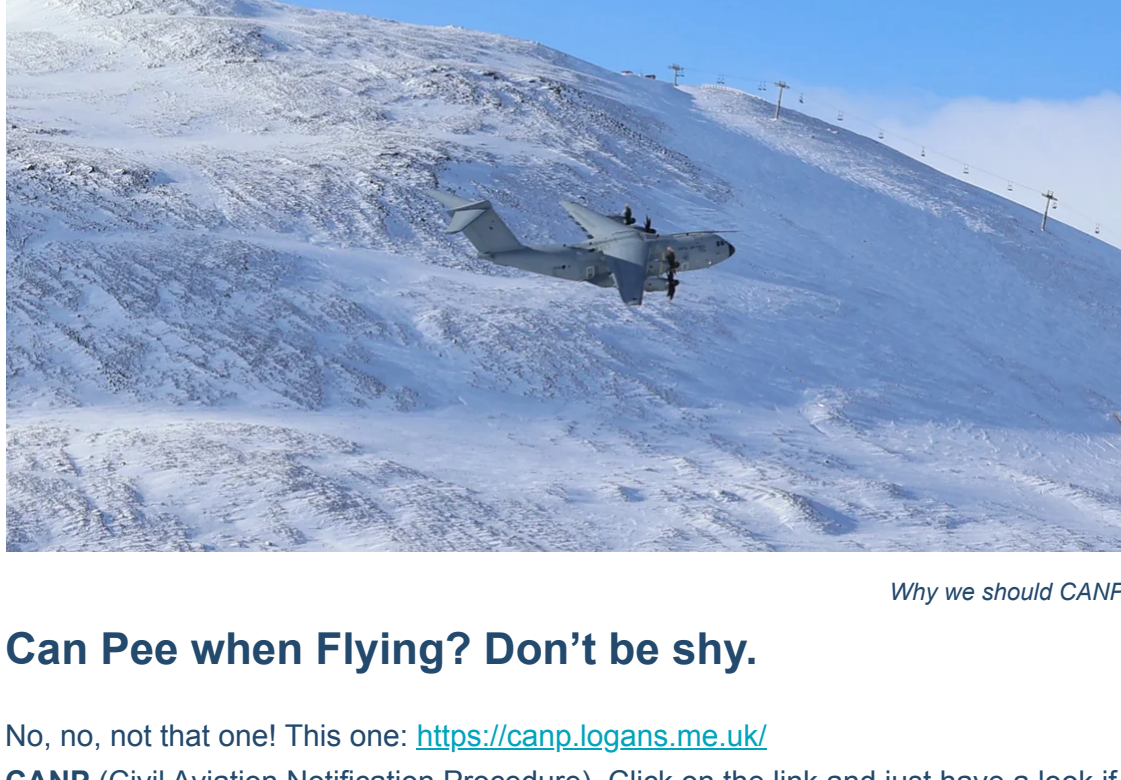


News and chat for club members - August 2026

You have received this because you are a member of Lanarkshire & Lothian Soaring Club. If you do not want to receive future club newsletters, you can opt out below.

July was a bit, err, mixed for flying. Beautiful, hot weather, clear skies, inversions then high winds and showers. There were some good flying days, some tricky flying days - and lots of days when flying was impossible. Pretty typical Scottish Summer.



Why we should CANP

Can Pee when Flying? Don't be shy.

No, no, not that one! This one: <https://canp.logans.me.uk/>

CANP (Civil Aviation Notification Procedure). Click on the link and just have a look if you are not familiar, especially the map. This is a reminder to please use this excellent system.

Virtually all our sites for all our clubs in the UK are listed. **Create a shortcut link on your phone and the whole thing takes about 20 seconds.**

When you submit a CANP it alerts the military through the RAF and also generates a NOTAM. NOTice to AirmeN. If submitted on time information will be at every aerodrome and airport in the land for the next day.

Aim to submit as early as possible up to 48 hours before you fly and certainly by 8 pm the night before. But if you're late then still do it.

Some things to note:

- Submitting a CANP generates a warning cylinder 4 nautical miles across and 2000ft above the location.
- Important, it is not an exclusion zone. Other aircraft are allowed in, but they should be aware you are in the area. Most likely they will avoid.
- The system asks for 5 pilots or more. Generally, we ignore this as other pilots tend to join. Play it safe.
- Every now and then you might get a call from a friendly RAF squadron leader or similar asking if you are finished or definitely using the area.
- The system works.

Fly Safe, use the system.

[Go to CANP](#)



Soaring the Moorfoots - Airspace does not need to be opened if flying below 3500'.

Sites flown under Letters of Agreement or LOA's

We have a number of sites we fly with hard won Letters of Agreement (LOA) which allow us to fly in airspace otherwise prohibited.

To fly these sites you must:

- Read the full Letter of Agreement to make yourself aware of the rules, the geographical limits and the procedures for opening and closing airspace. IMPORTANT. To [access the LOA](#) you need a [password from the club](#). This password protection is a condition imposed by the local ATC (Air Traffic Control).
- Be invited to join the LOA, Hillend, Pentlands & Moorfoots Telegram group. Posting within this group, as set out in the LOA, is critical to the continued permission to fly these sensitive sites.

These agreements seem to be working really well, and long may they continue.

Mostly these are not cross-country sites so there is little need to fly close to the limits of our height restrictions.

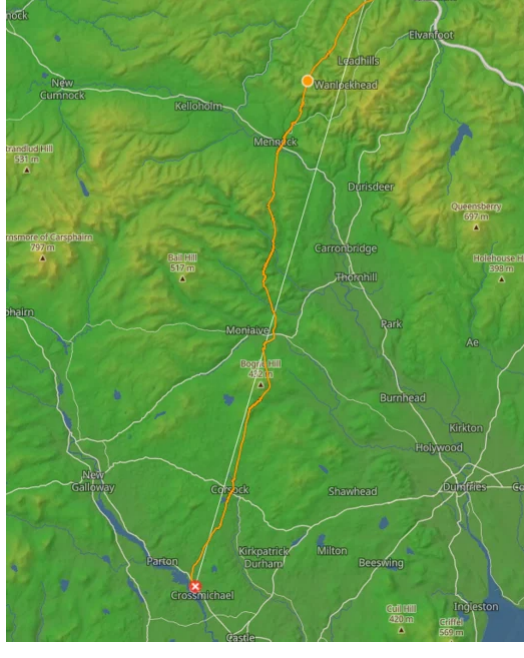
Not so for the Moorfoots. There have been a couple of minor infringements earlier in Sopring, all without incident to date, but please, please, allow enough headroom and be sure of how you'll lose height if needed. Remember, the normal airspace height at the Moorfoots is 3,500ft - which is usually plenty on a soaring-only day.

BUT if there is a chance of going XC, the airspace can be opened to 4,500ft, reducing the chance of a potential airspace bust and a difficult and sheepish chat with Air Traffic Control about LOAs.

Remember, it's actually illegal to fly in prohibited airspace. And if that's not enough, the sky just above is full of fast moving tin on it's way to land at Edinburgh Airport.

So, if you think there is the option of going XC, and you have read and understand the LOA, and you are on the LOA Telegram group, call ATC on **0131 348 4828** and open the airspace.

[Moorfoots Site Guide & LOA link](#)



James (above), Stephen (below) tracklogs from XContest.



Big flight weekend

James Gavin 73.4km

18.07.26, Tinto North

A host of pilots got away early,

including a big raiding party from the

Lakes, led by Jake Herbert with a

172km flight to just outside Kirby

Lonsdale.

Top LLSC pilot was James Gavin with

73.4km to Crossmichael, just outside

Castle Douglas.

Check his flight [here](#).



Stephen Hallsworth 90.31km

19.07.26, Moorfoots

There were plenty of pilots at the

Moorfoots on the Sunday - but only

Ollie Carr and Stephen Hallsworth

managed to get away, with Stephen

coming down near Ecclefechan.

Check his flight [here](#).



LLSC Loan Wing Test

Kit

LLSC has some very useful wing-

testing kit for confirming porosity and

checking line lengths.

When the weather is so un-

cooperative, it's a great time to get to

know your wing and see if it's up to

spec.

Using the kit is not especially difficult,

with clear instructions available.

We also have some line in various

thicknesses.

All this kit is held by Alan Easdale and

is currently located in Glasgow.

We are in the process of finalising a

system to borrow the kit for your own

use, or within a group. It should also

be available at any club events,

including repacks and Winter talks.

Ideally the kit will move around the

membership - although we need to

know who has responsibility at any

time.

There will be a separate email in the

near future, specifically regarding the

loan of this equipment.

Please note that this is not a

replacement for regular wing

inspection by a professional

organisations but an aid to awareness

of the state of your wing - the vital bit

that keeps you in the air.

