



# Scottish Airsports Club YouTube Edition

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## Forthcoming Events

### Annual Lanzarote Hang Gliding Trip 2008 - 7th - 14th February

The annual Lanzarote trip is happening once again. If for any reason you don't know what this trip is all about, go to [www.youtube.com](http://www.youtube.com) and search for "Scottish HG Pilots". Everyone is welcome so if you want to go, get in touch with Andy quick on 07866 606025 before Gordon Brown slaps another surcharge on flight prices.

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## Dave Flies His Doodlebug

Being somewhat cautious I was reluctant to try a powered hang glider without enough experience, preferring to watch the antics of others. Recently I cracked and splashed out on a new Doodle Bug. I was tempted to buy one of those little micro trikes but Al Huntly convinced me I needed a Bug. Al would be my instructor.

The first two flights went well, a fresh wind had me airborne in a few steps. Next time the wind was calm. "Right Dave, don't let the nose up, run hard, any trouble just spit the throttle out" says Al. There's no wind, the strand of wool on my nose wires isn't moving. The glider feels like a dead weight on my shoulders, side wires hanging loose, even the harness feels heavy. Gotta keep the wings level, keep the nose down, rev it up for 15 seconds.

I start thinking; 'I need to get all this dead weight a bit of air before I go for it' I decide. 'Just a few steps, get it moving nice and gentle just like there was a bit of wind, yeah, a bit of wind would be more like last time. Yeah, get it moving and check the nose is right and the winds level, get a bit of air flowing around everything then go for it. That's what we do on the 747, line up on the runway, open up the throttles to 1.20 EPR, check all four have spooled up and then hit the button.' So I give it half throttle and walk forward. Third step and "DINK", a funny noise. Probably nothing but let's stop just incase. Al comes over and I switch off the engine. The prop is busted.

No fixing that, it's trashed. Al is gutted but I'm visibly less upset than him. I've spent most of my life flying at other peoples expense and it hasn't sunk in yet that a bunch of engineers aren't going to take it away and fix it for me. Usually if a bit of a plane is broken it just gets replaced, not my problem. And I'm still in one piece so it's not all bad! Al's looking at the prop, we both know I didn't do what he said. "Right Dave, we can get you another prop and you can have another go." But I wasn't up for that. I was rapidly descending into a world of post event mathematical analysis. Centre of gravity, pivot point, moment of inertia, acceleration, thrust, drag, lift, hang loop tension, hand position on uprights. I packed the glider away with a bit of vacant chat to Al, the other hemisphere of my brain too busy to help out. Come to think of it I probably do that quite a lot, sorry everybody.

A few days later the new prop has arrived and my brain has just rejoined the rest of the world with the answer I need. 'You need to run like f\*\*k'. Specifically, it is necessary to accelerate the glider initially by applying a force through your shoulders. The shoulders are also a pivot allowing your hands to apply a torque to overcome the 'pitch up' due to the gliders high centre of gravity. The prop thrust line is low so leaning well forward is necessary as you accelerate, push with your shoulders and pull in with your hands.

With all this sorted out I was more confident than I would have been otherwise. Again, no wind. A full power standing start, push with the shoulders, run, run, run. I ran so hard I ended up on my belly 100m up the field, but the prop was fine. I stood up and dusted off my knees, a little less furious with the run next time and up we go, I can fly!



OK, it's not Dave, it's not a Doodlebug, and this take-off didn't end in a busted prop. But otherwise an entirely appropriate picture.

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## YouTube Special

As winter approaches, here is a nice selection of YouTube and similar videos to while away those long evenings until the Lanzarote trip comes around.

**Why flying an aircraft with no structural rigidity (i.e. a paraglider) is a bad idea.**

<http://www.youtube.com/watch?v=p3RnWSd4vBc>

**If you're flying a paraglider you will crash, so you might as well pick a good spot to do it.**

<http://www.youtube.com/watch?v=gZzEL7qk-54>

**A superb video of hang gliding at the 2007 Brazil Nationals, including landing at goal in the middle of the city - I want to fly there!**

<http://www.youtube.com/watch?v=2Aslxtehrw4>

### **Hang gliding at the 2007 World Championships**

<http://www.youtube.com/watch?v=7ftgHVpULno>

### **How to turn a hang glider into a paraglider:**

<http://youtube.com/watch?v=Z2DGAFmk4rg>

### **How to top-land a hang glider. If you've got balls of steel.**

<http://www.youtube.com/watch?v=6RCf7dtH5x8>

### **Microlight mishaps - discover how to do a loop-the-loop just after take-off.**

<http://ozreport.com/forum/viewtopic.php?t=9596>

### **And finally, if the videos above aren't enough to keep you going, you'll find a lot (and I mean a lot!) more here:**

<http://www.extreme-vdo.com/index.php?sort=0&category=0&runtime=0&genre=1>

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