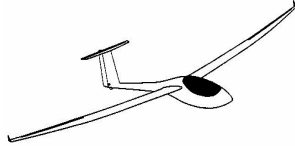


From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial – Ian Easson

Despite not having the best summer weather for some time, our intrepid Chairman – John Williams must be congratulated for completing his 750Km Diploma at the end of September (see club news section).



As can be seen in the photo opposite, our new hangar look more complete, having had its doors hung in the middle of October. The club fleet has joined its syndicate neighbours in the hangar and it really is an amazing sight to see the hangar full. There has been an awful lot of work put in by many people to get the hangar completed and I'd like to thank each and every one of them, on behalf of the whole club, through this column. **A big thank you and well done, we now have a hangar to be proud of.**



An infringement of controlled airspace is a serious concern for all SGU members and visitors – please read the item from our CFI, Neil McAulay. The book is still in progress and I'm still on the lookout for more material, particularly for the late eighties an early nineties. 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 to ian.easson@btinternet.com. 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, or e-mail me at the above address.

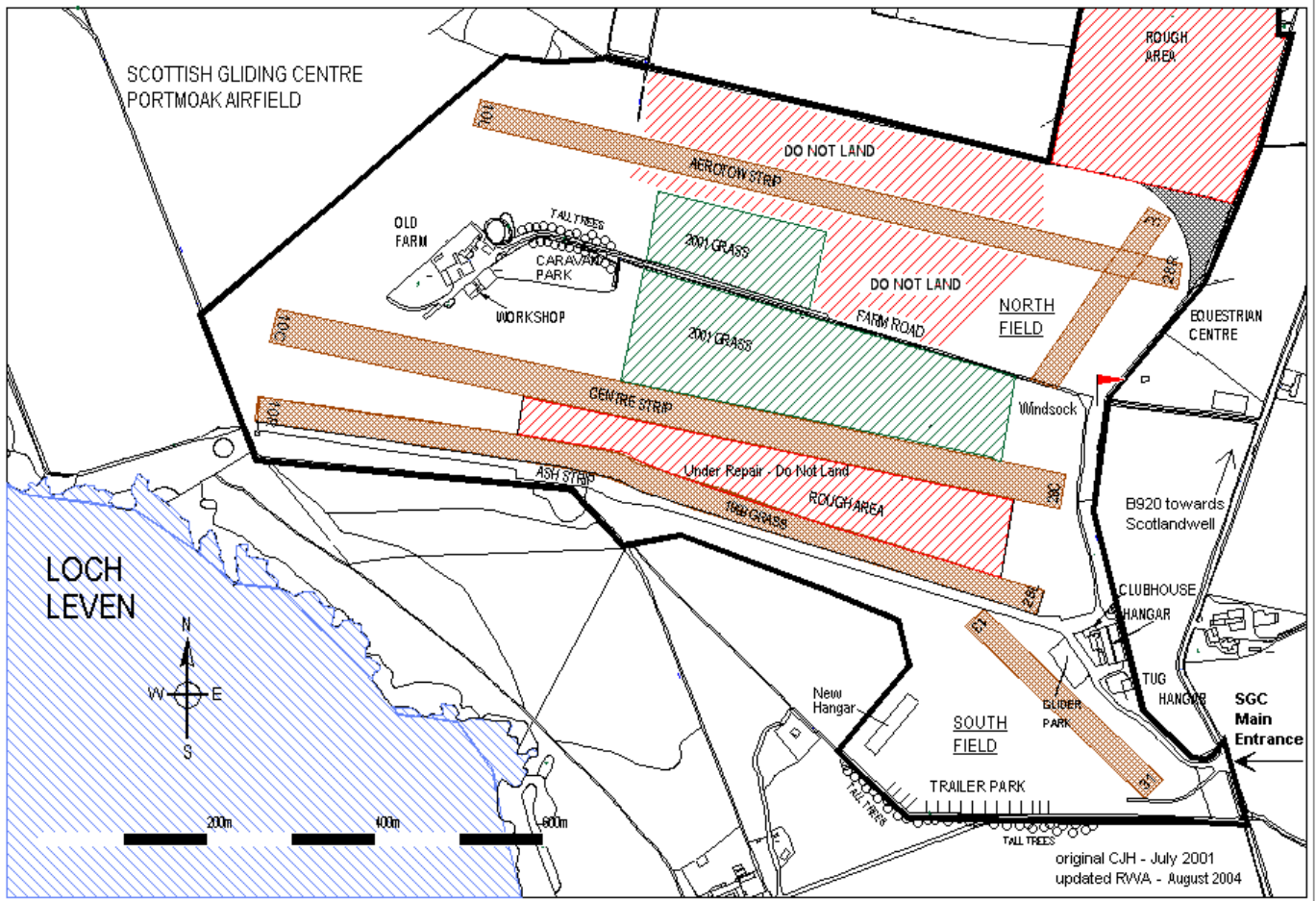
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Board Members.

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, & PR.	Ian Easson





Club News

The map above shows the current state of the airfield, in terms of where to land – or not – as the case may be. This was correct at time of issue in August 2004 (thanks Colin), so if in doubt on any given day, please ask an instructor before you launch. Remember, Remember, the 5th of November. Friday evening lectures will start on 5th November at 19:30 prompt. Details will be published as they are finalised so keep your eye on the notice board at the clubhouse.

Another date for your diary: the annual Information Meeting will be held in the clubhouse at 16:00 on Saturday 6th November. The agenda will cover

- 1) Progress Report on the ten-year plan
- 2) European Legislation update
- 3) Flying Badge renewal requirements
- 4) Winch replacement proposals.

This might seem a bit early but we're planning our capacity requirements for next year. Would any BI, Asst, or Full Cat instructor who would like to help out with Tuesday or Wednesday evening flying next year, please get in touch. Those who were involved this year could help by indicating their intentions for next. Thanks

Colin Hamilton

My congratulations go to John Williams on completion of his 750km diploma on Thursday.23rd September – and all done within Scotland. As the OO processing his flight, I can confirm that everything is in order and we await ratification of his flight by the BGA.

Not only did John achieve his long held ambition, but he actually soared for almost 850km at 100kph including the legs to and from his remote start/finish at Bridge of Cally. It was an incredible triumph of

determination on a day which had the rest of us struggling. He crossed



to the Isle of Mull twice (I can tell you from personal experience that this is not a pleasant place to be grovelling at 3500ft) and found his way through the barely intelligible mass of seven and three quarter octas over the centre of the country. He made steady progress, leaving his only mistake until half way down the final leg - a mistake that reduced his task speed to "only" 102kph. Congratulations John - time to start running wave cross country courses for the rest of us.

Kevin Hook

very unpleasant and expensive. The only sure defence is to know the law and to obey it. If in doubt then seek advice and read and digest "Laws and Rules for Glider Pilots".

Neil McAulay

The new Badge Scheme that we have been trialing this year will now be put into full use. See page seven for the full reference sheet. **Please note that it is the responsibility of all pilots to comply with these requirements.**

Neil McAulay

Airways P600 & B226

A recent infringement of controlled airspace occurred when a visiting glider, equipped with GPS and moving map, strayed into P600. This caused an airline pilot, who saw the glider, to declare an airprox and this in turn caused an investigation by the Head of Incident Investigation at ScOACC – Prestwick.

Fortunately for the glider pilot, and the SGC, the decision – on this occasion – was not to prosecute under the Air Navigation Order.

The investigator accepted the pilot's intention was to remain outside the airway, but due to shortcomings in his systems (different software in GPS and map, inaccuracies in the moving map data base and height above the surface etc.), he failed and at the time in question he was 0.17nm inside class A airspace – according to his logger.

ATC radar recordings showed him to be 0.2 nm inside P600 and it is interesting to note that all radar returns are recorded and, on expanding the recorded radar traces from Glasgow and Aberdeen, ATC could pinpoint his position at any time during his flight with GPS type accuracy.

For the benefit of the airline traveling public, the Scottish Gliding Centre, the British Gliding Movement and each individual pilot, it is vital that gliders DO NOT ENTER controlled airspace unless with ATC permission – and only in classes of airspace where glider flight is allowed.

Members or visitors who disregard controlled airspace shall not be allowed to fly from Portmoak.

To be prosecuted by NATS under the ANO would be a



Our New Hangar (how to use it)

There are a few things about its design which are important to know before you use it, and some things about how we will best use it safely and avoid problems with neighbouring aircraft. As our experience develops I'm sure there will be more things to learn and we'll keep this list up to date as that happens. No apologies for writing down the blindingly obvious here either – sooner or later someone may not see things that way...

General

The design works by being very space efficient – too much clearance at each point, while making for easy use, would need a disproportionate amount of extra steel and therefore cost. So having a building we can afford needs appropriate care and accuracy as we take gliders in and out. It also means that when aircraft are in, there is no sensible access to the area behind the wings – so access to aircraft is by the main sliding glider doors only. The gable-end personnel doors are for access to battery charging and parachute stores only.

Lights

Lights are operated by pull cords above the nose of some gliders. If there is not a cord above the nose of "your" glider, there will be a sign pointing you either one glider to the right or to the left. **Hold the cord for half a second to activate the lights.** They will switch off after about 20 minutes.

Keys

The gable end doors and padlocks to the sliding doors are all operated by a common key. One key is kept in the cloakroom

in the clubroom and **should be returned there immediately after use** first thing in the morning, leaving the gable end door to the hangar open. A second key is stored inside the gable end door at the clubroom end of the hangar and can be used during the day to open the padlocks to remove extra gliders.

Return this key immediately after use.

Glider Specific Items

K21 - Rear canopy **MUST** be **CLOSED** when pushing glider in or out.

DG 505 - Tail dolly **MUST** be **REMOVED** when pushing glider in or out

So, to put a glider in:-

1. Make sure you know which bay it's to go in – the supports etc. are different. *In theory* the two Juniors could use each others bays as could the K21's – but don't do so. This will avoid opening doors to put a glider away in its bay only to find a sister ship already occupying it! **Nothing else is interchangeable.** Each bay is clearly labelled on its lintel outside the building.
2. Make sure the doors are open enough to get the aircraft – **including all of its wings** – safely into the building!
3. Position the main wheel of the glider **exactly on the slab outside its bay** – these have been carefully positioned 12m from the face of the building. Rotate it on its main wheel (on the slab) to face accurately along its wooden floor guides. With the wing tip holder on the **left** wing, push it back exactly on this line with wings level until the wings are **just** inside the building.
4. At this point, any person lifting the tail **MUST move to the front of the aircraft** before they become trapped in the space behind.
5. As soon as the wings are in, lower the **left** wing so that the left wing fits under the support provided - the right wing will then be clear of its neighbour.
6. Push the fuselage back until the main wheel or tail wheel **just** reaches its stop – this has been put in so that the trailing edges of the wings remain clear of the

steelwork while having the nose of the glider far enough back to clear the doors.

7. Close the doors by closing the inner door first (bolt on the inside) and the outer door second. Doors are labelled and must be closed in the order indicated. If both gliders are in place behind the outer door, lock the padlock on the outer bolt.

To take gliders out

1. Identify the correct bay.
2. Un-padlock and open the outer door
3. Open the inner door (bolt on the inside and at the opposite end to the outer door)
4. Repeat step 2 above (!) – then reverse stages 6, 5, 4 and 3 above.
5. Then close the doors! This will minimise dust, gusts reaching inside the hangar, and avoids the next person having to move more doors than they need to.

Kevin Hook

Safety Officer

Due to work commitments in Aberdeen, Neil Irving has decided to relinquish his role as Safety Officer. On behalf of the Board, I'd like to thank Neil for his efforts over the years and welcome Dave Allen as his replacement.

Wanted:

The club is on the look out for volunteers to join the Board of Directors. This is an excellent opportunity to put something back into the club whilst at the same time being involved in the decision making process that will shape the club in the years ahead. Anyone interested should speak with any Board member for more information and/or to get them to complete a nomination form.

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:

Ian Duncan – re-Solo; Ricky Jackson – BI Rating, Sarmed Mirza – Silver Distance, Silver Duration, Gold Distance & Diamond Goal; Tom Hedley – Solo; Gordon Hunter – Solo; Ian Russell – full Silver; Chris Williams – Silver Distance; Dave Brotchie – Cross Country Endorsement; Amy Barsby – Silver Distance; Robert Neely – Solo; Bruce Duncan – Gold Height & best novice in UKMSC; Charlie Guthrie – Silver Height; John Dunnington – Bronze & Cross Country Endorsement; Kate Byrne – BI Rating; John Williams – 750Km Diploma.

Uni News

After a short absence of Uni news in this rag, Sarmed Mirza has provided some clear evidence that he is enjoying life at the Caley University:

'I am just back from Leszno, Poland after a three week gliding holiday. Intentions were to get a taste of cross country flying. I went without one cross country to my name and did 6 while I was there, completing my silver by doing 100k on the first attempt and 305 km for gold and diamond goal on the fourth cross country.

I hope BGA will verify the claims as they are signed off by the official scorer of Worlds last year at Leszno. I have done a travel diary at www.caleyglide.com/pol, where you can see flight accounts, photos and a summary. I hope you enjoy the site.'

Here is an extract from Sarmed's diary:

A flying typical day at Leszno for me started early. I would wake up between 7:45am and 8:15am. Got some breakfast either in the restaurant downstairs in the main building or the gas station 'Preem' just outside the airfield. Then attend the 9 am briefing where Wojtek would give out information about airspace restrictions, some met, and allot gliders. Then we would all get batteries for our gliders and make way to the hanger. The hanger houses about 20+

gliders. Jantars, Junior, Pirats, Bocian, Puchacz, PW-5. We would help each other to get the gliders out. Then wash our gliders. The parachute room is situated next to the hangar and we would sign out our parachutes from there.

I would normally prepare the Pirat for cross country by taping my volkslogger on the front panel, taping the wiring and securing my own battery for the logger in the back of the glider. I would also add food (a sandwich or two), map, pee bags, mobile phone, camera, water (hydration pack - I would normally fill it half way and freeze it the night before and then add water in the morning. It stayed fresh and cool all day) and lastly a very important item - hat ! I would also ponder over the map and prepare my logger with turnpoints etc. Then we would relax a little bit till we were towed with the black Mercedes to the launch point where at our turn we would be launched. After the flight I normally stayed at the launch point till the end of the day and helped Wojtek with the launching and landing of gliders. At about 7ish or later we would finally have all the gliders back and in front of the hanger where we would help each other park them back in the hangar, sometimes washing them again before hanging. Then the hanger doors would be closed and we would return the parachute, and then take the battery back to the main building and put it on charge. I would also refill the hydration pack and return it to the freezer in the battery charging room. Most days it would be about 8pm by then. Quite tiring but after good flying, quite satisfying too.

Sarmed

We would then check out our flying times of the day etc. in the daily log for our records and then retire for the night either to the bar downstairs for dinner and drinks or to town for swimming, sauna and dinner. I went to the swimming pool a couple of times and that was quite refreshing. Mostly I stayed at the airfield and chatted the night away.



Duty Instructor Rota

Sat	2 nd Oct	Frank Smith
Sun	3 rd Oct	Ray Hill
Sat	9 th Oct	Gerry Marshall
Sun	10 th Oct	Jonathan Pryce
Sat	16 th Oct	Ian Dandie
Sun	17 th Oct	Chris Robinson
Sat	23 rd Oct	George Ross
Sun	24 th Oct	Mike Carruthers
Sat	30 th Oct	Joe Fisher
Sun	31 st Oct	Ray Hill
Sat	6 th Nov	Frank Smith
Sun	7 th Nov	Bob Petrie
Sat	13 th Nov	Neil McAulay
Sun	14 th Nov	John Henry
Sat	20 th Nov	Bob Jones
Sun	21 st Nov	George Ross
Sat	27 th Nov	Ian Dandie
Sun	28 th Nov	Mike Carruthers
Sat	4 th Dec	Joe Fisher
Sun	5 th Dec	Bob Petrie
Sat	11 th Dec	Andrew Bates
Sun	12 th Dec	Chris Robinson
Sat	18 th Dec	Gerry Marshall
Sun	19 th Dec	John Henry
Sat	25 th Dec	tba
Sun	26 th Dec	tba

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	6 th Nov	David Hyde
Sun	7 th Nov	Archie McGirr
Sat	13 th Nov	Angela Fraser
Sun	14 th Nov	Robin Birch
Sat	20 th Nov	Bob Smallman
Sun	21 st Nov	Peter Sharphouse
Sat	27 th Nov	Edward Claperton
Sun	28 th Nov	Robert Furness
Sat	4 th Dec	Robert Adamson
Sun	5 th Dec	Gordon Hunter
Sat	11 th Dec	Les Lodomery
Sun	12 th Dec	Gordon Packer
Sat	18 th Dec	Iain Armstrong
Sun	19 th Dec	Ron Mackie
Sat	25 th Dec	Craig Chatburn
Sun	26 th Dec	Tony Taylor
Sat	1 st Jan	Gerry Marshall
Sun	2 nd Jan	Douglas Tait
Sat	8 th Jan	Andy Young
Sun	9 th Jan	Hamish Eagleton
Sat	15 th Jan	James McGouldrick
Sun	16 th Jan	Kenny Cowie

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.