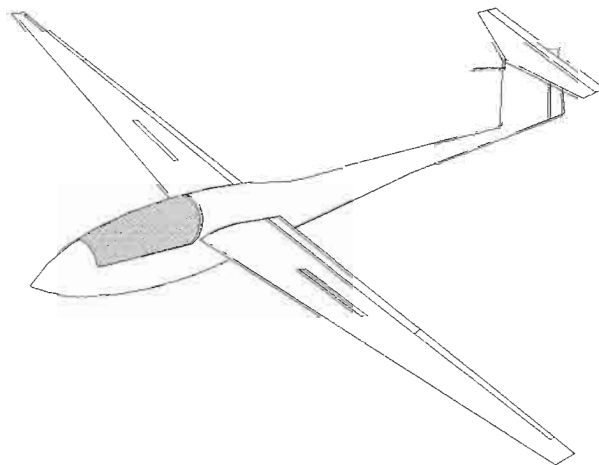


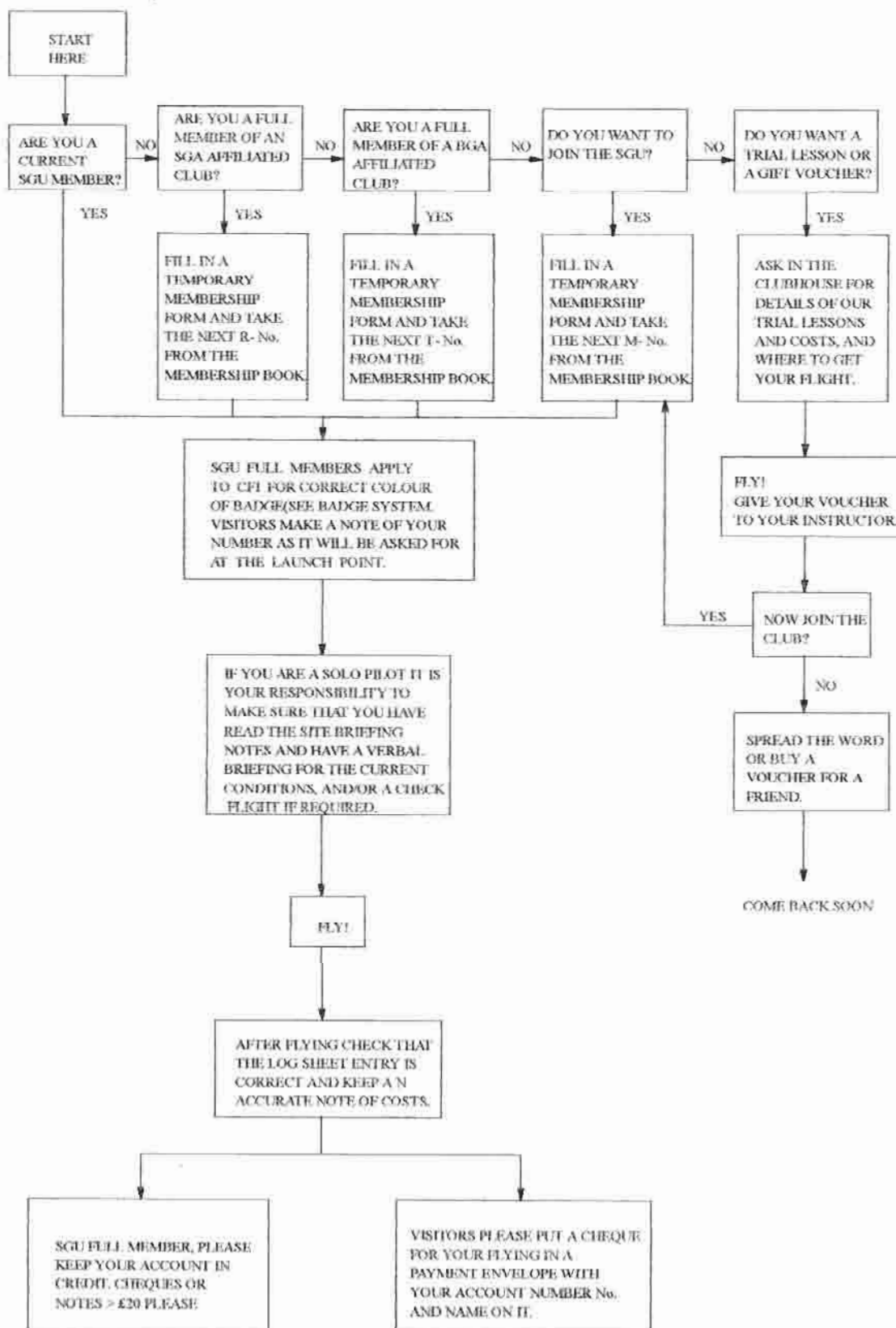
# **Scottish Gliding Union**

## **General**



## Welcome To Portmoak

Here's how the system works.



## **1. General**

- 1.1. This briefing has been prepared with the object of providing help and guidance for Club Members and Visitors alike but cannot by the nature of things be completely comprehensive and should not be regarded as a substitute for a briefing for any particular day by an instructor.
- 1.2. Some of the content matter can be found in publications such as Laws and Rules and much of it is basic airmanship, however, although we are please to share what we think is one of the most beautiful sites in the country we are aware of the many pitfalls it can present to the uninitiated, particularly those who are only familiar with flat sites.
- 1.3. We therefore insist on offering guidance and impose a strict flying discipline at Portmoak which is rigidly enforced.
- 1.4. It is not our aim to restrict your enjoyment or achievement, but it is our aim to ensure as far as possible that flying is carried out safely for the benefit of everyone.
- 1.5. Aircraft density at the site can be very high and the need for good lookout cannot be over emphasised, particularly if it is remembered that hill soaring confines you to a relatively small area of sky.
- 1.6. You are advised to consider the wisdom of not flying immediately on arrival after what may have been a long tiring journey. It will be better to relax and in any case you must allow time to complete the formalities which are listed below.
- 1.7. All visitors are required to fill in a temporary membership form and obtain a temporary account number before flying. The membership forms are available in the clubroom and the temporary account numbers are obtained from the membership book which is also kept in the clubroom. Take a note of your membership number as it will be asked for at the launch point prior to launching. If you do not have an account number you will not be allowed to launch.
- 1.8. Complete accommodation arrangements with our catering staff, Steve and Irene.
- 1.9. Ensure that your aircraft insurance documents and personal log book are available if required. A current C of A ticket must be displayed in your aircraft.
- 1.10. Before flying read these site briefing notes and then introduce yourself to the duty supervisor. If you are not familiar with the site you will be required to undertake a check flight. Give your checking instructor full details of your flying experience and have your logbook available for inspection.
- 1.11. Payment of fees is by the envelope method. The following information should be written on the outside of the envelope which can be found in the clubroom:-
  - 1) NAME (Anonymous donations will be treated as such or a levy will be imposed for non-payment on the due date).

- 2) Account number
  - 3) The DATE.
  - 4) LOG SHEET NUMBER. Please indicate whether aerotow or winch. Please also enter your FLIGHT NUMBER or numbers if more than one flight has been made on the same day.
  - 5) The AMOUNT ENCLOSED.
  - 6) Cheques should be made payable to "THE SCOTTISH GLIDING UNION"
- 1.12. After landing please check that your flight has been correctly recorded on an official club log sheet. At the week-end give your name to the log keeper before you get into the aircraft and when you check on flying times etc. You must ensure that all entries on the sheet applicable to your flying are complete. During the week when there may not be a Club Member on duty to keep a log it is your responsibility to make satisfactory arrangements. Failure to record flying contravenes Club rules and B.G.A. Operational Regulations.
- 1.13. In the event that you land out the clubhouse phone number is 01592-840543 (Office) or 01592-840243 (Public call box in clubroom) Please pass full details to the person answering your call and always have a crew member available to retrieve you if you plan to go cross country. Crew members should go to the launch point prior to going on retrieve and advise the log keeper that, the aircraft has landed out, the location and the approximate time of landing. Please make every effort to check that your landing has been recorded even if you do land back at Portmoak. At the end of the day it is very frustrating for the duty instructor to have to chase round trying to find if a glider is back or not. Uncertainty may lead to a search being initiated! This could be very costly for the pilot concerned.