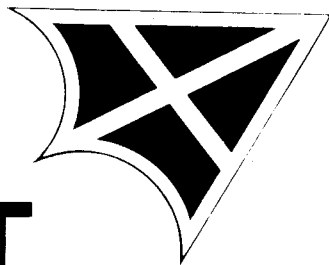
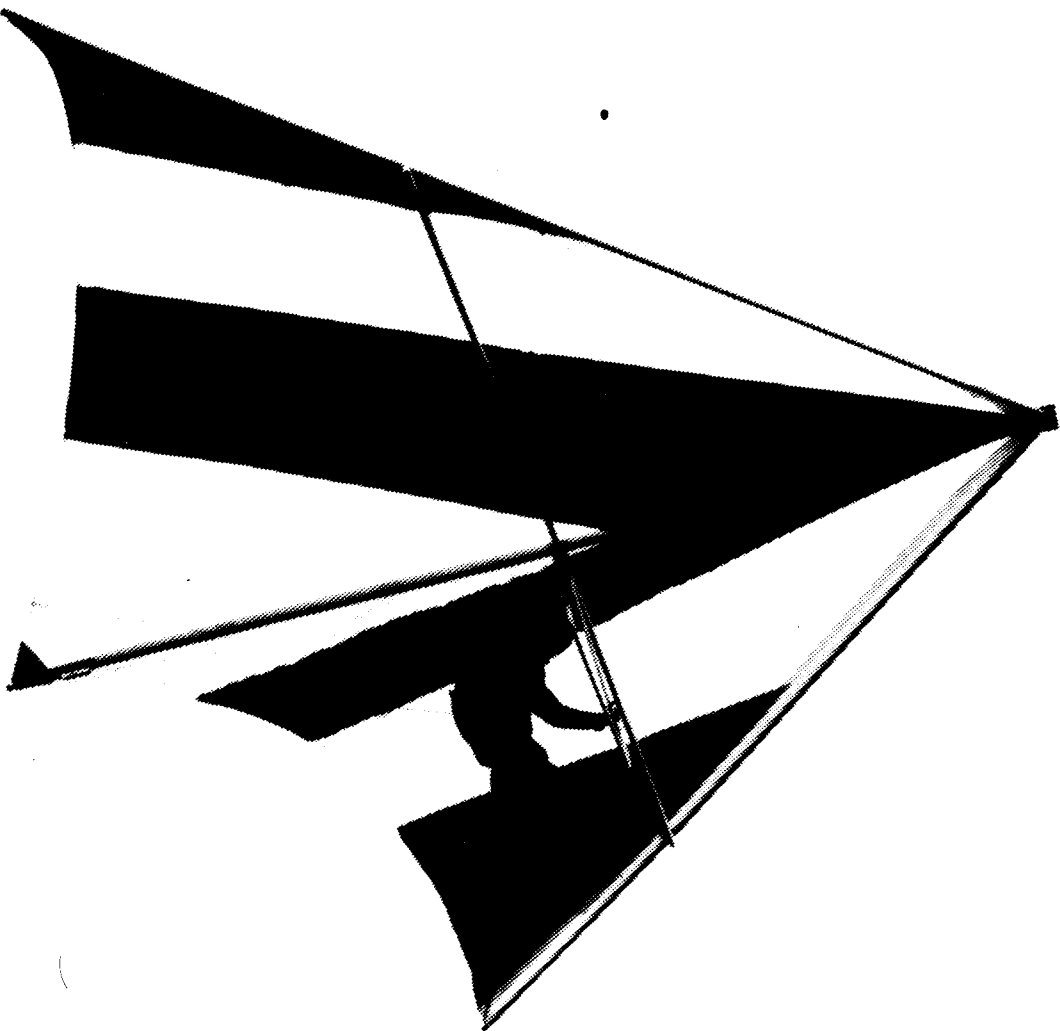


SCOTTISH SAILWING ASSOCIATION



FLYING SCOT



Vol 1 Number 3 AUTUMN/WINTER 1975

WELL DONE FRED!

Another Scottish Record on a BIRDMAN HAWK

26th October, Tinto, Lanarkshire.
FRED JOYNES 3 hrs. 3 mins.

*Some of the individual best times
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PETER MAYO	HAWK	2 hrs. 6 mins.
BRIAN HARRISON	HAWK	1 hr. 26 mins.
COLIN CHARLES	ALBATROSS	40 mins.
PAUL COPPOLA	HAWK	30 mins.
TOM WILSON	MERLIN	40 mins.
FRED JOYNES	HAWK	3 hrs. 3 mins.
DON SIMS	HAWK	30 mins.

Plus many more of 15 - 30 mins.

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MEMBERS OF B.H.G.M.F.



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EDITORIAL

Firstly I must apologise for the lateness of this issue. This I would add was entirely due to factors within my control. Now, (after that confession), to the change of name.

When the first issue of the magazine went out earlier this year under the name "Kingpost" the S.S.A. was unaware that this title had already been used by the Penine Hang Gliding Club for their publication. In fact, we were pipped at the post by only a few weeks. However the P.H.G.C's right of prior-usage was incontrovertible and inevitably it was up to us to change our name, much I may add to my personal regret as I thought "Kingpost" very apt. In choosing the new title "Flying Scot" the Committee hope that we have found a name which is generally acceptable to the membership and which (let us pray!) will not incur the wrath of some obscure feminist railway enthusiast's club.

Since the last issue there have been a few changes within the Committee, namely the resignations of Nick Thomas and Eric Davis and the co-opting of Fred Joynes. Nick resigned because of business commitments and Eric because of a change in personal attitude towards hang gliding and the way the sport is developing. (See the letter page for a fuller explanation).

Andrew Cranfield (yes it's really a family concern!) has been co-opted to chair an Events Sub-Committee which will be responsible for the detailed planning of all next year's events including of course the National Championships.

Andrew's first task will be to locate a suitable site and with this in mind he would like to invoke the help of the membership. So, any of you who know of; an easily accessible site, not greater than 800 feet high, suitable for flying in all wind directions then contact Andy at Dollar 2744.

Now to a subject which has been occupying much of the Committee's time in recent months; the question of the relationship between the S.S.A. and the B.H.G.A.

As things stand at the moment approaches have been made by the B.H.G.A., at a personal level to the S.S.A. with the view to absorbing the S.S.A. within the B.H.G.A. structure. Your committee has been reserving judgement on this matter until the B.H.G.A. committee has made an official statement of policy on the subject. In the ultimate analysis however it is you, the membership of the S.S.A. who will decide.

Finally, in case any of you have doubts as to the validity of your S.S.A. insurance cover. I have been asked to inform you that copies of our insurance policy can be obtained by writing to the Treasurer D Pardie.

That's it folks!

Remember! "A car is a means of transporting a hang glider and pilot to a flyable hill".

Taken from the "Thoughts of Chairman Murray".

F. ALLAN.

Front Cover. "Osprey in Flight"

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CHAIRMAN'S CHAT

It is now over nine months since the Scottish Sailing Association was formed, and it was suggested that a review of our activities to date would be of interest, especially to those members outwith central Scotland who may well wonder what they are getting for their subscriptions.

First and foremost, a proportion of the money is remitted to our insurance company to provide third party indemnity by David Purdie, our Treasurer. This ensures that all members are covered on receipt of their membership card. The remainder of money is spent mainly on the production of this magazine, which is essential for keeping members advised of our activities especially on matters of safety and general information and also an amount is necessary for administration.

With postage and telephone charges at today's levels, this eats up more revenue than we would like but communications are essential and Fraser Allan has done sterling work in his efforts to date, in producing this magazine.

Included in administration to date are such expenditures as expenses for public relations work, attendance at Civil Aviation meetings, B.H.G.A. Committee meetings by Jim Haig, our Liaison Officer and my own trip to the F.A.I. Meeting in Paris earlier this year. On this subject of International Representation the Committee have recently decided to forego any further attendance at these meetings on two grounds. Firstly, the letter of authority is granted by the aero club of each country represented at the F.A.I., and in the U.K. this has been given to the B.H.G.A. for sole representation of the U.K., as the F.A.I. constitution only allows one representative per country. It would still be possible to attend as an observer, but this brings us to the second point of time and costs. International Representation is expensive on both counts and it is felt that we can still keep abreast of developments via the B.H.G.A. Liaison Officer's reports.

One disadvantage which may arise, is that any member wishing to compete in international competitions may find it necessary to join the B.H.G.A. before being eligible for qualifying for a place on a team, but this is still under discussion at the time of writing.

This brings me to the next matter that has been occupying a lot of Committee time lately. We have had informal approaches from certain members of the B.H.G.A. Committee regarding application to their body, and various dialogues have been held to establish what benefits, if any, would follow. It is obvious that some benefits would be substantial, but I am not completely convinced at this stage that it would be in the best interests of the Association to propose that we affiliate on the current terms discussed. At the present moment, we are awaiting a statement from the B.H.G.A. Committee and this will be given full consideration before any recommendation is made. As soon as this stage is reached all members will be advised of the details to allow their views to be known.

During the year, we had the informal 'fly-in' at Glenshee and the later Championship event at Biggar, which was unfortunately cancelled by weather conditions. Both these events were sponsored by 'Glen Grant' whisky, and we have since received other offers of substantial sponsorship for events for 1976. The present outlook is promising, and Bill Cowell is currently working out the details which will be advised as soon as possible, so start polishing up on those spot landings now!

To facilitate the task of organising future events, a sub-committee is being formed to take on the job of organising the hundreds of details necessary for the success of a competition; this will relieve the Executive Committee of much detail work, which is best left to those detailed to handle it exclusively and hopefully will result in well organised and enjoyable flying events next year.

Our Safety Officer, Landale Cranfield, has been busy on standards for sites and kites, and with the current developments in sail materials, curved booms, 'J' wires and deflexers and 120° nose angles he is going to be kept busy even more in future.

I trust that this has given some idea of what has been keeping your Committee busy during the past few months and would hope that this will even have the effect of stimulating some reaction from the average membership, as this has been the one big disappointment I admit to having.

The total reaction to this magazine has been (in my opinion) very disappointing. Letters of complaint, anger, agreement or congratulation just have not been received. Whilst other organisations and club magazines appear to be similarly ignored by their membership, I find it hard to believe that all our members are illiterate or do not possess a pen, so if you feel that only the views of the Committee members and a few others have been filling the pages to date, you are quite correct! The Committee have contributed most of the material.

This was acceptable for the first issues, but if you have a complaint, comment or suggestion, don't keep it to yourself, write in! Whether it be an account of your record 12 hour flight off Ben Nevis, or your first terrified hop of fifty yards down a slag heap, or even if you think the Committee are a bunch of lily-livered, hard drinking armchair non-fliers (which we really are) please don't ignore us, write in and at least see if your stories are taller than ours; you never know, they might even be published.

Meantime, good flying and happy landings! G.M.

SAFETY OFFICERS REPORT

By now most of you will have heard about, and forgotten the event at Biggar, i.e. the Scottish Championships. I would now like to remind you of the lessons on safety we learnt from the event.

1. If your hang glider does not meet the B.H.G.M.F. specifications, FOR YOUR OWN SAFETY, improve or modify it to conform to the standards.

I will instruct all club safety officers to ban anyone flying, when their hang glider is thought to be unsafe or in need of modification to meet the safety standards laid down.

If you have any doubt, please consult the club safety officers or the manufacturer concerned.

A few of the main Safety Standards are:

- a. Wire rope terminal connections for all flying wires should be swaged swaged with ferrules. NO BULLDOG CLAMPS.
- b. There will be NO negative reflex and NO anhedral on the standard Rogallo.
- c. Sails must be firmly secured at the ends of the booms, both front and rear. (preferably using self tapping screws).
- d. Hang Gliders using prone harness should be suitably rigged, i.e. modifications to the lower rigging to accommodate a wider 'A' frame. (Consult manufacturer).
- e. Do not fly with bent or buckled booms. If you have bent your booms and straightened them more than once replace them.

2. Stunt Flying.

This was carried out, without prior permission from the committee, at Biggar by the Wasp Manufacturers.

I would like to put it on record that I disapprove of their actions, although I was present at the launch, I was not consulted and the incident took place before I was fully aware of what was going on.

I feel however in CERTAIN circumstances stunt flying could be carried out, BUT only after careful planning and consultations with the event organisers. A public announcement would have to be made to ensure that any flying of this nature would not be regarded as a childish, dangerous prank, which would give the sport a bad name.

Lastly I would like to appeal to anyone in the Aberdeen Area who would like to help with a Hang Gliding club, either at the University or Robert Gordon's College, to contact me either by

- a. leaving a message at the Porters Box, R.G.I.T. Students Union or
- b. writing to me at: West Brae,
Johnshaven,
Nr. Montrose,
Angus.

I wish you all a very Merry Christmas and a very happy and safe New Year.

Landale Cranfield

N.B. I would remind all members that the minimum flying age for hang glider pilots in the UK is now 16 yrs and would ask members to ensure this ruling is observed without exception.

Accident Reports

The following reports are reproduced exactly as received by the Safety Officer, without comment.

The lessons to be learned from them are self evident. Read and learn from the experience of your fellow fliers.

Accident No. 1

Kenneth who said he was 17 and subsequently turns out to be 15½ has been keen on the sport for several months. He has phoned me on several occasions and decided that although he didn't have money for a kite, he would attend my school at which he made 4 flights, showing himself to be competent and intelligent. As he was staying in Glasgow, having come all the way from Campbeltown, I invited him to watch the flying at Tinto and, if conditions were right, to have a flight.

He took off in a steady 8-10 mph wind with a boom launch. He started turning right and in correcting by pulling his body to the left, eased the bar too far out and induced a stall. (At this point he also felt light and "tried to rise to gain height"!!)

Realising his mistake, he pulled the bar in, gathered speed and realising he was going too fast pushed the bar out again - too far, thus inducing another stall; this situation happened in all 3 times, the fourth being a semi-luff dive which he managed to correct just before hitting the ground.

This was potentially a very dangerous accident caused by a misjudgment of a pupil's ability on my part and initial over-correcting on the part of the pupil coupled with lack of experience.

Accident No. 2

When about to land I brought the A frame of the glider forward slightly. The glider stalled and I parachuted to the ground from about 10 feet. It was not a heavy landing but I pitched forward holding the A frame of the glider which struck the ground. Most of my weight came down on my left arm which broke at the wrist.

Accident No. 3

Checked kite. Strapped myself into seat properly. Crouched and put head through air frame and pulled nose up. Then stood up holding kite in neutral position - checked heading - then ran. Kite started lifting after 4 or 5 paces. I realised immediately my position was not right relative to air frame so I pulled hard to bring nose down. This action pulled the seat forward thus I fell backward and hung for a second upside down with my feet straight up above me. My legs then slid cleanly out of the seat and belt. I landed on the front of my head and almost flat, face down. Approximate fall of 10 ft maximum from kite. On reflection it would appear that the back strap had caught under the seat when I had crouched under the air frame to bring the kite up. This would explain the backward somersault. Also the air frame hand bar was very low when the kite lifted me. The seat belt was round my thighs on take off and of course when upside down this facilitated my departure from the kite which was completely involuntary.

When holding kite on shoulders as for take off it should be noted that there is slack on the harness which does allow the back strap to fall down the back.





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WORLD CUP HANG GLIDING 1976

A copy of the regulations for the above event have been received recently, and it is an extract of these which is listed for the information of members who may wish to participate in the event, which will be held as follows.

Duration and Location

Sept. 15/16th. Lake Como, Italy, Scrutineering.

" 18/26th " " "

" 27/3rdOct Leysin, Switzerland

Oct 4/10th Ostallgau, W. Germany

" 11/17th Kossen, Austria

" 18/24th Dolomite Mtns, Italy

5 man teams from each country will be selected by the National H.G. Association Body - i.e. the British H.G.A. before 15th August 1976. Entry order will be varied to give each team an equal chance in each event. Compulsory insurance is required for third party, personal, sailing and baggage. Approved helmets only will be required for each competitor.

Events

Will be varied as much as possible to produce an even chance for competitors and interest for spectators, e.g. at Lake Como, owing to restricted landing area, landings will be made on a moored raft 10 yards offshore, rescue boats will be provided as well as life jackets.

In Italy, style in approach and spot landing will be judged and in Germany 20 minute soaring flights will be flown with penalties for over or under duration and aerial ballet with preflight plans will also be flown with a slalom course around balloon markers in Switzerland.

Gliders

One machine per contestant, with a registered reserve glider allowed per team. Full scrutineering and marking will be carried out to prevent substitution. Full technical details of eligible types of machines are detailed - basically standard Rogallo designs, with an open class for new designs. Standard machines will not be allowed any streamlining or instruments.

Finances

Sponsorship for the organisation of the event is sought but team sponsorship is not recommended as team expenses will come from the fliers pool, to cover food, accommodation and transportation. No sponsored advertising allowed on sails or

suits, excepting a sponsor covering the entire expenses of a team will be allowed 2sq metres.

Prizes

All contestants will receive a crystal trophy and these outside Europe will benefit from fare reductions. A minimum of \$10,000 prize money will be available to the top ten winners and for the outright winner, a new sports car. The top five competitors will qualify for places in the World Cup 1977 which will begin in Australia, then move to New Zealand, Tahiti, Hawaii and the finals held in Japan.

Full details are available from Gordon Murray at his address, on receipt of a stamped addressed envelope.

CLOUD NINE



FROM
SKYHOOKS

Cloud 9 (above) from 15 to 19 ft.

Mk.4 Skyhook from 13 to 18 ft.

"SKYHOOKS"-- 4, THORNLEA AVENUE, HOLLINWOOD, OLDHAM, LANCs. 061 681 5045---5369.

CLUB REPORTS

LANARKSHIRE SOARING CLUB

The flying during the summer months did not come up to expectations. A long climb uphill and a quick slide down again discouraged flying but did improve the fitness of members. As Autumn came in the wind started to blow again and on September 14th at Cleuch Reservoir a moderate north wind enabled members to achieve soaring flights. A visitor for the day, David Bremner flying a Wasp which he had fitted with a prone harness produced the best soaring time of the day with a 45 minute flight. This day's flying whetted the appetite of flyers and we left the site with thoughts of what we could do next time under similar conditions.

Sunday 26th October produced the wind conditions we had all been waiting for and all members on site had their best soaring flights to date. Fred Joynes, first up the hill and first into the air soared for 3 hours 3 minutes before the cold triumphed and forced a landing to revive the circulation. On one occasion six kites were in the air at the same time and the exhilaration of manoeuvring amongst other kites added to the enjoyment of the days flying.

Alan Morrison now knows what flying in cloud is all about. On the same day strong lift took him into cloud forming on Greenhill immediately after take off. He says he lost his sense of direction completely and did not realise he was flying downwind until he saw from out of the gloom the hill top racing towards him. He managed to keep his cool and turned his kite into wind before making a hill top landing.

Prone flying has not really caught on yet in Scotland and particularly at Tinto pilots prefer flying seated. Peter Mayo is now showing the way and taking things lying down in the Firetail being developed by Scotkites. We will all be watching with interest to see how this more sophisticated kite performs under Scottish conditions.

During the year there have been resignations from two of our committee. Eric Davis has decided to devote more of his time to Gliding at Portmoak and Norris Craig has for personal reasons decided to give up the sport. Two members, Sam Brain and Ken Muirison have been co-opted on to the committee and their assistance with club business will be most welcome.

Club membership has now grown to thirty nine members. The club growth is encouraging but it has brought about difficulties in other directions. Landowners are becoming a little concerned at our increased activity at Tinto and one landowner is particularly concerned at the effect a large number of people on the hill will have on shooting rights. To placate his concern it has been necessary to close the club to further membership and to restrict flying where he has shooting rights to Sundays only. These restrictions are inconvenient both to ourselves, future membership of the club and visitors to the club but we will just have to live with the situation and hope that we can change his views at a later date.

Site difficulties as described above are not a major difficulty in Scotland yet but as clubs grow in membership we are likely to experience more difficulties of this type. The way in which clubs develop will either help to alleviate these difficulties or add to them. A large number of people on one flying site will obviously provoke a reaction from landowners and other