the potential impact of EASA on clubs and the BGA. David's presentation can be found at [www.gliding.co.uk/bgainfo/technical/newsletters/EASA.htm](http://www.gliding.co.uk/bgainfo/technical/newsletters/EASA.htm). Thanks are due to the Soaring Centre for hosting the event and laying on an excellent launch. If your club wasn't represented, you missed a most useful day.

**Winch Information.** The BGA's chief accident investigator, John Hoskins, has written an excellent, thought provoking article about winch launching and what can go wrong. This was presented at the Chairmen's Conference, but you can see it now at [www.gliding.co.uk/safety](http://www.gliding.co.uk/safety)

**New British Team Manager.** The BGA is delighted to announce the appointment of Brian Spreckley as the new British Team Manager. Brian's in-depth experience of international competition will be a great help to the British team. The appointment follows the retirement of Harry Middleton, who has had great success in the role over the past few years, culminating in Andy Davis' win at this year's FAI World Gliding Championship.

**Renewal of SLMG Exemption.** The CAA have renewed the exemption which allows Self Launching Motor Gliders with Private Category C of As to be used for training from certain BGA club sites. The full CAA document can be found at [www.caa.co.uk/docs/33/ORS4\\_487.pdf](http://www.caa.co.uk/docs/33/ORS4_487.pdf)

**Election of Office Bearers.** At the AGM in March, the BGA Chairman, David Roberts will retire, and four members of the Executive Committee (Claire Emson, Jon Hall, Paul Hepworth and Diana King) will resign. All of them are eligible for re-election. Nominations are now invited for any of these posts. For more details, please contact Barry Rolfe at the BGA office.

**BGA Newsletter – December 2003**

**Astronaut to Speak at BGA Conference.** NASA have confirmed that space shuttle astronaut, Jerry Ross, will be the keynote speaker at the 2004 BGA Conference and AGM. Col. Ross is a veteran of seven space missions and has made nine space walks, both records. He has 1393 space hours. The conference will be held at Eastwood Hall, Nottingham on Saturday 6<sup>th</sup> March. Entry is free – for more details see [www.gliding.co.uk/bgainfo/notices/conference.htm](http://www.gliding.co.uk/bgainfo/notices/conference.htm).

**The Dry Hot Summer.** After one of the longest hot, dry spells for a long time, some wooden gliders might have suffered. The BGA CTO suggests that we look out for metal fittings and fixings working loose due to shrinkage of wood. Wood will swell up again once moisture levels increase, but the damage may already have been done by 'working' of metal fittings. Be vigilant and if in doubt, seek advice from someone with more experience.

**Motor Glider Workshops.** A series of motor glider workshops will be held during the winter. The day will cover aspects such as C of A preparation, LAMS maintenance schedule, BGA/CAA/EASA, documentation, logbooks, modifications etc. The content of the day is technical and is mainly directed towards inspectors. However, motor glider owners/pilots are invited





to attend, subject to space being available. The first three confirmed dates are: 15<sup>th</sup> January, Buckminster GC, Saltby; 30<sup>th</sup> January, Southdown GC, Parham; 15<sup>th</sup> February, Bristol & Glos GC, Nympsfield. More information from, and booking requests to, Jim Hammerton, BGA Chief Technical Officer at the BGA office or via [cto@gliding.co.uk](mailto:cto@gliding.co.uk).

**Competitions Calendar and National Entries.** The 2004 competition calendar is now available at [www.gliding.co.uk/bgainfo/competitions/calendar.htm](http://www.gliding.co.uk/bgainfo/competitions/calendar.htm).

National applications can now be made online, as can FAI licence application/renewal. For these, follow the links from [www.gliding.co.uk/competitions](http://www.gliding.co.uk/competitions).

### Royal Aeronautical Society Scholarships

**Launched.** We are delighted to announce that the RAeS Centennial Scholarship Fund has agreed to award up to 40 scholarships to help young people, aged between 15 and 17, to take up the sport. The scholarships, which are worth £150 each towards flying fees, recognise the role that gliding has played in history of aviation and the promise that it brings to the younger pilot, as we enter the second century of flight. Clubs have been circulated with details and information is also available on the BGA web site [www.gliding.co.uk/bgainfo/newsarchives/raesscholarships.pdf](http://www.gliding.co.uk/bgainfo/newsarchives/raesscholarships.pdf) Applications for the first round of awards should be received by 31<sup>st</sup> January. A second round of scholarships will be awarded later in 2004.

**2004 Development Training Programme.** The British Coaching Squad would like to invite applications for next year's development training. With the 2005 Junior World Championships in the UK approaching fast, they would particularly like to encourage pilots aspiring to get into the Junior World Team to apply. However, as usual, the training week is open to pilots of any age who have the potential to fly for the UK in the future. Although the dates for the Development Training have not been finalised, the course will be mid-late April, based at Ontur in Spain, and will require on week's participation. The training will be run by members of the senior coaching squad and will provide a tremendous

opportunity to train with Britain's most experienced world championship pilots. Application forms are available at [www.gliding.co.uk/forms/2004developmenttraining](http://www.gliding.co.uk/forms/2004developmenttraining) The closing date for applications is Friday 19<sup>th</sup> December.

**Nominations for BGA Officers.** A reminder that nominations are invited from full member clubs for vacancies on the Executive Committee, including that of Chairman. These vacancies are caused by the retrial of the existing office holders, who are eligible for re-election. Nominations should reach the BGA Secretary, Barry Rolfe, by 31<sup>st</sup> December.

**BGA C of A Charges.** The charge for C of A's will increase to £61.50 with effect from 1<sup>st</sup> January 2004.

**New Instructors Section on Web Site.** A section containing information for instructors and potential instructors has been added to the BGA web site. The new section can be found at [www.gliding.co.uk/instructors](http://www.gliding.co.uk/instructors)

**New World Records (Briefly) for Steve Fossett.** Steve Fossett and co-pilot Terry Delore set three new world records on 14<sup>th</sup> November 2003 whilst flying in wave in the lee of the Andes. They beat the 2,000 km barrier with a 2,002.44 km flight to claim a new open class out and return distance record, beating Claus Ohlmann's record distance of 1,715.5 km set last December in Argentina. They also established a new out and return distance to a pre-declared goal records at 1,804.7 km and a new speed record for 1,500 km with an average speed of 156.61 Km/h. Fossett is also aiming for the altitude record (currently 49,009 ft) in his 'Perlan Project' research glider. Steve and the 'Perlan' team return to New Zealand in June 2004 for another try at this enduring record. More information can be found at [www.fossettchallenge.com](http://www.fossettchallenge.com) Just 9 days later, the new out and return distance record was broken by Jean-Marie Clement and Patrice Papazian of France, who managed an extr 22k. As the French duo were

setting their records, Ohlmann was achieving



a record of his own – a new free distance record of 2172 km.

**CAA General Aviation Safety Awards.** The CAA is seeking nominations for their General Aviation Safety Awards. The awards, now in their 10<sup>th</sup> year, are presented in recognition of good airmanship or practical skills and abilities when faced with potentially serious incidents directly related to flying. Nominees for the awards may be from any section of the general aviation community – pilots, aircraft operators, engineers, instructors or air traffic control staff. Individuals or organisations may be nominated. For further information, contact Katy Brooks on 020 7453 6025 or see the CAA web site at [www.caa.co.uk/srg/general\\_aviation/award.asp](http://www.caa.co.uk/srg/general_aviation/award.asp).

### Duty Instructor Rota

Sat	17thJan	Ian Dandie
Sun	18 <sup>th</sup> Jan	John Henry
Sat	24 <sup>th</sup> Jan	George Ross
Sun	25 <sup>th</sup> Jan	Mike Carruthers
Sat	31 <sup>st</sup> Jan	Joe Fisher
Sun	1 <sup>st</sup> Feb	Ray Hill
Sat	7 <sup>th</sup> Feb	Frank Smith
Sun	8 <sup>th</sup> Feb	Bob Jones
Sat	14 <sup>th</sup> Feb	Ian Dandie
Sun	15 <sup>th</sup> Feb	George Ross
Sat	21 <sup>st</sup> Feb	Neil McAuley
Sun	22 <sup>nd</sup> Feb	Ian Trotter
Sat	28 <sup>th</sup> Feb	Neil Irving
Sun	29 Feb	Mike Carruthers
Sat	6 <sup>th</sup> Mar	Jonathan Pryce
Sun	7 <sup>th</sup> Mar	John Henry
Sat	13 <sup>th</sup> Mar	Chris Robinson
Sun	14 <sup>th</sup> Mar	Ray Hill
Sat	20 <sup>th</sup> Mar	Joe Fisher
Sun	21 <sup>st</sup> Mar	Bob Petrie
Sat	27 <sup>th</sup> Mar	Andrew Bates
Sun	28 <sup>th</sup> Mar	Bob Jones

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*



### 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.

### Duty Pilot Rota

Sat	17thJan	Bob Smallman
Sun	18 <sup>th</sup> Jan	Edward Clapperton
Sat	24 <sup>th</sup> Jan	Robert Furness
Sun	25 <sup>th</sup> Jan	Peter Sharpouse
Sat	31 <sup>st</sup> Jan	Bob Adamson
Sun	1 <sup>st</sup> Feb	Peter Clayton
Sat	7 <sup>th</sup> Feb	Les Lodomery
Sun	8 <sup>th</sup> Feb	Gordon Packer
Sat	14 <sup>th</sup> Feb	Alec Stevenson
Sun	15 <sup>th</sup> Feb	David Brotchie
Sat	21 <sup>st</sup> Feb	Ron Mackie
Sun	22 <sup>nd</sup> Feb	Iain Armstrong
Sat	28 <sup>th</sup> Feb	Craig Chatburn
Sun	29 Feb	Tony Taylor
Sat	6 <sup>th</sup> Mar	Douglas Tait
Sun	7 <sup>th</sup> Mar	Gerry Marshall
Sat	13 <sup>th</sup> Mar	Jim McGouldrick
Sun	14 <sup>th</sup> Mar	Andrew Young
Sat	20 <sup>th</sup> Mar	Kenny Cowie
Sun	21 <sup>st</sup> Mar	Colin Macalpine
Sat	27 <sup>th</sup> Mar	Steve Hartley
Sun	28 <sup>th</sup> Mar	Dave Thompson

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

*Pete Benbow*

Appendix A

Flight taken by John Guy and Neil Irving – 7<sup>th</sup> October 2003

