



Scottish Airsports Club

Latest News

Issue 36, May 2006



Contents

Forthcoming Events
Page 1

New Tug Pilot
Page 2

FLPA Fuel Gauge
Page 3

Sue's Airfield News
Page 2

Weird FLPAs
Page 2

Forthcoming Events

The annual Glenforsa (Mull) Fly-In Fri 26th - Mon 29th May

This is the 40th year of this great event, and it is always well attended by pilots from all over the UK. Glenforsa is non-radio but they request plots to use SAFETYCOM 135.47 to broadcast their intentions and make standard calls. An 'advisory' reply may be received from a manned aircraft on the ground. Landing fees are £9.10 for a microlight and £12.20 for singles. Camping is allowed beside your aircraft. For further information, e-mail Dave Howitt on mullair@btinternet.com or phone him on 01680 300402 (H), or 07799 744908 (M).

Footlaunch Nationals 10th - 13th Jun 2006, Woodbridge, Suffolk

For more information, have a look at: <http://www.flymicro.com/comps/comp.cfm?comp=116>. There are separate classes for paramotors and powered hang gliders, and at the time of writing there were 10 paramotor entries and no powered hang glider entries. So let's get a few entries in and bring the Nationals trophy back to Thornhill!

Cumbria Soaring Club Bewaldeth Bash II 17th - 18th June

It's party time again! Following the riotous success of its 30th Anniversary celebration, Cumbria Soaring Club presents Bewaldeth Bash II Saturday 17th June 2006 from 7:00pm - until Sunday morning at the Bewaldeth flying site in the Northern Lake District - check your sites guide! Featuring:

- The 'Gin' Beer Tent
- Food
- Barbeques
- Paragliding
- Live music
- 'Sick & Wrong' Dance Tent
- Hang-gliding
- Top DJ's
- The 'Northern Paragliding' Chillout Zone!
- Paramotors
- Free camping

Note: the event is free of charge and open to all pilots, family and friends. Bring your glider! For more information logon to www.cumbriasoaringclub.co.uk and click on 'Events'

Verbier Summits 8th - 15th July

Yours truly is all booked up for what should be a great week's hanggliding in the Swiss Alps at Verbier. A luxury Alpine villa, launch sites between 1600 and 2800 metres, breakfast and dinner and all retrieves included - what more could you want? Plus you can rent a glider, so there's no need for any hassle taking your own on the plane. If anyone wants to join me, let me know. More info at www.verbier-summits.com.

Sue's Airfield News

It's always great to receive offers of help with looking after the airfield and hangar as there is a lot of 'behind the scenes' work that goes on to keep everything running, eg, runways cut and rolled, molehills moved!, hangar and toilets swept, tidy and clean, coffee and tea in supply etc. This year has already got off to a good start with offers of help and we'd like to say a big thank you to the following:

Colin Haste for painting the Sign In/Out box,
Andy McLaughlin for helping to fill in the runway ruts,
Allan Huntly for mending the men's loo, and
Peter Stewart for bringing down his big digger and laying all the road scrapings in the car park..
Thanks guys, we really appreciate all your help.

I know Leon is going to mark the long runway this year with white slabs as it worked well on the short runway. As well as making the runways stand out better from the air, the white slabs are an excellent cutting guide for the tractor. Also, Scott MacMillan has been patiently helping make a new circuit and airfield map.

If anyone has any spare time, there are mole hills to move on the long runway and the soil is useful for filling ruts. Also a spot of mole catching wouldn't go amiss!

Best wishes,

Sue.

New Tug Pilot

Willie Russell is now training to become a qualified Tug Pilot, and is doing very well having towed several of the Aerotow club members into the air already. Everyone knows the most exciting bits of flying a powered aircraft are the take-offs and landings, and being a tug pilot gives you a great excuse to get plenty of those in. Plus it's always good to be able to drop someone off in lift and see them circling away for an epic flight. If any other microlight pilots fancy having a go at hauling us hang glider pilots into the sky, let me know!

Of course without paranormal levels of mind-reading ability, Willie's training isn't complete just yet. Soon he'll drop Andy off a few hundred metres from where he really wanted to be, and then enjoy constructive feedback along the lines of "WHY THE F**K DID YOU DROP ME OFF OVER THERE YOU FA**Y???". Only then will he be ready.

Those Magnificent Men and Their Flying Machines

There are some interesting contraptions out there when you combine a hang-glider type wing with a power unit. Thanks to Andy for sending me the links.

For lots of photos of a Millennium (a sort of cross between an Atos and a Swift I think) with a power unit, have a look at: <http://home.tiscalinet.ch/toesi/Fliegen.htm>

For details of an interesting new hang glider power unit from Hungary, with a rather unique engine placement, have a look at: <http://www.skyscooter.hu/pictures/index.html>

Doodlebug Fuel Gauge

Earlier this week I bought myself a fuel gauge for my Doodlebug. Hopefully I'll no longer cut short a flight for fear of running out of fuel, only to find on landing that I had lots left. Obviously you can do rough calculations based on the engine using around 2.5 litres per hour at cruising speeds, but it's much better to have a more accurate idea of how much fuel you've got left.

The unit I bought isn't cheap at £97, but it's the same one that you get if you order one as a factory fitted option with a new Doodlebug. You can get it sent to you for £6 p&p including next day special delivery, or you can do what I did and visit Pete in Glenrothes, where he'll fit it to your tank and Doodlebug for free while you wait. Pete makes the sender units himself and flies a Doodlebug Mk1 upgraded to Mk2 spec with a Solar Wings Breeze, visiting the airfield a few weeks ago. The fuel gauge also works with almost all other types of power units. For more information, visit: <http://www.microfuelgauge.co.uk>.



The display unit. The different LEDs light up as the fuel level drops until the last red light tells you it'll soon be time to land.



The display unit connects to the sender in the tank. It's only switched on if it's plugged in.



The float slides down the bar as the fuel level drops, triggering the different LEDs in the display unit.