



Scottish Airsports Club

Latest News

Issue 10, January 2004



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Forthcoming Events

5th - 12th February - Annual Lads Trip to Lanzarote

Should be a classic with nearly 20 pilots from 3 countries turning up. A full report will of course appear in the Newsletter. Expect stunning scenery, big fat thermals, brilliant flying, occasional language problems and plenty of bad behaviour from Andy.

March(ish)

Spring! The new season! But don't wait till then to get some flying in.

6th/7th March

Hang Glider coaching course. See the article below for more information.

New Year Resolutions

You've probably broken all the resolutions you made on 1st January already, so here are some more to try to stick to.

1. Don't let the wife interfere with the flying. (One I need to try harder on)
2. Don't let the work interfere with the flying. (Almost as hard as 1.)
3. Don't give up on a thermal just because you might not make it back to the field. Go and find another one! (Thermal and/or field)
4. Don't crash (at least not in public and definitely not while being filmed by your Dad, Ken!)

And some ones we really do need to try hard on:

5. Don't leave the tow rope out.
 6. Don't forget to log your flight in the flight log book.
 7. Don't forget to log your aerotow in the tow log book.
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A.G.M. report

10 of us managed to make it to Al's house for the A.G.M. on 10th January. The main topic of discussion was the tug which badly needs replacing for 3 reasons: it's old, it's knackered and it's not really powerful enough to comfortably tow a dual glider. Al talked through the finances of a new tug, assuming we do without a lottery grant. A second hand 912 would cost around £15,000. We could get a £10,000 interest free loan over 5 years from the B.H.P.A. Assuming 10 aerotow members, this could be paid off by raising the monthly subscription to £25 giving the club £1000 per year for running costs not including tow fees. A capital investment of £500 per member would also be required.

The question of whether a 912 was suitable for training beginner pilots was raised. It was decided that only further experience would tell, and if necessary the XL would be retained for this purpose, derigged to reduce costs. (We've since discovered that some syndicates are using a 912 with an XL wing, although this is not a certified combination).

After all the discussion it was agreed that the club should purchase a 912 since this is the best option currently available. Andy agreed to phone round aerotow members individually to see if they were willing to commit to a £500 investment and £25/month subs.

Various matters of airfield running and maintenance were also discussed. Donald reminded everyone that all flights should be logged on the flight log sheets, in addition to logging aerotows on the aerotow log sheet. We also need to have a meeting with all airfield users to discuss runway maintenance. Cutting all that grass and keeping the runways in reasonable condition is a labour intensive task! Keep reading the newsletter for further information on this future meeting.

Grant Application Update

Unfortunately, the Scottish Aerotow Club has had it's grant application rejected. The letter from SportScotland read as follows:

"Thank you for your summary application form, which was received on 7th January 2004.

As you may be aware there has been a decline in the income from the Lottery in recent times. This decline is forecast to continue with the result that the amount of Lottery funds available to SportScotland and other distributors will be reduced significantly. Clearly this will have an impact on the number of awards and the levels of investment we will be able to make in the future.

We have carried out an assessment of your proposals and consider that your project is unlikely to compete for an award under the Sports Facilities Programme.

In coming to this decision, the SFP Panel Meeting noted that the purchase of the aircraft is principally replacement, which is ineligible for lottery funding.

If you do not accept the decision of the Panel you may write to advise us of this fact and request a full application pack and subsequently submit it. However you do so in the full knowledge that the Panel meeting considers that your project is unlikely to complete for an award."

Oh well, that's the last time I buy a lottery ticket! Of course none of the above is any reason to stop the Scottish Airsports Club (as opposed to the Scottish Aerotow Club) applying for a lottery grant. Not much chance of a new tractor for runway maintenance, though.

Coaching Course

Donald MacKenzie is kindly organising a BHPA coaching course to be run at Thornhill Village Hall on the 6 & 7th of March. Donald says "The BHPA have changed a lot of the requirements to be a Club Coach so even existing coaches should attend. Andy is in the remedial class, Al is in the crash reporting class and Geoff the advanced crash reporting. I of course will be at cloud base!"

It should be an informative, useful and enjoyable weekend, whatever the weather. The following members have already had their names put forward:

Donald MacKenzie
Allan Phillips
Andy McLaughlin
Alan Huntley
Scott McMeechin
Bob Dunthorne
Geoff May

Anyone else is welcome to take part - just contact Donald MacKenzie.

Hangarage Fees Reminder

All hangarage fees were due on 1st January 2004, so if you haven't paid up yet please do so as soon as possible. Otherwise you'll only have yourself to blame if you find your pride and joy has been sleeping under the stars... (I'm sure Sue wouldn't do such a thing, but pay up anyway!)

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