



Scottish Airsports Club

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Forthcoming Events

Strathallan Fly-in, 18th April 2007

Thanks to Kenny Donaldson (G-MVEO) who told me about the Strathallan Fly-In. There is to be an informal fly-in at Strathallan on the evening of Wednesday 18th April. No times have been specified yet, but Kenny heard about it from the guys at Perth so there may be more info on their website soon. (<http://www.scottishaeroclub.org.uk/events.html>). Bring your own food. Any old excuse for a natter!

YouTube gems

Go on board with Raul Rodriguez as he Infinite Tumbles over St Hilaire. The G-force induced grunting says it all.
<http://www.youtube.com/watch?v=pGzpNBopfNk>

Unflyable? Bored at work? Fancy a bash at something different? All you need is a river, a surf board and a stick of dynamite to brighten up your day.
http://www.youtube.com/watch?v=JR_naKxLEPc

If you weren't already scared of dust devils you will be after watching this.
<http://www.youtube.com/watch?v=Q3QcMB2owFc>

Wings Around Britain

Sue asked me to put the following e-mail that she received in the Newsletter in case someone knows of a (physically) disabled person who would like to fly with Polly on one of the Scottish sectors of her 'Wings around Britain' trip:

Dear Sue,

Aileen Egan gave me your contact details, so I hope you don't mind me writing. Aileen is one of my volunteers for my next project "Wings Around Britain" and an old friend.

"Wings Around Britain" will take place between 21 May and 31 July. During that time I shall fly my Piper Dakota (which I have flown twice around the world) to all the airfields in the Jeppesen VFR Manual. The aim is to promote "Flying Scholarships for the Disabled" (FSD) (see www.toreachforthesky.org.uk) and flying for the disabled in general. It is also to promote sales of my book "Wings Around the World" the proceeds from which go to "Flying Scholarships for the Disabled".

We have divided the UK into 10 media areas and the plan is to fly to all the airfields in one area before flying onto the next area. This is to optimise the media 'push'. Wherever possible I will take a (physically) disabled person with me on

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each sector. If you know anyone with a physical disability who would like to fly one of the sectors with me free of charge perhaps you would be kind enough to direct them to my website: <www.worldwings.org> where they can fill in a form and submit it on line to apply for a flight.

I look forward to hearing from you if you are able or would like to be involved with WAB/FSD in any way.

Thank you in advance

Polly Vacher
www.worldwings.org

Parachute Repack

As usual the Extreme paragliding club held its annual emergency parachute repack at Broomhall Castle, Menstrie in March, and invited members of the Scottish Aerotow Club to attend. Dave Greenlee and myself were the only hang glider pilots that attended, but we got there early and got our chutes repacked before the paragliders, some of whom had forgotten to put their clocks forward for British Summer time.

I've had my parachute repacked there twice before, so there were no surprises for me, however it was a first visit for Dave. Although he's recently got a new harness and parachute, he brought along the harness and chute that he's always used until now, including our recent trip to Lanzarote.

The procedure for a parachute repack is simple:

- 1) Put on your harness, 2) Pull the chute from the harness, 3) Throw it behind you and check that it all unravels cleanly,
- 4) Inspect the chute, 5) Repack it.

Dave managed the first task, but failed spectacularly at step 2 when he was completely unable to pull the chute out of the chest-mounted container on his harness. This would obviously have left Dave in an un-enviable position should his glider ever have suffered a structural failure. The reason for the problem was simple: the container had thick velcro on all four sides, and the sticking power of the velcro was greater than the pulling power Dave could exert on the handle.

Once released, the chute opened up OK and seemed to be in good condition despite its advancing years, just like Dave himself. Once re-packed, Dave was sent home with strict instructions to seriously reduce the amount of velcro on the chute container!



Dave after having his parachute removed from its container with the help of three other pilots, one wild horse and a fork-lift truck.

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