



September 2013

This Month's Meeting - Wednesday 18th September

The regular Wednesday evening fly-ins are now but a distant memory and this will be the first of our "winter" meetings at the Flying Shack.

Winter talks start on Wednesday September 18th 7.30 for 8.00 at the Flying Shack

Our subject will be: 'Yesterdays Runways – Airfields of Oxfordshire, Wiltshire, Gloucestershire, and the Cotswolds.' An outline of the development of the airfields in these local areas with illustrations of airfield archaeology and the memorials in place.

The presentation will be given by Bill King whose research has led him to contributing articles to 'After the Battle' magazine and to elements of the books 'D-Day - Then and Now', 'Operation Market - Garden - then and now' and 'Glenn Miller in Britain - Then and Now'. He is a former Chairman of the Ridgeway Military and Aviation Research Group (RMARG).

In addition to a busy professional career, Bill has taken part in a number of local radio programmes on Wiltshire Sound; Great Western Radio; Radio 105.5; BBC Radio Wilts, BBC Radio Berks and BBC Radio Oxford.. He has acted as historical

adviser and appeared in the Television programmes 'Countryfile' on BBC1, 'History Mysteries' on BBC2 and the Channel 4 series 'Dads Secret Army'. In addition to these activities Bill has given talks on a range of topics to Rotary, Probus, U3A,WI, The National Trust Regional Associations and many Local History Groups and special interest societies throughout Wiltshire, Berkshire, Gloucestershire, Oxfordshire and Dorset.

Bill supports the following charities and there will be a collection so please give generously.

'Help for Heroes', 'The RBL Poppy Appeal', 'The RNLI', and 'Katharine House Hospice'

Quote of the Month

"Any idiot can get an airplane off the ground, but an aviator earns his keep by bringing it back anytime, anywhere, under any circumstances that man and God can dream up." — *Walter Cunningham,*

Low Flying in wet conditions - by Ed Wells

I was visiting my son and his girlfriend in London recently and we stayed a night in the docklands area near to the O2 arena and Olympic stadium. On Sunday we were passing by one of the re-developed docks and spotted this rather precarious machine. Powered by water clearly and limited in height to

what appears to be 15 or 20 feet - is that an aircraft then?



Fly-in Reports

Bowdown Fly-in

The last newsletter did not include the group photo of the Bowdown Fly-in mainly due to pressures of time and layout. The photo appears below.



21 August Kemble

The Kemble fly in finally happened on the 21st August. The forecast held some small danger of rain, but the fly in was held in good conditions, light winds, good viz and warm with some sun. The BBQ was well up to scratch. Thanks to Mark Warren and Alan Coulon for all the organisation. From memory 26 planes

turned up. I'm not sure how much was collected for charity, but with the fivers and tenners I saw stuffed into the box it would have been up to the membership's usual generosity. There was one engine failure on take off, expertly handled by the pilot, Kim Willcox. A few minutes on the ground and the problem seemed to be fixed and they were away again. As I lined up and took off on 27, I was congratulating myself on another success, when before me I saw a very large black cloud. I swung to the right as soon as possible, but was soon in heavy rain. I was gratified to hear over the radio that Over Farm was clear of rain, but what about the pilots going West from Kemble, they would have to go right through that. I found out later that there were some interesting landings in atrocious conditions, but all got down safely. For us at Over the rain did clear just a few miles from the field.

28 August Windrush

Following Kemble's success, I was debating whether to call it a day for the season, but I thought one more, if the forecast is great, which it was. So a fly-in was called for Windrush. The lovely forecast degenerated into overcast and very murky conditions and I was



beginning to regret my decision. I needn't have worried as, I think, 28 planes made the journey. The BBQ was extremely well laid out by Andy Virgoe, a new volunteer to the list of people prepared to put themselves out for the Club. It is worth noting that Andy was not feeling too good either, having taken a tumble the previous night, giving himself

a good thump to the head. Thanks Andy. Thanks also to Roy Limbrick for letting us use his very historic field. We were joined at the field by 2 jeeps (one a Willis and the other a Ford, and some of us now know the difference) and an Alfa Romeo. These were a local car Club who were friends of the owner. Again members were generous with around £145 being raised for Cancer Research. Those that made the journey were rewarded with a beautiful flight home as the clag finally cleared and the sunset shone through. A very appropriate end to the season.

The Season in retrospect by Myron Burak

Well what a season. I'd like to make some observations on what must go down as a vintage year. The marvellous summer enabled us to hold a total of 12 fly ins, an average of 3 a month, some kind of record. We broke the record for the number of planes attending, with 31 arriving at Bowdown Farm, and the mid twenties being achieved several times. I don't know how much we raised for charity but with a round £150 being raised at the bigger events, I am sure it must have been around the grand mark. Just about every event saw new pilots taking out membership of the Club. I wonder how many new members we collected during the season? It is interesting to comment on the inclusiveness of the Club. On the one hand we have Andy Bill, with his Dragonfly, who I think managed to fly to

our correct procedures, to turning out in large numbers when it didn't look so good, to making it back safely in adverse conditions. Skills levels generally seem to have been raised through the season.

Great thanks must go to our event organisers and land owners. The effort to put this kind of thing on is considerable, from cutting the grass to clearing up afterwards, and I am sure that most people end up putting their hands in their own pockets for some of the expense. We had a couple of new venues this year, which we all enjoyed. I think there is the potential for some further new venues next year. If you've got somewhere we could use and you'd consider giving it a go, please make sure that you let me know. Maybe you'd like to volunteer with a couple of your mates to host a venue. I have the potential for a couple of fields that need an organiser. Also, please spare a thought for some of our volunteers. We turn up, eat, drink and fly home, without too much thought to perhaps giving a hand. Some people have done it every year we've been having fly in - they may be becoming a bit tired of it. Again let me know if you are willing to help.

And so we close the hangar doors on this flying season. I hope that you will all continue to give your support to the Club in the winter. I had a quick briefing from Nick on the programme that he's put together for the Flying Shack meetings.



2 venues. On the other, we have now at least 4 group A aircraft in our ranks, with the addition of Mike Lewis and his awesome Maule. Next I'd like congratulate the Club on its airmanship. From impressing Gloucestershire with

Each one sounds very interesting and will make for a good night out. The more people at the meetings the better the fellowship, so if you've come to the Club via the fly-ins, why not make a point of

coming to see us at the Flying Shack for some of the Winter meetings.

Thanks one and all for making this year so wonderfully successful.

2013 Fly-in resumé by the Editor

That's it then. Daylight has put an end to the weekly Wednesday evening fly-ins so how have we done this year?

Myron has performed a miracle in achieving possibly the highest number of venues in in one season in the history of the Club. Out of a possible total of 18 occasions he achieved 11 actual events, not including the annual Club Treasure Hunt. In percentage terms that is a 55% success. If the Treasure Hunt is included the percentage rises to 66. Only one venue was visited twice, Gloucestershire Airport.

That is no mean achievement and was the result of blood, sweat and telephone calls! Well done Myron!

Internet

The UK CAA has announced its intention to hold a Public Consultation on its proposal to deregulate (for airworthiness purposes) all UK-registered single seat microlights.

This consultation, which will open during September and run for six weeks, will, if successful, extend the present single seat deregulated (SSDR) category, introduced in 2007, to include all single seat microlight aircraft as defined within Annex II Article 4(4). All such aircraft would then be able to be designed and constructed either privately or commercially without the airworthiness oversight of either a member association or the CAA.

As with the previous 115kg SSDR category, accountability for initial and continuing airworthiness would remain with the aircraft designer, builder and owner; there would be no requirement

for a UK Permit to Fly, or any other form of CAA approval. Operation of all microlights would continue to require the pilot to hold a UK or EASA PPL / NPPL or LAPL.

The move has been prompted both by requests from industry and an internal appraisal of safety performance of the UK-only 115Kg 'SSDR' class. The Consultation will provide the necessary degree of public scrutiny to a proposal which would provide innovation and economic incentives to industry and private constructors in a manner proportionate to the needs and accountabilities within that sector.

Welcoming the move, the British Microlight Aircraft Association's Geoff Weighell said, "The BMAA has worked closely with the CAA to extend the scope of SSDR to all single seat microlights. We welcome the pragmatic approach that the CAA has taken leading to this reduction in regulation. We feel that the SSDR microlight revitalises the roots of our sector of aviation and its extension will benefit pilots and industry."

The Light Aircraft Association (LAA)'s Graham Newby added, "This is a good example of how the Regulator and industry are working in partnership to reduce the regulatory burden, where appropriate, not only helping the flying community but also the UK's aviation industry."

Flying Show tickets go on sale

The Flying Show tickets are now on sale. Go to the Flying Show web site www.theflyingshow.co.uk and follow the links to the ticketing page.

Members discounted tickets are £6.00. You will need a discount code that will be published in the October Microlight Flying magazine, so hang on until then. If you are a family member you will have to make a purchase for each member and

complete their details, sorry about that, it's the way it works.

General Public advance tickets are £10.00 these can be purchased now. Young Person's tickets, for 18 years and under, are FREE and can also be registered now.

When you have selected your tickets just fill in payment and visitor details as requested, members will need to add their membership number, and the ticket will be emailed to you.

Print off the ticket and bring it along, or have it ready to be scanned on your smart phone or tablet at the entrance.

All tickets on the door, including members, will be £12.50 except for Young Persons which are free.

Dates for your Diary

21st - 22nd September - Thorney Island Fly-in. Details in last month's newsletter

30th November - 1st December - The Flying Show, NEC Birmingham. www.theflyingshow.co.uk

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