



Scottish Airsports Club

Latest News

Issue 40, September 2006



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Forthcoming Events

BHPA Club Coach Training Weekend 30th September - 1st October

Don't miss this wonderful opportunity! In the heart of beautiful flying country, in the lovely village of Chipping, the Pennine Soaring Club are hosting a BHPA Club Coach Course. The course will be held in Chipping & District Memorial Hall in the centre of Chipping. Chipping can be found by taking Junction 31a off the M6, which is just north of Preston, and driving approximately 8 miles East.

Unfortunately, the number of delegates has to be restricted and therefore your early application is encouraged. Applications will be treated on a strictly first come basis. The course is open to PG/HG Pilots who are CP qualified with a minimum of 10 hours. Less experienced pilots are welcome to attend, although they will learn, they cannot however become coaches. The course would also be useful for existing club coaches who wish to update their skills.

To qualify as a club coach, you need to attend the full weekend and obtain a certificate from the BHPA organiser at the end of the course. There are no examinations; you just have to perform well on the course. In addition, your local senior club coach needs to approve your application to the BHPA.

The cost of the course is £35 per pilot (£25 goes to the BHPA and £10 for the lecture room facilities). All attendees will be responsible for their own food, accommodation, drinks etc. The course fee is non-refundable. The course will run on Saturday from 9.30am until 5.00pm and Sunday 9.30am to 4.30pm. All pilots will need to bring pen, pencil and paper.

This is a fantastic opportunity for many pilots to get together, meet new and old friends and hopefully improve our knowledge. Please request a registration form and send with a £35 cheque payable to "Pennine Soaring Club" to Dale Pickard, The Secretary, Pennine Soaring Club, Bank House, 4 Wharf Road, Sale Cheshire M33 2AF. If you have any queries you can e-mail Dale at: secretary@penninesoaringclub.org.uk

DALE PICKARD - (Secretary,PSC)

Ochils Paragliding Club Christmas Ceilidh 16th December

Billy the paragliding instructor is off to France, so the Ochils Paragliding Club now has no Landrover. We intend to purchase one ASAP so that easy access is maintained. We will have a hang glider friendly roof and welcome any hang glider pilot to use the transport we hope to buy.

To this end we need to raise funds and I have organised a ceilidh for the 16th of Dec 2006 from 7pm to 1am in the Devonvale Hall, Tillicoultry. There will be a quality buffet, live ceilidh band and a raffle. Tickets £20 (need prizes too, Free tandem flight?;-)

I would be delighted if you and your club members, friends and family could come along to support us. Tickets are printed and ready to sell. If interested, please send me your address and how many tickets you want and I'll get them sent to you.

Thank you for your support,

Andrew Ward (andy.gilly@virgin.net)

Dave Greenlee the International Mega Star

Dave Greenlee has recently achieved true mega-stardom status by appearing in the July/August 2006 edition of Cross County - the international free flight magazine. For those who have a copy, if you turn to page 30 you'll find the photo I took of Dave high above Lanzarote in February of this year gracing the Reader's Gallery page. Unfortunately the winning photo was deemed to be a digitally doctored parapoofter picture - where's the justice?

It was interesting to see the Editor commenting that my picture was the first hang gliding image they'd received in over a year - so get your cameras out and send your photos in! Let's get some more international mega-stars in the club!



The picture of Dave, that made it into Cross Country magazine, a faded copy of which is on the hangar noticeboard.

Caption Competition Results

Thanks to all those who took the time to enter last month's Caption Competition. The winning entry came from Scott Macmillan, who received less than prompt service when he sent his Rans engine to ST Aviation.



Thanks also for all the other entries in our bulging mailbag this month:

Willie: "Just been for a flight with Leon have you?" Skeleton: "Yes - I was scared to death!" (Scott Macmillan)

Willie: "I hear you're looking for a dual tow with Big Al". Skeleton: "Yes, but he said I need to lose some weight first". (Scott Macmillan)

With an extra 70 litres of fuel on board, Willie had to impose a strict weight limit on his passengers. (Allan Phillips)

Having let his passenger liability insurance lapse, Willie only went flying with elderly relatives he thought were unlikely to claim in the event of an accident (Allan Phillips)

Henry's flight - correction

Henry has asked me to point out that I chopped 2km off his flight in last month's report. Although it was 199km straight line, the total flight distance including his turnpoint was no less than 202km. Nice one Henry!

I reckon he's still selling himself short though. If you took the same straight line route over the ground you'd have to follow the contour of the land, climbing up hills and down dales. Even if the average gradient was only 1 in 10, that still stretches the equivalent distance travelled to 203km. Of course no-one flies 203km via a turnpoint with just two straight-line glides. So really we should look at the total distance flown. If we assume that Henry spent 1/3 of the time thermalling, then he spent around 107 minutes going round in circles at about 35km/hour, in other words he travelled an extra 62 km simply going round in circles, bringing the total distance flown to more like 264km. Wow! And that's still assuming that between the thermals Henry flew in a straight line. Plus you could consider the total journey distance, starting and ending from Henry's house...

Website Updates

I've added a three minute video clip of one of Allan Huntly's recent dual aerotows to the club website (www.scottishairsports.co.uk) on the Photos and Videos page.

Aerotow Competition Report

The Annual Scottish Aerotow Open competition was held this year on 8th - 10th September. We were very lucky with the weather, and managed three glorious warm days of flying, albeit in fairly weak conditions. At one point we were thinking of holding it on the weekend of the 1st - 3rd September, but thankfully this didn't suit some people. Just as well, since the weather that weekend was pretty dire!

On the Friday the original plan had been for a mini FLPA comp, but with a thermic looking sky that idea was ditched and we went towing instead. Since the main comp was not due to start till the following day, those of us that were there on the Friday decided it might be a bit unfair to fly huge XC distances that day, so we just had some fun in the boyant conditions and all landed back at the Airfield. We all managed good thermic flights, with flights of around 30 - 45 minutes.

The comp started for real on the Saturday with a strict tow limit of 2000 feet for any flight to be considered for the comp. Conditions were probably a bit weaker than the Friday, but Steve Blackler and Colin Harrison both managed to get past Calander and landed in the same field at the south end of Loch Lubnaig for the best flight of the weekend. Bob had an enjoyable flight to Thornhill - not exactly a huge distance, but still third best for the day.

Unfortunately Saturday was marred by our first serious accident at the airfield in a long time, when Tim failed to get back to the airfield and landed short in Flanders Moss. Anyone who's ever tried to walk through that stuff will know how utterly treacherous it is with very deep undergrowth and tree stumps everywhere. It's hard enough just putting one foot in front of the other, and really is not the sort of place you want to try to land a hang glider. Tim also had problems with his harness zip and only just managed to open it properly before hitting the deck, which contributed to a fast landing and hard impact. Although Tim should make a full recovery, he's got a fractured vertebra and is likely to be stuck in hospital for a couple of months. We wish Tim all the best on his road to recovery. Since this is actually the second time Tim has

landed in the Moss (thankfully without injury the first time), we have decided to rename it Tim's Moss in his honour since he has such an affinity with it!

Sunday was again sunny and warm with light winds, but a very stable looking sky. Nevertheless, there were weak thermals around. I got towed up to the usual 2000 and immediately found some lift which I circled for a good 10 minutes or so, never getting above 2100 but not losing height either. Gordon was next on the tow, and could see me circling, so Al towed him over to where I was. Unfortunately Gordon arrived just as the lift died and I was leaving - unlucky. Neither of us found any other lift. Despite the weak conditions, Bob managed to fly to a few km short of Callander, while Scott bagged his first XC on his new Cheetah, landing that bit further at MacLaren High School. Colin Harrison again got the best flight and landed near the Woollen Mill on the far side of Callander. All excellent flights in the very light conditions and well worth a celebratory beer in Poppy's beer garden when I retrieved them all!

Tim's accident aside, it was a great weekend. Thanks to everyone that turned up and made it a success with three great days of flying, and we're all looking forward to more of the same next year! Although Steve and Colin both flew exactly the same distance on the Saturday, Steve graciously agreed that Colin should get the trophy since he's going back on duty on the Ark Royal, where he'll be restoring World Peace in various trouble spots around the world. It was good to have you flying with us Steve, and we hope to see you again soon.

Colin Harrison kindly sent in the following report of his flights from Saturday and Sunday:

Saturday.

I took off later on just after Steve Blackler when I think Tim was also in the air and released at just under 2000 feet having had to adjust the Altimeter to make sure the height was correct, since it slipped round in the towing violence. I started doing some slow circles as it was a bit weak and gradually cored a bit better. I then saw Steve a few hundred meters to the south west also circling but thought I would stick with what I had, using the Pacitti rule "Never leave lift". I could also see an encouraging dark line of clouds stretching from me towards the North.

I stayed with this lift for ages and ages until I got up to about 3400, eventually going to about 3900ish at Menteith hills ridge (still in the same thermal) that flattens out just before Callander beside Easter Dullater. It then started to get very cloudy and at different levels which I don't like, so I flew down a bit to maintain the legal separations. Unfortunately this separated me from the lift but I noticed Steve scratching about a third of the way up Ben Ledi.

As this looked vaguely into wind I headed across in a 4 down all the way with the idea of ridge soaring and scratching up and then onto Ardnandave hill and had a soar on a micro cliff face that wasn't really working. I then realised the game was up and saw the landing opportunities at the foot of Ben Ledi and an into wind, if steep upslope by the road on the other side just North of Anie. I opted for the road at Anie as the Ledi side although flat was tree lined and not too big really with loch overshoot potential. The road upslope of course would mean a much longer effective landing area and had overshoot possibilities.

After about 5 mins I saw Steve on approach and moved the glider out of the way and he came and landed beside me for 15km each. Thanks to Bob and Gordon for the retrieve.

Sunday.

After releasing I saw Andy scratching low down and tried to work a zero but this was ineffective and I was drifting back. I headed forward thinking about landing and eventually connected with the house thermal in the usual place at the hangar. This seemed to work quite well and I saw Scott coming over to join me. We then floated back with this until it petered out and I saw Bob had landed between Thornhill and Callander.

Scott then found something useful and we both circled in this for quite a while and I gained some useful height before losing this again. I had now drifted back to the same Menteith ridge and looked at Callander and the rugby field from about 1600 ft as possible landing. I then was lucky enough to find a small rough Zero/one up which carried me back quite a distance before fizzling - and then saw Scott who reappeared from the ashes to zoom towards "my" field. I then carried on towards Callander in the search of beer and fields though expecting down-slopy fields. The one I landed in just down from Hamish's mill was tree lined and flatter than it looked from the air fortunately. A fairly poor landing but no damage done for about 11km.

Hence to to the beer garden at "Poppies" for lagers and thanks to Allan Phillips for retrieve and Bob for his motor.

Colin



The gliders getting rigged and ready to go on the Saturday morning.



Bob wishes this was his helmet.



Some of the competitors



Colin presents Yvonne with the trophy for Pregnant Woman of the Year.



Colin and Steve's landing field on the Saturday

Scottish Airsports Club, Easter Poldar Farm, Thornhill, Stirling, FK8 3QT
www.scottishairsports.co.uk