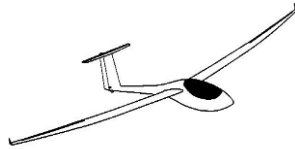


From the home of the *Scottish Gliding Union*

# Portmoak Press

**Editorial**

As we approached the Easter break, we could be forgiven for thinking we are already well into summer. What a contrast to last issue’s weather report! Members and visitors alike have been playing in thermals, ridge and even wave in recent weeks – let’s hope we can look forward to a long soaring season.



Regular contributor, Frank Smith, relays one particular flight in which a check flight almost ended in disaster – see “The Glider is not for turning” Colin Hamilton is looking for some instructors for Wednesday evenings see “Club News”.

Ever wanted to be on television? Here’s your chance to join John Bishop in his series “John Bishop’s Britain” on prime time BBC1. See item on page 4. I would like to thank everyone who has been helping my “Save the Discus – Fly the Discus” campaign. Since it came on line on 27<sup>th</sup> Feb, the club’s Discus has clocked up more than 52 hours (to Sat 16<sup>th</sup> April), which is more than a third of the target of 150 hours.

Walking on Air hosted an excellent evening at Strathclyde University in Glasgow last month. Brian Jones, the guest speaker, talked us through his epic adventure around the world in a balloon with fellow pilot Bertrand Picard – 29,000 miles in twenty days! March also saw the 73<sup>rd</sup> AGM and the CAA Safety evening. The latter event provided many thought provoking moments, particularly when seeing the short videos of pilot mishaps. Attendance was very high we were pleased to see microlight, hang-glider and power pilots in the audience.

Sally Woolrich is looking for some good photos for next year’s Kadet Calendar – see item on page 2.



The Green Hotel at Kinross is undergoing a transformation into a Golf and Spa complex. As part of this new initiative, we are delighted to be able to report that they will be offering our gliding packages as part of their outdoor activities scheme. Guests will be told about our facilities when they book their accommodation and, if interested, will purchase the appropriate “voucher” through our existing system.

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*. 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 2011**

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

**Words from the CFI****DG505**

This email has been sent out yet again due to the DG505 being launched with the back canopy unlocked. It is the duty of the PILOT IN COMMAND to ensure that the glider is fit for flight. If flying a two-seater, this must include that the seatback cannot foul the control stick, the straps are done up and the REAR CANOPY IS DOWN AND LOCKED, with the clear-view panel closed!

The pilot must do a walk-round of the glider before each and every flight to ensure that the glider has not suffered any damage in the previous landing or that a tail dolly has been left on by mistake.

**DAILY INSPECTIONS**

Please note that the minimum qualification for DI'ing any glider is BRONZE Badge. The DI must be signed for in the DI book. It is now a legal requirement to have a DI book in every glider.

**SHALLOWING APPROACHES**

It has become obvious that a large number of pilots are going too far back on the approach and also that many are opening the airbrakes as soon as they have lined up on final with the result that the airbrakes have to be progressively closed until the glider is touching down just inside the airfield boundary with little or no airbrake. This results in an unstable glider and can, and does, cause PIO.

The reference point must be chosen well into the airfield to ensure that there is room for error. Any pilot who demonstrates this problem **WILL RECEIVE FURTHER TRAINING.**

Bob Petrie CFI

**Club News**

**Expedition to HusBos** - Alastair and I are proposing a second expedition, to HusBos in August for their task week which is the 6th to the 13th. I'll be putting a notice up in the clubhouse. They offer both winch and aero-tow, the accommodation is fine, the food and bar are excellent and it was very well run last year, with plenty to entertain us on the non-flying days.

Sally Woolrich

**Winch Drivers**

To address the problem of the winch not launching during the Winch Driver's lunch break we are looking for volunteers to learn to drive the winch and take turns. Please get in touch with Ken Moffat or myself if you are willing to learn and help your fellow members.

Douglas Tait

**Kadet Calendar**

Having raised a tidy sum to help Kadet flying this year, we are hoping to get some suitable photos to do the same again for next year.

We felt the best photo was the one of the K6 with Portmoak in the background:

<http://www.flickr.com/photos/sal-woo/4953432737/>

This led to us hoping to get images with the theme 'Perth and Kinross from the air' - images with both a glider in, and a local landmark. Kinross, Balgeddie Toll, the farm shops, the grand house at Kinross and so on.

**HOWEVER**

Safety comes first. Please go in two-seaters, have someone else doing the flying while you take photos, and please also think about what you might be able to do before launching. Where is the sun? Where will you need to be? Where will the target (who should know they are the target) be? Also please consider the flying conditions - if it's very busy a photographic sortie might be inadvisable.

We will need to print the calendar fairly early to get a good discount, so there isn't much time to get your camera dusted off.

There is a small prize for the best photo - we will put it on the cover, and there will also be a little something at the bar.

It is fine to email small versions for us to view but, for printing, the biggest image your camera can produce will be what we are after.

Good luck to you all!

Sally Woolrich

### Instructors Wanted

We have 15 pupils signed up for Wednesday evenings and whilst not all will turn up on all evenings, most are keen as mustard to train for bronze, polish up their aero towing skills and practice towards BI ratings and the like.

These evenings work best when instructors can give a regular commitment to the whole summer session (holidays are permitted). This allows a small group of pupils to form good working relations with a limited number of instructors and progress can be quite rapid which is good for both pupil and instructors alike.

The pupils and I really would appreciate if someone could volunteer to help on these evenings. Perhaps even for just a block of say 6-8 weeks after which perhaps someone else could help?

When Tony Brown is rostered off shore and when Ian Norman is not rostered in the tug, then I am the only instructor left. I can't be in both the tug and a two-seater at the same time and supervise the solo flying that will be ongoing as well. We have had the offer of occasional help and this is most welcome.

However, without some additional regular commitment from another instructor, I am quite worried that our pupils will quickly become disillusioned and the ethos of the small efficient working team that has been so successful over the years will be lost. It might ultimately lead to Wednesday evenings being cancelled. Please help.

Colin Hamilton

### Land-Out Emergencies

Scotland's terrain is wonderful to fly over, but if things go wrong, a land-out in the mountains could have serious consequences.

When flying cross-country in the mountains we recommend that you carry food, water and a lightweight survival blanket. To call for help, a radio call on the emergency frequency 121.5 MHz is of course one option. You do *not* require an R/T licence to make emergency calls. If you don't know the precise wording, simply say, "Mayday, Mayday, Mayday" followed by your glider's full callsign ("Glider G-XXXX") and explain your situation in your own words.

Ideally you should carry a modern Emergency Locator Transmitter (ELT) or a Personal Locator Beacon (PLB) in order that emergency services can locate you accurately and quickly if the worst were to happen. The club has a PLB available for use in club gliders going cross country. There is no charge for carrying this device.

There is one other simple measure that's relatively easy to take. Take a moment now and put the number of RAF Kinloss ARCC (Aeronautical Rescue Co-ordination Centre) in your mobile phone. When you fly, make sure that your phone is *in your pocket*, not stowed somewhere in the glider, where you might not be able to reach it after a crash or won't be near it if you had to jump. For the same reason, attach the PLB to your parachute or otherwise carry it on your person.

You can of course call 999 as normal, but calling the ARCC direct might be useful. If you are in a remote area with poor mobile phone reception, you just might get a text through to the ARCC when a voice call won't work. Remember to include your Latitude and Longitude. The ARCC number is **01343 836001** and it does accept texts as well as calls. However, please be careful to avoid spurious calls - make sure that ARCC isn't at the top of your phone's alphabetical list or you may call them by mistake if your phone is unlocked and the call

button is pressed inadvertently.

We wish you safe, exciting and enjoyable



flying - but it is prudent to be prepared for an emergency that will hopefully never happen! Finally, as I mentioned during yesterday's AGM, please take the time to check that you have been logged down correctly *after each and every flight*, no matter how short. This will avoid the risk of the club calling out the Search & Rescue services as a false alarm at the end of the day's flying. The club has recently come close to doing so on two occasions. With thanks to John Williams for his helpful suggestion to publish the above advice on the ARCC, etc.

Ricky Jackson  
SGU Safety Officer (Flying)

**John Bishop's Britain**

WE ARE LOOKING FOR YOU TO TAKE PART. PRIME TIME, BBC1 – Comedian John Bishop is back.

We are looking for people all over Britain to interview about their funny, true stories from their lives. So wherever you are from in Britain, whatever you do for work, whatever your thoughts/opinions are... we want to hear from you.

If you'd like to take part get in touch NOW!

Email your contact details to:

[takepart@objectiveproductions.com](mailto:takepart@objectiveproductions.com)

Or call 020 7202 2343

(Send us your name, email address, contact numbers, occupation, location and a photo of yourself please)

We want to hear your stories/opinions on everything from food and music to fashion, friends, DIY and regional Britain. We also have a Christmas special – so get your funny Christmas stories in too.

**The Glider is Not For Turning**

All gliding instructors have tales they can relate of flights with students that proved interesting or perhaps even, dare I say it, frightening. This particular one was rather special, if that's the word to use. It's been a while since I sat in the rear seat, I used to use the maxim that as the glider descended below a thousand feet I needed to be on red alert, ready for immediate action

should our aspiring pilot lose the plot, above this height I always felt relatively safe. But it's not only the ab-initio who can cause the instructors' heartbeat to race, those with certain levels of experience have been known to create the same effect as this article will reveal.

I was duty instructor and we were flying from the west end of the airfield, winch launching into a brisk easterly wind and using one of the club's K21s. During the day I was approached by a club member who needed a check flight before going solo. Having checked his log book and given a briefing to the post Bronze 'C' pilot, we settled ourselves in the glider and awaited the cable.

During the briefing I'd told the pilot that I wanted him to fly a circuit as if he was on his own, he was to do all the decision making without reference to myself in the back seat.

The launch was fine, as were a couple of practice turns before the pilot joined the circuit at the high key point and at a sensible height. The pilot who I'll now refer to as George then commenced flying the downwind leg, which was to the south of the airfield, a right hand circuit. Speed control was good, glider trimmed out nicely and most importantly he was continuing with a good lookout. In fact so far all was copy book stuff, but this was to about to change! As we approached a point abeam the launch caravan with the glider well positioned I was thinking that George was doing very well and I even allowed my mind to dwell on a second check flight which would probably involve a simulated cable break or some other eventuality. Of course what I should have been thinking was how things could possibly go very wrong from this position.

The trouble is that the instructor can be lulled into a false sense of security given the impression that the guy in the front seat knows what he's about. In this case, the Bronze 'C' pilot having flown all the flight till now in an impeccable fashion, how could he now screw things up? The answer is easy.

Remember where we were in the circuit. I was now waiting for George to turn the glider onto the

diagonal then base leg. This is where instructors start to adopt an



involuntary lean in the direction they wish the pupil to turn. However George didn't turn at all but kept doggedly flying westwards. It was at this point that I reminded George he was the pilot in charge and responsible for all decision making. There was a murmured affirmative and a nod of the head from the front seat. Good enough, I was just making sure that we both understood each other. After that piece of prompting I was fairly certain that a turn across wind was imminent, which just goes to show how wrong one can be. We were now leaving the airfield behind at an alarming rate and still George, with wings level flew determinedly towards the motorway.

Now, most instructors like to give the guy in the front seat, especially if they are reasonably experienced, every chance to show they are capable of handling the situation. But screwing my head round I could see that it was time for God to take a hand or in other words, our fate was in his hands. With a "Oh Lord", I told George I had control and executed a smart 180 turn to the right and contemplated the view ahead. This was one of an airfield low down with water then trees between us and it. The water was Loch Leven and the trees were sturdy Scots Pine weathered by countless winter storms with toughened branches reaching into the sky and growing along the shoreline of the Loch. Time for another "Oh Lord". Now, we were flying into a head wind and it was obvious, at least to me that we were not, repeat not, going to get back, at least not at the speed we were flying. I could already see the accident report details - 'Instructor took over to late'. Only one thing for it! I pointed the nose of the glider at the base of the trees and piled on as much speed as possible.

There we were in this extraordinary situation, totally alien to ones normal mode of flying. Whilst we should have been descending with brakes extended to a well judged landing, instead here we were charging at the ground as if hell bent on destroying the glider and ourselves. Leaving it as late as I dared I pulled back into what seemed like a vertical ascent and rocketed up past those outstretched branches. As I leveled out with the tree tops safely below George came

to life and said "Shall I take control". I quietly replied not now George. From this point the extended glide back onto the airfield was a piece of cake.

A prominent member of the club was at the launch point as we were towed back and said to me, "What was that all about". I replied "You don't want to know"

And the moral of this little tale, which is absolutely true, though the pilot's name wasn't George, is "Always expect the unexpected", especially if you're a gliding instructor.

Frank Smith

### For Sale & Wanted

#### For Sale

Fully working SN10 system. 57mm vario display, 80mm control unit with daylight readable LCD. Speed to fly, moving map, airspace, thermal height bands, alternates, winds aloft. Works with most GPS feeds and will declare task to Volklogger or Flarm.

Latest v2.35 firmware and turn-points for UK loaded. Printed manual.

Small, cosmetic mark on LCD.

New SN10B costs £2000+

<http://www.ilec-gmbh.com/brochures/sn10pe09.pdf>

Offers around £750 (or £900 with new screen fitted at Ilec).

Alastair Mutch

07785 264511

#### Wanted

Second-hand parachute, current paperwork, 15 years old or less. Contact Mike Cartney,

[mike\\_cartney@yahoo.co.uk](mailto:mike_cartney@yahoo.co.uk)

or phone 01786 823118

