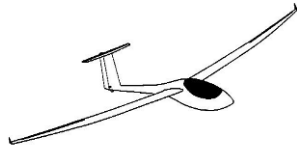


From the home of the Scottish Gliding Union

# Portmoak Press

**Editorial**

It is with deep sadness that we heard that Neil McAulay's wife, Jean, passed away earlier this month. Our thoughts go to Neil and his family at this difficult time.



At long last those pesky Easterlies have been nudged away by the Jet Stream finally going back to where it belongs – or are we being lulled into a false sense of security? On the subject of security, let us all be thankful that our site is not in the Olympic No-Fly Zone. The amount of CAA literature and correspondence coming through our doors can leave no-one in doubt of the dangers of flying into that particular piece of airspace.

Back at local level, I would like to take this opportunity to personally thank Irene Donald for her selfless service to the club for almost 23 years. All visitors know Irene, her husband Steve and her mum – Sandra. Irene has been the first point of contact at the club for many years and she has been instrumental in helping the SGU become the second largest club in the UK. I believe we have lost an excellent ambassador for the club and I wish her well in her new role at Fife Airport.

Continuing with the personal theme, I would like to inform everyone that I am no longer on the SGU Board. I have heard various rumours as to why I stood down but suffice to say, the following is what I reported to the membership via Portmoak Instant:

*Unfortunately, due to irrevocable differences of opinion with a number of Board members over recent events, I have stood down from the Board. I am sorry to have let you down but I felt that my position was no longer tenable within the current regime.*

As mentioned in the last issue, Kate Byrne produced an excellent article on her recent land-out and the story was published in *Sailplane & Gliding*. Her report has been reprinted here on page 3. I hope this spurs on more people to consider writing an article for our club mag as you can never tell where it might end up.

I was delighted to receive a response to my request for feedback about the EuroFox that was on site earlier in the year, and I hope the “powers that be” take the comments into account when it comes to making a decision. The following was supplied by Andrea MacLean. Thank you, Andrea.

*Hi Ian*

*What a good idea to ask for comments.*

*Though I was a spectator only, I would like to make a typical female's remark: I thought the Fox looked incredibly cute especially because it came in my favourite colour - RED!!!!)*

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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**Words from the CFI & the Safety Officer**

It has been brought to my attention by a number of instructors that there seems to have been a drop in Airmanship standards whilst hill soaring at Portmoak.

When flying on Bishop Hill and heading away from the club, pilots should always fly a safe distance out from the hill and never fly any further back towards the top of the hill as they may encounter heavy sink and curlover. Any glider which is flying towards the club

(with the hill on their left) should keep much further out from the hill and should always move out to the right to allow gliders that have the right of way a safe passage (as per Laws & Rules).

Lookout is vital to everyone's safety. If you cannot lookout and fly at the same time then you will not be allowed to fly solo. Hill soaring when done by the book is safe but every pilot must do it the same way. I have attached a PDF document showing the correct way to safely hill soar. Please study it carefully and fly in this manner as this is for your SAFETY

I would like to draw your attention to the article on the club notice board entitled Gliders Hill Soaring – the article appeared in the CAA safety publication (GASIL). The item was written by David Cockburn from the CAA following a visit to Portmoak last summer.

After an Airprox at Portmoak during the AI Course in May, involving the National Coach and one of the course members while on aerotow with one of the light aircraft based at Portmoak.

The Recommended Power Circuit Procedure will be as shown here until further notice. This is what is taught to pilots at the club who are training for their NPPL and has been for some time.

All Power Circuits are recommended to be flown to the South of the Airfield. The recommended Power Circuit Procedure is shown on the downloadable map from the club web-site

In a West wind, descend over Loch Leven to the West of St. Serf's Island.

Join downwind to the South of the airfield at 1000ft QFE as shown on the map, descending on base leg to land on the North Field. Using this procedure will in

most cases keep you above glider traffic in the circuit. Keeping a good lookout is essential!

**Radio Procedure**

Broadcast your position to Portmoak Traffic on 129.975 MHz at the following circuit positions.

**Downwind:** "Portmoak Traffic, G-XXXX, Downwind, Left (Right) hand, North Field"

**Turning Base Leg:** "G-XX Left (Right) Base, North Field"

**Turning Final:** "G-XX Final, North Field"

**RECOMMENDED POWER CIRCUIT PROCEDURE AT PORTMOAK**



**Bronze Badge**

Guidelines from the BGA have been updated and can be downloaded from the BGA Website: <http://www.gliding.co.uk/bgainfo/bronze-badge.htm>

**Safety Cushions**

You will be aware that BGA RP 38 recommends that all glider cockpits should be equipped with cushions containing energy absorbing materials. These cushions are widely used in club gliders but less so in privately owned gliders.

The BGA has produced a booklet explaining how safety cushions work and how they can reduce injury not just in a crash but in the heavy landings that occur from time to time on instructing flights.

We are hoping the booklet will encourage all non-users to install energy absorbent cushions.

You can download a



copy of the booklet from <http://www.glidering.co.uk/bgainfo/safety/documents/afetyfoam.pdf> and your CFI has hard copy versions of the booklet for distribution.

If you have not already done so, please seriously consider installing a safety cushion in your glider.

**Weekend Duty Pilot Rota Update**

An appeal for all Solo Pilots to step forward for Duty Pilot duties:

You will only have to do **ONE** day per year and the benefits you will gain are immense – and you might even enjoy it!

There is a list on the notice board so please indicate your preferred day (Saturday or Sunday) and then Vic Leitch will update the “Duty Man” system:

<http://www.dutyman.biz>

**Bob Petrie (CFI) & Ricky Jackson (Safety Officer)**

**Club News**

Members will have noticed the new briefing facility directly in front of the current briefing hut. Once operational this will give us a greatly enhanced briefing room with more space and better facilities. It will take some time to refit the interior, but everything possible will be done to make it fully operational as soon as possible. The Club is greatly indebted to various members for their hard work on this project.

**Alan Boyle  
Club Chairman**

**Under 26?**

The BGA, in association with Marsh Insurance, has launched the Aim Higher programme. This is designed to help young pilots (aged under 26 at time of application) to improve their soaring skills and airmanship through coaching. As part of the initiative, we have a number of coaching bursaries available. Each of these will be for a few hundred pounds and can be used at any BGA club in any appropriate and creative way to improve an individual young pilot’s skills and aid progress towards one or more goals.



To apply for one of these bursaries, the candidate should write to write to Mike Fox and Alison Randle (via email to [mike@gliding.co.uk](mailto:mike@gliding.co.uk)) describing their age, aims in gliding, experience to date, where they glide and explaining why they are worthy of the money. There is no application form but applications must be received by 11 August. At year end recipients of bursaries will need to write a short thank-you describing what the programme has helped them with. These may appear in S&G and may be used by Marsh.

**Keith Auchterlonie**

**My First Landout of the Year**



I'm not bad at field landings – I get a lot of practice you see. It's a pity I'm not so great at getting back, but maybe that will come with yet more practice. Last Sunday was my first excursion of this year “amongst the cows”, as I'm told the French say. Not that there were any livestock in my field; it was perfectly ideal... for the landing. Sunday was one of the first really nice thermal days we've had this year. It turned out to be the standard sort of cross-country day: John Williams does a 300k, various other people do moderate epics, I fail to get back from just down the valley. I hadn't planned to go anywhere, partly because I'd managed to run my iPAQ completely flat

and hadn't got around to setting it up again, so I was using a **map**. (It is possible to fly cross-country using one of these devices; they have a user-friendly interface and continue to work even if the batteries fail.) In the morning I was busy introducing Martin Rufenacht to the joys of cable break practice, but after that I decided to go flying with Dougal, the DG300 I have a share in.

It was past lunchtime when I took off but I thought I wouldn't be away all that long so, although I prudently shoved a water bottle in the side pocket, I didn't bother taking any food with me – possibly a mistake, I later felt. After pootling around locally for quite a while I got a nice climb to cloud-base at 4500' and decided that the street heading off to the west was just too enticing to ignore. That was at about 2.10pm. There was about 10kts of westerly blowing, so obviously getting back wouldn't be a problem. Obviously.

Somewhere near Balado I saw a Duo Discus (with Ian and Johnny Paterson aboard, as it happens, though I didn't go close enough to see) and thought "Goody, I can follow them". They didn't seem to be in any rush but neither was I, so despite being higher I just hung around, murmuring telepathically "After you, Claude" in their general direction. After a while the Duo obligingly set off to the west and I fell in behind. Somewhere around Dollar I lost sight of them despite much peering ahead along the Ochils, and eventually concluded that they must have changed up a gear and disappeared off to Stirling and beyond, in the way that big-winged gliders do. So I pushed on anyway, as it was still really rather nice up there. Had I turned around and looked over my shoulder I would have seen them returning to Portmoak, perhaps because they'd noticed that the day was, as it must be admitted RASP had predicted, showing signs of dying early.

Turning Stirling (STI – the Wallace Monument) and then heading home again seemed a reasonable goal for my little jaunt. It wasn't at all difficult to get to the end of the Ochils, which were popping off thermals steadily, though they weren't such meaty thermals as earlier. When I got to the end of the street and gazed out across the big blue hole, fringed with showers to the north

west, I decided that I could easily push the 5km or so into the blue needed to reach STI, and still have enough to get home with the tailwind's help. As I did so I remarked to myself that the wind had picked up a bit and it was taking quite a long time to cover what had seemed so short a run to the turning point. Now, I like to think I have scarcely a competitive bone in my body, but we can all be a bit tigerish about personal goals and I had decided to turn STI. None of this nonsense about 0.5km cylinders – I wanted a proper turn, looking down the wing at the turning point from within the sector. So I did that, and then pointed Dougal at Portmoak, 37km away, and noticed that the ground seemed to have got a bit closer. But obviously I'd be able to get back – from about 3000' QNH now – with that tailwind. Obviously.

The first cloud I tried to top up from didn't have anything to offer but the next had some ripples and bumps and I did a couple of turns. I was certainly at least maintaining height but thought "This is a bit pathetic; the next one will probably be better" and carried on. If I'd stayed where I was I'd almost certainly have been blown into gliding range eventually. Is not hindsight a wonderful thing? About this point **Doubt** poked its tousled head above the surface of my mind. I tapped the map and gave it a little shake, but it still didn't vouchsafe whether I was "on glide" or not. From the way the distant airfield was beginning to go up the canopy I rather thought I wasn't. I realised that if I carried on there was a good chance that the flight might end, not merely in the kind of final turn we frown upon (I really didn't fancy a downwind landing) but actually in a splash, into the Loch. The problem seemed to be that, rabbit-in-headlight-like, I was still following the line of clouds but now there was 2 or 3 down under all of them instead of lift. I vaguely remember reading in Reichmann's classic book that decaying clouds will do this.

A couple of years ago I was lucky to avoid having one of those "Picked a field too late, too low; cocked it up and crashed" incidents, when, 20km short of what would have been my first 300k, I went for "That patch of sun on the ground over there; it's bound to work". (No, of course it



didn't.) So that's one particular kind of mistake I don't require to make again, having already done it. Therefore, as I descended steadily under the clouds, I actually did exactly what I advise trainee cross-country pilots to do: I picked a good field and mentally relabelled it as my airfield, then tried to soar within gliding range of it. Pete feels it is a pity that I didn't notice the "Beware, sunken gliders" notices posted in it, but from the landing point of view it really was entirely satisfactory.

After an uneventful landing – punctuated only by my mutterings of "I can't believe I'm landing out; what a plonker!" – I phoned for Pete Long-suffering Williams (it is indeed his middle name) to come and rescue me. He wasn't totally delighted, being in the middle of his long-running project to make the wireless network available in all parts of the airfield where we need it. But at least I wasn't very far away. That's when the second part of the adventure began. I'd plopped to earth just east of Drum, about 15km from Portmoak. First one person strolled out from a nearby house to check I was ok, and then another – the natives are very pleasant and friendly around Drum. I asked them who owned the field and they said it belonged to Tullibole Castle, which was only a 10 minute walk away, on the north side of the road. I walked up to make my apologies and met the owner (who turned out later to be Lord Moncreiff) and he was friendly and unconcerned: "We had a balloon not so long ago but I don't think we've had a glider in since the '60s." Then, as a parting shot: "You might have trouble getting a trailer out if you don't have a 4x4. Have a good look at the two gates before you try it."

If you don't know it, Tullibole Castle is a real gem – an early 17<sup>th</sup> Century "Laird's House" (see the entry in the National Monuments Record, at <http://canmore.rcahms.gov.uk/en/site/26496/details/tullibole+castle/>). They run a B&B business and have a self-catering cottage in the grounds, so you can stay there (see <http://www.tulbol.demon.co.uk/>), which sounds rather wonderful to me. It might be just the thing for visiting pilots coming to Portmoak, as it's only a 10 minute drive.

I positioned myself out on the road to wait for the trailer and reflected on how

much better it would have been if I'd brought something to eat, and a jacket. I was probably looking a bit waif-like when a car passed me, stopped, paused and reversed back. "Is that your glider? Are you ok? Do you need anything?" (The world really is full of lovely people. This was a couple with two kids in the back.) I explained that both the glider and I were completely fine and I was just waiting for the trailer to come. "Oh, so this happens quite often, does it?" they asked. "Well, it does to me", I replied.

We did have a good look at the boggy bits around each of the gate options. This was in March and we don't have any water shortage here in Scotland. Going in was downhill with a light trailer; and Tarka (the car – don't you name your transport partners?) managed it with a quick turn away from the deepest mud just beyond the gate. After de-rigging we decided the other gate would be better: a more gradual slope and the ground seemed reasonable. But we didn't walk the entire route and sadly drove through – or rather into – a very soft patch on the way. After spending some time detaching the trailer ("mmm, can't push that either") and messing around (very messy actually) with the car's mats under the wheels, until we'd made a bad situation only slightly worse, I plodded back up to the castle and started with "You know how you thought we might have trouble...?". He really couldn't have been nicer. After a quick glance to assess that my opinion was probably not of great worth, he abandoned the decorating work and came down by car to see what was required. With no more criticism than is implied by the words "We'll need a tractor" our host disappeared and returned shortly with suitable horsepower and ropes. After that, things were comparatively straightforward. All in all, a spirited beginning to my flying engagements for the year.

Kate Byrne



## Wake Turbulence?

Pete Sharpouse forwarded this interesting photo



Photo: Aeolus

This is pretty impressive, and could be fun in an aircraft downwind by even a long way. It could also trigger thermals so could be useful. Best not to fly though the condensation clouds – if you look closely they have solid bits in them!

**Peter Sharpouse**

## BGA Newsletter - July 2012

### Olympic Airspace

**Glider Intercept Procedures.** Hopefully, all pilots are now aware of the airspace restrictions that will be in place during the Olympic Games. However, the military and the CAA have to plan for the worst should the prohibited or restricted zones be entered without the necessary clearances. The CAA has consulted with the BGA and has now developed specific glider intercept procedures that will apply during the period of the Olympic restrictions. All pilots who intend to fly during the period should understand these, in addition to being aware of how to comply with the restrictions. Ignorance will not be a valid excuse for failing to comply with an interception by a military aircraft. The glider intercept procedures are on the official Olympics Airspace website ([http://olympics.airspacesafety.com/media/9618/glider\\_intercept.pdf](http://olympics.airspacesafety.com/media/9618/glider_intercept.pdf)).

**Guide for Pilots.** A definitive guide for pilots about the London 2012 Olympic and Paralympic Games has been produced by the Airspace & Safety Initiative (ASI). The 100 page manual pulls together details of all the various security and operational airspace restrictions in place for the duration of the Games, and details the specific additional procedures to be followed over the summer. The guide is only available in electronic format, either as a PDF download from

[http://olympics.airspacesafety.com/media/9639/airspace\\_guide\\_june\\_26.pdf](http://olympics.airspacesafety.com/media/9639/airspace_guide_june_26.pdf) or as a free iBook from <http://itunes.apple.com/gb/book/2012-olympics-airspace-guide/id540319210?mt=11&ls=1>.

Although the guide is comprehensive, the ASI reminds pilots that it does not replace the need to observe official publications such as the UK AIP. **Use of 121.50MHz.** Pilots, who believe that they have infringed or are about to infringe the Olympic Prohibited or Restricted areas, are advised to contact the Distress & Diversion (D&D) Cell on 121.500MHz immediately. Additionally, while the Olympic restrictions are in force, pilots are asked to minimise Practice Pans and Training Fixes on 121.500MHz. More details are in CAA IN 2012/101 at

<http://www.caa.co.uk/docs/33/InformationNotice2012101Web.pdf>

### Safety

**Grass Cuttings.** Although the recent weather has not been much good for flying it has been ideal for grass growing. We would like to remind pilots of the perennial problem, should we ever get any sunshine, of grass cuttings drying out and becoming a highly inflammable material. We know that, if this builds up in wheel boxes, it can present a very real hazard. Even a slightly dragging brake can generate enough heat to set dry cuttings alight during tow out. Please do not risk it – always make sure that there are no accumulations of dry grass in wheel boxes.

**GASIL.** The latest edition of the CAA General Aviation Safety Information Leaflet (GASIL),

2012/05 is now available at

<http://www.caa.co.uk/docs/33/2012%2005.pdf>



**RIAT Fairford.** The Royal International Air Tattoo will be held at Fairford on 7th and 8th July. Due to the large number of aircraft involved, temporary airspace restrictions are in place from 4th to 9th July, including temporary airspace for the Red Arrows (on 6th, 7th, and 8th July) and for a large flypast of military aircraft on the 7th and 8th to commemorate the Diamond Jubilee. This flypast will form up south of Telford, route via Cheltenham, overfly Fairford and then route south to disperse in the Swindon and Chippenham areas between SFC and FL65. Details of the temporary restricted airspace are in AIC M061/2012 (Red Arrows), AIC M057/2012 (RIAT) and AIC M095/2012 (Flypast). All of these are on the NATS web site at [http://www.nats-uk.ead-it.com/public/index.php%3Foption=com\\_content&task=blogcategory&id=162&Itemid=59.html](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=162&Itemid=59.html). Please ensure that you are aware of the airspace restrictions for this and other events throughout the summer by regularly checking the NATS web site or the BGA RA(T) calendar at <http://www.gliding.co.uk/bgainfo/airspace/rats.php>

### BGA

**Regional Technical Officers.** We currently have three vacancies for BGA Regional Technical Officers – E England & E Anglia, West Country, and Northern Ireland. If you are an experienced BGA inspector and are interested in helping the BGA Technical Committee in your area, please contact the BGA CTO, Jim Hammerton ([cto@gliding.co.uk](mailto:cto@gliding.co.uk)). The role involves helping other inspectors, club visits, interviewing inspector candidates, and some quality assurance work.

### Competitions and Cross-Country

**New National Champions.** The first national champions of 2012 have been crowned. In the 15m championship, at Lasham, Derren Francis (Windrushers) narrowly beat his CFI, Dave Watt, on the only day of competition possible. Phil Jones (Lasham) was third. BGA Chairman Pete Harvey (Windrushers) won the Open class event, also at Lasham, with local pilots Steve

Jones and Kim Tipple second and third. Derren made it a double in the 18m event at Husbands Bosworth, followed by Russell Cheetham (the Gliding Centre) and Andy Davis (Bristol & Glos).

### Juniors

**Junior Gliding TV.** If you have not seen Junior Gliding TV yet, check it out at [http://www.facebook.com/ukjuniorgliding/app\\_57675755167](http://www.facebook.com/ukjuniorgliding/app_57675755167)

### General

#### **Unleaded Avgas.**

One oil company has already sent out leaflets promoting the use of Avgas UL91 unleaded. EASA Safety Info Bulletin 2011-01R2 (at <http://ad.easa.europa.eu/ad/2011-01R2>) offers guidance on the use of UL91. We are currently in dialogue with manufacturers to establish where UL91 can be used safely and will publish guidance on its use in powered sailplanes and tugs in due course.

#### **Field Landing Problem**

This week one of our younger pilots landed safely in a field in an Astir causing minimal damage to young crop. She followed all the usual protocols. When the farm manager turned up, he demanded money to release the glider stuck behind a locked gate. He asked the pilot for £200 cash. Noting the BGA's advice, she politely refused.

The pilot's crew persuaded the farm manager that as he was preventing access, the £100,000 glider was effectively the farm managers responsibility and that the gliders insurers would have to be informed. At this point the farm manager released the glider & even helped with the derig.

Just a reminder ahead of the summer that advice re field landings and dealing with farmers is here; [http://www.gliding.co.uk/bgainfo/competitions/field\\_landing.htm](http://www.gliding.co.uk/bgainfo/competitions/field_landing.htm)

