



# Scottish Airsports Club

## Latest News

Issue 52, December 2007



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### Forthcoming Events

#### Annual Lanzarote Hang Gliding Trip 2008 - 31st January - 7th February

Apologies for getting the dates wrong in the previous issue. 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.

#### BHPA Club Coach course Long Mynd – 12th - 13th January 2008

If you are wondering what being a coach is about, feel you would like to put something back into our sport, help others through situations you may have found yourself in, or if you find yourself helping others but are unsure of what you should be saying or doing, then become a coach. Helping somebody off the hill can create a daunting feeling of responsibility and the coaching course will give you the confidence to do this safely, backed by the full BHPA insurance arrangements. Attending a course will also help with your own flying and your understanding of the sport. The course is also for existing coaches wanting to brush up on their coaching theory. (The BHPA 5 year renewal requirement was not implemented and is being reviewed, but they are seeking alternative ways to maintain currency.)

The Long Mynd Soaring Club is running a Coach course for any BHPA pilot member with more than 10 hours interested in becoming a coach. It is often the case that lower airtime pilots who become coaches can relate better to recent CPs needing coaching.

The course is classroom based and takes the form of informal presentations by the BHPA experts on all aspects of being a club coach and the skills needed. There are no written tests, some group work is normally required and a comprehensive folder of everything covered is given at the end of the two days. Once you have completed the two days it is then up to your own senior club coach to recommend you to the BHPA for the coach rating.

The venue is the Three Tuns in Bishops Castle (which brews its own beer), and is only 5 miles from the Long Mynd, one of the best sites in the UK. Course times are Saturday 9.00am coffee and registration, and 9.30 start through to 5 pm, with an hour for lunch. Sunday times are 9.00am to 4.30 pm. Coffee and tea are provided in the mid-mornings and afternoons. You can find accommodation details on [www.churchstretton.co.uk](http://www.churchstretton.co.uk) or [www.bishopscastle.co.uk](http://www.bishopscastle.co.uk).

The price for the 2 day course is £40, and £30 for renewing coaches. Please pay by cheque in advance before 30<sup>th</sup> November, payable to **Long Mynd Soaring Club**, and post it to: **Tim Dunn, 7 Dodds Lane, Craven Arms, Shropshire, SY7 9QN**. You can book sooner by email to me via [coaching@longmynd.org](mailto:coaching@longmynd.org), but your cheque will need to have cleared to be certain of your place. Please include your **name, address, email** and **phone number**, and whether you are renewing or wishing to qualify as a new coach. If for whatever reason the course needs to be cancelled, we guarantee your cheque will be immediately refunded. Some clubs may refund the part or all of the cost as their club members will be benefiting from your new found skills, so it's worth asking!

We look forward to meeting you there.

Tim Dunn  
(LMSC Senior Coach – 01588 672919. Just moved so different number than that listed in Skywings)

## 2008 SPHG League

Thanks to Andy for sending in the post below from the FLPHG newsgroup on Yahoo. We've got a good number of power units at the airfield and they need some exercise for 2008!

Attached below is a reply I received from Simon Scott (it was meant for group consumption). Simon is always very encouraging and always commits (often very quietly) to the powered hg scene. It's a directly as a result of this positive reply that I shall be drafting the definitives rules for a 2008 SPHG league. These will be forwarded to Skywings and posted to this group. It may only make the Jan 2008 copy but will run from 1st Jan to until two weeks prior to the BHPA AGM/trade convention towards the end of 2008.

Before finalising it would be helpful to have any suggestions such as:

- \* ideas for fuel load verification?
- \* whether to draw in paramotors as they seem to have their side sorted
- \* handicapping systems to apply?
- \* non UK flights?
- \* NOT NEGOTIABLE ..... it will require GPS tracklogs (in igc format); ALL flights will end within the same 500M cylinder as the take off; MINIMUM distance total (kms) will be 25k; ALL pilots must have full SPHG rating: ALL flight must comply with relevant Airlaw. All pilots must register with me by 1st March latest. ALL flight must have their tracklog submitted with 30 days of the flight.

I think you get the idea ..... it is meant to be a serious and properly run League. Details of current positions will be sent to the group and also Skywings EACH month by their cut-off dates (see mag). It will run for one year and then be reviewed.

Full details and rules to be posted. I'll still be mostly doing the pg circuit/comps but will take part and run it ..... other volunteers pleeeeeease spet forward. If you wish to mail me my correct email address is: edcle1@tiscali.co.uk

Ed

Dear Ed and All,

I for one certainly intend to support the SPHG league, and would like to try and encourage as many as possible to support this. Ed has already single handedly organised a good number of very well organised events in the NW of England, with excellent tasks that are aimed at all. He will always have my support; I'm just sorry it has taken me so long to respond.

As for organised events and competitions, I have always felt these are essential for our sport/form of aviation to survive. How else will we know what the best equipment actually is? Or what our machines are really capable of? Or communicate to the wider aviation community what a great way to fly this really is. I also know that not everyone wants to compete and is happy flying over familiar terrain on a familiar flight path with no particular aim and there is nothing wrong with that. However competition flying can be a really fun way to dramatically improve your skills. I learnt so much more about HG during my two seasons in the British League than twenty either side of it.

Unfortunately I know Ed, or anyone else trying to organise an event or competition, is flogging a dead horse, there are so few of us now in the UK, that getting enough pilots interested is a hard task in itself. I know this because I was the only SPHG at the 2007 PPG Nats and I've had little response through this group for attendance next year (I am the SPHG rep for the PPG Nats by the way).

Please prove me wrong, and let's hope the SPHG league does get out of the starting blocks. Personally I'm edging my bets and converting to PPG!

Safe flying

Simon

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## Epic Sunday at Gargunock

Thanks to Colin for sending the following in from the LLSC newsgroup on Google. Looks like we missed out on some good flying on the Gargunock ridge a few weeks ago, but the potential is there. Look out for a nice North-North-Westerly in 2008.

Hi Folks,

Absolutely stunning day at Gargunock in an amazing mix of dynamic, wave, and thermal lift. One of the most difficult to characterise days I've had in Scotland, with so many different effects happening and changing as the day pro-

gressed. The strong N post cold frontal met wind took longer than expected to reduce. A strong inversion (due to overnight radiation cooling from the ground ) meant almost no wind lowdown, but above it was a layer of very strong wind with no wind gradient. Pressure increased by 12 mbar during the day giving an upper stable layer, caused by the sinking air in the HP. This is almost perfect mountain wave conditions - which we almost never experience in paragliding cos the wind is usually too strong. Massive areas of strong lift appeared as if at random along the ridge.

The Gargunnock ridge faces slightly NW so the dense stable air low down was being flushed along the bottom of the ridge - at the W end, it was really strong E parallel to the ridge, whilst at the E end it was blowing from the W. Added to all that, thermals enhanced by the wave effect, were pushing up the ridge and in front. The day ended incredibly quickly when the sun dropped - the met wind was fading as forecast and the lower level inversion raced up the hill, shutting it all down within 10 minutes -Amazing !

I gather it was too strong at Tinto all day - and Broughton Talker trace confirms that with one gust at 39 mph in mid afternoon.

Quite a different day on Monday. We're on the "other side" of the HP so its SW met wind before the next warm front comes in later.

The rest of the week is looking pretty uncertain with the usual battle between HP to the S and fronts from the NW .

See ya

David

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## YouTube

Here's the usual round-up of interesting/amusing videos with a flying theme.

### **The Kendal Mountain Festivals Film Academies winning film:**

<http://uk.youtube.com/watch?v=Sbv8PyjdMak>

### **Flying with eagles! Phaa! Try flying with seagulls, it's much better:**

[http://www.youtube.com/watch?v=LtBZ\\_pmnZ8M](http://www.youtube.com/watch?v=LtBZ_pmnZ8M)

### **A 747 landing in a strong crosswind - check out the angle it touches down at!**

<http://www.youtube.com/watch?v=OtnL4KYVtDE>

### **This plane practically scrapes the descending terrain on final approach.**

<http://www.youtube.com/watch?v=c49lcRTL7j4>

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## A Xmas Present For You

If you've got one of those phones that can use an mp3 file as a ring tone, or maybe you're expecting one from Santa then try this out. It's like flying into an epic thermal every time you get a call!

<http://ozreport.com/docs/vario.mp3>

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