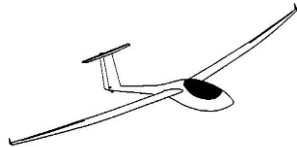


From the home of the *Scottish Gliding Union*

# Portmoak Press

**Editorial**

Spring has sprung, clocks have changed and even the evenings are getting lighter but snow and storms came back during March and April – just to remind even the most optimistic of glider pilots that we “should always expect the unexpected”. Despite the weather, some excellent flights (and field landings) have been achieved by SGU members and the early visitors.



However, no sooner had the last issue of *Portmoak Press* gone out when we heard some bad news: *It is with regret that we announce the sad passing of Harry Fleming.*

*Harry was a member for some time, a great stalwart when the Wednesday group was on the go. I'm sure every time he visited the club he went away with something to make or mend on behalf of the club. His love of vintage motorcycles and racing them made him many friends, some of the bikes he rebuilt were quite a feat of engineering. I remember travelling down to Exeter with him to collect the latest Junior FFY, on the way back passing Bristol, he asked if I minded taking a small detour to collect an Italian tool roll for a rebuild, detour was via a village east of Stanstead, added about 5 hours to the Journey.*

*Our thoughts are with his family at this time.*

**Craig Chatburn. In this issue:**

The club held its annual Awards Evening in March and many members collected well deserved silverware, although I'm sure they will agree that the most poignant moment was when Harry Fleming's daughter, Fiona, came forward to collect the *Darren Powell Shield* on behalf of her dad. A full list of award winners can be found on page 3.



The AGM was held in March with the following office bearers appointed: Alan Boyle (Chairman), Ian Easson (Vice Chairman), Alex Rougvie (Secretary), John Ferguson (Treasurer), Sally Woolrich, Chris Robinson, Hamish Eagleton, Neil McAulay, David Dodds & Malcolm Chalmers. Areas of responsibility are in the final stages and will be posted on the notice board when completed.

In this issue, regular contributor, Frank Smith, tells us why West is Best and we have some “stropy” word of wisdom from Steve Boston. We have the usual Club News section, some words of wisdom from the CFI and Safety Officer and the latest BGA Newsletter.

If you are considering contributing to our club mag, and need some “motivation”, can I draw your attention to the first item on the next page, and then read this next paragraph.

My usual plea to all members, new or old, experienced or ab-initio, regular contributors or not, to consider submitting material for *Portmoak Press*, should read the first item on the next page. 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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### Motivation to write an article

Although I know, that you know that I am always on the lookout for articles and stories for *Portmoak Press*, I wonder if you know that the editor of another gliding mag (with almost as big a circulation as *Portmoak Press*) sometimes takes an interest in our stories too. In situations like this, I offer the (other) editor exclusivity and defer publishing in *Portmoak Press* until after her mag has been published. Confused? Although I can't tell you about the story in question, I can reveal that the (other) editor is Susan Newby, and the "mag" is the "Sailplane & Gliding". So, look out for the next issue of S&G for an exclusive story from an SGU pilot.

Ian Easson

### Words from the CFI

The SZD-54 PERKOZ two-seat demonstrator was flown by many pilots during the few weeks that we had it on site, and most pilots commented on the ease of use and general handling of the aircraft. Thanks to everyone who flew the aircraft and provided the feedback.

Can I remind all pilots to make sure that you are logged down after your flight, even when flying your own or syndicate glider. At the weekend the duty instructors had to check out a number of gliders which appeared to have not returned to Portmoak at the end of flying. As well as providing information for our accounting system, the log is used to make sure we can account for all aircraft, and forms part of our "Duty of Care".

Bob Petrie

### Words from the Safety Officer

There was a recent incident when the wingtip holder said "CABLE LIVE" and the signaler took this to mean ALL OUT. This resulted in the launch taking place while there was still slack in the cable. This is dangerous and could also damage the glider.

Under no circumstances use the words Cable Live.

Once the cable is attached to the glider and the wings are level and, if safe to do so, signal and shout TAKE UP SLACK - when the

cable is tight, signal and shout ALL OUT.

We have had a few sudden changes to the local weather recently and, in some cases, this has resulted in a number of gliders all arriving back at the field at the same time. Pilots flying locally can see the approaching weather and need to make an early decision to return to the airfield before a) the weather arrives and b) the airfield gets congested.

Ricky Jackson

### Club News

#### Friday Evening Lectures

This winter's Friday evening lectures have come to an end and a massive thank you to all who attended and, in particular, to the lecturers: Alan Boyle, Bob Petrie, George Ross, Joe Fisher, John Ferguson, John Williams, Kate Byrne, Matt Stickland, Neil McAulay, Peter Sharphouse, Ricky Jackson, Sant Cervantes. Watch out for next year's schedule.

Dave Thompson

#### Friday Evening Flying

Friday evening flying will start from Friday 6th April. Open to all members, whatever stage your flying is at. Friday evenings are laid back and make a good end to the working week, so come along and ENJOY yourself. Winch and aero-tow are normally available along with suitable instructors, including aerobatics for the more adventurous.

Douglas Tait

#### Recent Achievements

Just in case you are not aware, there is an Achievements Sheet on the notice board in the clubhouse. Details get copied to the S&G editor ahead of every issue. As it says on the sheet: "If you don't tell me about it - I can't write about it".

The following people are to be congratulated for their recent achievements: Brian Thorburn (Solo), Gary Le Sueur (Bronze), Alex Rougvie (Silver Height & Duration), Martin Phillimore & Martin Fuller (Silver Distance, Gold Height & 100k O/R), Evan Pole & Mike Lithgow (Gold Height).





2011 Awards

We held our annual awards night dinner in early March. Trophy Winners were: John Dunnington & Don Irving (Thorburn Two-Seater), Santiago Cervantes (Boyle Altitude & Height Gain Ladder), Colin Hamilton (Marshall 100km Triangle), Colin Hamilton & Martin Phillimore (Penswick), John Williams (Parker, Sutherland, Lomond & McClay Championship), Z Goudie (Docherty Distance & Hot Wings), John Galloway (Copeland), Johnny Paterson (Junior Ladder & Nick Wales Cup), Alastair Mutch (Green), Harry Fleming [posthumously] (Darren Powel Shield), John Riley (Instructor's Quaich), Alex Stevenson (Service Salver), Fred Joynes & John Dunnington (Golden Towball).

Our guest speaker for the event was an old school pal of Douglas Tait's - John Bolton (aka Wee Boltie). John enthralled the audience with extraordinary tales of his time as a test pilot. Having tasted flying in the ATC and the University Air Squadron, John

became a test pilot with the RAF before joining Airbus. He has test-flown most aircraft including the Airbus A380 (if he ever writes a book – that would be a great read). The photo above shows, John at the left end of the second row – but can you spot our recently retired Chairman in the photo? In addition to the award winners mentioned earlier, I would like to add my personal thanks to Irene, Steve, Sandra and the whole team who provided the excellent meals and service on the night. I know they always put in a tremendous amount of effort for these function nights and we really do appreciate that. Thank you.

Wanted - Cross-Country Retrieve Crews

One of the worries I had when first going cross country was heading off without having arranged for anyone to come and get me if / when I landed out. I wasn't the only one bothered by this so, after a discussion on the forum, it was agreed to put up a board in the clubroom to



which people willing to retrieve could add their names on a daily basis. The board hasn't been particularly effective being out of immediate sight – beside the computers – and I, for one, always forget to put my name up on it when I arrive.

At a recent Cross Country Meeting, I agreed to put together a list of people, together with their mobile numbers, who are willing to do an occasional retrieve. A copy of the list will be given to everyone on the list as well as being put on the retrieve board. It's meant to reassure new cross country pilots that there is a band of like-minded individuals only too willing to come and get them as well as making it easier for someone answering a land-out phone call to contact a volunteer - even in the absence of Irene. Several club members did point out at the meeting that no-one would ever be left in a field after a land-out as there is always a pool of people happy to go – indeed virtually all club members. Whilst I agree with this I still feel that having a list in plain sight helps encourage early cross country pilots that a land-out is not a problem and does reduce at least one of the possible reasons not to go.

If you are willing to put your name on the list please email me with your mobile phone number. If you want to indicate when you are normally at the field, that would be helpful too – e.g. midweek only, Sundays.

It's worth reminding everyone about the members' forum where a lot of the active cross country pilots post tips on likely good days coming up.

<http://forum.sgcmembers.co.uk/>

You do have to register (using your name rather than a pseudonym) but this is quick and pain free.

**Alastair Mutch**

“time to get stroppy!”

At the launch point we keep only two of each colour - including of course whatever is on the end of the cables. All spare strops are kept and controlled by the winch driver, for the following reasons:-

Firstly, if a strop breaks during a launch we replace it (at the winch-end) once the cable is wound back in. Secondly, experience has shown that extra strops lying about at the launch point can result them being lost and, worse still, some are only "found" days later by the grass-cutter.

With our system we find out right away if anything is missing and we can properly control the stock. In order to satisfy the daily launching demands of the club, the winch, equipment and drivers need to be properly maintained and some support in this area is always welcome. Although we make and repair strops ourselves, there is a huge cost implication both in terms of equipment and time. Of course, we try to repair/renew strops during “quiet spells” but inevitably we find ourselves needing to repair strops before you can launch. We do expect strops to break at the weak-link - that's what they are designed to do – but when they get “eaten” by the grass-cutter or frayed by ill-handling, the repairs are more costly.

Please treat the strops with care, treat them as though you are about to be launched with them yourselves.

Do not twist or coil them tightly. Lay the cable out carefully before each launch so that it can't tighten round into a knot when the tension comes on.

Treat the strops with the respect they deserve – and help us give you a dependable service.

**Steve Boston**  
**Chief Winch Driver**

## Winch Launching Strops

At Portmoak we use a simple and logical system, devised by me several years ago, to ensure that there are adequate numbers of each coloured strop held at the launch-caravan. For the benefits of some of our newer members (and some older ones) here is a summary of “how we do it” or



### East is Least and West is Best

There's an old saying connected with compass swinging, magnetic fields and the like which quotes the above. But back in September 2011 the reverse held good when East was best - nothing to do with variation this time though.

The Metrological Office had issued weather warnings of very strong winds accompanied by torrential rain as parts of Britain were to be subjected to the remnants of Hurricane Katia which had caused havoc in the US. Monday was the day nominated, and we could expect gales with wind- speeds up to 80 mph.

It certainly got rather draughty for a while in Edinburgh but generally the eastern side of Scotland suffered less than the west coast. Then the winds abated, the sun reappeared and by Wednesday it was time to play again.

I'd just arrived at the club and parked in front of the hangar doors when John Williams drove up alongside and suggested it could be quite a useful day with conditions improving. As the day progressed, John was spot on with his forecast. With a brisk westerly the Bishop was working to a reasonable height. But the transfer to the obvious wave higher up took a frustratingly long time to achieve. Gradually clawed my way up to 3000 feet and then a little more and the Vega and I settled into a steady wave climb pushing out towards Perth. Need for care now as we slid under the airway P600 with its base at Flight Level 85.

Flying on a northerly heading from the club I was now confronted by a wave bar stretching for ever across the sky and smack in the direction I wanted to go. Over or under? I chose over and, with some negative flap selected, I pushed the Vega towards this wall of visible water vapour. For a while I thought we would make it and then suddenly we encountered a waterfall of descending air and just as suddenly we were dropping like a stone. No heroics here, just a smart retreat.

Looking at my watch I realised I'd been in the air a couple of hours, time to land and see if other syndicate

members wanted to fly.

On the ground and no sign of any of the other three. Phoned Jim, he's nearest but no reply, left a message. Tea and food and still nobody turned up. Conditions if anything had improved. What to do? Only one thing to do. Back on line and waiting for a cable.

The Bishop was still working like a train and effortlessly we're soon at 2000 feet. But once more, just like the morning, transition into the wave proved frustrating. With the others I searched out the tiniest bits of lift to gain height. Then I happened to glance across at Benarty which had a bar forming just downwind of its crest. A quick look at the Loch's surface and I realised there had been a slight shift in the wind and there was now a definite northerly component.

It was worth a try. Crossed over the airfield at just over 2000 feet and flew along the hill and, as we reached the western edge, ran into a very strong thermal which took me to 4500 feet. From here I could now see that there was a wave bar forming and running right down to Crail on the coast. With D class airspace to the West, it was going to be east is best. The front of the bar was forming up a few miles inland and the lift was very strong, 8 kts on the averager. Approaching Largo Bay, which was off to starboard, the glider was passing through 8500 feet and I kept on climbing to 10300 feet. All wave climbs, I find, energise all sorts of emotions in me, perhaps it's the reduced oxygen levels, though I rather feel it's the remoteness and the sheer beauty of flying above the clouds. Sitting there with the whole of the Kingdom of Fife laid out beneath was indeed a spiritual uplifting experience and to think that this was all possible due to a pair of plastic wings allowing the laws of aerodynamics to perform.

The next significant wave bar was perched way off to the north on the far side of the Tay Estuary. With so little cloud in evidence I could see a great deal of the land mass below. Heading north now I could see Leuchars airfield with Dundee stretched out

along the shores of the Firth of Tay and, further afield still, the Glens



and high ground of Perthshire and beyond. Time to go home - literally. I'd had my fun. Just headed the Vega towards Portmoak and enjoyed a straight glide back to the airfield, losing 4000 feet on the way. Came over the Bishop at 6000 feet and watched for a while the impossibly tiny images of white winged gliders sliding along the hill. Stood off from the airfield and quickly descended using the Vega's exceptionally powerful brakes, into the circuit and we were down. What a flight, two hours spent joined with one of nature's spectacular phenomena, almost a surreal experience. As I towed the glider past the launch point and back to the hangar I noticed everybody had adjourned for tea. Later I heard that those flying in the early evening were rewarded with climbs in excess of 12000 feet. I hope they enjoyed the experience as much as I had, I'm sure they did.

I was chatting to one of the members a few days later about this particular flight and we got to discussing whether we favoured a good wave flight or one using thermals. When you consider each they are completely different in their makeup. Using either of these forms of lift brings differing decision making. I suppose this is what makes our sport so fascinating. What do I favour? I really couldn't say, both have given me some marvellous flights. Sitting high, wide and handsome in wave, well maybe not handsome, takes some beating. But perhaps running cross country under a perfect summer sky might have the edge.

Be interesting to know the membership's views on this one.

*[So, do you prefer wave, thermal or ridge? We have it all so please let us have your comments – Ed]*

## BGA Newsletter - March 2012

### SAFETY

#### Red Arrows

The first set of Red Arrows dates for 2012 has been announced, together with details of the areas of temporary restricted airspace – RA(T) - established to protect the Reds. Details of the RA(T)s are given in AIC Mauve 11/2012 available via the NATS/AIS web site at <http://www.nats-uk.ead-it.com/public/index.php.html>. As always, the BGA urges all pilots to ensure that they know about these areas of airspace and make sure that they do not cause any infringements, inadvertently or otherwise. Throughout 2012 we will, again, be maintaining a calendar view of all RA(T)s announced at <http://www.gliding.co.uk/bgainfo/airspace/rats.php>

#### Olympic Airspace

The first set of official supplements to the UK Air Pilot (AIP) on the airspace changes during the London 2012 Olympics has now been published. The supplements are the legal notification of the temporary changes to controlled airspace in areas around the London Terminal Control Area which will be in place from 16 July to 15 August 2012. Some of this controlled airspace will be in low levels of what is currently Class G airspace. Pilots operating in this area during the Olympics period need to be aware of these changes. Full details are at <http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&newstype=n&mode=detail&nid=2094>. General information about Olympic airspace is at <http://olympics.airspacesafety.com/>

#### Airworthiness Directives

Grob 109/109B – Tail Plane Inspection. EASA has issued AD 2012-0027 for the inspection of the horizontal stabiliser nose attachment plate located in the vertical fin, Ref: MSB 817-058. Part A: external inspection within 10 flight hours or 2 months and repeat every 100 flight hours. Part B: internal

inspection at next 50 hour check or within 3 months; repeat every 100 flight hours. Note 1:



Part B requires an access panel to be installed, Ref: MSB 817-060.

Note 2: Certification of Parts A and B and installation of the access panel to be carried out by a BGA authorised inspector. Details at [http://ad.easa.europa.eu/blob/easa\\_ad\\_2012\\_0027.pdf/AD\\_2012-0027\\_1](http://ad.easa.europa.eu/blob/easa_ad_2012_0027.pdf/AD_2012-0027_1)

### GPS Jamming Trials

GPS jamming trials over the next couple of months have been announced, as follows: 5-9 March, Spadeadam potentially affecting NW England, SW Scotland, and as far south SE as Leeming (see AIC Pink 010/2012); 26-30 March, Stanford potentially affecting much of E Anglia and parts of the Lincolnshire coast; 16-27 April, Faraid Head and Loch Ewe with the potential of affecting flights in large areas of Scotland (see AIC Pink 008/2012). All AIS documents are available via <http://www.nats-uk.ead-it.com/public/index.php.html>

## BGA

### New BGA Chairman

Pete Harvey has been elected as the new Chairman of the BGA. The election, held at our AGM on 3rd March, followed the retirement of Patrick Naegeli who had served the maximum 6-year term. Pete will be well known to many glider pilots, being one of our leading competition pilots (European Open Class champion in 2005, 2007 and 2009) and having served on the Executive Committee for six years. Pete assumed his new responsibilities immediately after the close of the AGM. Patrick, who has recently been elected as President of the European Gliding Union, was elected as an Honorary Life Vice-President of the BGA as a mark of our gratitude for everything that he done for the Association over the last six years.

### BGA Awards

The BGA made a number of awards at the AGM, recognising the work, usually performed in a volunteer capacity, that individuals have done for our sport

over the years. This year, BGA Diplomas were presented to Graham Evison (Yorkshire GC), Moyra Johnson (posthumous, Yorkshire GC), Roy Gaunt (Wyvern GC), John Lavery (Ulster GC), Avo Mangoian (Crusaders GC), and David Wilson (Northumbria and Borders GCs) as well as to BGA Office Manager, Debbie Carr. The Bill Scull Safety Award was given to Tony Segal for his work on energy-absorbing foam and Special Awards were presented to Roland Stuck, ex-President of the EGU and to Roger Hopkinson and John Brady, both of the GA Alliance and the LAA.

### Other Awards

The outgoing Chairman also reported a number of national and international awards, awarded to members of our community: an FAI Tissandier Diploma to Carr Withall; a Royal Aero Club (RAeC) Silver Medal to Diana King; a RAeC Diploma to Doug Jones; and a RAeC Certificate of Merit to Dave Masson. Bob Jones from the CAA presented the CAA General Aviation Safety Award to Hugh Browning for his work on the BGA safe winch launching campaign.

### ARC Signatory Course

The BGA is running an initial appointment and refresher ARC signatory course on 21 April, starting at 09.30 at Husbands Bosworth. To qualify as an initial appointment candidate, applicants must be able to demonstrate that there is a genuine need for additional ARC signatories in their area.

Additionally, they should be able to demonstrate at least 7 years as an active BGA inspector or 3 years as a BGA inspector PLUS an additional 4 years experience in continued airworthiness. Refresher places are open to any current BGA ARC signatory wishing to update and to lapsed or suspended (not revoked) ARC signatories wishing to revalidate their authorisation. More detail at

<http://www.gliding.co.uk/technical>

To book, please contact Debbie at the BGA Office – [debbie@gliding.co.uk](mailto:debbie@gliding.co.uk)



## CLUB MANAGEMENT

### Business Rates

Gliding Sites in England and Wales. The BGA rating team has been in negotiation for over 18 months with the Valuation Office Agency (VOA), an executive agency of HMRC responsible for business rates in England and Wales. These negotiations came about after significant anomalies in 2010 business rates valuations for gliding sites were identified by both the BGA and VOA. These anomalies have caused over-valuation and large increases in 2010 rateable values for some clubs. We are pleased to say that agreement has now been reached with the VOA for specific guidance and parameters relating to more consistent valuation of gliding sites to be made available to their valuers. We have now written to all club chairmen, treasurers and secretaries with a detailed explanation of what this might mean to clubs and what action they might want to consider taking now. If you would like more information or assistance with a rating negotiation, contact the BGA rating team via the BGA Office or get in touch with your regional Development Officer.

## REGULATORY

### CAA Information on EASA Licensing

The CAA has published some information describing the transition from UK CAA/JAR licensing to EASA licensing at [http://www.caa.co.uk/docs/620/Revised%20pdf%201%20March%2012CAA4459\\_EASA\\_quickguide\\_emailer.pdf](http://www.caa.co.uk/docs/620/Revised%20pdf%201%20March%2012CAA4459_EASA_quickguide_emailer.pdf)

A key point for gliding is that there is no requirement to comply with EASA licensing rules until April 2015. Meanwhile, the BGA continues to be engaged with the CAA in establishing suitable transition arrangements for our sport and its pilots.

### Italian Tax on Aircraft

The Italian authorities have introduced a property tax which will apply to privately owned aircraft. The rate of tax is based on the MTOM of the aircraft; for light

sporting aircraft, including gliders, tax will be at a flat rate of €450 per annum. This tax will be levied on any aircraft, irrespective of country of registration, which land in the country and stay for more than 48 hours. Europe Air Sports believes that this is an unfortunate step and has asked the European Commission to study the tax carefully and to request that Italy deletes the provisions concerning the taxation of visiting aircraft. EAS has also drawn the attention of the European Commission to Council Directive 83/185/EEC concerning tax exemptions within the Community for certain means of transport temporarily imported into one Member State from another.

## COMPETITIONS AND CROSS-COUNTRY

### Gatwick Airspace Change

We are delighted to report that the CAA has approved the release of a 1000ft vertical section of controlled airspace to the south of Gatwick Airport. Details of the airspace change are at <http://www.caa.co.uk/docs/7/20110901GatwickRCSADecisionLetter.pdf>

We are very grateful to the BGA volunteers who worked so hard to effect this change and for the assistance provided by NATS.

### Non-Transponder Areas

AIC Yellow 007/2012 formally describes the areas that have been designated for use by gliders without Mode S transponders above FL100. Areas are available in Scotland, Yorkshire, Derbyshire, Wales, Dartmoor and Northern Ireland. The AIC can be accessed through the NATS/AIS web site at <http://www.nats-uk.ead-it.com/public/index.php.html>

### Changes to Glasgow Airspace

AIC Yellow 008/2012 details the recent reclassification of Class E around Glasgow airport to Class D. The AIC should be available on the NATS/AIS web site at <http://www.nats-uk.ead-it.com/public/index.php.html>





## JUNIORS

### Junior Championships and Two Seater Training

The organisers have announced reduced competition costs for this year: the entry fee has been removed and there will still be a number of free aerotows available. Applications are invited for those whose 26 birthday falls after 2012. Applications for the competition should be in by 31st of March (you can still apply after, but will not get priority), and applications for the two-seater training course should be in by 31st May. More details at

<http://www.glidering.co.uk/bgainfo/competitions/news.htm>

### GAPAN Flying Scholarships

A last reminder that applications for the 2012 Guild of Air Pilots & Navigators flying scholarships and bursaries for summer 2012 must be received by 21 March. Full details of all GAPAN scholarships are at <https://www.gapan.org/career-matters/scholarships/>

## GENERAL

### Army Sportsman of the Year

Congratulations to British team member, Allan Tribe, who has been named Army Sportsman of the Year. Allan has enjoyed success twice in the Interservices Championships and is a BGA Instructor Coach. He introduced gliding into the MoD Battleback programme which helps rehabilitate military personnel who have been seriously wounded in Iraq and Afghanistan; this recently culminated with a triple amputee flying solo for the first time.

