

From the home of the *Scottish Gliding Union*

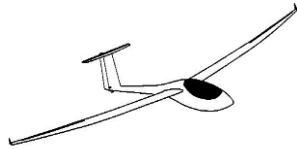
Portmoak Press

Editorial

Season's greetings, and another year slips away. As I write this editorial, I am comforted to note that the shortest day has already passed and I am looking forward to the summer already – well, we glider pilots are an optimistic breed! However, to balance things out, my pessimistic thoughts turn towards those bureaucrats in EASA land and wonder just how long we can keep up this never-ending fight. There is a very real threat to the future of our sport and, although the BGA is battling hard, it is the duty of every one of use to respond to whatever EASA throws at us next. Please don't rely on someone else to do it, in fact why don't you make it a New Year's resolution. I had hoped to get this issue out at the end of December but was out of action for a couple of weeks due to a family bereavement. So, part two of this editorial was written in the first week of January, a few days after some pretty horrendous storms which have left a few damaged buildings at the club. Please be careful around some of those buildings as it may take a few weeks to make them safe. I am pleased to see two new contributors take the time to write some material. Ross Stirling tells us about his first visit to the club – and we hope to see him back again this year. Peter Sharphouse has penned an excellent article on his recent aerobatics experiences.

****** Stop Press ******

I have just received notification from *Visit Scotland* (formerly the Scottish Tourist Board) that we have been awarded a **Four Star** rating as an **Activity Centre**. This is a hard won award and I would like to thank everyone who helped us achieve this award. In particular, I would like to thank Irene and Steve for their continued efforts in



maintaining clean and comfortable facilities at the club house – as this element came in for a specific mention by the assessor.

Just a reminder that this year's AGM is being held in the village hall at 16:00 on Saturday 17th March. I intend to put my name forward for election onto the Board and I hope you will support my application (blatant lobbying!).

On a lighter note, I have included a crossword in this issue – just to help you pass some time when you are not busy planning all those epic cross-country tasks for the New Year. The Answers can be found on the back page.

I am experimenting with an iPad version of Portmoak Press (Yes, a Christmas Pressie!) so might have the next issue in e-PUB format for e-Readers.

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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Board Members 2011

Chairman	Douglas Tait
Vice-Chairman	Alan Boyle
Secretary	Alex Rougvie
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

I am pleased to inform you that the club has managed to obtain the use of the SZD-54 PERKOZ two-seat demonstrator. It arrived on site in early December and we hope to retain it for a couple of months. Please take every opportunity to fly it and note the following:

1. The instruments are all metric ; Kms & Meters.
2. Approach speed is 110-120 Kms depending on the wind strength.
3. Max winch speed 125 Kms on a RED weak link.
4. The canopy is very tight to lock and requires to be carefully closed due to a poor fit.
5. The batteries are secured by velcro and it is very easy to cross connect the leads so care is needed!
6. When taking out or putting back in hangar it is possible to hit the tail on the roof so keep the tail on the ground.
7. At the moment there must be an AI/Full instructor on board. This is due to limited info re the insurance!
8. All instructors must have at least 1 check flight in the back seat by an instructor already checked out.

Enjoy the glider as it is here for a reasonable period of time.

Please note that we have a new design for Member Badges. Can I remind members to collect them and wear them when at the club.

I would like to take this opportunity to thank all Portmoak instructors for the hard work put in over the past year and wish you all a very Happy New Year for 2012. I do hope that the weather takes a turn for the better as it is more than overdue time for a good soaring season. The demand for our services appears to increase all the time and with EASA looming in the near future then things are only going to get even more demanding.

I would like to remind you that all visiting instructors must be authorised by the CFI before instructing at Portmoak whether they intend to fly their own two-seater and especially one of our own two-seaters.

I thought it might be useful to publish our current list of instructors:



Assistant Instructors

Boyle, A E	Ferguson, J C
Brown, A H	Jackson, F S
Caldwell, D J	Thompson, D E J
Derwin, S	

Basic Instructors

Birch, R C T	Easson, I K
Buchan, K A G	Forster, M D
Cervantes, S	Leitch, V
Clayton, P G	Pye, R J
Coats, D G	Simpson, G
Cook, J D	Williams, J D
Duncan, B	

Full Instructors

Byrne, K F	Jones, R S
Carruthers, M J	Laing, W
Dandie, I A	Marshall, G A
Fisher, J	McAulay, N T
Hamilton, C J	Norman, I F
Henry, J	Robinson, C
Irving, D R	Scougall, B D
Irving, N J	

Bob Petrie - CFI

Words from the Safety Officer

Extract from the current issue of GASIL (General Aviation Safety Information Leaflet) which is relevant to power aircraft and gliders:

There is no such thing as “a little ice”!

The AAIB’s Bulletin 6 of 2011 includes a report into an accident to a Gippsland Airvan, in which the pilot was seriously injured. The report concludes that the aircraft probably stalled while turning after take-off, and notes that the lifting ability of the aircraft’s wing would have been compromised by the frost which was present on its surface...

... We remind pilots of the need to ensure that every lifting and control surface is clear of any form of ice before take-off/launch. There is no such thing as “a little ice”.

Our CFI adds the following:



“Any icing must be cleared before flight. If the ice can’t be cleared then it is unsafe to fly. Please do not fly if there is any ice on the wings or tailplane and note that failure to comply will nullify your insurance cover.”

**Ricky Jackson
Safety Officer (Flying)**

My experience at the Scottish Gliding Centre

Last year at the age of twenty-nine, I was diagnosed with Non-Hodgkin’s Lymphoma type cancer. During this time I decided that once I had completed my chemo and radiotherapy I’d follow my dream – learn to fly. I have always thought that flying was out of reach for me due to the high financial costs involved. Last spring I was driving past Portmoak by chance and saw several gliders ridge flying. I was really intrigued so decided to check out the web site. I was really excited when I saw that gliding could be affordable compared to power flying so I decided to visit in person and find out further information. When I met Irene I knew I had come to the right place. The welcome was warm and informative. Although the office was not open during my visit, Irene went out of her way to explain the process and even invited me to stay for a coffee afterwards. It can be quite a daunting process visiting airfields and flying clubs, especially when some club members are not too keen to welcome new-comers – this was not the case at Portmoak thanks to Irene and her Mum Sandra.

With regards to my flying I decided to book an intensive holiday course as I wanted to gain as much experience during my holidays as possible. The course instructor was Neil McAulay who had a wealth of experience and made me feel at ease in the cockpit – although he was not shy to tell me off for doing something wrong! The holiday course was very enjoyable and I was able to meet many other instructors, members and volunteers during the week.

Although my work schedule has meant I have not had the opportunity to continue over winter, I will be returning in the New Year. My hope is

to continue working towards solo standard and contributing as a volunteer at the centre. Thanks again for a great flying course and I look forward joining you all again soon.

Ross Stirling

Aerobatics Experiences

Like a lot of glider pilots, the idea of aerobatics was quite appealing but apart from the occasional loop or chandelle it remained just an idea until April 2006. That was when I had the opportunity to do my Standard badge training at Portmoak with Joe Fisher and Neil McAulay. As usual for these courses the weather was not in our favour, but I did manage to get cleared to practice solo and returned a couple of weeks later to complete the badge flight. Since then I flew occasional aerobatic flights which were enjoyable but, because of the limited figures that I was cleared to fly, the sequences were rather limited and very repetitive.

This all changed in spring last year when I arrived at the airfield on one of those days where the sky is clear, wind light, not a lot of lift about but the DG and tug available - just perfect for aeros! Four tows to 4000 feet later and after an awful lot of loops, chandelles, steep turns and spins it was very clear that I had to learn some more figures.

After some research on-line and numerous phone calls I was left with a short list of Lasham or Saltby to get training for the Sports badge which is the next step up from Standard and would add Stall Turns, Quarter Clovers and Humptys to my repertoire. (Humptys are now part of the Standard course).

A provisional booking was made to do the course at Lasham but after thinking about the possibility of long launch queues at such a busy site I decided to arrange my training with Brian Griffin at Saltby instead. It just happened that I had been speaking with Steve Derwin about my plans and he decided to take up my place on the Lasham course - it turned out that the launch queues were not a problem.

While practicing prior to my course I was fortunate to get cleared to practice Humptys and managed to almost master these in time for the course. I say almost as the canopy down

versions seemed relatively easy to judge - pull up to vertical then at the right moment pull into the top of a Loop but with a vertical exit held for a moment then back to level.

The canopy up versions were a lot more tricky to learn ... into the vertical but then push into the start of an Outside Loop, to the vertical then back to level. It doesn't sound much different when spoken quickly but in practice the point in the vertical at which to push is critical and it is easy to end up pointing straight up but with speed rapidly reducing to a point where it is too late to influence what the glider wants to do! This is the point where doing nothing is NOT an option or serious damage could result in a parachute ride! With controls locked into the corners to protect the surfaces it all goes very quiet for a few seconds until the glider makes up its mind which way to fall and the nose suddenly changes direction from straight up to straight down! This is also the point where you find out just how well the cockpit was cleaned before the flight as any remaining dust and grass magically appear in front of your eyes - sometimes in them. (Now you know why I carry my little vacuum cleaner with me when getting ready).

The training was initially due to start in mid June but the forecast looked so bad I rescheduled with Brian for the week starting 27th June and set off for an unfamiliar part of the country with high hopes of great weather despite another dubious forecast. Monday evening was almost over by the time I reached the airfield and the clubhouse was closed for the evening however it didn't take long to locate Brian in his caravan and over several cups of coffee we discussed the plan for the next few days before I headed off to find the local Inn where I was booked for the week.

On Tuesday the day started with low cloud and drizzle so the prospect of flying was pretty poor but the day was not wasted as I needed to register as a temporary member and Brian showed me around the airfield, introduced me to other members and generally did as much preparation as possible while

waiting for the weather to clear. While showing me around one of the



hangers I couldn't help noticing a Fox, partly covered but very distinctive even in the darkness of the hanger - wow! I had seen pictures of them but this just looked so special and of course I mentioned to Brian that it was on my wish list to fly in one someday.

By mid afternoon we gave up on the weather and agreed to try again in the morning so I spent a while exploring the airfield before heading back to the Inn. Saltby airfield was an active RAF station during World War II, with British, American and Polish squadrons based there. Over the years most of the original buildings have been demolished and the original three concrete runways reduced to one main (07/25) and half of one of the others (02/20). The airfield is now occupied by Buckminster Gliding Club who carry out aerotows from the 25 end of the concrete runway and winch operations from a grass runway alongside it. The 07 end of the main runway is now part of a farm and is covered with very large hay bales but with runways this long it still leaves plenty of room for glider operations.

Wednesday morning looked much more promising and by 10 o'clock we had the K21 lined up behind the tug and were ready to go! How nice to be accelerating along a smooth concrete runway after so much anticipation and as we climbed away Brian gave me a running commentary on the surrounding area and landmarks which are so important in this flat landscape and so different from our site at Portmoak with its conspicuous features in almost every direction.

We would be keeping to the north of the main runway and practicing our aerobics parallel to it. Having completed our pre aerobatic checks and released from tow at 4000 feet, my initial task was to demonstrate the figures that I already knew so off I went on a short sequence of figures, by now very familiar to me... check parallel with runway, nose down 45 degrees, check angle with the wingtip triangle - hold the angle as speed building - wind noise increasing, pull to level at 110 knots, hold level then pull into Loop, wings level as horizon comes into view inverted - good we're still parallel to runway,

easing off back pressure on the stick to maintain shape then steadily increasing again until we snap to the horizontal line again at 110 knots. Hold level again then pull to 45 degrees up, roll 45 degrees and fly round the Chandelle, wings 90 degrees to the horizon as we reach the high point then checking that we're lined up in the opposite direction and pointing 45 degrees down as speed builds up once more..... snap to level again this time at 120 knots. OK let's be brave and go for the canopy up Humpty! Pull up, check the triangle for vertical then push the stick all the way forward and ... over we go, sweet as a nut into the vertical down line before pulling back to the level again this time at 90 knots for a final 360 degree Steep Turn - big sigh of relief ... it all worked.

This time it's Brian's turn to show me how to fly a Stall Turn before handing it back to me for a couple of goes during which I found that my Humpty practice at what to do when everything goes wrong came into good use. As with all glider aerobatic flights they are over much too soon as we were now getting close to our 1500 feet minimum height so it was time to land.

On the second flight Brian introduced the Quarter Clover as an alternative to a constant stream of Stall Turns and by the end of the day, with 2 more flights under my belt, things were beginning to take shape. The Stall turns were working almost every time although exit lines rather erratic and the Quarter Clovers working but again with erratic exit lines ... very frustrating to arrive at the inverted part of the Clover and realise that the exit line is not going to be lined up as planned.

Driving to the airfield the following morning I was filled with high hopes of completing my training as planned so I was feeling pretty good but had no idea of just how good I would feel later in the day! The morning went well and after two more flights with Brian, my training was complete - I could fly the figures reasonably well and end up pointing in the right direction so it looked like I would soon be heading home with the objective complete.

After we had put the glider back in the hanger Brian introduced me to



Paul Watson who is a Fox syndicate member and told him that flying in the Fox was pretty high up in my wish list. Needless to say I was delighted when he offered to take me up for a flight.

When we opened the hanger doors and removed the covers from the Fox it became clear that my initial impression earlier in the week didn't even come close to how I felt now - it was just fabulous and so perfect for the job it was designed for... symmetrical wings with no dihedral, short chunky tail boom, low tailplane, large control surfaces, just the minimum instruments and as a backup to the harness a second independent lap-strap! I couldn't help thinking that this would be very reassuring when pulling negative. And to cap it all the glider registration ... G-CFOX With checks complete, me very securely strapped into the front seat and Paul in control we were finally airborne behind the tug and on our way. Once past 1000 feet Paul casually asked if I would like to fly the tow. How could I refuse! Having imagined all sorts of instability due to the lack of dihedral it came as something of a surprise to find the Fox very pleasant to fly - so far anyway!

As we approached 4000 ft. Paul took control once more, carried out his pre-aerobatic checks and lined up for the start of a very impressive sequence ... after a speed gaining down line he pulled up into a "Reverse Half Cuban" rolling to inverted then as speed fell away at the top pushing into an inverted spin. From there it was an exciting series of figures including rolls, inverted turns, Cuban Eights, flicks and Stall Turns all carried out so smoothly and with minimal G it was an amazing and inspiring thing to experience - so different to my clumsy sequences. Once again, gravity won and we were heading back to the circuit with Paul explaining the need to fly a fast circuit and 70kts minimum approach to keep the Fox's potential to enter an accelerated spin at bay. Apparently up to 1000 feet can be required to recover - Gulp!

Back on the ground the offer of a second flight could not be refused so 20 minutes later we were back at 4000 feet and this time Paul suggested that I have a go at some of the figures. Starting with a nice simple Loop to

get a feel for the aircraft, gradually working through my repertoire and ending with a very sloppy Slow Roll was an amazing experience and my feeling of exhilaration as I flew the Fox was something I will always cherish.

Fox back in the hanger, thanks to all said and still feeling pretty hyper it was time to head off on the long journey home... thoughts racing through my head ... the sheer pleasure of flying ... visions of gently gyrating around the sky... perhaps even enter a competition ... better find a subtle way of explaining to my wife that I might be away more often!

My thanks must go to everyone at Buckminster Gliding Club for making me feel so welcome, to Paul for his generosity in giving me such amazing flights in the Fox and especially to Brian Griffin for giving up his time to teach me the new figures.

Peter Sharphouse

(What Pete does not mention is that he did indeed enter an aerobatic competition – but I am hoping that will be the subject of another article [hint-hint] Ed)



Pete in front of "The Fox"



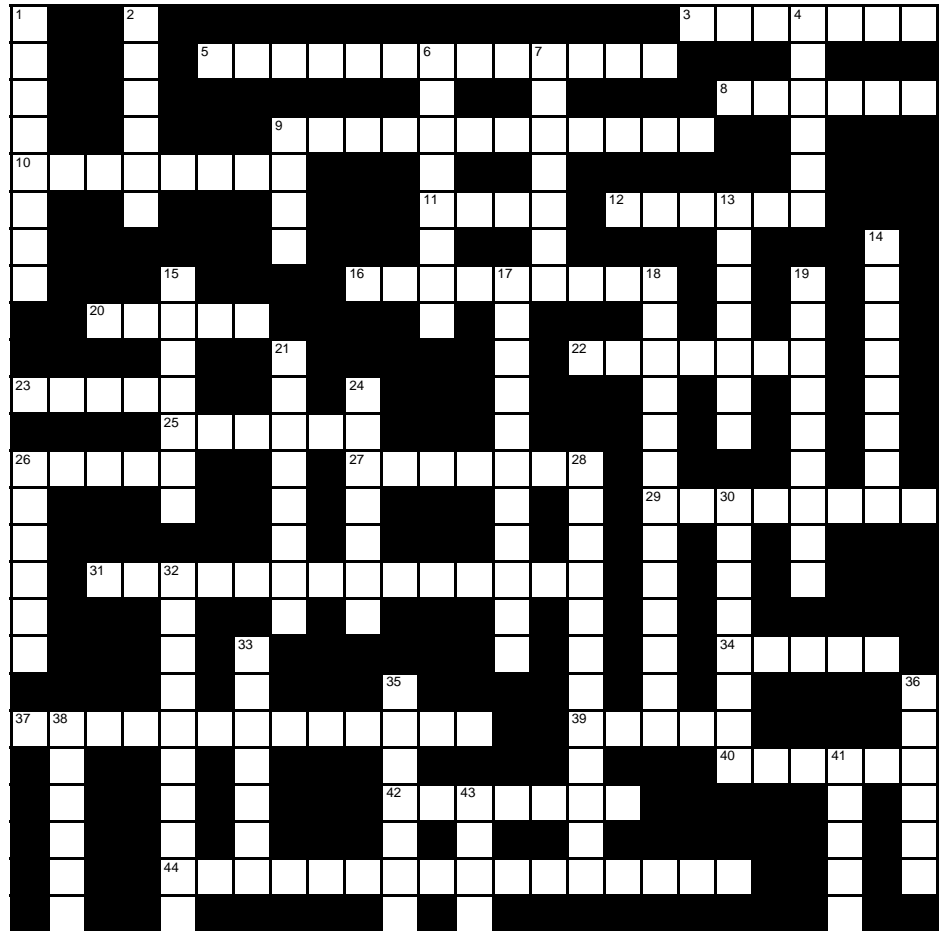
Crossword

Across

- 3 Keep an eye on this, and don't get lost. (7)
- 5 The final check. (13)
- 8 The daily read. (6)
- 9 Avenger fat lip - moved by degrees. (8,4)
- 10 A crabbing approach. (4,4)
- 11 Cruise control. (4)
- 12 You're on your own, young 'un. (6)
- 16 The flashy signaler. (5,4)
- 20 It's a plane LED. (5)
- 22 Water or lead? (7)
- 23 Side by side but watch out for EFATOs. (5)
- 25 First real badge. (6)
- 26 Phonetically, it the first. (5)
- 27 Shh! Can you hear that engine? (7)
- 29 You've got to get this right. (8)
- 31 Black box? (6,8)
- 34 The gas guzzler. (5)
- 37 Oh what a stick of joy! (7,6)
- 39 Save the planet, but watch your speed. (5)
- 40 Don't throw this away. (6)
- 42 Keep a note. (3,4)
- 44 You'll need a signature from one of these. (8,8)

Down

- 1 On the pole. (4,4)
- 2 Follow the Piper. (6)
- 4 Instructors' language. (6)
- 6 Height above the sea. (8)
- 7 Updraft or underwear? (7)
- 9 Licence to fly. (4)
- 13 Too close? Too windy. (7)
- 14 Is your back-end slippery? (4,4)



- 15 A Long Cloud. (4,3)
- 17 Only if you get all three legs. (6,5)
- 18 The source of that cold North Westerly. (5,8)
- 19 A three-handed "clock". (9)
- 21 Stick them on and make it longer. (8)
- 24 You should have been here yesterday, and it'll be better tomorrow. (7)
- 26 Home of the UK Mountain Soaring Comp. (6)
- 28 The competition law. (8,4)
- 30 You might encounter this all the way to base. (4,4)
- 32 The original back-seat-driver. (10)
- 33 Wing drop at the start? (4,3)
- 35 Satisfied feline? They know, you know. (4,3)
- 36 The Hill. (6)
- 38 Feeling high? Take a breath. (6)
- 41 The slack is all out. (5)
- 43 G-RASH (4)



Crossword Answers

Down: 1 Wind Sock, 2 Pawnee, 4 Patter, 6 Altitude, 7 Thermal, 9 NPPL, 13 Isobars, 14 Tail Skid, 15 Wave Bar, 17 Silver Badge, 18 Polar Maritime, 19 Altimeter, 21 Winglets, 24 Weather, 26 Aboyne, 28 Sporting Code, 30 Tail Wind, 32 Instructor, 33 Pull Off, 35 Full Cat, 36 Bishop, 38 Oxygen, 41 Cable, 43 Grob.

Across: 3 Compass, 5 Eventualities, 8 NOTAMS, 9 Negative Flap, 10 Side Slip, 11 Trim, 12 Junior, 16 Aldis Lamp, 20 FLARM, 22 Ballast, 23 Falke, 25 Bronze, 26 Alpha, 27 Antares, 29 Attitude, 31 Flight Recorder, 34 Winch, 37 Control Column, 39 Green, 40 Discus, 42 Log Book, 44 Offical Observer.

