



# Scottish Airsports Club

## Latest News

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### Forthcoming Events

#### Airways Airsports Isle of Man TT '07 - Saturday 30th June - Sunday 1st July

Just wanted to let you know we're running our annual competition in the Isle of Man again this year. It'll be a two day event from Saturday 30th June to Sunday 1st July. Our main sponsors Airways-Airsports are giving away a brand new Ozone paraglider as first prize and there'll be plenty more prizes and gifts from Airways, Ozone and Cross Country magazine. Jocky Sanderson, Chris Dawes and Andrew Rastall are coming to help run the event and Jocky will be entertaining us all with lectures and film shows. The cost is £160 including entry fee and just about everything else thrown in; ferry, transport and retrieves, luxury 4 star hotel, the works. All you need do is turn up with your glider - no car required! The main venue, Snaefell mountain has an electric tram to the top with a bar and cafe at the summit 2,036ft. The event will also form a round of the British Clubs Championship and if there's enough interest from the Celtic nations, we could well run the Celtic cup again too.

Please let the pilots in your club know and ask them to contact me if they want more info.

Thanks and best regards, Colin Fargher - Manx Hang Gliding and Paragliding Club - Competitions.

Colin Fargher tel 020 7193 9133 e-mail [manxtt@mac.com](mailto:manxtt@mac.com)

Event news and up-dates online <http://www.airways-airports.com/IOMTT>

Bookings, entries, transport, general enquiries 01624 661177 e-mail [judy.arnold@cittraveluk.com](mailto:judy.arnold@cittraveluk.com)

The Manx Hang Gliding and Paragliding Club <http://www.manxparagliders.com/>

Airways Airsports tel 01335 344308 e-mail [office@airways-airports.com](mailto:office@airways-airports.com)

The Claremont Hotel (comp HQ 29th June - 01st July) <http://www.sleepwellhotels.com/hotels/isle-of-man/claremont/>

IoM Steam Packet Ferry Company <https://www.steam-packet.com>

#### Knoydart Fly-in - A Second Attempt - Friday 6th July - Sunday 8th July

From: "Gordon Black" <[gordo.black@btopenworld.com](mailto:gordo.black@btopenworld.com)>

- Crackle, crackle, crackle. hisssssss

- Knoydart International; Golf Mike Yankee Romeo Zulu....

- Knoydart International; Golf Mike Yankee Romeo Zulu..

- Golf Mike Yankee Romeo Zulu, pass your message.

- Knoydart International this is Golf Mike Yankee Romeo Zulu, I would like to attempt a fly-in; requesting airfield information.

- Golf Mike Yankee Romeo Zulu, the runway is ready for use and waiting your arrival - no known traffic to affect. Please state you position and status.

- I am at home drinking a cup of tea. Oh, I see what you mean - ETA is 26 days - we are planning to be with you on the evening of Friday 6th July; please advise on you incredible 26 day weather forecast.

- Golf Romeo Zulu, I have checked the seaweed and the forecast is for a perfect weekend over the 6/7/8 July - blue sky and zero wind.

- Knoydart International, we will accept that forecast as accurate and given with full integrity, but you will understand if we also book the following weekend as a fall-back; Golf Romeo Zulu.

- Will give the strip a final trim; Knoydart International. See you on Friday 6th July.

Dear Crazies, I am heading for Knoydart - are you still interested? I spoke to Bob Wright today and he is looking forward to us arriving. The strip is better than last year - more level and longer. He tells me though that there are still a couple of dips. He advises an approach from the south if possible and not to touch down until well after the threshold (by 50 yards or so) to be on the best bit of the runway. Apart from that everything is as for the aborted trip in May - when about 20 pilots had signaled their intention to be there.

This time I plan to leave from Perth at 5pm on Friday 6th July and weather permitting will be on the ground at Knoydart at 7pm. I will then man the radio (129.825) to provide ground information. And I will get someone to light a fire and create a little smoke - as a substitute for a windsock.

Please let me know if you are planning on coming - and I will let you have a final brief on Thursday 5th.

Regards,  
Gordon Black  
07736 554276

### **Scottish Aerotow Open Competition - 7th - 9th September 2007**

The usual malarkey. Colin Harrison won it last year - who will Yvonne get to kiss this year?

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## **Plans for next Winter**

Thankfully winter is still a long way away, however it never does any harm to plan ahead. As we know, winter brings rain and snow and can often leave the airfield waterlogged. Thanks to Bob for sending in the following as an idea for how to make the best of things when the runways are submerged.

<http://ozreport.com/forum/viewtopic.php?t=8016&sid=91a282f1e4232db6ee8d40f178fedcb8>

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## **Glasgow Approach Frequency Trial**

Glasgow ATC has given George a request for information about a trial adjustment to the Glasgow Approach Frequency 119.1.

From 21st May until the end of August 2007, Glasgow are trialling an adjustment to the approach frequency. The intention is to improve reception of aircraft transmissions around the control zone. Evidence of the benefits to 119.1 is likely to be anecdotal. To help Glasgow ATC to collect evidence, they have asked if pilots could please telephone them on 0141 840 8026 to advise if you feel your transmissions were better received, or of transmissions are still not being heard. Please include details such as:-

Callsign  
Aircraft type  
Altitude  
Direction of flight  
Type of radio

For all of you who have a radio, why not have a go to help Glasgow improve their radio service. This could be good practice and good PR between Glasgow ATC and yourselves.

Tel Glasgow ATC on 0141 840 8029

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## Bob Goes Hang Gliding in South Africa

Having heard a lot about flying in South Africa, I decided to go try for myself. It soon transpired that Hang Gliding could only be sourced in one location: Natal. Other pilots had tried, and failed, from the Cape as there is no infrastructure for glider rental in this country. I did a deal with Silent Wings and subsequently arrived in Johannesburg on 22nd. April 2007. My problems began: first no harness, followed by missing my internal flight to Pietermaritzburg - no wonder this country grows bananas, they have no idea how to run an airline!

Eventually I get to PZB and my tour guide Paul picks me up 4hrs. late. His boy child is asleep in the back of the car and we head to Grannie's for tea, then a further hour to Bulwer, our final destination. Little did I know that the monster child would never sleep again for 2 weeks, he could only scream one word - Mummy! A case for having your wires cut at birth.

Day 1: We go flying from Bulwer mountain. It has a large flat grassy rigging/take off area and is 1100ft. TTB. Since I'm on a borrowed harness that nearly fits and a helmet that doesn't fit, I opt to fly a Target 16. Eight minutes later and I am in the bottom field.

Day 2: Back on the mountain and the thermal conditions have improved enough that I fly for over an hour until I'm sore, then land. A local pilot was having his first flight on a LiteSport. After 45 mins. he ends up crashing in the big upslope bottom field which puts a damper on the day. The glider is trashed and he has multiple arm fractures.

Day 3, 4, 5, 6: Blue, sunny but with a tailwind followed by cold and rain. I take a tour to visit the Drakensberg Soaring Club, a sailplane outfit run by 3 men and a dog.

Day 6: The wind is still over the back and I visit a Game Park - no predators but I photograph Zebra and Giraffe.

Day 7: I go back to DSC for a flight off the winch. This is a TTB from 1000ft., all of 10 mins. but the winch breaks so that is the end.

Day 8: Back up Bulwer mountain and I get help to rig a Bautek Twister, an early topless. Taking off in a down cycle, 10 mins. later am in the bottom field, hey ho. At least I have my own harness.

Day 9: Another go on the Twister and I struggle below take off for 25 mins. total.

Day 10: This time I do it right and soar for over 2 hours, it really is a nice glider.

Day 11: Sunny and blue, but a light tail wind again, so I don't chance it.

Overall, an enjoyable trip. The countryside reminds me of Australia when it's green. The infrastructure is laid back and Bulwer, about the size of Rhynie, has 55 whites and a million Zulus. Living here is cheap by our standards. The cost of £60 per day was for rental, guiding, accommodation, and some meals. The non flying days cost less. The choice of aircraft was a U2, Twister, and a Target, also the LiteSport until it was broken, (all in my size too). More scope to fly other sites would have enhanced the air time considerably. Paragliding is catered for by Wild Sky, run by Hans who is very competent.

Dr. Bob

P.S. Traveling home was drama free - even my harness turned up in ABZ.

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## Strathallan Fly-In Report from Sue

Well, even though it was very short notice, three aircraft from Thornhill did make it to the Strathallan Fly-In last Wednesday evening. Andy McLaughlin and his girlfriend in a flexwing microlight, George and I in the Stinson, and after an epic cross country flight, Colin Harrison in his Doodlebug FLPA arrived to cheers and clapping from the crowd of around 80 or more people! The touch down point was situated just in front of the hangars where everyone was assembled and it certainly caught everyone's attention watching the Doodlebug make its approach.

Kieran Brady the Chief Instructor of the Scottish Parachute Club (otherwise known as Skydive Strathallan) generously organised the fly-in and supplied free of charge food for everyone by personally cooking one of his famous chicken 'big pan do's'. It was excellent as always with plenty to go around. There were two aerobatic displays, one by Dai Heather-

Hayes in his Pitts Special and another in a replica SE 5 A by Neil Geddes.

Afterwards, the most important part of the evening came when Kieran gave a speech welcoming everyone to Strathallan, and detailing exactly why he so generously organised the fly-in. The main purpose of inviting as many aircraft as possible there, is that by flying in, this of course lets every pilot know exactly where Strathallan Airfield is. Strathallan is a very busy parachuting centre and there have been some very close calls between parachutists and aircraft flying overhead Strathallan. The aircraft are obviously totally unaware of their position and Kieran wants to draw everyone's attention to the danger they are putting the skydivers, the parachutists, and themselves in. He wants everyone to know exactly where Strathallan is, so that they can give it a very wide berth when flying cross country. Next year Kieran is planning another fly-in and we will definitely let you know when it will be as soon as we know.



Here is Colin just before touch down, with Andy racing out to welcome him.



A very happy Colin grinning from ear to ear with his Doodlebug lined up with the other 60 or so aircraft. He even made it back to Thornhill that evening too - a really brilliant effort.



Kieran Brady the organiser, serving up from his 'big pan do' - delicious spicy chicken stew served with a roll - secret recipe!



On arrival back at Thornhill, George and I found our friend Neil Geddes had had a radio failure and so had not managed to return to his home strip which is in the Glasgow zone, so luckily, we were able to fit his SE 5 A in the hangar for a couple of days. It is a really beautiful aircraft as you can see, and all hand made by Neil himself - it took six years - but isn't it fantastic?

## Strathallan Fly-In - A Doodlebug's eye view from Colin

Just as I was nearly rigged at Thornhill, Andy turned up and it seemed that it would be feasible to go to Strathallan for the Fly in. Anyway got launched and gingerly, after ensuring sufficient height, got myself settled in the bug for the into wind slog to Stathallan, launching with a full load of fuel into a handy breeze.

The Klassic was zipping along at about 20mph or so and I was wondering the easy way to find the airfield or if I could find it at all. I knew it was by the river and North of Gleneagles from the map and very gradually (bugs will know what I mean) eked out progress to the motorway then Dunblane and flew along the Railway.

I briefly saw Sue and George go by in the Stinson pointing the away to goal before vanishing in the haze. Some of the area just North of Dunblane was thermal city, probably lee siders generating 6-8 up - probably kicked off by the fresh NE breeze from the Ochils in front - not bad for 6.45 at night. I Google-earthed the flight beforehand and that helped to familiarise me with the route too.

Eventually I picked out Gleneagles Hotel and golf course and headed off towards where the terrain became level by the river. I could then see the long line of parked planes, windsock and field and approached carefully as I could see a micro-light diving in after his approach. Anyway a good look around and set up the approach coming in slightly across the runway at Strathallan.

Anyway I slightly snaked in and Andy waved me down and then helped manoeuvre the bug which was great and a perfect landing to apparently a round of applause from the pilots, none of which I heard as I had ear plugs and defenders on.

There was then a brief display of low loops and such by Neil Geddes in his SE5 and a meal of some spicy meat which was very welcome.

Anyway knowing that I had to get back by 9 I headed off back to the field. The launch was tricky as everyone wanted to leave and it was slightly switching between up the runway and 30 degrees off. I did get off but had to correct to keep it level as I ran off, but climbed out keeping going into wind for a while to gain good height with landing options before turning to head downwind.

The journey back was very smooth though there was some wave about in the lee at about the same point north of Dunblane, and I then flew back between the safari park and past Doune before seeing a hazy Thornhill. The landing was uneventful and another good flare in the breeze. Thanks to Wille for his help. Later Neil turned up in his SE5 biplane with radio problems and I gave him a lift into Glasgow. A good fun flight and the bug used about 4 litres of fuel total over both legs.

The next "XC" target is an out and return to Balado Bridge.....

Colin

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