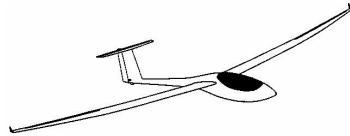


From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial-Ian Easson

The clocks have changed and we are well and truly on our way to summer. The evening flying season has started and demand has been high. Colin Hamilton and Eoin MacDonald are on the look out for assistants, so if you are prepared to help out of an evening please let them know.



For the past three issues, I have included re-prints of the BGA Newsletters in *Portmoak Press*. The BGA have introduced an on-line subscription service so that electronic versions can be sent direct to e-mail users. This, along with the paper issues posted on our clubhouse notice board should cater for most interested parties so I have decided not to continue with our re-print service.

Regular contributor Frank Smith has produced another excellent article for Coaching Corner – a “Must Read” for all aspiring Silver C badge hunters. The club held its 66th Annual General Meeting on Saturday 27th March 2004 – see Club News section on the next page.

One piece of sad news received in the last couple of days has been the announcement of the death of Lucy Wills. Lucy was the daughter of Gavin Wills and was the star of many gliding videos to come out of New Zealand. The most recent was the BGA supported “Gliding – Your Sport for the New Millennium”. This one showed Lucy going through her training and completing her first solo. I have used this video at many talks over the last couple of years and it is an excellent production. If you haven’t seen it – I recommend watching it the next time you visit the club on a “Non Flying” day. Lucy was 28 when she died on March 7th and she had been battling with cancer for six years.

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

In this issue:

Editorial-Ian Easson.....	1
Club News.....	2
Report on BGA Conference, 5-7 March 2004	3
Coaching Corner – Simple Silver C (part 2).....	4
Duty Instructor Rota.....	9
Duty Pilot Rota	9



Board Members.

Chairman	John Williams
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

Saturday 27th March saw 43 SGU members attend the 66th AGM. Brian Cole-Hamilton stood down after a number of years as our Chairman, and we are all grateful for his sterling efforts during his period in office. One of the last tasks Brian had to complete was to report on the BGA Conference which was held on 5th – 7th March (see report later on the next page). John Williams was voted in as our newest board member and was promptly promoted to Chairman.

The following is a summary of the CFI's report from the AGM:

C.F.I. reported that there had been four accidents during 2003, two of which, during field landings, also resulted in back injuries to the pilots. In addition, there had been one instance of unreported damage discovered during a daily inspection. He emphasised that non-reporting of damage is totally unacceptable, and reminded members that no financial penalty is imposed on any pilot who immediately reports any occurrence of damage.

C.F.I. also reported that eight pilots had qualified as Basic Instructors during the year, thanks to the efforts of George Ross and Colin Hamilton, and expressed confidence that all of these are capable of progressing to assistant ratings in the future. He announced that he had appointed Bob Petrie as a second Deputy C.F.I., and expressed thanks to Jim O'Donnell, who had now retired from instructing, for his work over very many years. This was heartily endorsed by the meeting.

C.F.I. then referred to the revised flying badge scheme, introduced to distinguish between cross-country pilots requiring annual checks and those who do not. He concluded his report by reminding all pilots that it is their responsibility to check for any relevant Notams before flying, and that these are displayed on the safety board in the clubhouse.

Due to budget constraints, the Air Cadets will not be visiting us this year, although we are expecting a large number of club visitors. Plans are afoot for another Cadet Week this year, with the likely dates being the first or second week in July. Any cadets interested in attending should contact Bob Jones at: bob@iweave.co.uk.

Other dates for your diary in July are 10th and 11th. The club will be holding various events during that weekend to celebrate its 70th birthday and to coincide with the opening of our new hangar. The plan is to use one of the days to promote our sport to local dignitaries and politicians and the second day will be aimed at club members and their families. We'll probably have a barbecue, and we'll definitely have the BGA gliding simulator for the weekend. More information will be issued as details are finalised.

Anyone interested in discussing the possibility of a new Ximango, 100hp glass motor-glider based at Portmoak with a space in the new hanger? Eight or ten place syndicate, cruise at 100kts to the mountains, soar like a K21 (engine off) home in time for tea and biscuits. Further info from Neil Watt on 0131 334 1423 or George Ross 0131 665 0998 (evenings only).

George Ross

Achievements since last Issue

The following details have been taken from the Achievement Log on the notice board. For newcomers 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.



Recent Achievements:

Neil Irving	Full Cat Instructor rating
M. Cartney	Silver Height
B. Duncan	Full Silver
Gary Scott	X-Country Endorsement
John Guy	X-Country Endorsement
P. Morrison	Bronze + X-Country
J. Dunnington	First Solo (A + B)
E. Clark	Solo
Gary Scott	Silver Height
Matt Strickland	Bronze
Bill Jones	R/T Licence

New Badge System

The club has introduced a new name badge system. Rather than the old coloured badges, the new ones are all white with various large letters (A to D etc.). Please be aware that you should wear these badges at all times while visiting the club, so that instructors and other members know a) who you are, and b) what your privileges and restrictions are. If you haven't got your new badge yet, take a look in the badge box on the table under the notams board in the club house. If your badge isn't there, speak with any Irene or Kevin. Although there are guidelines on the notice board, I have attached the complete list at the end of this news letter.

The Hangar Site

Work is progressing well with the new hangar. Those eagle-eyed SGU members will have noticed the new electricity transformer on the double pole arrangement behind the trailer park, and the steelwork will be delivered by the time you read this. Please note that this 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.

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

**Report on BGA Conference, 5-7 March 2004**

The following is a summary of the key items covered at the BGA Conference:

Pete Stratton is taking over from Barry Rolfe on 8th May 2004 as Chief Executive Officer of the BGA.

EU Terrorism Insurance. Thanks to strong lobbying by the BGA and support from James Nicholson MEP, Gliders have now been exempted from this legislation but Tugs and Motor Gliders are still included - however more sensible levels of cover required have been set.

The European Parliament is still trying to harmonise aviation legislation, which could remove the present self-regulation that we enjoy under the BGA. If this cannot be modified it could introduce control of Glider Registrations, Glider Pilot Licensing including Medical standards and outside control of Glider Air Worthiness Certification plus similar external control over maintenance work. Much of this legislation has been delayed until 2008 which gives some time to try and have it amended to allow Gliding in this country to continue under the perfectly satisfactory self regulation which has served us well in the past. It appears that despite the BGA and other air sports body's efforts we will, however, be faced in November 2004 with a lowering of Class B air space from its present level to FL195 with an implication that this may be lowered still further in the future. Further ahead is the possible requirement for all aircraft including gliders, flying in controlled air space, to be operating Transponders. This excludes Control Zones (From which we will be barred) where transponders have to be switched off to avoid the clutter blocking controllers' radar screens. Part of the reasoning for inviting our MEPs MSPs MPs and local Councillors to Portmoak on the 10th July this year is to make contact with them, to show them what modern Gliding is about and to seek their support in, if not blocking, this new level of regulation, at least modifying it to a more reasonable and acceptable level.

One of the questions we were asked to raise at the Conference was the possibility of the BGA or a group of clubs seeking approval for the fitting

of a tow rope winch to the Pawnee. This could prove both difficult and expensive; however this might eventually prove unnecessary because one benefit from European harmonisation could mean automatic approval since this equipment is already in use and presumably approved in some other European countries. In view of this, the BGA is not prepared to pursue such an approval at this time.

The opinion of our Tug Manager, Joe Fisher, is that, in our situation this is an unnecessary complication. It would lead to maintenance difficulties and could be prone to developing severe problems when, as inevitably will happen, a tug pilot forgets to wind in the tow rope and lands short, dragging the rope over the boundary. Ultimately, nothing will avoid the risks we are faced with by the siting of an inappropriate development on our boundary.

However, having now carried out an appropriate Risk Assessment our new Tug operating procedure should provide a reasonable compromise and should remove the majority of the hazard without resulting in unacceptable delays.

The other thing we were asked to investigate at the Conference was the experience of any other clubs in the use of the new Plasma rope for winch launching. I could not find a representative from the Derby and Lancs Club who we believe have tried out this material and no one else seemed to have any other relevant information.

The conference was as usual informative, interesting and an enjoyable social occasion greatly enhanced by the company of the party from the SGC. We should perhaps encourage other SGU members to attend in the future, I am sure that they would benefit from and enjoy the experience.

Coaching Corner – Simple Silver C (part 2)

The first article under this title in the October 2003 issue covered the psychology and planning of flying your first cross-country. Hopefully, it proved useful and provided the necessary incentive to at least think seriously of having a go.

Are You Ready?

As you read this edition of *Portmoak Press*, the cross-country season is once more upon us. In fact it's never

really been away, with cross-country flights being quite possible in wave conditions during the winter months. Already we've had days with quite strong thermals. So, are you ready? Hopefully the answer is yes. Remember - being organised is half the battle.

When did you last have a flight covering field landings?

In this article I want to cover the flight itself. By now you should have decided on a number of possible compass headings, for flights to landing areas giving the necessary distance for Silver 'C' in various wind directions and weather conditions.

Pre-Flight

On the day of your attempt at Silver Distance, try to get to the airfield early. This will allow plenty of time to rig your glider or prepare a club machine for the forthcoming flight. Work to a prepared plan, covering all items right up to the launch itself. This way you won't forget something crucial like turning on a clockwork barograph, or checking the batteries in the electronic one.

A final decision on the actual destination that you will be attempting should be delayed until you've had a pre - flight briefing with the duty instructor. Have this briefing early on, well before you get into the cockpit and give yourself plenty of time to assimilate what you've been told. Be prepared for the instructor to ask pertinent questions about airspace, notams, drop zones etc., so do your homework. Run over your checklist for the flight again.

During your briefing with the duty instructor, you and he will no doubt have discussed the merits of particular destinations for that day. Having decided on which one, highlight this on your map and draw a line to it. Hopefully this will be one that was covered during the planning stage of the flight. Make sure the map is folded correctly to ensure that there is no re - folding necessary in the cockpit. Have a final check of the various features you will be using. It's very useful to have these noted down, for reference during the flight, together with their distance along track. Note the compass bearing you will be flying. Remember that it is mandatory for a

pilot going cross-country to carry up to date maps for the area



over which he will be flying.

GPS

If you're going to use a GPS to help with navigation then do make sure that any Way Points put into the menu have been double checked for the correct Latitude and Longitude figures. Do not rely entirely on GPS for navigation. What if your system malfunctions? Map read as you go and cross check with the GPS and compass.

Before leaving the clubhouse have a final pee, that's not mandatory, just common sense.

Take-Off

If it's soarable take a launch, having first made sure, once again, that maps are folded ready for use and other articles are stowed safely and can be easily reached. I use a zippered bag to carry loose articles, which keeps the cockpit relatively uncluttered. Do remember the 1% rule, and note your launch release height. Once airborne, climb in any available lift. Note that this article is written assuming the flight will be made using thermal lift. If you're one of the lucky ones and encounter wave, and reach your destination at some ridiculous height then good luck to you. Remember, though, that you still have to navigate and then land and of course there is still the pre-flight planning stage, so maybe there will be something of interest in this article.

Initial Climb

Do not climb right up to cloudbase because;

1. Often the base of the cloud is concave and you will have to use airbrakes to prevent yourself being enveloped in cloud as you straighten up and fly away.
2. Close to the airfield you will lose sight of other gliders soaring nearby which is very dangerous.
3. You will not be able to see the sky ahead. i.e. the next cloud. Also, your vision along track will be impaired.

The height of this first climb will probably determine whether it's sensible to set out on your cross-country flight. I would suggest that a height of not less than 3000ft. should be the rule. This height should, on a reasonable day, allow for a glide to the next source of lift. If cloud base is higher, obviously keep climbing, but break off the climb 200 feet before reaching the base.

Another thing to remember about this



flight, is that it is not a race, take your time. Relax. Allow yourself time to settle down after this initial climb, remember to breathe, relax your grip on the stick. Suck a sweet. It's amazing how uptight one can get at times like this. Throughout the flight, keep consciously telling yourself to relax. It's probably a good idea to sample other thermals before setting off. This will allow you to judge the average rate of climb and where the best lift associated with the cloud is to be found. It will also give you more time in the air to settle down. Having used a few thermals you will find your confidence level growing.

Decision Time

But now it's decision time - whether to go or not. There is a great temptation perhaps to hang around in the comfort zone, i.e. "from here I can still get back to the airfield." If you have sufficient height and the sky ahead looks soarable than go for it. Choose a likely looking cloud on track and fly positively towards it.

Remember, black is beautiful so fly initially towards the darkest part of the cloud. Do not be put off by sink on the way, it's to be expected, speed up and position the glider right under the cloud. If the lift is disappointing under your chosen cloud don't abandon it straight away unless it's obviously dying, widen your circle and carry out a search pattern for stronger lift.

Staying High

Now the name of the game is not to land out. At least not until you're past the Silver 'C' distance mark. So, for this first attempt stay high. You probably don't need to be told this anyway and will probably use every thermal source to top up your height. So be it. For this flight, unless there's an obvious change in the weather or perhaps onset of darkness, there really is no need for haste. Unlike the pilot who has declared a 300km or 500km, you've only 50 km to fly.

Track Features

During the planning stage for this flight you will have hopefully marked suitable features on the map or as waypoints in the GPS menu to make sure you are on track. These may well include the following -

Roads, Towns,
Railways, Water
features such as lakes or

ivers, Forests/ Woods and airfields. All make good features but need to be identified correctly. When navigating by map, always make the world below fit the map and not the other way round. Remember it's difficult to map read when circling, better to be flying wings level to orientate yourself.

Visibility

For your first cross-country the visibility should be good, so if the next feature is some 5 miles away, look for it in the right place. It's very easy to start scanning at the limits of the visibility, i.e. your horizon, which may be, say 15 miles away.

Estimating distances to known landmarks from various heights while local soaring can help with this problem.

Getting Lost

I suspect that getting lost will be one of the anxieties facing the pilot on his first cross-country. Flying from Portmoak, with continuing good features in all directions, I doubt if this will be a problem. However if the flight was in the south of the country then one would need to be very careful over position. One way not to get lost is to verify the next feature before losing sight of the last.

It's a great temptation to navigate using every small village, especially if using the quarter million map. I feel it's better to use the half million and choose perhaps five or six prominent features at approximately 10-12km apart.

Blue Holes

As you progress across the country, it may well be that your next point on track lies out in a big blue hole, or the weather conditions are poorer in that area. This is where many inexperienced pilots make the mistake of pushing on regardless, which often results in a premature field landing.

Remember there is no rush. Take stock - could you sensibly glide across this non-soaring area? If not, then don't. Remain high where you are. Quite often fresh thermals will fill blue holes and overdeveloped skies will relent to allow cumulus activity again. Be patient, have a drink, eat something, relax, enjoy the scenery. Take a note of the time and allow yourself some breathing space.

Detours

It is quite often possible to fly round these poorer soaring

areas if there are suitable conditions prevailing. Do not be afraid of backtracking or flying at 90 degrees to track if this will keep you high and keep the flight in progress. If you do adopt these tactics, ensure that you always keep known identified features in view.

Speed to fly

The question of what speed to fly between thermals may well be on your mind. Well, as I've indicated before, you will have plenty of time and for this particular flight your average speed is of little consequence. Unlike the pilot flying a 500km attempt who, unless he flies faster, may well run out of day. Obviously, the type of glider you're flying will dictate inter-thermal speed. In a K8, this might be 45kts. In a glass ship perhaps 60kts. I would suggest flying conservatively for this flight.

During the flight, make things easier on yourself by re-trimming when circling in thermal lift and again during straight and level glides.

Wind and Terrain

All through the flight, keep a continuous watch for wind direction. You will have known this at take-off, but it may well change. During the summer months particularly, sea breezes can penetrate well inland and affect the prevailing wind. If there is any appreciable cross wind to your track line, then try to keep to the upwind side.

Again, like the wind direction, do be conscious of the terrain over which you are flying at all times, this is irrespective of height. Are there suitable fields within gliding range, in which to land? Heavy continuous sink can quickly result in the need to choose a field and land.

Destination

When planning for this flight, it is most advisable to have scribed an arc on your map, which will be legible and at a radii to give the correct distance for the Silver 'C'. As nobody will have painted a white line on the ground at this distance, flying towards a predetermined and recognisable feature on the ground beyond this point is essential. Even though this point will be the designated heading during the flight, it may well be useful to have other features marked on the map or in the GPS that can be readily identified from the air. This is useful in case you

have to divert somewhat due to poorer soaring conditions ahead.



If you are using a GPS to navigate remember you will still need a current map as well. Check both to make sure you are on course.

A word of warning. Do not use the GPS while local flying. It's dangerous and will affect your lookout, you do not need it until you're off on track.

Water

Keep the intake of water going, even on short flights if the weather is hot. It is easy to suffer from dehydration. Remember to relax, it's very easy to become tense with the concentration of navigation, and staying aloft.

Landing Out

Before embarking on this flight you should have discussed with the instructor the all-important factor of landing out. At any time during the flight you may have to consider landing if you have insufficient height to safely continue. The height at which you should break off the task and concentrate on being over a suitable area for landing will be in the region of 2000ft. By 1500ft., pick an area with two or three potential fields and by 1200 feet select the field you will use. Remember that unless you know exactly where you are, thus giving you the height of the terrain, the altimeter cannot be relied upon. You will probably have set QNH - height above sea level on your altimeter.

Practice the art of determining your height whilst local soaring. In this way the procedure outlined above can be carried out while near to the airfield. Always pay attention to lookout.

Field selection will have been covered on your navigation and cross-country endorsement flights. Do you remember the important points when choosing a suitable field? Let me quickly run over them:

1. Wind strength and direction.

Remember that if this is monitored all through the flight it will make field selection easier. Obvious signs to look for are smoke, lines on water, swaying of tall crops, drift of the glider and the drift of cloud shadows across the ground.

2. Size

Choose the longest field available facing into wind. Remember that obstructions on the boundary such as trees or buildings

will effectively reduce the length of field for landing. This is where the ability to effectively side-slip quickly can be very useful.

3. Slope

If you can detect a slope from the air then, if possible, choose another field. If that's not possible then land uphill remembering to fly a little faster and round-out a little earlier as the glider needs to be rotated through a larger angle.

4. Surface

At the time of writing this article (mid - March) there are numerous fields still with stubble, others were ploughed and autumn sown with cereal crops that have germinated but are still small and the brown colouring of the earth can be seen through them. These make excellent fields to land in. Grass fields can be divided into those that are used for grazing, hay and silage. If the field is used for grazing beware electric fences erected for strip grazing. With all these types of crop, it should be possible to land safely with care, up to late May. This is when the first cut of silage takes place, going on into June. These fields make very good pocket airfields and stand out well from the air.

However, as the season progresses, much of the countryside may well be covered in tall crops such as wheat, barley and certainly rape. Rape can be recognised readily by its very distinctive bright yellow flowers but once flowering has finished the crop is difficult to pick out from the air with its matt green appearance.

An inspection of cropped fields as you drive through the countryside on your way to and from the club, will ascertain the state of growth of the various crops and whether you could safely land out. It is probably wisest to abandon thoughts of doing your first cross country when crop height forces you to have only grazed grass fields as a choice. Better perhaps to wait until the first barley is cut in early August. Set aside fields can be used but may be very rough with hard ridges present. If you have to use one, land along the line of cultivation.

5. Stock

The best advice is to not to land in a field



with stock of any kind.

Know this - sheep panic and run about - horses bolt - cows overcome with curiosity will lick and stamp all over your pristine glider and the solitary cow is probably a bull and will destroy your glider and you with it. If you land in a field next to one with cows be quick to make sure that there is no gateway open leading into yours. If there is, close the gate before they come charging through.

Flying the circuit

Try to fly a normal circuit as if it was into your home airfield. Adopt the same principles of high key point, downwind leg, diagonal, base leg and approach.

Without familiar features it is very easy to cramp the circuit. Remember the angles taught in basic training and the heights, these will have to be gauged using your eyeballs. Do monitor speed control and if you have them set the flaps and lower the undercarriage. It is very easy having chosen a field to then fly into lift. If you're still at a reasonable height, say 1000ft, use the thermal to climb away as if you were local soaring at the home airfield. Do keep your original field selection in sight and within gliding range until you have sufficient height to continue the flight. However, once you have committed yourself to flying the circuit any lift should be ignored. There are real dangers of drifting away in perhaps weak lift and being unable to glide back or even see the chosen field.

Hopefully you won't be faced with a premature landing, though eventually having piloted your way to your destination you will have to land. If this location is another gliding site or airfield then the distance flown will be known before take-off and should be such that it satisfies the Silver 'C' requirements. Where the landing is to be made in a field, do make sure by using known features that you have indeed flown far enough. It is very easy to backtrack to a suitable field leaving oneself just a few kilometres short.

Arrival

Arriving overhead your intended landing area with height to spare is good news, even if it's another gliding club. The extra height will enable you to prepare for a landing and evaluate some of the parameters

mentioned previously.

Code of Conduct

Having landed, do follow the code that will ensure the goodwill of farmers and landowners. That is to contact the owner of the field and inform them of your landing and gain permission to extract the glider. This must be done before any entry by people or vehicles.

It may be necessary to de-rig the glider in situ and remove it from the field by hand to prevent damage to the crop by vehicles. So be it. Discourage any onlookers from entering the field.

In the event of being unable to find the owner at the time of landing be sure to ascertain the name and telephone of the person and contact them at the earliest opportunity. In these circumstances use your discretion, but remember: cause as little damage as possible and close all gates.

One last word about de-rigs, remember to carry out a final check to make sure nothing is left behind before towing the trailer back to base.

Further Reading

For a very good read on the whole aspect of cross-country flying I would recommend the late Bill Scull's book entitled 'Soaring Cross Country' and published by Pelham Books - London. Although first published in 1979, it's thoughts and contents are as applicable now as they were 25 years ago. I'm not sure if there have been reprints down the years. If you can't get hold of a copy then you can borrow mine.

Hopefully you won't look upon this flight in isolation but as the first of many trips you will make across country. I've deliberately not mentioned in this article the use of glide calculators or dwelt on glider performance, flying McCready, dolphining or even triangle of velocities. All of these are relevant of course and will assume more importance as you progress to longer flights, but for this one lets keep it simple.

A Simple Silver 'C'

Frank Smith



Duty Instructor Rota

Sat	3 rd April	Andrew Bates
Sun	4 th April	Jonathan Pryce
Sat	10 th April	Ian Trotter
Sun	11 th April	Chris Robinson
Sat	17 th April	Ian Dandie
Sun	18 th April	Bob Petrie
Sat	24 th April	George Ross
Sun	25 th April	Mike Carruthers
Sat	1 st May	Joe Fisher
Sun	2 nd May	Ray Hill
Sat	8 th May	Frank Smith
Sun	9 th May	Bob Jones
Sat	15 th May	Ian Dandie
Sun	16 th May	George Ross
Sat	22 nd May	Neil McAulay
Sun	23 rd May	Ian Trotter
Sat	29 th May	Neil Irving
Sun	30 th May	Mike Carruthers
Sat	5 th June	Jonathan Price
Sun	6 th June	John Henry
Sat	12 th June	Frank Smith
Sun	13 th June	Bob Petrie
Sat	19 th June	Neil McAulay
Sun	20 th June	Chris Robinson
Sat	26 th June	Andrew Bates
Sun	27 th June	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	3 rd April	Hamish Eagleton
Sun	4 th April	Bruce Marshall
Sat	10 th April	Ricky Jackson
Sun	11 th April	Derek Higson
Sat	17 th April	Derek Storey
Sun	18 th April	Bill Grieve
Sat	24 th April	Kate Byrne
Sun	25 th April	Richard Lucas
Sat	1 st May	Scott Kennedy
Sun	2 nd May	Ian Meacham
Sat	8 th May	Jim Miller
Sun	9 th May	Alex Rougvie
Sat	15 th May	Richard Rigby
Sun	16 th May	Bill Jones

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

Pete Benbow



Scottish Gliding Union – Badge System

Grade	Requirements	Restrictions/Currency	Privileges
A	SGC Flying Member	See privileges.	All flying to be under the direct supervision of an SGC Instructor.
B	10 satisfactory solo flights, plus SGC Instructor recommendation and signature in logbook.	Must have training/check flight after max. 10 solo flights, before next solo. Must have training/check flight after 28 days since last flight.	As above, plus may fly solo as briefed and only with an SGC Instructor present at the launch point.
C	Bronze C plus cross-country endorsement.	Daily Instructor briefing. Must have training/check flight after 60 days since last flight. No more than one year since last training/check flight.	May fly as briefed by an SGC Instructor. Authorisation required from SGC Instructor (AI or FI) for any cross-country flights.
D	Silver Badge	Must have refresher/check flight(s) after 90 days since last flight. No more than 24 months since last refresher/check flight.	Self authorising for local flights. SGC Instructor (AI or FI) briefing required for cross-country flying. Pilot responsible for checking notams etc. before all flights.
D Cross Country	Silver Badge plus approval of CFI.	Must have refresher/check flight after max 24 months or after 90 days since last flight. Must be in current cross-country practice.	Self authorising for all solo flying. Pilot responsible for checking notams etc. before all flights.

Before Flying a Passenger

C or D F & F	C or D badge plus 50 hours P1, and training/check flights and approval of CFI.	Daily Instructor briefing. Must have training/check flight after 30 days since last flight. No more than one year since last training/check flight. This applies to all two-seater gliders on site.	May fly family or personal friend as authorised, and briefed, by an SGC Instructor (AI or FI). Authorisation required for every passenger flight. All flights to be at P1 expense only.
B.I.	Silver Badge plus BGA Basic Instructor rating.	Must have refresher/check flight after 90 days since last flight, plus annually. Must not fly passengers if more than 30 days since last flight.	May instruct as authorised by the CFI and only under the supervision of a full, or assistant, rated Instructor. Self authorising for all solo flying.
A.I.	Silver Badge plus BGA Assistant Instructor rating.	Must have refresher/check flight after 90 days since last flight. Must not fly passengers or instruct if more than 30 days since last flight.	May instruct as specifically authorised by the CFI. Self authorising for all solo flying.
F.I.	Silver Badge plus BGA Fill Instructor rating.	Must have a refresher/check flight after 90 days since last check flight. Must not fly passengers or instruct if more than 60 days since last flight.	May instruct at the discretion of the CFI. Self authorising for all solo flying.

It is the responsibility of all pilots to comply with the above requirements.