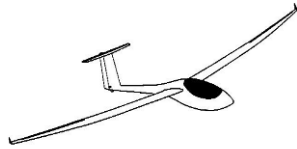


From the home of the *Scottish Gliding Union*

Portmoak Press

Editorial

The recent tragic accident at the launch point has stunned all members and our thoughts go out to Mark Dickson's family. The CAA is still investigating and a full report will be issued in due course.



There have been a number of changes at the club over the last couple of months. Anyone who has visited the clubhouse in the last week or so will have noticed that we have a new "team" managing the catering. Irene, Steve and Sandra have moved on, and we wish them well in their new venture in Kinross.

Our CFI, Bob Petrie has stood down, as has George Ross and our Safety Officer Ricky Jackson. Thanks to all three for an excellent service over the past few years and good luck to our new CFI, Gerry Marshall and Safety Officer, Jim Cowie.

Regular contributor Frank Smith tells us about his summer trip to Germany and Holland with Molly & Margaret. See "Abroad Look at Germany". Watch out for some publicity around Connor McIver following his first solo – what's so special, you may ask? Connor is one of our Cadets and completed his first solo at the Borders club – and he is probably the first 14 year-old to go solo following the recent changes to EASA rules for solo - and he is now the third generation of McIvers to become glider pilots. Well done Connor.

I was delighted to fly with a VIP during the summer. On a visit from her home in Canada, Sally Thorburn dropped in to say hello. Sally is the daughter of Andrew Thorburn, probably the most influential founder member of the club.

On her return to Canada, I received the following e-mail:

"Well, home and back to reality!

What a great day we had at the Gliding Club. Just wanted to say thank you all so much and tell you that you really made the day a wonderful experience for both of us. Our visit with you was so interesting - I learned more info about my Dad that I had no idea of, so that was really nice for me, and it's wonderful to see how much the club has grown and prospered over the years. I'm pretty sure my dad and all of the other pioneers would be bursting with pride."



Material for Portmoak Press 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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Words from the CFIs (old and new)

To All SGU members, I would like take this opportunity to thank all instructors and members who have supported me during my four and a bit years as CFI - especially George Ross (DCFI) & Ricky Jackson (Safety Officer) who have excelled in their posts even when times were very difficult due to club politics. I have enjoyed quite a lot of my time in post although there were some challenging times over the years when I was expected to throw out some of the BGA's Laws & Rules to suit certain members who should have known better. I wish Gerry the best of luck in his new post of CFI and I would suggest that his favourite reading material may well become Laws & Rules which I found to be the CFI's best friend. Thanks again.

Bob Petrie

Portmoak is one of the best sites in the UK to fly from. We are very lucky. We have a tremendous field; superb facilities; a healthy mix of aircraft, and most importantly of all – a high number of dedicated members who contribute to the running of the organisation.

I consider it a privilege to have been asked by the Board to be CFI of the SGU and thank all my predecessors for their own individual contributions to the development and continuation of the club. My association with Portmoak goes back to 1974, rejoining in 1985 and 1990 and then finally in 1994 being able to continue without a break. I became a member of the club to enjoy what I consider “pure” flying and it is a sport (or hobby), which is there to take us away from the pressures and concerns of work.

We share one common aim: to get a launch!

The SGU should be a gliding club where we create a flying environment where *flying is fun* but is equally conducted within a controlled but relaxed atmosphere. However, increasing regulation and safeguards require that we have secure procedures and protocols in place and, to meet these criteria, a transparent and robust Supervision and Guidance system will be continued at the club.

To achieve this and to do this job I am supported by an experienced team (See chart on the noticeboard):

Principal Team Duties

DCFI - Kate Byrne	Cadets, Junior Gliding Centre
DCFI - Neil Irving	Aircraft
DCFI - Ian Norman	Flying Committee, Rota Maintenance
Safety Officer - Jim Cowie	Air and Ground Safety Procedures, Parachutes
Tugmaster - Tony Brown	Supervision of Power, TMG and SLMG activity
Instructor Coach Brian Scougall	Standardisation
Instructor Coach Neil McAulay	Instructor Preparation Coach

Jim Cowie takes over from Ricky Jackson as Safety Officer, a post he held for some six years and, as a very experienced pilot and instructor, he will help to maintain the necessary disciplines upon us all!

Tony Brown as Tugmaster, has been given overall responsibility for powered aircraft on site, whether SEP or SLMG. All powered pilots have to be active gliding members.

Kate Byrne, Ian Norman and Neil Irving are all experienced and enthusiastic Instructors and pilots, and have agreed specific roles within the team beyond their instructing commitment.

Neil McAulay and Brain Scougall have dedicated coaching roles focused upon standardisation and quality of training.

As DCFI, I began working on a number of projects for the club which will be coming in to place in the near future.

1. A re-constituted *Flying Committee* will be convened by Ian Norman to provide an advisory service to the SGU CFI and offer feedback on the delivery and execution of our policies and procedures at Portmoak.
2. A review of instructor provision at the weekend has taken a place and it is the intention of the Senior Instructor Group, to have



a different rota system in place to ensure a more guaranteed and wider provision of training and supervision at the weekend.

3. Revisions will be made to the Currency and Renewal programme in light of impending EASA legislation.
4. Revised Site Briefing Notes will be available in early 2013.

In other areas, I would like some pilots to use the DG505 to enter the Two-Seater competition at Pocklington and the Mountain Soaring Competition at Aboyne. I want to encourage flying from other sites and for pilots to gain the knowledge and confidence that this can provide. Go and do some spin training at Millfield or Aboyne – it will count to your renewals!

More pilots achieving more personal goals will be a success.

Gerry Marshall (CFI)

Club News

There will be an information meeting at 16.00 hrs on Saturday 10th November in the clubhouse at Portmoak. The following will be discussed:

1. Finances, subscriptions and flying fees.
2. Glider fleet renewal
3. Catering, the bar, and social events
4. Instructing
5. AOCB

All members are cordially invited.

Alan Boyle (Chairman, SGU)

Radio Classes will be run on Friday evenings alternating with the Friday Lectures.

The first session will be on Friday 16th November at 19:30.

Anyone interested in gaining a Flight Radio Telephony Operators Licence (FRTOL) can put their name on the list in the Clubhouse. For further information, contact me by e-mail or speak to me or Douglas Tait at Portmoak.

Download CAP 413 supplement 3 as this contains all that you need to pass written

and practical exams. This is the official CAA publication on Radio Speak.

In previous years, everyone who completed the training gained their licence.

Neil McAulay

Attempts are being made to repair some of the grass areas at that are being damaged by constant trafficking.

If it's brown instead of green stay off it!

With winter coming on and the grass going into dormancy it is important that we keep traffic of the field as much as possible. Unless you have to tow out or retrieve your glider keep your car off the field and try and keep to the dryer bits when doing so.

Z Goudie

The BGA have updated the Laws and Rules to Edition 18 and they have been published this week on the BGA website. You can download them.

All pilots should ensure that they have their own copy as there are many significant and detail changes.

Reference copies will be placed in the clubroom and members are respectfully requested not to take these home!

Secondly, a new Pre - solo theory test is being placed today onto the website for future use.

Thirdly, Vic Leitch is currently updating the Duty Pilot and Instructor Rota until the year end but members should feel free to help at the launch point if they see that is busy or the winch driver is driving the retrieve vehicle. Don't feel obliged to stay in the clubhouse because you are not on the Rota.

Gerry Marshall (CFI)

Abroad Look at Gliding

Gliding away from the comfortable surroundings of your home airfield can be quite an adventure and experience - especially if the flying takes place in other countries. Let me recount, if I may, some interesting happenings during the summer of 2012...

Once again Margaret and I were journeying abroad in 'Molly' motor



home, spending several weeks exploring Germany once more. This was our third trip and we were keen to visit the Black Forest, Harz Mountains and the town of Munster, which lies to the Northwest and is supposedly home to half a million bicycles.

As usual, Margaret had done all the planning in her meticulous fashion and even allowed in our itinerary a visit to the odd gliding club. Germany must have more Gliding Clubs than any other country so wherever you're based it's likely there's an airfield nearby.

After travelling through Holland, our first stop in Germany was at the very pleasant town of Kehl - situated right on the banks of the Rhine and close to the French town of Strasbourg. In fact a very elegant bridge built solely for cyclists and pedestrians spans the river and connects the two towns. But more to the point was the location of the small airfield just a short distance to the east of Kehl. So, after a day of sightseeing I used the bike to ride out and pay a visit. I got talking to a club member who had good English and we were soon chatting about gliding in our respective countries. On asking about the possibilities of a flight he said they were having trouble with their winch (some things never change) but it should be fixed by the following day. "Just come along."

Good enough. Next day I did just that but this time with Margaret in tow and left her drinking coffee while I had a ride down to the launch point. There was only one glider flying, a K13, which was being used for training flights. A fascinating sight was that of two storks in a thermal over the winch, with effortless ease they were lifted up on the rising currents of warm air.

Unfortunately as flying progressed during the morning, the weather had started to look decidedly poor until finally the instructor said rain was imminent. This led to a prompt withdrawal by Margaret and me, and we had to cycle back to our campsite - luckily we made it before the rain.

Now, perseverance is the name of the game with this gliding lark and the next day we ventured back to the airfield. I met up with Rolf, the instructor who had no English which made life a little difficult. Anyway, this time I did fly but

due to the language difficulty I was just a passenger. Not to worry - I could relax, take photos and enjoy being driven for a change.

The whole flight was quite an experience. First off we had to hold our winch launch while two guys performed aerobatics with their model aircraft, then just as we were preparing to go a couple of powered aircraft came into the circuit from nowhere and promptly landed downwind straight towards us. Rolf didn't seem at all perturbed by any of this and eventually, when we were in the air, showed considerable skill in soaring away in difficult conditions. Pity there were no storks about for us to follow! On our flight Rolf chose to land back towards the launch point coming in over trees in an abbreviated circuit, I remember thinking, as I peered over his shoulder, that with no overshoot possible he was putting great reliance on his judgment and the brakes of the K13. Anyway we got down safely and the cost was just 15 Euros for a winch launch and twenty minutes flying time, which equated to just £12.50 at the time.

From Kehl we moved further south to just outside the Black Forest town of Freidberg. Here we saw the rather impressive buildings including the Dom or Cathedral. It was while taking video shots of these ancient piles that I became aware of something having flown across the screen - you've guessed it, a glider throwing lazy circles in the sky. Why do they have to do that? There I was all content and not a thought about gliding and some fool has to fly right over our heads.

Having savoured the delightful scenery of the Black Forest we now journeyed back north and stayed at a campsite near to Wildberg, where hills towered up on both sides of the valley. Now, I knew there was an airfield to the east of us, having fired up the laptop and seen Flugplatz marked on the Google map. It was just the other side of the steeply wooded hillside. We'd also witnessed a motor glider fly overhead.

So, one afternoon I set out on foot to follow a track clearly marked 'Flugplatz'. The way ahead steepened and then it started to rain, I should have

retreated but I didn't. Wearing waterproofs, I kept going eventually reaching the top of the



ridge. Not an airfield in sight, strange it should be there! Back at base and related my adventures to Margaret who said why not use my electric bike and take the road up the hillside. So, the next day I did just that. Once again top of the ridge but further along than the day before. Still no airfield! It's got to be there - I'd seen it on the map.

I stopped a guy with a dog and asked where the airfield was. I say "asked", but it was more like making a series of arm movements. I was met by a blank face and the dog was pretty expressionless as well, all rather unnerving.

It was on the way down from the summit I realised I'd missed a sign off to my left.

Now, perseverance is the name of the game as I've mentioned before and the next day this time on my own bike I eventually found the gliding club. It was positioned tight to the lip of the hillside and halfway along the ridgeline. It had been well worth the effort of discovering the site as I had a really interesting day. While members were unpacking the hangar I had a chance to look around. An interesting feature was the way a number of aircraft were on cradles that had been lifted into the roof area using an electric winch mechanism, so making more room. I'd seen this before when visiting the club at Innsbruck.

I helped push a K21 out to the launch point, which thankfully was slightly downhill. Alex, the duty instructor who I'd been introduced to earlier, flew a training session then took me up. He did the winch launch and then let me loose. With some useful advice from the rear seat we were soon climbing in strong lift. After a while I asked Alex to take control so I could take some aerial shots of the surrounding area including our campsite with its blue swimming pool, which stood out well. It was quite a job taking photos as Alex was whooping and hollering about the good conditions from the back-seat and standing the K21 on its wing tip. We ran out some way from the airfield towards the west enjoying the views.

Their field was at 600 metres and they had controlled airspace immediately overhead at FL55.

After a very pleasant flight it was time to join the circuit and land which Alex kindly let me do. Then it was time to settle up

and another pleasantry was in store for me. Alex flatly refused to take payment saying he'd thoroughly enjoyed the flight as well. What hospitality! I'd already had a coffee earlier in the day on the house too.

From Wildberg we continued north stopping just before the small town of Hattorf. Margaret had earmarked a gliding club nearby which was within cycling distance so being it was a Sunday and Fathers Day I pedalled off to the airfield. Club members were already getting aircraft out from the hangar when I arrived and a Dimona Motor Glider had just landed. I made myself known and chatted to a guy called Stephan who spoke good English and told me about the site and also arranged for me to fly. I walked with him to the launch point and watched their K21 being flown on training flights. It wasn't long before I was invited to fly with a person named Georges in their Janus C two-seater. Launches were by winch, but the Dimona was fitted with a hook if they needed to aerotow. I sat in the back of the Janus and just watched. We reached 400 metres on the wire and then Georges heroically tried to find and keep the glider in the narrow-cored thermals. Unfortunately a prolonged soaring flight it wasn't to be, but any flight is always pleasurable. The site was interesting as their single runway lay immediately parallel to established broadleaved woodland.

When I flew, the wind was completely across the run, coming over the trees and creating severe turbulence both for take-off and landings, but they all seemed to handle the conditions okay.

It was a lovely sunny day and, having flown in the morning, we took to the bikes in the afternoon ending up in Hattorf. We sat outside an ice-cream parlour spooning down these sumptuous sundaes and all the while a K8 over our heads was being whisked up skywards under the most delicious looking cumulus cloud. Margaret asked which I would rather be doing. Hmm – a tough choice.

Nearing the end of our touring holiday we crossed the border back into Holland and stayed on a site quite close to the small Dutch town of Dalfsen. The

weather was continuing to be good and one afternoon we were both sitting outside enjoying



the sunshine when, looking up, there just happened to be a glider circling. It was quite high and could have been on a cross country flight but maybe, just maybe, it was flying locally. A visit to the campsites reception desk revealed there was indeed an airfield nearby and, armed with a map complete with X marks the spot, that evening I ventured forth on the bike. It took half an hour to reach, but it was all on the flat, remember this is Holland.

Very friendly bunch in the clubhouse and asking if I could fly with them they said of course and I booked a flight for the following afternoon. It seemed they are the only gliding club in Holland to fly seven days a week, how lucky can you get (*it's uncanny – Ed*). Next day I booked in at the clubhouse and was handed a voucher for my flight and then was walked to the launch point by a club member.

Once there I was quickly assigned to an instructor and, just as quickly, found myself strapping into a K21. Hans seemed to know about my flying experience and just let me loose on the controls. It was very thermic and, soon after releasing the cable, we were climbing away in strong lift. Gaining height gave us tremendous views over the local countryside. I handed over to Hans while I took some photos, then it was back on the controls for the circuit and landing. Walking back round the perimeter track I watched several gliders come in to land. One of these was a K2 with the original canopy - I remember flying a K2 many years ago at the Dumfries Club, only that one had a K13 canopy. That concluded my flying abroad for another year. I came away thinking what a great bunch of folk gliding people are. The four clubs I flew at all made me very welcome and added to the enjoyment of my holiday. So if you're taking a break abroad it's worth checking where the nearest gliding site is.

Frank Smith

BGA Newsletter - October 2012

This is the BGA Monthly Newsletter. A pdf version of this is available [here](#).

Regulatory

Carriage of Transponders

The CAA has issued Information Notice IN-2012/151 reminding pilots of

gliders and SLMGs equipped with Mode A/C transponders that the exemption which allowed them to operate in the Stansted TMZ during the Olympic period has now ended. The Information Notice is at

<http://www.caa.co.uk/docs/33/InformationNotice2012151.pdf> Details of areas where non-Mode S

equipped gliders and SLMGs can operate over FL100 are, as before, detailed in AIC Yellow 007/2012, available via the NATS web site

(<http://www.ais.org.uk/>)

LAPL Medical

Pilots wishing to get their GP to provide them with a LAPL medical may find the information at <http://www.gliding.co.uk/bgainfo/easamedical.htm>, describing how a GP should register with the CAA, useful.

EASA Commercial Pilot Licences

Commercial air transport pilots who are exchanging their UK commercial aeroplane licences for EASA commercial aeroplane licences and are concerned about adding towing or other gliding-related EASA ratings to them are advised to apply for these ratings at a later date. There is a CAA derogation in place (ORS4 No. 929) that temporarily defers any requirement to hold these ratings. A conversion report, expected year-end will define how a number of these ratings will be converted to EASA ratings and, in doing so, minimise any additional requirements. General aviation and air sport pilots including glider, SLMG and tug pilots do not need to comply with EASA licensing requirements until April 2015.

Competitions and Cross-Country

British Gliding Team Manager

After a number of successful years as Gliding Team GB Manager, Phil Sturley intends to hand over to a successor at the end of 2012. If you are have the strengths required to help the team retain its leading position in world gliding and are interested in the opportunities that this voluntary role offers, please contact Russell Cheetham:

russellcheetham@clippasafe.co.uk

Liz is No 1 - With the results of the UK Club Class

Nationals entered into the IGC Rankings, Liz Sparrow is now the number one rated female



pilot in the world. This is the second time that a UK pilot has topped the female rankings and the UK now has three pilots (Gill Spreckley, 5th and Ayala Liran, 9th) in the world top 10. This is a great testament to the improving skills and activity levels of women in competition gliding. Much of this increasing interest is the result of initiatives by the girls in the British team to promote women in gliding. You can see the rankings at

http://igcrankings.fai.org/index_womens.php?rowstodisplay=20
Badge Claims and Position Recorders

From October 1st, approved GPS position recorders will be allowed for all silver and gold badge legs without the use of an additional barograph. However, where height differences are critical (height claims and claims involving the 1% rule) there will be a 100m penalty applied to the GPS height gain or loss when a position recorder is used without an independent barograph. For example, a silver height gain will need to show a GPS height gain of 1100meters and a silver distance of, say, 60km will need to show a height loss of less than 500m: $((60k \cdot 1\%) - 100)$.

Declarations

Again, from October 1st, declarations may be sent to an Official Observer or secure web site by Email rather than having to be witnessed by the O/O at the time. However, pilots should note that the declaration time is the time when it arrives at the O/Os inbox (not when it was sent) and plan accordingly. The O/O has to print the declaration for inclusion in the badge submission.

Height and Duration Declarations

Following a change in the interpretation of the FAI Sporting Code, please note that declarations are not required for badge height or duration claims, irrespective of whether a flight recorder (logger) or position recorder is used. However, for record claims, a declaration and a flight recorder (not position recorder) trace is required.

Logger Downgrades

A reminder that some flight recorders have been downgraded by the IGC from 1st October. The most significant change is that EW types A to D are no longer approved by the IGC as flight recorders (but see below). They are

still approved as barographs and can therefore be used for height claims and straight line release to landing distance claims. A list of IGC-approved flight recorders is at <http://www.fai.org/gnss-recording-devices/igc-approved-flight-recorders>

However, the BGA confirms that all flight recorders previously approved by the IGC may still be used for flight verification in UK rated competitions.

With effect from the 1st of October 2012, the BGA has approved the EW Avionics EWFR Models A-D for the validation of flights up to and including Silver and Gold Badge performances only. The approval includes specific operational requirements which must be read and complied with. Please note that all BGA approvals are periodically reviewed. The approval is available at [here](#)

Juniors

RAeC Trust Bursaries

Details of the 2013 Royal Aero Club Trust Bursaries have been announced. Flying bursaries of up to £1000 are available to post-solo pilots, aged between 16 and 21 to progress their interest in either air sports or aviation. Last year, 28 bursaries were awarded of which 10 were received by glider pilots. Applications need to be received by the BGA no later than 28 February 2013. More details are on the RAeC Trust web site at

<http://www.royalaeroclubtrust.org/bursaries.html>

General

Light Aircraft Design Conference

The Royal Aeronautical Society is holding a light aircraft design conference on 19th November. Full details, including a discounted rate for members of BGA clubs (£45 compared to the usual £75) is at <http://aerosociety.com/Events/Calendar>.

EGU Newsletter

The latest edition of the European Gliding Union newsletter has been published. You can download it from the EGU web site at <http://www.egu-info.org/>

EAS Newsletter

Europe Air Sports has also published a new edition of their newsletter, at http://www.europe-air-sports.org/fileadmin/user_upload/newsletter/EAS_NL_September_2012_final_version.pdf

