



Scottish Airsports Club

Latest News

Issue 6, August 2003



Contents

| | | | |
|-------------------------------------|-----------------------------------|---------------------------------------|----------------------------|
| Aboyne Visit Page 1 | Reminder Page 2 | Club Website Updated Page 3 | Thank You Page 3 |
| Thornhill Gala Day Page 1 | Ken Wets Himself Page 2 | Hangar Update Page 3 | |
| New Gliders Page 1 | Coaching event Page 2 | One of a Kind Page 3 | |

Aboyne Visit

For those who don't know, Aboyne is the premier wave site for gliding in Scotland. We (as in the Scottish Airsports Club) have been invited up for a weekend to demonstrate the joys of hang glider aerotowing, to play in the wave that's almost certain to be there just for us, and to increase the club bar revenue.

Three possible weekends have been suggested: 23/24 August, 30/31 August and 20/21 September. If you're interested, get in touch with Donald and let him know which weekends suit. I would assume we would want to avoid 30/31 August if possible since that's the same weekend as the Thornhill Gala Day.

Thornhill Gala Day

Another reminder that there will be a fly past at the Thornhill Gala Day on 30th August. It is hoped that as many club members as possible will take part, both hang glider pilots and microlight pilots. The main objective of the day is to perform a fly-past over Thornhill that would put the Red Arrows to shame. It would be great to have as many members as possible airborne over Thornhill at the same time, so bring out that power unit, brush up on those right-of-way rules, and quietly ignore that bit of airlaw that mentions something about overflying a public gathering!

Sue has suggested that it might be good to have a commentator at the Gala itself to explain to Joe public the difference between a microlight and a powered hang glider etc, so if anyone fancies themselves as a smooth talking PR person, now's your chance. Any other suggestions for livening things up on the day would be very welcome. Perhaps a raffle with 1st prize of a dual tow with Big Al or a flight in a microlight might help to get people actively interested?

New Gliders

I'm told Ross Paterson has bought himself a shiny new Airborne C2. I've never seen one, so I got the following from the web site:

The C2-13 and C2-14 are now in production. The C2 is the result of ongoing development of the original Climax. The C2 has shown to have better handling and improved glide. A new nose cone, extra mylar wrap around and improved VG system with increased travel have helped contribute to the increase in glide performance of the C2. Handling improvements are contributed to the refinement of the cross bar centre junction bushing, rear floating wire system and a variation to the hang loop rocker system. The C2 14 has longer down tubes, which also help to lighten roll pressures. A streamlined pull back system with integrated cover and the vertical orientation of the AirBorne logo sets the overall look of the glider off nicely.



The C2

Sounds lovely! Meanwhile Ken MacAlpine managed to get an excellent deal on Steve Elkins' Avian Cheetah 150, even conning the poor bloke into giving him £900 for his old Avian Java. The Avain website says the following:

Maximum enjoyment is what it's all about. As a result Avian spent a great deal of time developing the handling of the Cheetah. The glider is easy to take off and superb to thermal and fly. Its VB. has a large range and is especially easy to operate. Loose for maximum handling and tight for high speed glides. Finally, one of the most important things the Cheetah is easy to land with a very low stall speed.

The Cheetah:



Hopefully both Ross and Ken will be providing me with flight test reports shortly, won't you lads? I'm looking forward to some unbiased and objective reporting along the lines of "My C2/Cheetah glides like a sailplane, lands like a Discovery, and makes your Cheetah/C2 look like a paraglider."

Reminder

When leaving the airfield, please, please, PLEASE remember to bring in the tow line and the wind sock. George and Sue quite rightly get very upset if we leave the line on the runway as it's a potential hazard to aircraft.

Ken Wets Himself

As an experienced hang glider pilot with a great many aerotows under his belt, why was Ken wetting himself just before launching on Wednesday 30th July? Was he wetting himself with excitement because of the superb performance of his new Avian Cheetah? No - he's getting used to that. Was he wetting himself with fear because of the monster thermals that would knock him all over the place and suck him into the clouds? No - it was a very stable evening. Was he wetting himself because he's just a big girl? Maybe, but he had a good excuse - I was the tug pilot, ready for my first ever aerotow at the other end of the tow line! After taking up the slack, and establishing that the strange vibration was just Ken's shaking being transmitted down the tow-line, I eased the hand throttle to full open, trying to remember every detail of Donald's thorough briefing and off we went.

In the end Ken and the weak link both survived and I took him to 2000 feet. The first half of the tow was far from perfect on my part, but Ken managed to hang on and the second half of the tow was much smoother. Hopefully the first part of my second tow will be more like the second part of my first! Any volunteers?

Coaching Event

We're hoping to get Mark Dale up to Thornhill for a coaching event so that members can notch up some extra ratings such as Aerotow Coach, FLPA coach and the like. Mark Dale is, of course, the author of the B.H.P.A. Pilot Handbook and has a wealth of knowledge and experience to share with us. This will be an excellent opportunity both for the club and its members. More details to follow.

Club Website Updated

I've finally got round to updating the Club Website after John Ranking kindly passed on the access details. My website design skills are limited to say the least, so I've just made some minor changes. The main ones are:

- Members page brought back and updated. I just took the old page, removed those people who were no longer members, and added myself. If you want your details removed or you want to be added, just let me know.
- Past issues of the Club Newsletter added.
- News page brought a bit more up-to-date.

The next thing I plan to do is to add a links page. Any other suggestions for updates/improvements to the site are very welcome.

Hangar Update

The hangar is progressing to schedule so far, with the site prepared and the fixing bolts and baseplates concreted in. The steel frame should be delivered at the end of this week ready for the steel erectors and cladding. Once the building is up, it will then take two or three weeks to complete the doors, toilets, plumbing and septic tank installation, electrics, and concrete floor and apron. Can't wait! When do they start on the jacuzzi?

One of a Kind

We would like to extend a warm welcome to new members Mike and Christine from Ayrshire, who are a Doodlebug/Discovery 195S flying husband and wife team. We reckon Christine is the first female Doodlebugger in Scotland. They're currently making excellent progress towards their full FLPA rating under Donald's watchful eye as FLPA coach. Then they're off for a spell at Wallaby Ranch in September, so we might even see them aerotowing soon!

Thank You

A special thanks to Graham Webster for donating to our New Tug fund, even though we haven't yet persuaded him to try aerotowing! He's currently getting some good flying in his Shadow after a spell in Kuwait and has kindly offered anyone who weighs 86kg or less a cabby in the back seat. Cheers, Graham!

Scottish Airsports Club, Easter Poldar Farm, Thornhill, Stirling, FK8 3QT
www.scottishairsports.com