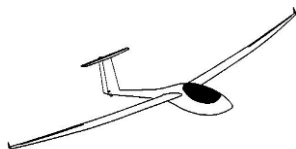


From the home of the *Scottish Gliding Union*

Portmoak Press

Editorial – Ian Easson

April already and the season has well and truly started. We have had numerous visitors from the flatlands and some have even been seen scampering south clutching badge claims and sporting huge smiles. Our own members have not been slow to take advantage of the early wave opportunities either. I would recommend a quick glance at the ladders page just to see what has been going on. With a free download of IGC Replay <http://ywtw.de/igcsimen.html> and an IGC file from the ladder <http://www.bgaladder.co.uk/Enquiry.asp>, you can watch various “How I dunnit” flights from the comfort of your computer.



As mentioned in a previous issue, a number of us enjoyed a couple of days at the UK Mountain Soaring comp last year with John Williams. Of course, there are many comps going on around the country but one that might interest readers is the Inter Club League. Craig Chatburn is looking for pilots to represent the SGU at this year’s Inter Club League. The dates are 22nd – 23rd May at Aboyne and 26th – 27th June at Feshie. This is a fun comp but, as it takes place in the mountains, novice pilots need to be cleared by the CFI. There are three classes each day and we are looking for up to six pilots for each event. You can fly either the Sat or Sun or both if we don’t get enough pilots. Classes are:

Novice (Bronze + CC or Silver), Intermediate (Gold distance) and Punter (Diamond distance).

Anyone interested, please contact Craig via e-mail on: craigchatburn@hotmail.com

John Williams has been asked to report on his visit to South America on the local club web-site. World record holders are much in demand and it makes great reading

http://www.inglaner.com/relato_john_williams_in.htm

Did you see the Vulcan at last year’s East Fortune or Leuchars Air Shows? Margaret Doig reminds us that we can all help with the publicity to keep Vulcan XH5588 alive. This year is her 50th birthday (the Vulcan – not Mags) and the team is looking to break a world record by having the most signatures on her birthday card. To find out more, please take a look at this video on youtube.

<http://www.youtube.com/watch?v=iqAW5zZser4>

Thanks to Kate Byrne, Peter Clayton and Mark Howarth for their help with the SCOTY submission at the beginning of the year (see last issue for details). We didn’t make it through this year but received constructive feedback from the BGA which should strengthen our case for next year’s submission.

Finally, the usual plea to all members, new or old, experienced or ab initio, regular contributors or not, to consider submitting material for *Portmoak Press*. Details of how to do this can be found below.

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

In this issue:

Editorial – Ian Easson	1
Board Members 2010.....	2
CFI Notes	2
Safety	3
Club News.....	3
Club Trailers	3
Roads are expanding	4
Club Ladder – Rule Changes	4
Obituary – George Elliot.....	4



Board Members 2010

At the time of going to press, the latest list of Board Members and their responsibilities was unavailable. Keep an eye on the notice board where the new list will be posted.

CFI Notes

Ian Dandie has asked me to point out that when attaching the cable to the DG 505, PLEASE LET THE CABLE RELEASE FLY SHUT !

Do not be gentle in closing the hook!

There is a possibility of an inadvertent release if the hook is closed gently, as it may open on launch.

As you may be aware, we have a team of overworked Inspectors who work very hard to keep the clubs fleet of very expensive glass fibre gliders in top condition for your benefit. Many hours of hard work have gone into Canopy Polishing and removing scratches to ensure that you can conduct a good lookout without seeing scratches and smears. Some of these scratches are naturally caused but there are many that are down to bad handling by pilots. Please do not touch the canopy perspex for any reason other than to clean it. Use the proper handle or lever to open or close the canopy!

The club has purchased a Personal Locator Beacon for use in any club glider going on a cross country flight or being taken off site for an expedition. It is kept in the Barograph cupboard in the briefing room building.

There is a simple set of instructions on the door of the cupboard.

Do not, except in case of emergency open the front panel!

You only have to put it in the cockpit!

You will have to sign it out and let the duty instructor know which glider it is being used in.

Please ensure you also return it and sign it back in. There is no charge for this safety device.

Powered Aircraft and Motor Gliders

All pilots of the above will receive, in the next couple of weeks (by post) a copy of the Revised Operating Procedures for all power operations at Portmoak. This is the first time they have been put in writing instead of being passed by word of mouth. This will ensure that all pilots understand exactly what is expected of them if they operate from Portmoak.

Free from the BGA

Glider Archive Files. As the BGA now holds all incoming EASA and Annex 2 glider documentation electronically, we no longer need to hold paper copies of this. We are therefore making our archive glider documentation available to glider owners. Owners who wish to receive the hard copy archive documentation that the BGA has on file for their glider, should complete the Glider Archive Request form available on the BGA website at http://www.gliding.co.uk/forms/gliderdocs_application.doc and either post it to Lizzie Pike at the BGA Office, or scan the completed and signed request and email it to lizzie@gliding.co.uk. This free service will be available until 31st August following which unclaimed files will be shredded.

It is much easier to email the document and you will receive the files in less than a week.

It would appear that some instructors and pilots are unsure of what steps to take in the event of an Incident/Accident at Portmoak.

This is the link on the BGA website for reporting online.

[/www.gliding.co.uk/bgainfo/safety/forms.htm](http://www.gliding.co.uk/bgainfo/safety/forms.htm)

[Accident report form](#)

(for printing and filling by hand).

[Accident report form](#) (for filling in with Microsoft Word and emailing).

Please take the time to read all of this email as it is of vital importance that members know what to do should we have an Accident/Incident. I have also attached the form which has to be part filled in and

sent to the BGA within 24 hours. If the AAIB needs to be informed



then this must be done before the glider is moved and permission must come from them - except to release injured persons from the wreckage

Bob Petrie

Safety

The review of 2009 gliding accidents has been published at <http://www.gliding.co.uk/bgainfo/documents/accidentreview09web.pdf>

By being aware of the nature and causes of the most common accidents, individual pilots may be able to anticipate and avoid them. The review offers advice in the hope that lessons can be learned from past accidents and that future accident levels can be reduced. This is recommended reading for all glider pilots.

Club News

It was good to see Scottish Pilots picking up some serious silverware at this year's BGA Conference. The pic shows Roy Wilson, John Williams and Vic Leitch. Well done everyone!



Eagle eyed members will have spotted some serious digging and filling going on at the east side of the track to the windsock. I asked one board member about the deep hole and was told that various people were "looking into it". Further investigation has revealed that this spot will be the foundations for the LPG tank which, in turn, will hold the fuel for our new winch. It's ready for delivery but we have asked for a delay until the tank is in place.



Club Trailers

We are approaching the end of the club glider maintenance season and the start of the proper soaring season (we hope!). This winter, the majority of the annual maintenance work on the club fleet has been undertaken by Neil Gow with assistance from Ian Dandie, Pete Benbow and Hamish Eagleton (and a handful of others to whom I apologise for omitting your names).

Because Neil has put so much time into maintenance of the aircraft, there has not been time for either himself or Steve to do any maintenance on the club trailers this year. (We did offer Neil an 8 day week, but he declined our offer!)

I am looking for a small group of volunteers to take on the basic maintenance of each of the 5 club trailers (DG505, K21, Discus & 2 Junior trailers). I am also looking for one or two mechanically competent people to service the braking systems on each of the trailers. With the exception of the brakes, most of the work requires minimal mechanical skill:

Wash the paintwork

- Check that the lights work correctly
- Check that all of the necessary fittings to carry wings, tailplanes, etc are in the box
- Check the tyre pressures (including the spare)
- Make sure that there is a safe way of stopping the doors swinging open on the road
- Grease the tow hitch
- Lubricate the jockey wheel and corner steady assemblies

I know that there will be a great many of you hoping to use club gliders for silver (or gold) distance attempts in the next few months and a great many more who have used these facilities over the last few years. If you are able to put in half a day's effort (at any time to suit yourself) contact me at the club office and I will allocate a project to you.

Thanks in advance.

Kevin Hook

Roads are expanding

We all know that the roads at Portmoak are potholed and dirty and not pleasant to drive on. However, they do have the merit of being relatively easy and cheap to repair (when they are dry). Over the last couple of months there has been a disturbing tendency for people to avoid getting their cars dirty by driving on the grass to the sides of the road. This is doing immense damage to the airfield which is much more expensive and time consuming to repair. If you walk down the edge of the ash track at the moment, you will see the odd blade of grass some 3 feet in from what appears to be the road edge. That represents 3 feet of runway (purchased at considerable expense in 1999) destroyed in the last couple of weeks.

PLEASE DRIVE ON THE CENTRE OF OUR ROADS AND NOT ON THE GRASS ADJACENT TO THE EDGES. THIS DAMAGE TO THE AIRFIELD IS NOT ACCEPTABLE. You may have to slow down to cope with the bumps. You may need to clean your car after driving through the puddles (but you can always walk if you want to avoid this).

Friday Evening Flying started the 9th April under the supervision of Joe Fisher. It covers solo and instructed flying from 1700hr until sun down. Instructing will be limited so if you wish to participate please add your name to the Friday List on the Notice Board and indicate your preferences. Over the years this has been a fun and relaxed flying group for pilots of all standards. Why not join in this year?

Join the North Field Maintenance Squad and learn to drive a tractor and cut grass 12ft at a time at 10mph! You will learn to love landing in the north field again.

Contact David Hyde for details (tel 01324 831248)

Club Ladder – Rule Changes

The SGU Cross Country ladders rules have changed and the full set can be viewed from our web page:

<http://www.d.thompson.btinternet.co.uk/Rules2010.pdf>

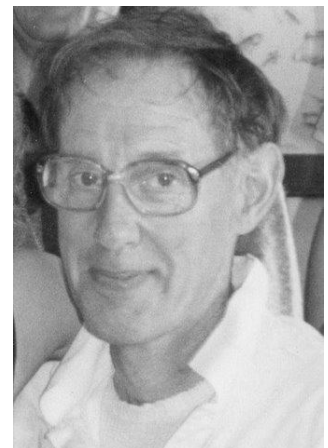
Your flights have to go on the BGA ladder, not in the cross country book. The URL for the BGA ladder is: <http://www.bgaladder.co.uk/INDEX.ASP> We have a new trophy, the George Green, and the rules are: *"All pilots who, at the start of the ladder year, have not previously flown a valid Gold Distance 300k task will be eligible for the George Green Trophy even if they fly a 300k or higher distance task during the course of the year. A pilot having a valid but as yet unclaimed Gold Distance flight at the start of the ladder year is not eligible for this trophy."*

Now all we need is some good soaring weather!

Sally Woolrich

Obituary – George Elliot

News came through just after the last issue went to press that George Elliot had passed away. George was a well liked member who flew a Kestrel for many, many years at the club and lived in Scotlandwell. We have been unable to obtain a history of his early flying years but we know that he was trained by the Air Training Corps and flew with them at Turnhouse. Later he transferred with them to the ATC flying school to Kirknewton. From there he came to Portmoak along with a number of the ATC instructors and joined them in private syndicates. George liked to enjoy himself and was very active on the social side. George is sadly missed.



David Fraser

