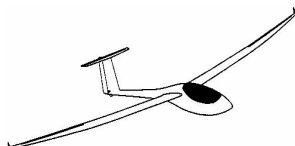


From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial – Ian Easson

Welcome to our 21st issue of *Portmoak Press*. This issue has a couple of stories from the very successful cross-country course held in early September. Our contributors show three very different views and experiences of their week. The main news, just as we were going to press, has to be the record flight from our Chairman, John Williams. He completed a 504 km flight at an average speed of 150 kph! More details next issue.



Steve Derwin enjoyed the cross-country course.

Some of you might remember that early issues of this volume included crosswords, and although I am still considering re-introducing these, I thought I would include a simple version of the latest craze hitting us from Japan – Sudoku. Let me know what you think. Cut off dates are as follows: 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 ian.easson@btinternet.com

Volunteers Wanted

The club has been asked to consider attending a special two-day air-show at Campbeltown. The event is going to be called the “Kintyre Weekend” and includes a fly-in and funfair on the Saturday 22nd July and a full air display on the Sunday 23rd July. We have been asked to consider a static display and a flying display but before we can proceed, we need to know if any club members are willing to support us. If you are willing to help out (no obligation yet), drop me a note at the club, or by e-mail (details at the foot of the previous column), or just ring me on 01764 654616.

Ian Easson

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Board Members.

Chairman	John Williams
Secretary & Caravans	Bruce Marshall
Treasurer/Buildings/Property	Kevin Hook
Vice Chairman & Winch etc.	Douglas Tait
Tug, WOA and Tech. Officer	Joe Fisher
Winch & Ground equipment	Douglas Tait
Publicity & PR	John Guy
Membership Comms	Kate Byrne



Controlled Airspace Revised around Edinburgh

New measures to enhance the safety of air traffic control operations in the Edinburgh area have been approved by the Civil Aviation Authority.

Four new Class D Control Areas (CTAs) will be introduced around the existing Edinburgh Control Zone on 24th November 2005. Approval of the change follows a review of local airspace arrangements by National Air Traffic Services at Edinburgh Airport and their subsequent consultation with the aviation community, local government and environmental groups, in accordance with the CAA's Airspace Change Process.

Upgrading the airspace classification in the vicinity of the airport will enhance flight safety and bring with it a number of environmental benefits.

The new CTAs replace parts of Class E Scottish TMA in the Glasgow-Edinburgh area. The current Control Zone remains unchanged.

Edinburgh Air Traffic Control will continue to provide radar and non-radar services within the local area, both inside and outside the new zones, to all airspace users.

In conjunction with the establishment of the CTA sectors, revised instrument arrival and departure procedures will be introduced. VFR entry/exit routes and Visual Reference Points remain unchanged.

Details of the changes will be published in Aeronautical Information Circular 87/2005 (Yellow 177) dated 13 October 2005 and in AIRAC update 12/2005.

Pilots should note that the changes will be incorporated into 1:250000 Aeronautical Chart 'The Borders' (Sheet 4) in April 2006. Amendment of 1:500000 Aeronautical Charts 'Northern England And Northern Ireland' (Sheet 2171AB) Edition 28, 'Scotland' (Sheet 2150ABCD) Edition 23 and 1:250000 charts Northern Scotland East' (Sheet 2) and 'Northern Scotland West' (Sheet 1) will be completed by August 2006.

A copy of the map showing the new airspace is available on request.

For further press information contact Chris Mason on 0207 453 6026.

Have ASH Will Travel...

It struck me that some members might not be entirely aware that the SGA ASH25 exists, or maybe they know it's there but not what it does. If either description applies to you (or you're just plain nosey!) then read on for a brief update on what it's been up to this year.

The ASH25 is a high performance two-seater with the express purpose of helping Scottish pilots to develop as cross-country / soaring pilots. We do that in part by flying in national and regional competitions. Last year (2004) John Tanner occupied the P1 seat at the Open Class Nationals and what a revelation it was for the lucky P2s, our own John Williams and Neil Irvine. The team finished fifth that year.

This year (2005) we were naturally delighted to have JT's services again, this time for both the Northern Regionals and the Open Class Nationals. P2s for the Northerns were Craig Chatburn (SGU) and Charlie Jordan (Deeside). The bad news was, due to poor weather, they only got two competition days, and the good news was they won!

From the Northerns at Sutton Bank it went on to the Opens at Lasham, this time with Alan Boyle and Sarmed Mirza (both SGU) as P2s. Conditions couldn't have been more different and the pilots got seven competition days out of a possible nine. The shortest task was 249.7kms. Sarmed occupied the P2 seat on Day 2 for the longest task ever set in a UK competition – 668.5kms – and they finished 5th. Next day it was Alan's turn for a mere 513.3kms task, finishing 5th again. After Day 4 the team were sitting pretty in 5th place overall until a disastrous landout on Day 5 placed them 26th for the day and dropped them to 10th overall. The fact that there were only five finishers that day was little consolation. They rallied on Days 6 (12th) and 7 (4th) but it was only enough to bring them up to 9th overall. I don't think anyone was overly disappointed however in a week that saw them fly over 2500kms.

Six days later the ASH25 was off to the Junior Championships at Bicester, this time with David McLean and Stephen King (both SGU) in the P2 seat and I got to be a sort of honorary BGA



coach for a week. Arriving at lunchtime on Saturday allowed time for familiarisation flights for both P2s so they could get acquainted with both the aircraft and the area. The ASH was one of ten two-seaters that formed the BGA coaching operation running alongside the fifty competition entrants, so a crowded sky was only one of the new experiences for David and Stephen to get used to. With six competition days it proved a valuable and enjoyable experience for all, not least due to the opportunity to mix with so many other young yet hugely talented pilots including the newly crowned World Champions of the British Junior Team. Indeed some of the flying was outstanding, I only wish I knew how they did it! Oh yes, and for our juniors it was all free, even the end of comp barbecue (note coaches had to buy their own ticket!). After the Juniors the ASH was off again, this time to Aboyne for the UK Mountain Soaring Championships where it was piloted by James Davidson (Deeside) where, over three competition days, it finished 15th, 2nd, and 2nd, ending up 6th overall.

So, to sum up, a very successful competition season for the ASH25 and Scottish pilots, and a wealth of new experiences for SGU pilots in particular. If this sounds like just the very job for you then watch out for next year's schedule and the chance to kickstart your cross-country flying. Who knows, with just a little help you might be the next John Williams.

Club News

The winter flying timetable has now been published. October & March - 3 bookable flying slots per day, November to February - 2 bookable slots per day except Tuesdays (Oct-Mar) - 1 bookable slot per day. All slots must be booked through Irene at the clubhouse.

Instructors:

Graham Smith (JGS)
Neil McAulay (NMA)
Joe Fisher (JF)
Chris Robinson (CR)

Winter Flying Timetable (08:30 – Dusk):

Mondays:

Booked flying & supervised solo flying (JGS)

Tuesdays:

Ab-initio/solo/Bronze Group (JGS)

Booked Flying (JGS)

Supervised Solo Flying (JGS)

Wednesdays:

Booked Flying (JGS)

Supervised Solo Flying (JGS)

Ab-initio/solo/Bronze Group - NMCA

Thursdays:

Booked Flying (JGS)

Supervised Solo Flying (JGS)

Fridays:

Booked Flying (JGS)

Supervised Solo Flying (JGS)

Ab-initio/Bronze Group (JF/CR)

Saturdays:

Club Flying - Duty Instructor

Sundays:

Club Flying - Duty Instructor

October & March - 3 bookable flying slots per day

November to February - 2 bookable slots per day

Except Tuesdays (Oct-Mar) - 1 bookable slot per day

Achievements since last issue:

Achievements since last issue include: Mike Jolly & David Brown - 1st Solo, Keith Morgan - Silver Height, Sant Cervantes - 316K at 94KPH, John Dunnington - Gold Height & Silver Distance, Iain Duncan - Silver Distance and Duration, Allie Noel - Silver Duration and Cross Country Endorsement, Mike Cartney - Silver Distance, and last but by no means least - well done to Edinburgh University GC - winners of the Inter-Uni 2005 Competition.

Uni News

I would like to say a big thank you to everyone who helped during Edinburgh Uni's recent Fresher's Week. Successfully flying many new students, all of whom had a great time would not have been possible without your help, so once again:

Thankyou!

Amy Barsby
EUGC



Silver Distance & Cross Country Week

Back from his record flight, John Williams, along with Kevin Hook and Colin Hamilton ran a very well received cross-country course during September. The following pages contain three very different views and experiences of that week:

John Guy is a Silver badge pilot who flies his own Peg. He was one of the pilots attending the cross-country course in September. His thoughts of one particular flight:

The Great Perthshire Invasion

You've heard of the "thousand bomber" raids by the RAF on Germany, during the Second World War? Well it seemed that the members on the cross-country course in September were trying something similar on the first day of the course. We were all set the same task. We were given firm instructions by Kevin that we were each to release from the tug at four thousand feet over Methven and head northeast with a mild breeze behind us and keep going in a straight line until we had to land. We were told not to come back and land at Portmoak, on pain of death! By mid afternoon, the fields of Perthshire were dotted with gliders and the local farmers were running for cover, no doubt thinking that Perthshire was under invasion.

Three of the course members had never landed out before, so this was an ideal time to try. The rest of us would all benefit from the exercise too, weather was good and everyone would muck-in with the retrieves. I had not landed out at all this year, so I wondered if I could still remember all the do's and don'ts from the briefing the night before. "Take your sunglasses off before addressing the farmer" etc.

After release it was a wonderful feeling to be utterly irresponsible and not to make any attempt to get home. We would all be taken care of. Ha Ha!

The visibility was good and there were landable fields as far as the eye could see. The air was as smooth as silk, so my old peg just flew itself, once I got the trim right.

Which way was the wind blowing at ground level? I had a good look around. There was a stubble fire to the north. The wind, which started off

westerly, now seemed to have a lot of south in it. Better take a note of that! Trouble was, most of the fields seemed to be orientated east and west. Damn those pylons, they seem to be everywhere. The farmers seem to be growing them as crops. Passed over a glider in a field. I try to raise it on the radio but no reply. I later learned that the pilot, Jim Mattocks, was in the next field, helping himself to strawberries (with permission, he assures me). Ah! At last a stubble field running north and south. Not flat, but mainly uphill. Too high on the downwind leg! (which seems, in retrospect, to have started at Methven!) Plenty of airbrake. The Peg then turns into the proverbial brick, just exactly when you want it to. Keep clear of the trees, drift a little to the left. No sign of any of those damned pylons. Small hillock suddenly appears at reference point - it wasn't there a moment ago! I'm going to land on top of it! Am I going to take off again? No, the airbrakes do their stuff and keep me on the ground. Now an uphill slope to a flat area. Try not to use wheel brake so that I can run up to the flat area. Bad thinking - I learned later - Keep the landing short! Less chance of hitting rocks or rabbit holes.

There was a road running past the end of the field, with the farm buildings on the other side. Secure the glider and start walking. No! Stop and phone home. Get a light-hearted earful from Irene for using the office number rather than the payphone, and passes me on to Sandra, who takes all the details. Next, I speak with Kevin. "I'll find a crew to bring you back", (What he doesn't say is, "We are short of members to retrieve so you may have to wait a hell of a long time.") In fact, it was five hours - but it was a very interesting five hours and I thoroughly enjoyed the experience.

Messages having been conveyed; now it was time to find the farmer. This must be the farmhouse. Car outside, kids' toys everywhere, but nobody home! Tour of farmyard - not a soul about.

Standing on road and thinking what to do next, when a white van draws up. "Have you been here long?" asks the driver, who is alone. "No, are you the farmer?" "No, but I can take you to him, hop in."

Next very important question, "Where am I?"



Produce folded page torn from motoring atlas 2004. "You are here.", he says, pointing to the map. To me, this looks miles from anywhere. "You didn't see a lad her a minute ago?", he asks? "No", I reply. "He's one of my Latvian workers, gone AWOL." A huge tractor approaches with a load of bales behind. We flag him down. My driver introduces me to the farmer and explains the situation as he sees it. "That's OK", says the farmer, who had been given the impression that I had been towing a glider trailer and had left the road and crashed into his field. I try to explain that actually I had flown into his field and had not demolished his hedge with a trailer. Laughter! "Oh that's OK then, glad nothing's been damaged."

Back to the glider to start the de-rigging process. I had just started removing the tape, when the farmer arrives in his 4x4 to confirm that I really had flown in to his field in the glider. Switch into PR mode and explain basics of gliding. Then move onto yields, and prices, of cereals this year. He would prefer low yields, as prices would be better. But says he prefers talking about gliding to combine harvesting.

Next, when I am about to strip off the next piece of tape, a people carrier arrives. Out pops the driver with his son. PR mode again. Cockpit full of parachute and other rubbish, so son does not get to sit in glider. Have I heard latest cricket score? (It's the last day of the fifth test.) No. England is still in and is about 350 for eight. Have a bright idea! Could son hold wing and dad help me to push glider ten yards to top of slope? Had visions of attempting to load glider into trailer on slope when whole combination takes off down slope. Wish the Peg had a tail wheel and not a skid. Recover my breath and wave them goodbye.

Eventually, get all the tape off and disconnect controls.

Phone Kevin again. "All available bodies are out on other retrieves, you will have to wait".

It's warm and peaceful. Feeling a bit tired. Put parachute back on and climb into cockpit. Just about dropping off when an old man arrives in a car. He's a bit deaf, leaves the engine running and does not get out of the car. I greet him politely but don't get out of cockpit. I asked him if he knew the farmer, "He's my

son" I become even more polite. He does not stay long but I was at pains to explain that his son knew I was in his field.

The people carrier appears again. Out pour hundreds of kids, just back from school. Suspect dad is a scoutmaster. Introduced to Spanish exchange student. Gliding lecture number three followed by question and answer session. England is all out with only one and a half hours of play left. Surely we have won.

Phone Kevin again. "You will have to wait!" Take a walk round the field. I count thousands of molehills. Good thing they are all at the edge and not in the middle. I wonder why. Find a badger's holt. Fresh footprints!

At last my phone rings. I'm going to be rescued! Hurrah! "How's it going dear?" (It's the Wife). "I was going to ring honest, but I was waiting another five minutes until six o'clock." I splutter.

After five hours in the field the phone rings again. It's Irene. "Jim and Evan are just back from their retrieve, they're having a bite and then they'll come out and get you".

Phone call from Jim. I give him directions. "Just walk to the last junction, so you can guide us the last bit of the way". "Ok", say I, then I look at the map. Four miles! I start walking. I meet the farmer again on the road. He stops his huge tractor and opens the door. "You can't walk all that way". He dials a number on his mobile, says a few words. "My neighbour will give you a lift." A few minutes later guess who appears on the scene? Dad in the people carrier! Fortunately, without the kids. We pass the Peg trailer but are able to give them a flash, so they stop.

It's just getting dark and we have no torch but everything goes smoothly, the glider is de-rigged and stowed. Feeling around in the dark we don't appear to have left anything, so we leave "my" field. I would love to have met that badger.

John Guy



A week in September (and one to remember)

Gliding is a fantastic sport at any level and the great thing about it is that you are always learning new stuff whether you are a beginner or an expert. New stuff about the planes we fly and how they perform in different circumstances; new stuff about the sky and the weather we fly in and how it affects our flight, new stuff about making decisions and judgements about these flights and particularly the landings (they are, after all, the only bits that really count). It was in the anticipation of learning a lot that I recently attended a week's course at the Scottish Gliding Centre, Portmoak led by John Williams, Kevin Hook and Colin Hamilton. I was not disappointed. The course was a cross country training week and it was provided free of charge by these three guys who each gave of their own time and expertise to see the course participants develop greater understanding of the skills involved, particularly better field landing techniques and cross country skills. The only cost to participants was the cost of their flying and retrieves in their own vehicles and great credit and many thanks must go to all the other course members who got stuck in to retrieving those participants who did not make the 'return' bit of the out and returns we were meant to fly. I was one of the regular none returnees and as such I owe a big thank you to those members for all the support I got extracting me from various fields scattered over Fifeshire and Invergowrie. I should also say a big 'thank you' and a 'get well' to Joe Fisher who put in a lot of time and effort before the course on my behalf sorting the glider I was to use, Whiskey Alpha 1. At my insistence he fitted oxygen to the plane just in case I got into the fabled Scottish wave. Despite trying my hardest to do so, unfortunately I never really connected with it and was never rewarded with any decent height gain. I did a lot of thermalling though and I also know the wave will be there again, so I guess the secret is to keep trying. What I did get out of the week and what I particularly value is a lot of new friendships plus a bit more understanding of the black art of cross country. I think that at last I have been able to demystify the bogeyman fear of field landings. I would not be so foolish as to now say that they are easy,

but at least I now know that they are possible. Previous out-landings had always been matters of luck and always done at other airfields like Thornhill or at large open areas like Greenham Common (one time this summer from Lasham) – big open places with well prepared runways. To get into a small field after having only briefly before had made its acquaintance and then only from the air was always a situation which generated some apprehension. (Oh why bullshit? lets call it fear). Having done it three times on as many flights I now feel prepared to do more if necessary and for that I thank the course entirely.

It was a week well spent and a very enjoyable experience. I know that other members of the course felt the same and I'm sure that they would wish to join me in thanking John, Kevin and Colin for making it happen and sharing so freely of their enthusiasm and skills.

Oh by the way is it on again next year? Book me down.

Steve Derwin

Another member taking part in the Perthshire invasion was Graham Stevenson-Lawrence:

The fact that Kevin Hook should have been kind enough to arrange a cross-country week to coincide with my annual holiday was sufficient to get me to put pen to paper and describe my part within the week in question.

As we are all aware, Kevin is a stickler for detail, so, prior to the course we were all sent a comprehensive set of joining instructions: Practice short landing techniques, ensure both your aero-tow currency and trailer serviceability are covered. These, and many other gems, were included in the notes, most of which I seem to have missed or ignored.

Small print, or missed by me, start day minus one, briefing of all course members, I missed that, and the briefing.

Start day, I am delayed by accident on A80 arriving in time to miss the daily briefing. I am already starting to feel like an intruder on the other, fully committed members, of the course.



Opting for the Falke training session on day one, I am put through my paces on field selection by Tiny Irvine.

I feel quite proud of the comments he passed on, and am now ready for my assault, after fully 31 years of waiting, or being too cautious, on the 50km Silver Distance.

On Day one the club Pegase (591) found a field and I was off like a whippet to help its recovery. There was a short moment of panic when it emerged that neither the pilot nor I had ever de-rigged the aircraft and we had great fun trying to guess how the controls came undone. I plead the 5th amendment as to how we discovered that they are self- connecting and disconnecting. It was quite a late night but all was very well at the close of play.

Tuesday it rained, I stayed in Glasgow.

At this point I should really say that I am struggling, quite badly, with an attempt to couple my love of gliding with the annual holiday I share with Jackie, my long-suffering wife.

Wednesday I arrived, suffering from the most appalling indigestion and just in time to notice that all that was left on the ground was the tug, the winch and me!

Several good flights were recorded that day, I got an hour in abject stomach agony and, after landing, managed a mini ground loop on the one man tow out gear and ripped the sacrificial skid off the Nimbus2!

Thursday I fixed the broken skid. Finding an idle moment, I checked the electric's on our trailer, to discover that, after a long period of non usage, the very slightly loose bits on the tail lights had developed into total corroded un-serviceability.

Friday I fixed the trailer.

This course WAS extremely well prepared; many people along with the bold Kevin put a lot of effort into making this an event the club could be proud of. From a very personal viewpoint I was of course pleased to see WA1 (Walking On Air K21) flying into fields all over Scotland and coming back for more.

If you intend attending the next one of these events I would urge you to prepare well in advance. Be fully aware of what it involves and commit 100%. In order that you may reap the benefit, do not do as I did, try to make it a

part of something else, my lack of achievement in this course is due entirely to my own lack of preparation and commitment.

I hope to be ready for the next one!

Graham Stevenson-Lawrence

Duty Instructor Rota

Sat	1 st Oct	Ray Hill
Sun	2 nd Oct	Bob Petrie
Sat	8 th Oct	Bob Jones
Sun	9 th Oct	Willie Lang
Sat	15 th Oct	Mike Carruthers
Sun	16 th Oct	Ian Norman
Sat	22 nd Oct	Gerry Marshall
Sun	23 rd Oct	Ian Dandie
Sat	29 th Oct	Neil McAulay
Sun	30 th Oct	Alan Boyle
Sat	5 th Nov	John Hendry
Sun	6 th Nov	Dave Alan
Sat	12 th Nov	Chris Robinson
Sun	13 th Nov	Ray Hill
Sat	19 th Nov	Andrew Bates
Sun	20 th Nov	Willie Lang
Sat	26 th Nov	Bob Jones
Sun	27 th Nov	Gerry Marshall
Sat	3 rd Dec	Bob Petrie
Sun	4 th Dec	Neil McAulay
Sat	10 th Dec	Ian Norman
Sun	11 th Dec	Mike Carruthers
Sat	17 th Dec	Ian Dandie
Sun	18 th Dec	Dave Alan
Sat	24 th Dec	Joe Fisher
Sun	25 th Dec	Chris Robinson
Sat	31 st Dec	Alan Boyle
Sun	1 st Jan	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 help out on any of the above slots.

Andrew Bates



Duty Pilot Rota

Sat	1 st Oct	Roland Adams
Sun	2 nd Oct	John Guy
Sat	8 th Oct	Christian Maclean
Sun	9 th Oct	Gordon Hunter
Sat	15 th Oct	Jim Provan
Sun	16 th Oct	Archie McGirr
Sat	22 nd Oct	Dave Brotchie
Sun	23 rd Oct	Hamish Eagleton
Sat	29 th Oct	David Hyde
Sun	30 th Oct	Peter Sharpouse
Sat	5 th Nov	Angela Fraser
Sun	6 th Nov	Robert Furness
Sat	12 th Nov	Bob Smallman
Sun	13 th Nov	Gary Donachie
Sat	19 th Nov	Bob Adamson
Sun	20 th Nov	Gordon Packer
Sat	26 th Nov	Les Lodomery
Sun	27 th Nov	Ron Mackie
Sat	3 rd Dec	Iain Armstrong
Sun	4 th Dec	Tony Taylor
Sat	10 th Dec	Craig Chatburn
Sun	11 th Dec	Douglas Tait
Sat	17 th Dec	Jim Miller
Sun	18 th Dec	Robin Birch
Sat	24 th Dec	Alistair Mochar
Sun	25 th Dec	Tba
Sat	31 st Dec	James McGouldrick
Sun	1 st Jan	tba

Alec Stevenson

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? Alec Stevenson 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.

Sudoku

Fill in all the squares in the grid so that each row, column, and each of the 3x3 squares contains all of the digits from 1 to 9. There's no maths involved, just simple logic. This one's an easy one and should take around 10 minutes to complete.

				5				
	3		8	1				7
		4				6	8	
9	1	7				2	3	4
			3		4			
	2	6				4		
5				9	8			2
			7					

Here's the solution....

6	5	1	2	4	7	8	9	3
3	2	7	8	9	6	1	4	5
8	6	4	3	5	1	6	2	7
1	6	9	4	7	3	5	8	2
4	3	2	6	8	5	7	1	9
4	6	7	8	2	9	3	6	1
9	8	6	7	3	2	4	5	1
7	4	5	9	1	8	2	3	6
2	1	3	5	6	4	9	7	8

