

From the home of the *Scottish Gliding Union*

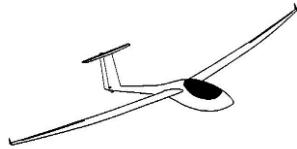
Portmoak Press

Editorial

The first item of news this issue has to be that the club is gaining more ab-initio members than at any time in recent years. Well done to Chris Robinson and a number of other instructors for their concerted efforts in encouraging course members to join the club. This excellent position does pose a few questions however – see John Ferguson’s item in Club News and Bob Petrie’s item on Instructors on page 3.

Next item of good news is that Colin Hamilton now holds the UK record for 300K O/R at an average speed of 134.45kph – well done Colin!

Thanks to some concerted effort by our club Discus pilots, I am pleased to report that we have chalked up 100 hours since we started the campaign in March. Our target is 150 hours in the twelve-month period and I would ask all Discus pilots to keep “Flying the Discus” as we are quite obviously “Saving the Discus”. I would like to point out that, despite some members’ views to the contrary, the club Discus is NOT limited to cross-country flying only. The purpose of the “Save The Discus” campaign is to increase the number of hours flown – and thereby increase the income for the aircraft. The income comes from hours flown NOT kilometres flown. While I am on my soap-box, I would like to say how disappointed I am at the attitude of some members towards the future of the Discus. I wonder why some of our very experienced pilots seem to forget how it was for them before they were able to buy their own “hot ships”, and had to rely on club aircraft? Let us all remember what gliding, and the SGU, is all about – it’s to have fun and enjoy our flying, and that will be different for every individual – not everyone is a cross-country pundit!



improvements to the roads and tracks around the airfield and huge thanks must go to everyone involved. However, as Craig Chatburn asks me to point out...

With the recent drier weather there seems to have been an increase in the speed at which people are travelling around our site. Can I please ask you all to observe the 10mph site speed limit. Over £8000 has been invested over the last year trying to increase the standards of our roads and this is being undone by people travelling too fast. Most vehicles, club and private, will run just under 10mph at idle in second gear – and it saves everyone’s fuel. It’s a win-win situation.

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

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I am sure you will have noticed the



Board Members 2011

Chairman	Douglas Tait
Vice-Chairman & Secretary	Alan Boyle
Treasurer	John Ferguson
Buildings & Property	tba
Technical	Craig Chatburn
Development Projects	Sally Woolrich
Marketing & Sales	Chris Robinson

Ordinary Members with Special Responsibilities

Safety (Flying)	Ricky Jackson
Safety (Airfield)	Andrew Gordon
Advertising & Portmoak Press	Ian Easson
Tug Master	Tony Brown
Cadets	Kate Byrne
Chief Flying Instructor	Bob Petrie
Airfield Maintenance	David Hyde
Airspace	John Williams
Child & Vulnerable Adult Protection	Fiona Scougal
Drainage	Z. Goudie
External Funding	Malcolm Chalmers
Hangar II	Ian Paterson
Membership Retention	Mark Wilson & Chad Henshaw
Promotion Events	Fiona Gillanders
Volunteer Tasks	Mike Cartney
Winch & Vehicles	Ken Moffat
Webmaster	Vic Leitch

Words from the CFI

Launch Failures Notice

THE DG 505 DOES NOT HAVE A CANOPY INTERLOCK SYSTEM AS FITTED TO THE K21

Simulated Launch Failures at Portmoak:

1. Inexperienced (below Silver-C) pilots may induce a simulated launch failure for



- practice purposes in a two-seat glider if pre-briefed and supervised by an Assistant or Full-rated Instructor onboard. The simulated launch failure must not occur below 50 ft aal.
2. Where practicable and irrespective of which pilot induces the simulated launch failure, launch failure practice at Portmoak should be conducted in a K-21 or similar two-seat training glider and with an Assistant or Full-rated Instructor onboard.
3. All ultra-low (below 50ft aal) simulated launch failures at Portmoak must be conducted as simulated winch power failures and pre-briefed and flown as a demonstration only by an Assistant or Full-rated Instructor. Where practicable, these should be flown in a K-21 or similar two-seat training glider and never in light-wind or nil-wind conditions in the DG505.
4. For the purpose of training or examining of instructors, simulated launch failures at Portmoak may be flown in the DG505 with a Full-rated Instructor or Examiner onboard.
5. No other simulated launch failure flights are permitted at Portmoak.

Notwithstanding the above, in the event of a real (non-simulated) launch failure, or other issue that requires the pilot to release the cable or tow-rope, he or she must do so without hesitation and irrespective of the type of glider being flown.

Bob Petrie - CFI

Words from the Safety Officer

To all SZD Junior pilots and instructors briefing them.

A recent accident in one of our Juniors at Portmoak was caused by the pilot's left hand accidentally brushing against the top of the trimmer whilst opening the airbrakes beyond the quarter airbrake position on the final approach. As his hand brushed across the trimmer, it pushed the knob downwards sufficiently to unlatch the trimmer from its detent and the action of pulling the airbrake lever aft

pulled the trimmer with it. The aft movement of the trimmer caused an unexpected rearward

stick movement (up-elevator) and the glider's nose pitched up rapidly. The subsequent recovery involved a pitch oscillation (PIO), which caused some damage to the fuselage on landing. I'm delighted to report that the pilot was uninjured and it is expected that the glider will be repaired without difficulty.

While flying any Junior, please take the utmost care to ensure that your left hand does not brush against the trimmer when opening the airbrakes and also ensure that the trimmer is fully engaged in its detent after each trim adjustment.

**Ricky Jackson
Safety Officer (Flying)**

Ricky has asked that the following BGA item be reprinted here:

Preparing a Glider for Flight; Rigging, DI and Pre-Flight Checks

Since October 2010 there have been 11 cases of gliders being flown in an unsafe condition arising from incorrect or incomplete rigging, the presence of loose articles, unlocked airbrakes that sucked open during the launch or unlocked canopies that detached in flight. It is fortunate that no-one has been killed or seriously injured.

Accidents of this kind can be avoided if:

1. Rigging is directed by a person experienced on the type, in accordance with the flight manual, and without interruption or distraction; general advice on rigging can be found in the BGA instructors' manual.
2. DIs are conducted by a person experienced on the type, without interruption or distraction.
3. The pilot carries out proper pre-flight checks, again without interruption or distraction.

Please do whatever you can individually and in your club to stop the current spate of these completely avoidable and potentially lethal incidents and accidents.

**Chairman, BGA
Safety Committee**



Peter Claiden

Instructors

I am pleased to be able to report that the club has bucked the trend down south and has been very successful in recruiting new members. The need has now arisen to increase the availability of instructors and suitable aircraft to meet the needs and aspirations of all members for pre arranged flying at weekends and, if possible, midweek. Some time ago, at one of our instructors' meetings, it was clear that the majority preferred to fill the need for instruction by volunteers from within our ranks. Chris is fully booked for weeks in advance and due to the fact that the DG505 is still offline the club has been using WA1 in the short term. The board is looking to make sure that we have enough two-seater availability for this welcome demand. Can I ask that all instructors consider their availability over the next three months and let me know what they can commit to. We need to ensure that new members are not put off due to not enough instructor cover.

If you wish to obtain a BI/AI/FI, renew an expired rating or upgrade to a higher rating please let me know so that I can organise the required training and/or make the arrangements with our SRE for a rating test or flying with our BI coach. Even if you have already spoken to me please email me as I do not wish to forget any requests.

Bob Petrie (CFI)

Club News

The SGU is in a very good situation compared to other UK gliding clubs at present, we are in the lucky position of having a very healthy ab-initio section with loads of demand for instruction. Our week day booked flying is very popular and we are booked up for months ahead. The holiday courses and instructional courses are doing very well, all in all a really good picture. But...

Given this demand we are experiencing problems meeting the instructional demand. We are

considering running an ab-initio course on Saturdays or Sundays. It

looks like we have choices to make to put things on an even keel:

1. Reduce the demand for instructors by limiting our ab-initio intake
2. Pester the hell out of our volunteer instructors to volunteer more.
3. Employ another instructor on week days or week-ends to service the ab-initio demand.

These are problems that most clubs in the UK would be biting our hands off to have; we actually have a growing membership!

I'm writing not as an instructor but as the treasurer, I'd really like to hear your opinions as to how you think we should deal with these challenges.

On another point, I had a very interesting conversation with a recently solo member who tells me we only have two club gliders. It seems that there is an opinion that the DG505 is not for general club use. Can I ask that this misconception is cleared up. The DG is available for any club member suitably qualified to fly it.

John Ferguson (Treasurer)

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

Walking On Air

Walking on Air is planning to hold a Lifting and Handling course to minimise any possibility of our helpers injuring or aggravating an existing back injury when helping disabled people in and out of WA1. The dates are to be fixed and we will let you know as soon as possible when they are. When finalised the (WOA) board request that all volunteers make every effort to attend to receive appropriate training in this important aspect of our support role. It would be great to see you all there.

Andrew Gordon (Secretary, WOA)

