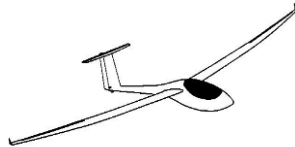


From the home of the *Scottish Gliding Union*

# Portmoak Press

**Editorial – Ian Easson**

So far, so good, looks like we have had a few good days that could be attributed to that time of the year called summer. Some of our members have been seen sporting sun hats and smelling of sun screen – a most unusual sight (and smell) at Portmoak. The good weather has pleased our early visitors as well as the Monday and Tuesday evening groups of Trial Flight participants. Not to be outdone, the Wednesday group has been joining in too – they even managed to organise a Barbeque. They enjoyed the Barbie so much that they have taken a summer break – and will recommence on Wednesday 28<sup>th</sup> July



Our new Safety Officer has added the first of his contributions to this issue and reminds us of the need to be vigilant – and current.

Another first time contributor is fellow Falke syndicate member Liz Russell. She tells how much she enjoys travelling to Scotland to fly with us. From a personal point of view, I would like to express my thanks to Neil McAulay, Don Irving and George Ross for all of their help with my NPPL training and exams. Yes – I now have my NPPL (SLMG) rating.

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 September for October, end of December for January, end of March for April and end of June for July. 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](mailto:ian.easson@btinternet.com)

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**Board Members 2010**

Chairman	Douglas Tait
Vice-Chairman & Membership	Alan Boyle
Secretary	Alec Stevenson
Treasurer	John Ferguson
Buildings & Property	Pete Benbow
Technical	Craig Chatburn
Development Projects	Kevin Hook
Marketing & Sales	Chris Robinson

**CFI Notes**

Please be advised that as of Saturday 12 June, Ricky Jackson is now the club’s Safety Officer. If you have any safety concerns please speak to him. I would like to thank Willie Laing for his services over the last two and a half years and wish Ricky a quiet time compared to Willie.

Bob



## Club News

Following reports from pilots of our DG505 and Duo Discus syndicate members that the new winch seems to be producing insufficient power in the climb in light/nil wind conditions, the board has rejected the new winch. The Skylaunch winch has been removed from service and negotiations are under way with the suppliers. Meanwhile the Supacat winch has been brought back into service.

Douglas

## Safety Officer

A big thanks to Willie Laing for his efforts as Safety Officer. He has handed over the reins to Ricky Jackson but his last observation is worth reprinting here...

*I have been informed that on Sat 22nd May on a flight on Bishop hill a club pilot had to take evasive action on two occasions due to gliders on the southbound track staying close to the hill. They would be flying in to the sun and lookout would be compromised in this direction. Please stick to hill soaring rules and if you can't see, maybe it's time to limit numbers until conditions allow more. Sometimes one only can be allowed.*

Ricky has produced the following observation and guidance:

## Safety Briefing for all Pilots at Portmoak

### Shallowing Approaches

As many of you will be aware, The SGU was privileged to host another BGA Assistant Instructor Course at Portmoak beginning in late June 2010. Colin Sword, the Senior Regional Examiner who has assisted the National Coach, Mike Fox and Don Irving, the Chairman of the Instructors' Committee, mentioned to me on Saturday 03 July that he had observed a number of pilots making shallowing approaches over the course of his visit. As all solo pilots should know, this is not safe practice, particularly at sites such as Portmoak where strong wind

gradients and turbulence on the approach are not uncommon.

For the avoidance of doubt, the term 'shallowing approach' refers to the pilot progressively closing the airbrakes during a developing undershoot, leaving progressively less and less energy in reserve to deal with sudden loss of airspeed and/or sudden steepening of glide angle due to wind gradient on the final approach. In the event of an undershoot first being detected, the airbrakes should be fully closed and locked immediately and not reopened until the angle of decent to the reference point has become significantly steeper.

### Target Practice

It has been brought to my attention that some pilots have demonstrated a nasty tendency to pick a clearly visible target as an aiming point during their final approach and, more often than not, this is the launch point caravan or nearby objects such as vehicles or even people!! Once the pilot has touched down, it then dawns that he or she is strapped into half a ton of plastic that's careering along the ground at around 40 mph directly towards the launch point caravan, several gliders and a group of people, with the only way of averting disaster being emergency application of the wheel-brake and/or application of rudder to change course at the last minute!! A well-known two-word phrase frequently comes to mind, followed by a change of underwear on returning home!

I'm sure you don't need me to tell you that this is not a good idea!

How can we avoid using the launch point caravan, or any other object, for target practice during the final approach?

While in the circuit, and better still, before you join the circuit, have a careful look at your chosen landing area, which will ideally be completely free of hazards and solid objects of any kind.

Sometimes, however, there may be objects, such as the launch point caravan, or perhaps a person, or a glider attached to its retrieve vehicle, somewhere in

the vicinity of your landing area. It is easy to become



fixated on such an object and inadvertently point your glider directly toward it, not realising the danger of doing so due to the relatively high workload during the final approach.

The good news is that it's actually very easy to avoid doing this!

Prior to joining the circuit and at regular intervals throughout, mentally paint a long straight white line along the grass in the direction you've chosen to land. Your imaginary white line should be directed safely away from any solid objects on the ground and ideally directly into wind over a smooth area of the airfield. In case of an overshoot, extend your imaginary white line well beyond your expected stopping point and ensure that there are no obstacles along its length. When you turn from base leg on to final approach, have your white line firmly in mind and adjust your final turn to complete it with wings level when your track over the ground is perfectly aligned with your white line. If you find your track is a little off course, make a small correction, left or right, until you are flying over the ground straight along your imaginary white line.

### **Think about flying along your white line, not towards any object on the ground!**

Now this is important! ...

It's not always possible to orientate your imaginary white line directly into wind, whilst avoiding it passing through solid objects such as launch point caravans! It's much more important to paint your white line along a clear area of the airfield than to make it point directly into wind.

If there is a crosswind present and you have correctly adjusted your track, that is the direction your glider is travelling relative to the ground below, along your imaginary white line, then this will be different to your heading, that is the direction in which your glider is pointing. In crosswind conditions, it is essential to offset your heading a little into wind in order to ensure that your track will be perfectly aligned along your imaginary white line. Shortly after rounding out, you may need to apply a little rudder



whilst keeping the wings level with ailerons, to yaw the nose around and align your heading with your imaginary white line - the direction in which you are travelling over the ground. This will prevent a 'sideways' landing and potential damage to the undercarriage. It is sometimes referred to as "kicking off the drift".

By painting your safe and imaginary white line on the ground before you join the circuit and reminding yourself to picture it frequently throughout, especially on the base leg and during and after the final turn, you will significantly reduce the risk of smashing into any solid obstacles during the ground run or having to apply emergency braking or steering after touching down.

If you don't understand any aspect of these safety points, or perhaps are slightly unsure, please ask any instructor, who will be delighted to help. This is really important, as it may prevent a nasty accident!

Thank you for helping to make Portmoak a safer place to fly.

Ricky Jackson

### **Two go solo on same day**

Two new members who joined the club at the same time last year have gone solo on the same day this year - 6th May 2010.

While the rest of us were voting in the General Election, Paul Maxwell and Colin Murray were in day 4 of the first gliding course of the year, and were assessed ready to go solo by course instructor Neil McAulay. They both completed their circuits successfully.

It's only the second time in Neil's gliding career that he has sent two pilots solo on the same day.

Paul and Colin both joined in March last year with the 'Learn to Glide' package, and then continued their membership.

Joining Paul and Colin on the course was Walking-On-Air member and instructor Steve Derwin, who is working towards upgrading from

Basic Instructor to Assistant Instructor. Pictured below are the team. Left to right are Colin Murray, Neil McAulay, Steve Derwin and Paul Maxwell."



**Class F? - roger that!**

We are deep in discussions with the CAA, NATS, the military and commercial operators about class F airspace. After an ICAO audit of the CAA it has to go (apparently its only for temporary problem areas while we've had it for 20+ years without a problem). The big issue that affects us most is N560D (the old W3D) between Glasgow and Inverness which is class F between FL60 and FL195 - right on the line of many of our wave cross countries and slap over Loch Tay. Right now class F means we should exhibit good airmanship by at least listening out on 127.275 and preferably calling Scottish on that frequency to let them know we're there. Obviously we need to know what the class F will change to. We (and the military) would like class G; while commercial traffic think that class A would be just fine for them. A sensible compromise will hopefully disappoint both extremes only a little. We do not yet know what the final decision will be - but there is a fighting chance that it will be Class E with some special add-ons. Those add-ons will be EITHER a transponder OR a mandatory radio area. The latter



means that we would call to tell ATC that we're there (NOT to ask IF we can enter). The changes when decided will probably take effect in April 2012 - the same date that our exemption for gliders not needing transponders above FL100 is due to expire (that's another battle altogether). So if you want to be doing wave cross countries after then and don't yet have a radio operator's licence this winter would be a great time to get one - the club may again arrange a course on friday evenings if there is enough demand.

As things get clearer we'll let you know - meanwhile doing that radio course just might be time very well spent.

John W

**Sizzling Flying at Por(k)moak!**

Wednesday the 23<sup>rd</sup> of June saw the second, hopefully now annual Wednesday Evening Bronze group barbeque -with a dash of flying competition thrown in for good measure. The motley crew was Allan Gillanders, Charlie Afrin, Mike Lithgow, Mark Wilson, Bob Adamson, Ken Donaldson, Scott Hardie, Vic Leitch, Neil Brown, Andrew Wilder and William Lane with CJH on tuggie duty. This year "Squadron Leader" Colin Hamilton set a challenge to the group of points for aero-towing broken down into: smooth ground run, wings level, good un-stick and level of PIO. Including a tow to 2000 feet, the pilots then had a ten minutes to complete a 360 degree spin along the farm track, points were deducted for spiral diving, coming out on the wrong heading and general artistic impression!!!! Once the spinning was done, it was get back on the ground time, with a compulsory ten second side slip on the downwind leg, followed by accuracy of 300 feet final turn and then a field landing mock up with points deducted for being off the centre line and through the far boundary, with a fair bit of procrastination about the legality of points if the near fence had been

“breached” but I’ll come back to that a little later! The conditions were actually fairly challenging with a falling cloud base, decent cross wind and wind gradient. Most pilots coped admirably although with the scoring rapidly descending into a hilarious hamburger fueled committee rabble the scoring ranged from 26 to -400 points with mobile phones and calculators all running out of battery power!!!! Launch point had that much scratching of heads, you would have thought we were working on the next generation of Large Hadron Collider! Anyhoo, the details of the scoring will be held under the official secrets act until our end of season dinner, so watch this space....

For the second year in a row though, much fun was had by all and many thanks to all who contributed once again, particularly our resident “legendary” chef Charlie Afrin, whose marinated chicken, fresh baked chocolate cookies and sterling work on the barbeque was worth going for on they’re own.

Other mentions must go to Bob Adamson who brought two bread rolls (it’s good to share Bob!!!) and the anonymous pilot who brought a punnet of cherries.....who brings cherries to a BBQ???? Great fun, roll on the next one!!!

### A weekend away!

We were both looking forward to it. It promised to be a busy and probably tiring few days, but non-the-less lots of fun.

It happened by coincidence really, as early on in the year we’d heard that Cliff Richard and the Shadows would be holding their last performance together. I can’t say that either of us had been a great fan of Cliff or the Shadows, but they had been around for the biggest part of our lives and it sounded like a good excuse to go into London for the evening and have a meal – you know – just a nice change really. Then on one of our many visits to Portmoak they mentioned holding a Ceilidh. We had been to one of these before and had thoroughly enjoyed ‘stripping the willow’ and the ‘gay gordons’. A wonderful evening that we enjoyed far more than we expected to and so thought it

would be good to go again.

When we looked into it, the dance was to be held the night after our Cliff and the Shadows concert. Well, we normally flew up anyway; so instead of going to Scotland on Friday evening we’d go Saturday morning. ‘It will probably be worth staying overnight in a Travel Lodge or similar rather than going home and then all the way back to Stansted’ said Dave. I agreed and made all the necessary bookings. We’d get to London during the afternoon on Friday in plenty of time to find a nice restaurant before going to the concert. Then travel back to an hotel at Waltham Abbey, just 12 miles from Stansted. This also meant that we would not have to be up quite so early in order to catch the plane. Return flights to Edinburgh were booked and car hire from Edinburgh airport was booked, as were a couple of flying sessions at the gliding club for me on the Saturday afternoon. Sorted!

The experience was to be anything but...

I forgot to mention that just a few weeks after we had booked everything, the ceilidh was postponed. We were disappointed but had booked everything so decided to go anyway.

The trip to London and the concert did go without a hitch and we enjoyed the evening, although we were rather bemused by the age of the fans. Cliff was on stage looking his usual youthful self while the auditorium was full of people like us aged and grey haired. It became particularly amusing when we all joined Cliff singing ‘the young ones’!

We even found the Premier Inn at Waltham Abbey without any problem and checked in ok. The room was spacious and pleasant. All was going well. We had arrived late; so we got the alarm set for the morning and went to bed.

It was on Saturday morning that the fun began.

We got up in reasonable time to get to the airport. We had checked in on-line so would be able to go straight to security and on to the required flight gate. We only had overnight bags which we would take on board with us. No need for big suitcases for such a short trip. However, on Easy Jet if you take hand

luggage you are only allowed one bag each; so there had to be room



in my overnight bag to stow my handbag before embarking the plane. Also all of our toiletries had to be in small quantities, not more than 100ml of anything and each and every bottle, cream, toothpaste etc had to put into a closable plastic bag of a specific size. These plastic bags have to be removed from bags and presented at security for screening. Poor Dave! He is very good, as on occasions I've mistakenly handed him the plastic bag with lipstick, foundation cream, mascara and hairspray rather than the more manly shampoo, toothpaste and shower gel. Anyway, off we went.

'We'll use sat nav' said Dave. I grunted some sort of response as I'm not overly keen on Tom-Tom and prefer the old fashioned method of a map....but ok, if that's what he wanted to do.

Twenty minutes later we were on a scenic tour of Epping Forest. Pretty as it was, time was getting on. Dave was starting to get cross. I said nothing but was getting a little anxious about the time. Then we came to a roundabout that looked more hopeful. A big junction with a few motorways running off it – Dave heaved a sigh – of relief I think, and we turned onto the motorway.

The wrong motorway.

It was the M11, and if you have ever travelled on this road you will know that there are no turn offs, garages or services of any kind for miles and miles. Some thirty miles later it was getting just a little tense in the car....

When we finally arrived at flight gate 84, the plane was about to leave. We had missed it!

So, having gone through the rigmarole of toiletries in plastic bags, lap top computer out of case and mobile phones out of pockets and so-on we found ourselves coming back out at the 'Arrivals' part of Stansted, not having actually been anywhere – well apart from Epping Forest and the M11.

The man on the Easy Jet desk said that there was a flight to Edinburgh later that evening or one to Glasgow at lunchtime. Lunchtime was better - or it was hardly worth going. Even then it would mean several phone calls had to be made to sort out the hire car being collected from Glasgow instead of

Edinburgh and being returned to Edinburgh as originally planned despite being collected from Glasgow. My flying sessions at Portmoak needed to be rescheduled as I was booked in for 2pm and we were not going to get there in time and so on.

We did get there eventually about 2.20pm. Not too bad in the circumstances!

The weekend itself was good fun. We like the place and get on well with the people. So we had a nice time.

And then came Sunday afternoon and preparation for our trip home.

We drove to Edinburgh and all was fine. As we had had such a rotten experience missing the plane from Stansted we were a little nervous and decided to get through security a little on the early side. As I said before, going through security is a bit of a pain, especially if like us you only have hand luggage. The bottled liquid must be no more than 100ml. It must be in a particular sized plastic bag. It must be presented at security along with your mobile phones and laptop computer. Shoes have to be removed. Belt off trousers removed. Jacket removed and so on. As well as that you have your handbag, which later has to be tucked away in overnight bag. Passports and boarding cards have to be available and and and....You feel as though you need 16 hands, you worry that you will drop or lose something and invariably, just to add further tension to the situation, there is almost always a huge queue of people behind you.

Well, we got to the x-ray machine at security. We did the striptease. We took off shoes, belts and jackets. Put phones in the tray. Took the laptop computer out of its case. Put all the toiletries into the little plastic bags. Handed over boarding cards - and, as always, tentatively walked through. When I walked through all the alarms went off. There was something in my pocket... the keys for our room at the clubhouse! I'd now have to phone and explain that I'd left with their keys in my pocket and not only that I would have to get them posted back to Scotland as soon as possible.

I couldn't believe it!  
Not the end of the world  
but annoying.





It didn't end there...

A little later we were informed that the plane had been delayed. No surprise with EasyJet – nine times out of ten they are delayed (though not when you want them to be) - but this time they delayed the flight three times. Now, I have this habit of always popping to the 'ladies' before we get on the plane so that I don't have to disturb anybody during the flight. As the flight was delayed three times – I popped to the loo three times. Anyway, to cut I long story short when we finally arrived back at Stansted, it was about 10.30pm and we had about an hour's drive to get home. As we got into the coach to take us to the car park Dave said, 'have you got the card for the short stay car park?'

As usual it was in my handbag but.....where was my handbag?

Yes, in the ladies' loos at Edinburgh airport along with our driving licences, debit and credit cards, cheque books etc.

After the initial panic, which wasn't helped by us being a little tired, I managed to stop the cards and phone 'Lost Property' at Edinburgh Airport who had the bag and it was intact! Phew...all was well. I just needed to write to them sending a cheque and security details and the handbag would be returned 'recorded delivery'. Which they have done, but the whole process took about a week. I thanked my lucky stars that the incident didn't occur a few years ago, when there had been a terrorist attack at Glasgow Airport. I'm quite sure if it had happened then my handbag would have been blown up!

Just to add insult to injury...while I was looking after the grandchildren the following day, Monday, our daughter, Sam, texted to say hello. She was travelling and as she often does phones Mum for a chat while waiting for a train connection or such like. On this occasion she was on her way to Flota in the Orkney Islands. When I asked where she was she replied 'Edinburgh Airport'. She was a little surprised when I replied 'Huh, so is my handbag!'. So, until the bag was returned and the new cards were issued we only had one debit card between

us. This should have been fine...after all it was only one

week! The following day I had the one and only remaining debit card in the back pocket of my jeans. I got into the car and as I sat down I heard a crack... The only card we had left, in my back pocket as it had been a hundred times before - snapped in two. Many times I have tried to destroy an outdated card and found it impossible... have always needed a pair of scissors ...but not on this occasion.

We didn't spend much money that week!

Needless to say my husband has been making one or two comments about the size of certain parts of my anatomy.

The next time we visit Scotland.....we're going by car!

Liz Russell

## BGA Newsletter July 2010

### SAFETY

Farnborough and RIAT. Two large, high-profile events take place this month: the Farnborough Airshow and the Royal International Air Tattoo (RIAT) at RAF Fairford. Temporary airspace restrictions are in place for both of these. For Farnborough, there are restrictions every day from 12th to 26th July in Hampshire, Surrey and the Berkshire and West Sussex borders. – see [http://www.nats-uk.ead-it.com/aip/current/aic/EG\\_Circ\\_2010\\_M\\_033\\_en.pdf](http://www.nats-uk.ead-it.com/aip/current/aic/EG_Circ_2010_M_033_en.pdf). There are further details, in the form of a NATS-produced briefing for CFIs (but applicable to everyone planning to fly in the area), at <http://www.gliding.co.uk/bgainfo/documents/farnborough-cfi-briefing.pdf>. For Fairford, restrictions from 14th to 19th July extend down to ground level from a few miles west of Aston Down to south of Kidlington – see [http://www.nats-uk.ead-it.com/aip/current/aic/EG\\_Circ\\_2010\\_M\\_035\\_en.pdf](http://www.nats-uk.ead-it.com/aip/current/aic/EG_Circ_2010_M_035_en.pdf).

### Airworthiness Directives.

The following ADs affecting gliders have been issued:

PW6U – EASA AD 2010-0108-E for a before flight and repetitive inspection of the PW6U aft tail plane attachment fitting. This airworthiness directive supersedes and cancels



BGA inspection 048-01-2010. Details at [http://ad.easa.europa.eu/blob/easa\\_ad\\_2010\\_0108\\_E.pdf/EAD\\_2010-0108-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2010_0108_E.pdf/EAD_2010-0108-E_1)

L-13/ L-13A Blanik - EASA AD 2010-0122-E (extending AD 2010-0119-E requirements to include L-13A aircraft) requiring a before next flight inspection of wing main spar and invalidating all aerobatic manoeuvres. Copy of the AD to be embodied into the Flight Manual. Inspection must be carried out and certified by BGA inspector. Airframe life survey report to be returned to Aircraft Industries within 15 days. This AD is an interim measure whilst EASA investigation progresses; further action may be required. See [http://ad.easa.europa.eu/blob/easa\\_ad\\_2010\\_0122\\_E.pdf/EAD\\_2010-0122-E\\_1](http://ad.easa.europa.eu/blob/easa_ad_2010_0122_E.pdf/EAD_2010-0122-E_1)

### GASIL

The latest edition of the CAA General Aviation Safety Information Leaflet, GASIL, is available at [http://www.caa.co.uk/docs/33/srg\\_gasil05of2010.pdf](http://www.caa.co.uk/docs/33/srg_gasil05of2010.pdf)

### GPS Guide

The GPS Guide produced by the Airspace Communication and Education Programme (ACEP) and referred to in the last newsletter is now available online at [http://www.airspacesafety.com/GPS\\_Guide/content/](http://www.airspacesafety.com/GPS_Guide/content/). The BGA believes that, used correctly, GPS is a significant aid to avoiding airspace infringements, particularly so in the complex UK airspace structure. The BGA is an active participant in ACEP and recommends this guide to all qualified glider pilots.

### REGULATORY

#### SERA

Following the recent consultation and the workshop on 3rd June, a SERA (Standardised European Rules of the Air) consultation comment response document has been published by Eurocontrol at [http://www.eurocontrol.int/ses/gallery/content/public/docs/ses\\_sera\\_final\\_report\\_v1\\_0\\_30062010.pdf](http://www.eurocontrol.int/ses/gallery/content/public/docs/ses_sera_final_report_v1_0_30062010.pdf). The BGA is currently reviewing the document to identify the ongoing key issues and to clarify the potential future impact on gliding. Further information will follow.

#### BGA

Child Protection Lead. The BGA is looking for a volunteer leader for Child Protection, to continue the good work of Phillip Burton. Ideally we need someone with experience of CP work in a relevant environment, and with understanding of CP legislation and practice. Full details of the role and requirements are at <http://www.gliding.co.uk/bgainfo/documents/cp-lead-advert.doc>. Please apply in confidence or request more information from Diana King: [office@gliding.co.uk](mailto:office@gliding.co.uk).

#### Class G Airspace Survey.

The CAA Airspace and Safety Initiative project has launched a survey to collect accurate data on the use of Class G airspace in the UK for the first time. This will enable bodies such as the CAA to have better information available when taking decisions on issues like airspace design. The information gathered will also be helpful to the BGA airspace negotiating teams. The BGA fully supports the survey and hopes that as many glider pilots as possible will participate at <http://www.surveymonkey.com/s/G5Z9BNB>

#### Date Information Placard

We are pleased to announce that the BGA has produced date information placards. These self-adhesive placards are designed to be displayed in the cockpit as an aide-memoir to help owners remember when their ARC, Annual Inspection and Insurance are due. The placards are entirely optional and are for guidance only. They are available free of charge in sheets of 10 from the BGA office. To save postage, we would be grateful if clubs could place a single order or, alternatively, if owners would group together when ordering.

#### Laws & Rules, edition 17

A fully revised edition of Laws & Rules has been published and is available immediately from <http://www.gliding.co.uk/forms/lawsandrules.pdf>. A printed edition will be available shortly from the BGA shop.

