



Scottish Airsports Club

Latest News

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Forthcoming Events

BHPA run Club Coaching Course, 24th - 25th March 2007

LLSC (Lanarkshire and Lothian Soaring Club) are hosting a BHPA run course organised for 24th & 25th March, venue at present undecided. Reserve your place now before it is posted in the next issue of Skywings and they are taken up by folk South of the border. There will be funding available for Scottish based pilots, and that will come from the SHPF.

Reminder: To qualify the Candidate must hold at least CP rating with 10 hrs logged, and be a member of the BHPA.

Contact: Sean Figgitt.
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sean@figgitt-services.fsbusiness.co.uk

Annual Lanzarote Trip, 8th - 15th February 2007

What more do I need to say? Let Andy know if you want to escape the long Scottish winter and join the party for another dose of epic flying in the warm Lanzarote climate.

Fire Safety

The following was sent in by Andy and comes from an item on the Yahoo FLPHG group. Although it's about experiences with paramotors and how that might relate to powered hang gliders, a lot of it is probably relevant to microlights as well. Here it is:

I don't remember having discussions on in-flight fire safety in this list maybe because it is unlikely, but flying with flammable fuel deserves acknowledgement of some risk even if minimal- can be fatal, so here it goes... There are at least two recorded fire incidents on powered Paramotors that I know of. One was a fatal accident in Germany just after the pilot crashed from 10m onto the ground. The tank ripped from the mounts, cracked open and fuel was spilled across the hot engine and ignited.

http://www.sydneyparagliding.com/articles.htm#Paramotor_Fire_Safety_-_DO_or_BURN_!!

The second one was an in-flight fire. Reportedly, it took place in Italy, the pilot landed as soon as possible but got severe 3rd degree burns on his back and on one arm.

<http://i13.tinypic.com/2mnoj24l.jpg>

On the first link above, the author makes a series of recommendations (copied/pasted below). What can we learn from this and how can we apply it to powered HG harnesses? What design features -if any- can bring about better fire prevention? Is it possible to configure a practical in-flight emergency procedure? Do your maintenance procedures address fire safety? If so, what are the key maintenance points and considerations? Is a hook-knife of value? Is parachute deployment an option? How flammable is a HG skin?? (Mylar and Dacron = polyester) How flammable are harnesses' covering?

I'd like to hear everyone's input on these questions and eventually put together a document that we all can refer to.

Blue skies,
Gerry

Always clean off any spilled fuel before starting the motor.
Carry only as much fuel as is required for your flight,
Wear fire retardant clothing, such as cotton overalls or car racing suits.
Fit a small car fire extinguisher in an easily accessible place.
Don't tilt the motor too much when getting up, this can cause fuel to spill out of the vent line.
Don't overfill your tank. On hot days, fuel can be forced out of the vent line with insufficient expansion space in the tank.
Carry out regular maintenance on your paramotor and inspect fuel lines for chaffing, cracks, discoloration and kinks.
Do not fly with damage that is more than a 20% reduction of fuel line wall thickness!
When you are looking at buying a new or second hand paramotor, have a look for the following design dangers:

Hard to exit harness arrangement.
Exhaust too close to petrol tank (air gap of at least 10cm and insulation),
Petrol tank too close to motor (particularly with upside down motors)
Petrol tank is mounted below the engine with sufficient air gap to prevent heating of fuel.
Fuel lines not passing close to hot surfaces or possible chafing points.
Strong and flexible petrol tank mounting.
Tank vent line placed in such a position as to not be near a source of ignition (electrical/heat)
Fire retardant materials used in harness and construction materials (have not seen it yet on paramotors),
Insulated tank, ideally with second liner (have not seen one as yet on paramotors)

ATOS with Cockpit

Mr Felix Ruhle, ATOS designer is always coming up with clever new variations on the original theme. His latest design turns the ATOS into more of a sailplane than a hang glider. According to the Oz Report: "It will be foot-launchable, stick-controlled, with the pilot in the wing and promises a significant performance boost over stock ATOSes". Pictures on Page 3.

Also coming is a new, lighter and quicker to rig version of both the VR and the V. Probably best to speak to Steve Elkins at Avian if you want more information.

The official website is at www.a-l-r.de, but it's mostly in German and there's not a lot of information on this machine yet.



Google Groups - SHPF

A new Google Group has been started for the SHPF - Scottish Hanggliding and Paragliding Federation, with an open invitation to all Scottish Hangglider and Paraglider pilots to join.. Here's the e-mail I received:

Bob Veitch BobVeitch@gmail.com has invited you to join the SHPF - The Scottish Hang-gliding & Paragliding Federation group with this message:

Happy New Year,

You have received this email as I am trying to expand the reach of this relatively new group and the awareness of the SHPF website.

The group and the website are both primarily aimed at free flying pilots living or visiting Scotland but everyone is welcome to join.

If you could forward this invitation on to all your colleagues or anyone else who you think might be interested that would also be very useful.

More YouTubes

Colin Haste has put an excellent video of microlighting and hanggliding at Thornhill on YouTube. Visit <http://www.youtube.com/watch?v=OoWq4eKaYdw> to see it. My only thought is where am I? I must have been off on one of my epic cross-country flights when Colin was filming!

Brown Field Sites Petition

The following item is in the latest BHPA club bulletin:

Aviators remember the problem of airfields being classed as Brown Field Sites? It was thought this problem had been resolved. However apparently not, go to <http://petitions.pm.gov.uk/Airfields> and consider adding your name to the campaign. Please sign the petition and send it to every aviator you know.

According to the petition page itself:

The recently published Planning Policy Statement PPS3 – Housing, despite assurances to the contrary given by the then ODPM, omits some vital words relating to airfields.

These were previously included in the superceded Planning Policy Guidance PPG3 – Housing. A footnote relating to the development of "brownfield" sites indicated that an airfield, which may only have a small area of land covered with buildings, should not all be treated as previously developed land.

This was a sensible approach. However despite all the representations made by the General Aviation community and indeed assurances from MPs that this was just a "slip of the pen", the new statement issued on 29th November 2006. does NOT include the vital footnote. This renders airfields in which are predominantly in rural locations, increasingly vulnerable to speculative and unsustainable property development and we urgently request that the Prime Minister requests a review of this by his Ministerial colleagues.

New Airsports Club Section

Due to the desire to increase Club Activity despite the recent weather conditions, it has been decided to start a new section of the Scottish Airsports Club - a SCUBA diving section. The runways are now in an ideal condition for SCUBA diving to significant depths. With recent stories of aircraft coming in to land and then simply disappearing in the water never to be seen again, there should be plenty of aircraft wrecks to explore in the murky depths. The best place to search of wrecks would probably be round about the spot where the runway intersection was last spotted.

Has anyone got a good RIB we could have as a dive boat?

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