

From the home of the *Scottish Gliding Centre*

Portmoak Press

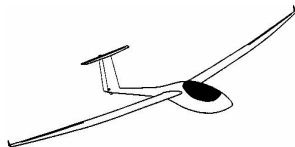
Editorial – Ian Easson

As I write this editorial (April 2nd), I can still see pockets of snow on the hilltops to the north of Crieff and I know that the skiing brigade are enjoying an extended season in the higher areas of the Cairngorms. I would like to think that winter is now behind us, and that we can look forward to the longer days and better soaring weather, but you never know! The 68th AGM was held on March 25th and the assembled members voted all board members back for another year. Bruce Marshall had already intimated that he would be standing down this year and John Munro was welcomed onto the Board. At the time of going to press, the exact responsibilities of individual members are not fully known but I have included the list of members at the bottom of this page for continuity.

The day before the AGM, the club's winch became unserviceable and some excellent work by club members enabled winching to restart only one week later. See article below for a blow-by-blow account of what has been happening.

This issue contains items from two of our members who recently enjoyed some gliding in Australia. I have included Evan Pole's complete article and the first part one of John Guy's (part two in next issue).

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



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Board Members.

Chairman	John Williams
<i>All other responsibilities to be announced.</i>	Kevin Hook
<i>See notice board for details.</i>	Douglas Tait
	Joe Fisher
	Douglas Tait
	John Guy
	Kate Byrne
	John Munro

Winch Problems

Towards the end of March, one of our winch drivers – Steve Boston – became suspicious that the winch engine had become noisier than usual. The local Deutz agent was contacted and he visited the site on Friday 24th March. He confirmed that there was a problem with the engine's bottom-end and recommended that we stop using the engine immediately. Our thanks to Steve for detecting the problem before it became catastrophic.

The engine was removed and Dave Clempson and Sant Cervantes took it to Hindles (The Deutz agents) in Cumbernauld



for a full investigation, arriving at 08:00 on Monday 27th April (well done guys).

Meanwhile, back at Portmoak, the cost of aerotow launches up to 1500ft were reduced to £13 for club members and day-to-day flying was maintained. By 08:10 on the Monday, the Deutz service engineer had promised that the engine would be stripped and examined, and that we would have the results by Tuesday afternoon or Wednesday morning. On making contact with them on Wednesday morning, I found that they had not started stripping the engine down but promised that that they would have the details by 16:00 that same day. I decided to visit their premises to "encourage" them in their work. By the time I got there, they had the sump off, removed a big-end and had found nothing wrong. As far as their service manager was concerned this meant that we would need a replacement engine! He was not able to justify this conclusion and couldn't say when they could carry out any further stripping. Following a frank exchange of views he offered to send the engine to Cannock but couldn't say when it would be stripped, although he was quite certain that they would recommend a replacement unit too!

I was very disappointed with this attitude from Hindles and decided to make arrangements to remove the engine to Duncan Rogers in Glasgow. The engine was delivered to them on the Thursday and by the afternoon, when I called in, they were stripping it down. They had a used engine, of slightly later vintage than ours in stock and they agreed to test run it and, if it appeared to be OK, could be back at Portmoak on the Friday.

A big thank you to everyone involved in the excellent efforts to bolt this engine into our winch and in enabling the recommencement of winching by Saturday afternoon (1st April). By the time I left the club at around 15:30, the winch had successfully launched the K21 several times, the T21 at least once and a Vega - with the K21 getting to about 1,300 feet.

I would also like to express my thanks to Drumshade who have offered to lend us their single drum petrol winch.

Evening Flying

This is to let all SGU instructors and potential helpers know that we are planning to restart our air experience flying Tuesday evenings from 4th April. For instructors, the evenings are a useful way of building your hours as well as a great opportunity for some good flying. We try to make the evenings as efficient as possible so that your time isn't wasted. If you put your name down for a specific evening, you will be contacted in plenty of time if the evening is to be cancelled through bad weather. We also very much appreciate anyone who can come along and help organise the evenings run smoothly. Our objective is to get as many flights as possible done in the shortest time. Clearly experienced helpers are important for us to do that effectively and safely.

If you can instruct or help, even if it's only for a few evenings a year, can you please let me know. Can you also contact Irene to let her know which evenings you are available. She will need at least four weeks notice so that she can book the correct number of BI flights.

Bob Jones

My thanks to Lynn Silverton (Daughter of Andrew Thorburn) for the following contribution:

I remember how frustrated Dad got with hang gliders using the hill and it was so dangerous for them. I thought you might enjoy this ditty from Canada :-)

Arkansas Hang Gliding (Bubba's at it again)

In Arkansas, you don't see too many people hang-gliding. Bubba decided to save up and get a hang glider.

He takes it to the highest mountain, and after struggling to the top, he gets ready to take flight. He takes off running and reaches the edge. Into the wind he goes!

Meanwhile, Maw and Paw Hicks were sittin' on the porch swing talkin' bout the good ol' days when Maw spots the biggest bird she ever seen!

"Look at the size of that bird, Paw!" she exclaims.

Douglas Tait Paw raises up, "Git my gun, Maw."

She runs into the house,
brings out his pump



shotgun. He takes careful aim. BANG! BANG!
BANG! BANG! The monster size bird continues to
sail silently over the tree tops.

"I think ya missed him, Paw." she says.

"Yeah," he replies, "but at least he let go of Bubba."

Lynn Silvertown

From the Safety Officer

Over the past few weeks, you may have noticed that there has been an unintentional modification to the launch point caravan. I don't mean the regular shedding of support legs, which are often unintentionally left down while the caravan is towed, but the series of grooves at approximately shoulder level (or neck level for some of our members) on three of the corners. On one corner, the grooves have cut through the aluminium cladding and sliced through one of the manoeuvring handles. For those of you who may not have already heard about the incident, you might have worked out that this series of grooves were caused by the cable being dragged around the caravan by the retrieve vehicle. It was extremely fortunate that there were no aircraft or personnel at the launch point when the incident occurred and we escaped with only minor damage and no injuries. If you get the chance the next time you're waiting for a launch, have a close inspection of the cuts in the caravan and you may then appreciate how much damage cables can cause even at walking speed. It scarcely needs me to mention the serious consequences that could have occurred if someone had become trapped against the side of the caravan when the cable was being drawn across it.

According to the driver of the retrieve vehicle, who also disengaged the cables at the launch point, one of the cables became reattached when part of the stop snagged on one of the hooks. Without realising that this had happened, he then drove off tracking around the caravan. We are fortunate, again, that he moved off slowly and realised almost immediately that something was wrong - otherwise we would have had an instant open-top caravan. While consoling ourselves that this would have improved the look-out for the safe initiation of a launch, it would have been hardly ideal for our cold and wet Scottish winters. Worryingly, this is not the first

time that a similar hang-up has occurred - although it is the only time that any damage has been caused. We are currently re-designing the means of attaching the cables to the retrieve vehicles and a new procedure for safely releasing the cables at the launch point. Can I ask all those involved in either running cables, or who are present at the launch point, to be vigilant and ensure that the cables have been released from the vehicle - and have confirmed this with the driver - before it moves off. I'm sure that we're all very careful when handling cables before they are connected to gliders, in case the winch has been engaged too early, but we should also be vigilant at the launch point at all times where vehicles, gliders - and cables - are being manoeuvred in close proximity.

I'd also like to bring your attention to a BGA Safety Presentation which will take place on the evenings of Saturday the 15th and Sunday the 16th of April at 6 pm on both dates. As the presentation will be given on two evenings, I hope that this will provide you with the opportunity to attend, and I urge all members to do so.

Dave Allan

The first of our articles from members' recent trips to Australia:

Gliding Down Under

In the autumn of 2005 my wife, Faseny, and I decided a six-week holiday in Australia was a good idea, as it would coincide with the worst of our winter and the latter part of their summer. We would be based in Melbourne with my sister-in-law and would explore the state of Victoria in a rented car. However, it was agreed that for one week I would leave the sisters to do their own thing and head off for a spot of gliding. I looked on the internet for a site that was a seven-day operation and was able to take me. Benalla was booked up but Sportavia at Tocumwal had a few unallocated gliders and could provide on site accommodation. A booking was made for the 29th January to the 4th of February.

Tocumwal, or Toc to the locals, is located 300 kilometres north of Melbourne on the Murray river and is



about three and a half hours easy drive once clear of the local traffic. It is an old World War II airfield built by the Americans at a time when it looked likely that the Japanese would invade the north of the country and would function as a rear base for a counter offensive. It was designed to accommodate Liberators along with various other aircraft, and as with most things American, everything is massive including runways and hangars. The Japanese never came, and shortly after completion, the base became an operational training unit for the RAAF. It is no longer a military airfield and is occupied by a light aircraft flying club and Sportavia, a commercial gliding company.

I arrived at 1.00 pm and by 2.00pm was sitting in a Blanik for my check flight with instructor, Don Estell. His brief was simple; "It's your aircraft, do your checks and show me how you fly". They are not interested in your logbook or what certificates you have, but will decide for themselves on your level of competence. All launching at Tocumwal is by aerotow using a Bellanca Scout. My performance couldn't have been too bad as I was cleared to fly a single seater. For an area recognisance flight I was given a Junior while the ASW15 was made ready for the following day. I flew the ASW15 for two days after which I was allocated an LS4a.

The accommodation is in comfortable en-suite air-conditioned cabins on the airfield. The day begins with a help yourself continental breakfast after which all pilots gather in the briefing room at 9.00am for a very detailed run down on the weather and soaring prospects for the day. They then go to the hanger behind the briefing room and help the ground crew get the gliders out with batteries and chutes onboard. On one wall of the hanger, suspended from a row of pegs, are buckets marked with the registration letters of the aircraft. Each bucket contains a sponge and shammy leather. Most pilots would then wash and dry the wings of their allocated glider. This would usually be completed by 10 or 10.30am. The ground crew are then left to take the gliders out to the launch point. Thermals were not expected to be of much use until 12.00 or 1.00pm and so you are free to relax until after lunch when you make your way out to the launch point, armed with maps and plenty of water.

Temperatures during my time there ranged between 25 and 35 degrees Celsius so dehydration can be a problem.

The ground crews are composed of youngsters between the age of 16 and 18 from Australia and various European countries. They are not paid but are provided with free board and lodging in exchange and free flying when aircraft are available. They are a great bunch of young guys.

I would like to report that the skies were filled with abundant large thermals and that 500k tasks were flown regularly but the truth is that an inversion was firmly in place over the area for the whole week and nobody completed a task. All the pilots, including visitors from Japan, Norway, Finland, Holland Germany and some from Eastern Europe, had to be content with local flying. Even Ingo Renner, four times world champion, landed in a field (correction "paddock"). Weak thermals to 2000 to 3000 feet were the norm. Nevertheless it was all good experience, and I drove back to Melbourne resolved to return when the weather conditions improved.

I returned to Tocumwal on the 21st February with Faseny in support. We arrived at about 11.00am and by 1.00pm found myself being launched in the LS4 tasked to fly a 300k, out and return. It was to be an exercise of how not to fly a task! Most of the flight was in the blue and I had been warned that in the absence of cumulus the thermals would switch off at around 5.00pm. At 4.00pm I was still 40k short of the turning point and to carry on was clearly pointless, but by heading back I may just be able to get home. No such luck. I even tried to use a bush fire to stay up but in the end put the LS down in a large stubble paddock 30k short of the airfield. The procedure in these circumstances is to make a radio call before landing, giving your bearing and distance, and the Bellanca flies out to retrieve you. Still, a 190k flight was useful experience.

Next morning after the weather briefing, the CFI, Eddie Madden, called me into his office for a debrief on my previous days flight using See You computer software. Quite rightly he wasn't impressed with the flight! A summary of his advice was along the following lines. Once off tow don't

hang around looking for the perfect thermal, just head off on track. Only



accept thermals of 3kts and more unless you are low. Flying at best L/D is too slow and you won't complete the task before the thermals stop.

Remember the thermals in blue stop around 5.00pm but if small cu's are about, 5.30pm, and bigger cu's a bit later. So saying he gave me the same out and return task for the afternoon. Temperatures were expected to have risen high enough by about 1.00pm to launch. Fасыny and I spent the rest of the morning on the banks of the Murray River looking for Koalas in the gum trees. We were lucky and spotted six of these cuddly animals wedged in the branches high in the trees.

At 1.00pm there was a line of pilots on the bench at the launch point ready for the off. Eddie suggested waiting for the temperature to rise a bit more. One of the other instructors on a test flight landed at 1.30pm and reported weak but usable thermals, so I took the first launch to 3000ft QFE at 1.40pm and headed off on track. It was sink all the way down to 1600ft and just when a relight looked on the cards I found the first weak thermal, which produced a climb of 700ft. Off on track again and back down to 1700ft and into the first good thermal and up to 5300ft. At this point the flight was all in the blue but I could see in the distance small puffy cu's and they were on my track, so headed off towards them. They were some 50k from Tocumwal and I was again becoming rather low by the time I reached them. From there to the turning point I took a number of climbs to between 5000ft and 6000ft, and cruised between them at 65-70kts. Shortly before reaching the turning point, a single grain-silo in the corner of a paddock, I found a thermal that sent the vario to max and me to 8600ft. After rounding the silo it was back to see if the thermal would oblige again. It did, and so up to 9000ft at cloud base. Watching the altimeter showed that the glider was gaining 300ft for every thermal turn. This was living!

A quick glance at my watch showed 4.15pm, so no time to dawdle on the way home. Taking a series of weaker thermals, and keeping the inter thermal speed high, I was back in the blue at 5000ft at 5.40pm and within range to make the final glide landing at 5.58pm. A great day with the gold distance in the bag.

In conclusion, I cannot praise

Sportavia enough. The efficient organisation, helpful and friendly personnel made for a wonderful experience all round. The accommodation was very comfortable and the evening meals from the on site restaurant both large and excellent.

Evan Pole

More Daring Do's Down Under (part 1)

I am sitting at a computer in my daughter's house in Perth, Western Australia, typing this article. Outside, it's 37°C and the sky is dotted with small fluffy cumulus, with a cloud base of 8-10,000ft. For the past month, most of the days have been like this. The locals say we have been lucky, it has been the coolest summer on record here, but now we are enjoying a particularly hot, long Indian summer. Peter Clayton, David Hyde and I, have enjoyed two fabulous weeks at the Gliding Club of Western Australia, Cunderdin, which finished on Saturday, 4th. March.

On Saturday, 18th. February, I picked up David from his hotel in Perth and we drove the 155 kilometres to Cunderdin, situated on the Great Eastern Highway, it goes all the way to Adelaide, passing through the gold mining town of Kalgoorli on the way.

The club is based at an old WWII training airfield with tarmac runways, where apparently tiger moths were based during the war. All the wooden huts and hangers are still there and have been largely taken over by the club.

It's a relatively small club with around seventy members, entirely run by volunteers and usually only functions at weekends. All launching is by aero-tow. The tug is a piper Pawnee with a rather basic exhaust manifold. But when you're operating in the middle of nowhere, who's going to complain about the noise?

Fortunately for us, a couple of the tuggies are retired and live locally, so a rota had been made up, just for us. Also, one of the clubs instructors, Bob Smoothery, offered to look after us and at the same time get in a bit of soaring on his own during the first week, in his turbo Pik.

Being a retired RAAF warrant officer he made sure

we were very well organised, with thorough briefings, task



planning and instructions on the colibri loggers that we had been kindly lent by club members.

When we arrived, David and I were given check flights in an IS 28. An elderly metal two seater, made in Romania. Their Blanik was having a CofA. and was in bits, in the workshop.

They were very keen on pre-landing checks, as there had been a couple of wheels up landings recently (more on that later). The system of cockpit checks was different from ours, but they were happy for us to use the ones that we were used to.

The following day, Sunday, the CFI, Kevin Saunders arrived. His name had cropped up earlier and David said that he knew a Kevin Saunders back in the UK, about forty years ago. It was at a Morris Eight car club in Derby. Believe it or not when they met, they recognised each other! Kevin had started gliding in the UK, in Lincolnshire and found it rather frustrating. When he came out to Western Australia, he never looked back. He became a commercial pilot and is also a certified inspector for the Australian gliding Association.

The conditions took some time to get used to. Strong bright sunshine, with temperatures on the airfield up to 41° C (103°F) at times. So it was hats, sunglasses, sunscreen and drinking lots of water from a huge urn in the launch point caravan. The flies were something else. We all must have swallowed several each day, so head nets became much sought after by the visitors. The locals did not bother, they were so used to them.

I was sent off in one of the two Standard Jantars, which I found rather difficult to land. At the round out, the horizon disappears! along with all reference points ! So I tended to land a little too high at times, but soon got used to it.

David was in a Pilatus, which thermalled very well and took him up to nine thousand feet virtually the first time he tried it. You should have seen his face when he came down. He was quite wide eyed and could hardly believe what he had just done!

David was keen to get his 100k. diploma out of the way. He looked up the BGA regulations on the web, but found to his chagrin that the flights for this have to be carried out in Europe! Australia is too easy.

The Pilatus he flew, has a rather interesting history. It

was imported into Australia by a man who liked aerobatics, the Pilatus is stressed for aerobatics. However, after an aerotow to ten thousand feet, he carried out some twenty loops before landing. It was then noticed that the wings had flexed so much during these manoeuvres that they had multiple creases across the chord of the wings!

His answer to this was to go up again and try to get rid of them by carrying out a series of outside loops. Believe that if you like. Suffice it to say that it ended up with new wings!

On the first Monday we thought that we would have the place to ourselves. Not a bit of it. The airfield actually belongs to the local council, who maintain it with runway lights and a navigational beacon. So it's very popular with commercial flying schools, based in Perth, and the RAAF, who use it for circuits and bumps and navigate to it. This made things rather interesting at the launch point, with light aircraft coming and going along with Pilatus PC 9's from the RAAF airbase at Perth, paying frequent visits. We had to learn our radio procedure but fast, in order to let everyone know what we were up to, but being gliders we did have priority.

Normally there would be no gliding activity during the week, so they were slightly put out by our presence. This is one thing we don't have to worry about at Portmoak, but it's very good training.

Bob set us some simple tasks first. Mine was a 100k. out and return to the north, just to get us used to the logger and the type of terrain we were flying over. Being the centre of the wheat-belt, there were huge stubble fields as far as the eye could see. The wheat is grown in winter, when it is mild and wet and is harvested in November. If you land out, the routine is to radio the distance from Cunderdin and the bearing. The tug then flies out on the reciprocal course and you get an aerotow out. You are advised to carry a mirror to flash at the tug if he can't find you. As the tug is a single seater, there is no one available to hold the wing. So launching involves a wing dragging takeoff. As the soil is light, sandy and dry, the tip slides easily. The technique is to angle the glider with the grounded wing forward. By the time the glider is pulled straight by the tug, the

aileron of the upper wing is virtually effective and the



grounded wing can be lifted. Don't try this at home, Portmoak grass will not play ball in this way. The other thing to remember is that Australian thermals are very different from those in the UK. We all know that they are stronger and go much higher but they have other characteristics that can catch you out. Low down they seem to be narrower and erratic and can be very difficult to centre in. So we soon learnt to stay high, certainly above 3000ft. On this particular flight, it was a blue day, so I tried to seek out ground features that were good thermal sources. "Look for patches of bush", I had been told, "and make for the downwind edge, that is where the trapped hot air takes off" So I tried this technique and it works! Bare patches of rock are also useful. But avoid the salt pans of which there are many. Deforestation has led to increased evaporation from the soil surface, so salt, deep in the water table has been drawn to the surface; leaving ugly great white lakes or swamps on which nothing grows. Got rather low on the turn but eventually got away. The Jantar I was flying had a very clever device, mounted on the top of the instrument panel, directly in the line of sight. It was a large wire "V" with the limbs inclined at 45 degrees. So when in a 45 degree bank, one of the limbs would lie along the horizon, ensuring the correct banking angle for thermalling. Simple.

With a strong tailwind and some dolphining, I did not need to thermal again. As I had plenty of height I tried to push up the speed, but the thermals I was flying through were producing so much turbulence, I had to keep to rough air VNE. Arrived over the airfield ridiculously high. Really must learn more about final glides.

David had done an out and return along the Great Eastern Highway, a very good geographical feature to follow east and west in an otherwise featureless landscape. The locals orientate themselves by the huge white grain silos and fertiliser stores dotted around the horizon. There are also many shallow lakes which help a lot.

Next day, Tuesday, did not become thermic 'till quite late and just when we were ready to go, it overdeveloped into a giant thunderstorm with lots of lightning.

However, we launched anyway as

it was far enough away, or so we thought.

David launched first, and managed to get away, but by the time I got up, the sun had gone in and I found nothing.

Some time later, David called in for a wind direction check. The windsock was rather faded and could not be seen easily from the air. At the time it was hanging limp. He was given a runway with it's bearing, but by the time he arrived on finals, the windsock was blowing down the runway. We watched with bated breath, but he did a perfect touchdown and had well over a kilometre and a half of runway ahead of him. He did admit later that the ground run did seem rather long!

After we had put the gliders away, we noticed several bush fires around the horizon under the thunderstorm. All started by the lightning strikes. The following day was a cracker. I did not feel ready however, for a 300k attempt. I felt I needed another shake down task. I was not yet fully comfortable in the Jantar, so I spent some time adjusting the seating position. Eventually I got it right. There was one more problem however, which I did not discover until I was airborne. The camelback water dispenser tube kinked if there was any tension on it, so sucking in it became hard work!

Bob had given me a 160k triangle. The sky was full of small cumulus with a cloud base of 8,500ft. I romped round it feeling very relaxed and comfortable. Regretted that I had not tried for a 300k, but it was still early days and next time I would be psychologically more prepared for it. When I landed, who was there to greet me but Peter Clayton. He had flown into Perth the day before and hired a car out to Cunderdin. He had been delayed by some important domestic commitments but had finally been able to get away.

The next two days were non-soarable so it gave Peter the opportunity to get through his check flights. Finally taking the IS 28 up solo and finding lift that we thought could not possibly be there. He kept us kicking our heels at the launch point for an hour, waiting to pack things away. That evening we celebrated with dinner at the local pub. The food

was fantastic and very reasonably priced.



We all had free accommodation in the bunkhouse, as we had become temporary members. There was no air conditioning but there were fans. Also, lots of resident mosquitoes. The club members all seemed to have caravans with air conditioners, as everyone was allowed a free pitch. We were offered the use of these, by one or two members, but we were happy where we were.

On the few non soaring days which followed, we set too, spring cleaning the bedrooms, kitchen and briefing room and made the place really quite cosy. There were freezers full of beer, soft drinks, snacks and most important, frozen steaks, sausages and meat pies for the bar-b-que. There was an honesty box and the system seemed to work quite well. Other provisions we bought at the local Co-op supermarket, which seemed to stock most things. We took it in turns to rustle up meals and impressed each other with our hidden talents in that direction.

At night, torches were a must when visiting the shower block in the adjacent caravan park. With no light pollution and clear air the Southern Cross stood out and the milky way was very clear. I have not seen it at home for decades.

In the mornings we were woken by flocks of grey and pink parrots, Galahs, grazing at the surrounding fields and making a dreadful din at the same time. David was convinced that he had met a tarantula in the toilet. "It's legs spanned a whole brick!" he said. It was more likely to have been a Huntsman spider which also does have a nasty bite.

John Guy

The concluding part of this article will be published in the next issue of *Portmoak Press* (Ed)

Just a reminder that the BGA newsletters are posted on the club notice board. In case you haven't had a chance to look at the latest, here it is:

BGA Newsletter March 2006

Avian Flu. Glider pilots will have seen in the media that a virulent strain of Avian Influenza (AI) is spreading across Europe. If you were affected by the 2001 Foot and Mouth outbreak, you will appreciate the impact that an AI outbreak might have on the farming industry and on outdoor pursuits such as gliding.



Further information and limited advice is provided in a document titled Avian Influenza BGA Update 1, available on the BGA web site

<http://www.gliding.co.uk/news> As the situation develops and where appropriate, we will provide further updates via the website.

UK Gliding Grand Prix. The UK Qualifying Grand Prix has been added to the 2006 calendar.

The event will be held at Cambridge GC in early September. The UK competition is one of a number of events worldwide which provide an opportunity to qualify for the 2007 World Grand Prix. Grand Prix gliding is a new form of gliding competition, intended to be media friendly and attractive to sponsors. Entry will be online via the BGA web site. More details at

<http://www.gliding.co.uk/competitions>

BGA Chief Accident Investigator. The BGA is pleased to announce that Chris Heames has been appointed as Chief Accident Investigator, in anticipation of the planned retirement of John Hoskins.

Junior Nationals. These will take place at Dunstable from 22-30 July. To be eligible, your 26th birthday should be after 31 December 2006 and have your Silver badge. (You do not have to have completed this at time of entry, but you must have the badge by the start of the competition). Entries close on 31 March. You can enter online via:

<http://www.gliding.co.uk/juniors>

Gliding Above FL195. The BGA Airspace team will be attending more meetings in March to discuss access to airspace above FL195 (the new Division Flight Level, above which all airspace will be Class C). They ask that all flights above FL100 be posted on the national ladder site

<http://www.aircross.co.uk/bgaladder> as this will help identify where the best and most used wave is, so that particular attention can be given to establishing wave boxes in these areas.

BGA Glider Maintenance Schedule. The new BGA glider Maintenance Schedule is now available. A copy will be provided for every BGA glider at its next C of A renewal but you can download a copy now from the BGA website at:

<http://www.gliding.co.uk/technical>

Royal Aero Club Trust Bursaries. The RAeC Trust annually awards bursaries to young pilots to enable them to achieve greater competence in their particular air sport. Bursaries of up to £500 are available to help recipients advance from one recognized level of air sport to the next (for example, gain your bronze badge or XC endorsement). Last year, 8 young glider pilots received bursaries from the Trust. Applications for a 2006 bursary must be received by the Trust by 30th April. Full details are at <http://www.royalaeroclubtrust.org/bursaries.htm>

Gliding Courses for Wheel Chair Users. Walking on Air will be running two residential courses for wheelchair users at the Scottish Gliding Centre, Portmoak. The courses will use the WOA1 glider, a K21 which has been modified with hand controls to enable wheelchair users to learn to fly as easily as everybody else. Course dates are Monday 26 - Thursday 29 June and Monday 18 - Thursday 21 September. To find out more or to book please telephone Irene on 01592 840543 or email sgcoffice@dsl.pipex.com. More information about Walking on Air is at <http://www.walkingonair.org.uk>

European Harmonisation Update. An excellent presentation on the current status of the various areas of European legislation was given at the EGU Congress last month by EGU president Roland Stuck. You can see the presentation at <http://www.egu-info.org/dwnl/EGUCongress06.ppt>

EASA Working Group. EASA has set up a working group in charge of “developing a concept for the regulation of aircraft other than complex motor powered aircraft, used in non commercial activities”. The EGU will be represented by Roland Stuck and David Roberts. The Terms of Reference of this very important Multi Disciplinary Measure MDM 032 can be found on the EASA web site at http://www.easa.eu.int/doc/Rulemaking/TORs1/EASA_ToR_MDM_032.pdf

Proposed EASA Change re Installation of Instruments. EASA has issued NPA (Notice of Proposed Amendment) 20/2005 which deals with a change to Part 21 and Part M to allow the installation of non-certified instruments (such as variometers, GPS, final glide computers etc.) in gliders and powered gliders as “Standard Parts”.

This would have the

effect of removing the need for an EASA Form 1 signifying airworthiness. The document can be seen at http://www.easa.eu.int/doc/Rulemaking/NPA/NPA_20_2005.pdf

Duty Instructor Rota

Sat	1 st April	Alan Boyle
Sun	2 nd April	Chris Robinson
Sat	8 th April	Bob Jones
Sun	9 th April	John Hendry
Sat	15 th April	Willie Lang
Sun	16 th April	Andrew Bates
Sat	22 nd April	Ian Dandie
Sun	23 rd April	George Ross
Sat	29 th April	Mike Carruthers
Sun	30 th April	Chris Robinson
Sat	6 th May	Dave Alan
Sun	7 th May	Bob Petrie
Sat	13 th May	Joe Fisher
Sun	14 th May	George Ross
Sat	20 th May	Andrew Bates
Sun	21 st May	Willie Lang
Sat	27 th May	Gerry Marshall
Sun	28 th May	Bob Jones
Sat	3 rd June	Neil McAulay
Sun	4 th June	Bob Petrie
Sat	10 th June	Ian Dandie
Sun	11 th June	Mike Carruthers
Sat	17 th June	Ian Norman
Sun	18 th June	Dave Alan
Sat	24 th June	Alan Boyle
Sun	25 th June	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.

Andrew Bates



Duty Pilot Rota

Sat	6 th May	Peter Sharpouse
Sun	7 th May	Robert Neely
Sat	13 th May	Bob Smallman
Sun	14 th May	Gordon Packer
Sat	20 th May	Jim Miller
Sun	21 st May	Douglas Tait
Sat	27 th May	Alistair Mochar
Sun	28 th May	David Newbigging
Sat	3 rd June	James Cowie
Sun	4 th June	Mike Cartney
Sat	10 th June	Tadzik Karczewski
Sun	11 th June	Ken Donaldson
Sat	17 th June	John Dunnington
Sun	18 th June	Colin Macalpine
Sat	24 th June	Mark Dickson
Sun	25 th June	Richard Lucas
Sat	1 st July	Jeff King
Sun	2 nd July	Bruce Marshall
Sat	8 th July	Peter Williams
Sun	9 th July	David McLean
Sat	15 th July	Mark Wilson
Sun	16 th July	Herbie Milton
Sat	22 nd July	Richard Rigby
Sun	23 rd July	Gary Scott
Sat	29 th July	Garry Simpson
Sun	30 th July	Gordon Hunter
Sat	5 th Aug	Ian Armstrong
Sun	6 th Aug	John Galloway
Sat	12 th Aug	Bob Adamson
Sun	13 th Aug	Robin Birch

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 "medium" difficulty so I'm not suggesting a target time, and I'm not including the solution!

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

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.

