

From the home of the *Scottish Gliding Centre*

Portmoak Press

Editorial – Ian Easson

Welcome to issue number twenty-two of *Portmoak Press*. Another year and another opportunity to attempt those goals that we all convince ourselves are achievable “this year”. If your goals are cross-country related – whether it’s the 50K leg to complete your silver or how to tackle a 300k – you will be pleased to see that there are plans for two cross-country courses in 2006 (see Club News).



Previous issues have included extracts from the BGA newsletters and I have decided to re-introduce this extra source of information.

It seems the Sudoku in last issue proved to be popular – judging by the number of people who asked me how long it should have taken to complete – so there is another one included in this issue.

Late News:

George Lees was an SGU life member. Sadly he passed away on Tuesday 27th December. His funeral is at Kirkcaldy Crematorium on Thursday 5th January at 11:45 am. Anyone who would like to attend would be most welcome.

John Riley

Portmoak Press cut off dates are as follows: 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, or e-mail me at ian.easson@btinternet.com

The following item was published in the last issue and is still valid.

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).

In this issue:

Editorial – Ian Easson 1
 Club News.....2
 Fancy a Holiday Down Under?.....3
 Walking on Air3
 Achievements since last issue:.....3
 ASH 25 + Crew Available3
 Edinburgh Controlled Airspace Revisions.....4
 Calling all female pilots!.....4
 Fancy a quick one?.....4
 Fancy a Quick One? (another version).....5
 2006 Development Training Program.....6
 Duty Instructor Rota.....6
 Duty Pilot Rota6
 Sudoku7

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



Club News

Club Single Seaters

Many of you will be aware of recent debates surrounding the composition of our single-seater fleet. Our long-term plans have for many years shown the club as having two Juniors and one higher performance single-seater. Six or seven years ago a Discus had been suggested although the financial realities of the time led to acquisition of the Pegase, 591. The plan also showed an ongoing replacement and refurbishment schedule for all club aircraft. In accordance with that the new Junior, KKW, was purchased last year as a replacement for FUS, our oldest Junior, and the intent was to sell FUS as soon as possible thereafter. It later became apparent that, due to an anomaly in FUS's logged hours, it would need to be inspected and repaired where necessary at the manufacturer's premises in Poland in order to be attractive to a potential buyer.

FUS is now back at Portmoak and appears to be in very good condition.

Utilisation of the Pegase is expected to increase given the improved access in the new hangar, but it remains an aircraft which is flown by relatively few pilots and which has proven to be not particularly robust when used on the less smooth parts of our field.

I know that there are differing views on whether or not the club should provide a higher performance single-seater at all. I personally believe that we can do more to encourage and facilitate cross country flying (as last autumn's course showed) and that providing a suitable ship is rightly an important part of that. The board are currently of the opinion that we should aim for a fleet of two Juniors and, say, a Discus as soon as funds prudently permit, presently viewed to be end 2007.

In order to examine the best means of achieving this, we have placed advertisements for both a Junior and the Pegase on the internet. We hope that the response we receive will help us to define a financially efficient way forward which detracts minimally from the flying opportunities available to members.

I hope that the above helps to shed light on the otherwise unexpected appearance of advertisements.

John Williams

Bookable flying on Seven Days

We are pleased to announce that with effect from Saturday 7th January bookable flying will be available 7 days per week.

John Riley, who will initially be covering Wednesdays and Thursdays, will cover the extra two days.

As always, bookings can be made through the office or direct with your instructor at the end of your booked flying session.

Friday Evening Lectures for 2006

13 th Jan	Aerobatics (Neil McAulay) Aircraft Limitations (Joe Fisher)
27 th Jan	High Flight (TBA) Club Oxygen Systems (TBA)
10 th Feb	Field Landing (Alan Boyle) Winch Launching (Tiny Irving)
24 th Feb	Visit to Air Traffic Control, Edinburgh
10 th Mar	Parachute Care & Use (Kevin Brady)
24 th Mar	Rigging club aircraft & using club trailers (Chris Robinson) Targets for today [100k, 300k, 500k] (Don Johnston)

The above programme schedules talks at approximately two-week intervals so that we can include short courses on other subjects such as radio, where there is sufficient demand.

Joe Fisher

Two Cross-Country courses in 2006

Following the success of last September's Silver Distance Week, we have decided to run two similar weeks in 2006. They will be run by Kevin Hook and John Williams with whatever help we can muster (volunteers please) during the weeks of:

15-19th May 2006

11-15th September 2006

Both Juniors and the Pegase will be allocated for the exclusive use of each course, with no more than two pilots sharing an aircraft. We will also have the use of the DG505 for most of the time and hope to have the ASH25 available as well. Private owners are equally welcome, but we recommend that there are

no more than two pilots from any syndicate during each week.



...and for those interested in trying their skills in the big thermals that can be found south of the border...

Dear All

I will be putting up a notice early Feb outlining the plans for our Summer expedition to the thermal lands of the South of England (12th - 27th August)

I favour Bidford again or to try somewhere on the Cotswold ridge like Aston Down (Good drying chalk soil).

Gransden regionals and open class comps are at Gransden lodge 19th -27th so I guess Gransden is out.

The other obvious option is Hus Bos but its a bit close to Gransden (lots of high speed traffic all concentrating on their computer things !!) also clay soil in the lee of the Wash in an Easterly (you will guess not my favourite site) however I could be persuaded.

Please let me have your choice with reasons if you have other suggestions and/or give me a preference from the above (only if you intend going) I will take into account and make a decision as I think best.

Nick Stratton
nick@stratt.f9.co.uk

Dear Member,

If you have not looked at the notice board at the club for some time, there is a wonderful holiday opportunity coming up. Gliding with Portmoak members in the best gliding country in the world.

A number of members have shown an interest and the more the merrier.

If you are interested, I am holding a meeting early in the New Year, when I can tell you all about it.

See below for more details:

John Guy

Fancy a Holiday Down Under?

At the invitation of The Gliding Club of Western Australia, Cunderdin (150k East of Perth):

Portmoak members can enjoy fabulous conditions in the heart of the wheat belt of Australia. Two Jantars and a Stemme 10 are available for the tasks of your dreams.

Volunteers run this club, so the charges are reasonable with



bunkhouse and good camping facilities and the club is close to the town of Cunderdin. The fabulous city of Perth is two hours away and offers all the holiday delights your non-gliding partners could wish for.

The club is on a ex WW2 training airfield with good tarmac runways and no dust clouds behind the tug!

Two weeks gliding is proposed between February 20th and March 15th. If you are interested, add your name to the list on the noticeboard in the clubhouse, or contact me directly: Phone 01620 860142 or e-mail john.guy36@btinternet.com

John Guy

Walking on Air

Walking On Air has put a notice on its board outside the front office. An expedition to Feshie has been organised from Sat 29th April 'till Sunday 7th May. Anyone interested should add their name to the list on the board. If you want to take your own glider, please book it directly with Chris Fiorintini at Feshie.

Bob Petrie

Achievements since last issue:

Steve Derwin, who is chairman of the British Disabled Flying Association, has become WOA's first disabled pilot to attain Basic Instructor rating. Other achievements this winter include Mike Cartney who completed his Silver Duration to claim his full Silver and Dave Allen who is our latest Assistant Instructor.

ASH 25 + Crew Available

The Scottish Gliding Association is offering its ASH25 to experienced competition pilots for a number of competitions in 2006. The glider will be made available for two weeks at a time and will come with 2 SGA pilots who will act as P2 and crew. In return for the aircraft, you will be expected to fly with the SGA P2s, providing them with coaching and an insight into your tactics and decision making. To apply, please contact Mike Carruthers on sga.opscom@gliderpilot.net

Edinburgh Controlled Airspace Revisions

Further to the article in last issue of *Portmoak Press*, the following has been extracted from the BGA website:

Four new Class D Control Areas (CTAs) have been introduced around the existing Edinburgh Control Zone. The new CTAs replace parts of Class E Scottish TMA in the Glasgow-Edinburgh area. The current Control Zone remains unchanged. Details of the changes are in Aeronautical Information Circular 87/2005 (Yellow 177) dated 13 October 2005 and in AIRAC update 12/2005. Full details are on the AIS web site (login required) -

<http://www.ais.org.uk/aes/pubs/aip/pdf/aic/4Y177.PDF>

Calling all female pilots!

Also from the BGA website:

Female Competition Pilot Development Training. The British Women's Team will be running development training during 2006/7 for up-and-coming female glider pilots.

We would like to hear from ALL women pilots who might be interested. Please do not rule yourself out due to inexperience - at this stage we would like to hear from anyone who is regularly flying cross-country or has the ambition to do so.

We are hoping to take a two-seater to the 2006 Pre-Worlds at Bailleau - SW of Paris, training may include mentoring and ground preparation - but we need to hear who is out there and interested, and what experience you have.

Please contact Liz Sparrow - ebertoya@iee.org to register interest.

2006 World Sailplane Grand Prix

The International Gliding Commission Bureau has confirmed New Zealand will host the first of the National Grand Prix events in 2006. These events, planned to be held world-wide, will qualify top-ranked pilots for the second World Sailplane Grand Prix in 2007. The New Zealand Gliding Grand Prix will take place at Omarama in South Island, New Zealand from 21-29 January 2006.

The UK will be represented by Pete Harvey, our European Open Class Champion.

Most of us at Portmoak will be aware of John Williams' abilities but how does he do it? For answers to those questions that you always wanted to ask but were not sure how to go about it:

Fancy a quick one?

Some are accusing me of getting old and past it, listening to Plat about TINSFOS and even resorting to battery driven aids.... so maybe its time to pass-on a few pointers about how-to-do-it before all gets forgotten. As in many things it's worth putting lots of time and effort into the pre-stages to make the main event that bit special. On the 14th of September last year, it took more than three hours getting ready to start - once started there was no stopping right through to an unstoppably fast finish. So much so that everything since has been almost an anti-climax.

Entry is everything

There are days when things are going so well that just a bit of extra pull on the wire and before you know it you're straight in - at other times it needs such a delicate touch - gliding gently over every curved feature for as long as it takes. All I can suggest is to coax your machine for every available inch and sooner or later something will move in the air or the earth and you'll start to sense a gentle but quickening rise - a great feeling.

Keep it up

There is nothing so disappointing as falling out after all that careful effort. If you feel things starting to slip - move position a little and watch carefully to see if things are better - just turning a few degrees to one side or the other can make all the difference to staying up.

Getting the task done

Don't get high. It may feel good but your performance will suffer and no-one will be impressed by a slow finish. Also don't turn around unless you're confident you won't fall out as a result - it can happen to even the most skilful in a matter of moments. When forced to turn (e.g. if your height demands it - or at the vital turns between legs) you must really pay attention - hitting the sink during such a critical manoeuvre is disastrous and

may take hours and hours to retrieve. Then when you're absolutely



sure that the finish is close just let rip – push as hard as you can – so long as you weren't really high earlier there is really nothing to lose.

Afterwards

If it's been a really special performance you'll need to unwind. Batteries have to be re-charged and maybe covers replaced while you think back on those delightful waves. You may want to boast to others (from near the top of a ladder is a great place.) You can even use uras if you like that sort of thing. But remember that even if you feel tired now – you may have a chance to do it all again at first light tomorrow. So it's off early to bed

If you are still unclear about what John is talking about, read on: *Ed*

Fancy a Quick One? (another version)

A few personal thoughts on how to achieve high speeds in wave:-

Weather and Tasks

Just as with thermals, you need both the right day and the right task. The biggest recent breakthrough has been the ready availability of good satellite images. Looking at them each day helps to build up a picture of how wave systems are likely to set up in a particular area. It's even possible to overlay the satpic onto task planning software before selecting the task. Then launch and be pleasantly surprised to find that the same wave bars have hardly moved when you get there! For maximum speed, just set the task along the energy lines and avoid both into-wind and down-wind jumps. Wave systems often align with terrain as well as wind and therefore bend through significant angles. These can be used to advantage – although on the Scottish East Coast they can rather disconcertingly take you out to sea before refracting back into the turn point near Stonehaven.

Wing Loading

There are two balances to be struck. Firstly if you fly with water ballast will you risk being embarrassed by the freezing level and won't be able to climb high to get across an area of poor lift or 8 octas. Secondly it's wonderful to have maximum wing loading to blast along

strong wave bars – but the higher sink rate can be a real pain when desperately trying to get established in wave in the first place.

Operating Height and Maximum Lift

On a given day the best lift can be really close to the wave bar – on another it can be at least half way to the next bar up-wind. I don't understand how or why this happens – but it certainly pays to explore a bit each day.

With height there's another trade off to consider.

Imagine that the clouds are no more than normal ridges and treat them that way. So maximum speed is often at or below ridge (cloud) height.

John Unfortunately from here you can't be sure about the shape (or existence) of the clouds and gaps further on track. Climbing high can give you more of a satellite view and a chance to understand what lies ahead. So it's best to fly fast and low when confident about what's ahead, ease back and climb en-route when you're not. Don't ever turn or stop unless things ahead look horrible.

Imaginary Lines

Often the skill lies in "joining the dots" of disorganised clumps of cloud to invent a wave bar that really ought to exist – sometimes the ones that aren't there work better than the "real" ones!

Pythagoras and Speed

Understand the vectors. To fly along a wave bar you need to maintain an into wind component equal to the wind speed. On a day with 40kts winds at flying height and at 40kts airspeed you can only "park". Fly at 50 and you progress *along* the bar at 31kts, at 60 its 45kts, at 70 it's 58kts. To achieve 150kph along the leg you need to fly at shade over 90kts. A well-ballasted LS8 will do that and maintain height if it stays in lift of only 3kts or so.

Reverse McCready theory?

To stay in the height band with the strongest lift I sometimes find myself speeding up in the best lift and slowing down again the weaker stuff. This is far from what we've all learnt in thermal flying. Some of the classical theory still holds though – assess the climb rates available a few miles ahead and set your speed so that you reach it in a position to best use it.

Learning and Motivation

These two more things that have really helped us raise speeds in recent



years. A big thank-you to John Bridge for setting up the National Ladder website. Not only does the importance of speed to scoring become clear but we can see just what those other pilots have been up to – their traces speak more loudly than any “howidunnit” I’ve ever heard. And so more thanks goes to Kevin Hook at Portmoak and Roy Wilson and Jack Stephen at Aboyne for continually cranking up the competitive stakes – long may it continue!

Hopefully I can continue to up the ante - I wonder if the Antares electric motor really will be quiet enough to evade the logger’s noise detector - and will someone recharge my batteries on the way round?

John Williams

2006 Development Training Program

The British Coaching Squad would like to invite applications for this year’s development training. With the 2007 Junior World Championships in Rieti approaching fast and only two of this year’s team eligible, we would particularly like to encourage pilots aspiring to get into the Junior World Team to apply. However, as in previous years, the training week is open to pilots of any age that have potential to fly for Great Britain in the future.

The dates of the Development Training will be 16th – 22nd April and 23rd – 29th April based in Ontur, and requires one week’s participation. The training is run by members of the Senior Coaching Squad and provides an enormous opportunity to train with Britain’s most experienced world championship pilots.

The closing date is Monday 16th January.

You can view the update by going clicking the following link:

<http://www.gliding.co.uk/bgainfo/competitions/news.htm>

Duty Instructor Rota

Sat	7 th Jan	Neil McAulay
Sun	8 th Jan	Ray Hill
Sat	14 th Jan	Bob Jones
Sun	15 th Jan	George Ross
Sat	21 st Jan	Willie Lang
Sun	22 nd Jan	Ian Norman
Sat	28 th Jan	Ian Dandie
Sun	29 th Jan	Gerry Marshall
Sat	4 th Feb	Chris Robinson
Sun	5 th Feb	Alan Boyle
Sat	11 th Feb	Dave Alan
Sun	12 th Feb	Bob Petrie
Sat	18 th Feb	Joe Fisher
Sun	19 th Feb	John Hendry
Sat	25 th Feb	Andrew Bates
Sun	26 th Feb	Willie Lang
Sat	4 th March	Gerry Marshall
Sun	5 th March	Bob Jones
Sat	11 th March	Neil McAulay
Sun	12 th March	Bob Petrie
Sat	18 th March	Ian Norman
Sun	19 th March	Mike Carruthers
Sat	25 th March	Ian Dandie
Sun	26 th March	Dave Alan
Sat	1 st April	Alan Boyle
Sun	2 nd April	Chris Robinson

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.

Ian Morman

Duty Pilot Rota

Sat	7 th Jan	James Cowie
Sun	8 th Jan	Mike Cartney
Sat	14 th Jan	Tadzik Karczewski
Sun	15 th Jan	Ken Donaldson
Sat	21 st Jan	John Dunnington
Sun	22 nd Jan	Colin Macalpine
Sat	28 th Jan	Tom Hedley
Sun	29 th Jan	Mark Dickson



Duty Pilot Rota (cont..)

Sat	4 th Feb	Richard Lucas
Sun	5 th Feb	Jeff King
Sat	11 th Feb	Peter Williams
Sun	12 th Feb	Bruce Marshall
Sat	18 th Feb	James Mattocks
Sun	19 th Feb	David McLean
Sat	25 th Feb	Mark Wilson
Sun	26 th Feb	Herbie Milton
Sat	4 th Mar	Richard Rigby
Sun	5 th Mar	Gary Scott
Sat	11 th Mar	Garry Simpson
Sun	12 th Mar	Gordon Hunter
Sat	18 th Mar	Alec Stevenson
Sun	19 th Mar	John Galloway
Sat	25 th Mar	Roland Adams
Sun	26 th Mar	Bob Adamson
Sat	1 st Apr	Ian Armstrong
Sun	2 nd Apr	Robin Birch
Sat	8 th Apr	Derek Storey
Sun	9 th Apr	Hamish Eagleton
Sat	15 th Apr	Angela Fraser
Sun	16 th Apr	Craig Chatburn
Sat	22 nd Apr	John Guy
Sun	23 rd Apr	David Hyde
Sat	29 th Apr	James McGouldrick
Sun	30 th Apr	Ron Mackie

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 15 minutes to complete.

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

...and here is the solution.

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

