



July 2009

This Month's Fly-in - Wednesday 15th July

This month is yet another fly-in provided the weather cooperates! Check your Inbox for details on Tuesday at the latest. At the time of writing we have had three consecutive weeks when Wednesday evening flying has been possible. Could our luck be changing?

Quote of the Month

"A pilot lives in a world of perfection, or not at all." — *Richard S. Drury*

Safety

We seem to be having a little more success with the weather recently and the regular weekly fly-ins have been well attended. However, the hot weather and summer evenings do hold some perils for fliers.

Do you remember from your Groundschool days the fact that warm air holds more moisture than cold air? Do you also remember that air entering via the carburettor also reduces in temperature. Put these two together and what do you get - **carburettor icing!** This has the effect of reducing power and often providing the occasional heart stopping hiccup in running as the ice is ingested.

It occurs most frequently in summer particularly when descending with the

engine at idle. Here are four things to consider:- 1) Be aware that conditions are right for it to happen 2) Recognise it quickly 3) Apply a good amount of throttle in frequent short bursts when descending to dislodge any ice which may be forming and 4) Apply carburettor heat, if you have it, at frequent intervals.

Another trap awaiting you on summer evenings is **Radiation Fog**. This can form suddenly and without warning after a hot day. You could find your strip has disappeared completely when you return to base so watch out for any signs of "mist" forming as you fly.

Fly-in Reports

17th June - It seems we are only allowed to have a brief taster of Wednesday evening flying. The weather was, once again, not in favour of our getting together and neither of the "mystery" hosts could accommodate a change of day. If only there was something interesting on TV!

24th June - Newnham by Bob Hinds
Despite the blustery conditions, 7 aircraft managed to get to Newnham for the second fly-in of this season, with some members coming by road. Conditions seemed to vary from different points of departure, which undoubtedly deterred many from setting out. Common agreement was that the wind was

gusting 10mph straight up the downhill approach of Bob Hinds' strip. Jim Taylor was the first to arrive, quickly followed by Andy Lewis, both Skyranger, then Eddie Clapham in his Eurostar, Andy's Dad in his Piper Cub, Steve Slade in his Rans and David Howell in his Shadow. Last to arrive and last to leave were Pete Smith & Ed Wells in their Blade, well done to

east and the Severn Vale to the south. Many thanks to Monica and her skills in providing her usual delicious 'fly-in picnic', including strawberries and cream (it is Wimbledon week!).

Chris Ball arrived in his Eurostar to a very warm welcome following his recent illness, from which he is recovering well. Richard Ellis dropped in aboard his SSDR Dragonfly, which was much admired.



both, the only weight shift to brave it. Despite the blustery wind, it was a warm and sunny evening and all who came enjoyed the views out over the Severn, burgers, etc, and hot & cold drinks. Thanks to everyone who turned out. Hopefully conditions for the rest of the season will improve.

We were fortunate in having such a perfect evening which, no doubt, accounted for the excellent turnout. Again, our thanks go to Penelope Bossom for allowing us to use this unique facility. Finally, having assisted Bob Hinds and Russell Church's reluctant motors into life his fellow pilots disappeared into the sunset, leaving the top of Bredon Hill to the Fallow deer and the skylarks. A memorable flyin!

1st July 2009 – Bredon Hill Gallops by Andrew John

Adrian and I arrived by car up the rutted track onto the Gallops at 6.15 to find our Chairman, Bob Hinds, happily snoozing up against his Flash II Alpha flexwing! Soon he was followed in by a succession of no less than five Skyrangers and a healthy mix of three axis and weightshift aircraft, making a total of nineteen in all. The evening sky cleared to give us a stunning view of the Cotswolds to the

Fly UK 2009 - By John Hamer

From a personal point of view Fly UK is becoming an annual ritual, this being my sixth year and Monica's third with "Charlie Fox". The objective of the event

is basically to spend a week flying around the UK from one end to the other, and in past year's end up at Spamfield – the microlight gathering on the Isle of Wight. This year however there was a different final destination due to a late change of dates of Spamfield which, in the end, turned out more entertaining.

Three crews entered from the SVMC. They were Bruce Drake & John Davies in Bruce's C42 "Foxtrot Zulu", Myron Burak & Steve Sykes in their Skyranger "Juliet Tango" & Monica & myself in the Escapade "Charlie Fox".

This year's event started at Sywell and we all flew up there on the Friday night in preparation for the start the following day. The day began with all six of us having breakfast in the Aviator, before being first away as the airfield opened at 09.00hrs. This proved a good move as the day unfolded. The first leg was to Netherthorpe and didn't pose a problem though the cloud base was relatively low at 1400ft. It was the next leg to Fishburn that started to cause problems with heavy rain showers all around. We were fortunate only to run into one as we approached the airfield and the heavens really opened once we were on the ground. It looked as though we might get stuck there as wave after wave of these showers swept in and the crewroom became filled with damp bodies. We could, however, see there was light to the east and the weather was certainly better there. We knew a 'rabbit' run across to Carlisle, then up to Strathaven, so we bit the bullet and launched in the rain. The weather to the east was better but we could see that Newcastle wasn't the place to be that day. While several others followed us out, the airfield quickly became closed in again and the other two "Over" crew got stuck there for the night. In the meantime we battled a headwind - but in clearing skies - and reached Strathaven to enjoy the Scottish hospitality.

Day two saw us up early for the next leg to Perth and, surprisingly, we were the first to arrive at 9.40am. This caught the airfield unawares and they didn't know what landing fee to charge us. Monica's negotiating skills meant we paid less than subsequent arrivals! From here we set off up the A9 route to Inverness and over the radio we heard the "Juliet Tango" crew coming into Perth. Thus we knew the other Over crews were on their way north, flying directly to Perth from Fishburn.

We were the first to arrive at Inverness and were greeted by the airport staff who refuelled us and took us to the terminal – it is a substantial commercial airport and "Charlie Fox" was left lonely on the vast expanse of concrete with only airliners to chat to!



We waited a long time here and no one else arrived, so we departed north – only to hear on the radio "Juliet Tango" arriving. There was an option to stop at our overnight stop – Culbokie – but we decided to press on for the top. This was a personal objective as Monica had not been past Perth on the two previous Fly UK trips – and John o' Groats was the intended goal. The weather improved the further we went north and the visibility was unbelievable. First we went to Dunnet Head – the furthest point north on the mainland – but the short hop across the sea was so inviting that we carried onto the Orkneys, despite Monica's fear of the water, though this was slightly allayed when we saw the lifeboat & coast guard helicopter exercising below us in Scapa

Flow. Were they waiting for a real emergency – had fate pre-positioned them? Happily “Charlie Fox” continued to purr and didn’t miss a beat, and thus we returned to the mainland via John o’ Groats.

Our route took us back past Wick, a very dull remote airfield where I had been before and we had been advised to avoid due to their high charges – landing fee £18. However Monica promised to pay the landing fee, so we ventured there. We blind called and, as expected, got no reply – the airfield is officially closed on Sundays – so we proceeded to land. Derek Blunt (the owner of Plaistows) heard us on the radio and said he would follow us in if we didn’t get arrested! Anyway, we parked up on the pan and saw no activity whatsoever – so Derek landed. It was only then that the terminal door opened and out walked this smart chap. I thought ‘well here goes’ and walked across to meet him/get arrested. As I did so, I realised I knew the person from a meeting earlier in the year at Popham. There I had mentioned what a dull dreary place Wick was. He had taken this to heart and thus had personally opened airport and hired the restaurant staff to greet us. Far from the usually outrageous charges, we were fed and watered including the landing fee for nothing – the home made sweets were out of this world and we couldn’t eat enough to do justice to all the food provided. The real shame is that we were the only two aircraft to visit. We then said our goodbyes and headed south to Culbokie – our overnight stop. It did look at one time that we might not make it as the weather turned from brilliant sunshine to ominous rain clouds. Indeed we heard on the radio others, who were heading north, turning back due to rain. However, we needn’t have worried and we arrived safely at an interesting microlight strip that was approached over tall trees. There we met up with other crews including our fellow “Over” companions who hadn’t ventured any further north.

The plan for the following day was to go across to the west coast of Scotland and spend the night on Glenforsa. The actual weather reports advised us that the area was completely socked in with low cloud and the forecast for the rest of the day was similar, thus making the journey impossible - though conditions at Culbokie and the remainder of Scotland were flyable. The forecast for the following day was not at this point wonderful with more of the same for the west coast, and so, mindful that being stuck north of the Grampians was not the best option, we opted to go south. So we retreated back down the A9 to Fife – we had a free landing voucher there after all (courtesy of Pilot & Dave Steade!) From there we went with two other crews down to Carlisle. At times the cloud base looked as if we were going to be thwarted but we used our usual escape route out of Scotland – the A74(M) route to Carlisle. IFR flying again ! I follow rivers, roads & railways. The other “Over” crews remained at Culbokie and went shopping in Inverness, hoping for an improvement in the weather the following day, so they could fly down the Great Glen to the Islands – they were not to be disappointed. Indeed the weather turned out to be brilliant, clear skies and light winds. So, from our overnight stop at Carlisle, we decided to fly north west to the island of Gigha, and then on to Islay – to be met by crews coming the other way. Indeed there were 15 plus aircraft on the islands when we visited. We did however take the opportunity to drop into Campbeltown on the way back – not a place we would recommend landing at and not on the Fly UK route – except again we had a free landing voucher, courtesy of Dave. The runway is something else being two miles long – it was a V Bomber dispersal site in the cold war - and we felt lonely on the pan that used to house them for no one else was there. From here we returned to Carlisle – the official overnight stop and met many of our companions from earlier in the week including the “Juliet Tango” crew. But where were Bruce

and John? It wasn't until we returned from our meal in the local pub and were crossing the airfield after ten at night, that we spotted an aircraft hovering into view all lights blazing or flashing. It was Bruce & John who had flown direct from Glenforsa. It was just officially daylight – bearing in mind we were that far north west!

The following day the route took us over the Lake District and down Windermere, from where we took the coast route past Blackpool Tower to Ince Blundell. We then went onto Caernarvon but by this time the wind was getting up and the landing was the most 'interesting' of the trip. Indeed the airfield changed the runway direction three times as we approached as they couldn't decide which afforded the least cross wind! From here it was a bumpy ride down to Haverfordwest due the strong east wind blowing off the Welsh hills. It was then a short hop across to Swansea where we met up with the rest of the gang including the other two "Over" crews who had opted for a slightly different but more direct route to get to Swansea.

Clearly the weather was breaking from the west, so the plan for the following day's route to the Scillies and back along the south coast was not feasible. It was however the following day's forecast that proved the real worry and changed all our plans to a "run for home". However, there was still one flying day left before we needed to be home that night, so we opted to cross the Bristol Channel to Ifracombe (28miles), have lunch with Monica's daughter at Plymouth and then high tail it home to Gloucester. The crossing proved interesting enough with us only seeing land a few miles out but the subsequent journey in the strong easterly wind blowing off the Dartmoor hills was a bit rough to say the least. Plymouth was giving 17kts – but with a wind shear of +15. The landing proved interesting but uneventful in the end. It was the take off that nearly ended in disaster. At the point of lift off, the wind shear suddenly snapped rolled the aircraft more than 45 degrees

and took us off over the grass. Swift corrective action rolled the aircraft level, albeit still heading off the runway, but then, as suddenly as we were rolled, we were translated sideways back onto the runway before continuing our upward path. Most strange and a close run thing. If we had been a low wing aircraft or had a bigger span, or less roll response then the wing tip would have certainly hit the ground and we would have cartwheeled in. The journey home proved uneventful and so it was nice to have the following day off to recover – for fatigue was certainly beginning to set in after over 26 hours flying in seven days.

But there was still more flying to come! All three "Over" crews were now back at base but the official finish of the rally was at Sutton Meadows on the Saturday. This also coincided with a round of the National Microlight Championships – so once again the three crews were back in their aircraft and off across the country to Cambridgeshire.



The Over crews at Sutton Meadows

Initially the weather didn't prove a problem until nearing the destination a lowering cloud base and light drizzle impaired our forward visibility and one hoped that the competitors weren't coming the other way. In the event we were lucky as when we arrived they were just finishing a task and landing. The "Juliet Tango" crew who were following some way behind weren't as lucky as they met the competitors head on having just been launched in the marginal conditions. As usual Bruce & John arrived sometime later to complete our gathering and during the day we were joined by other crews

from the rally. We were initially entertained by the competitors including Robbie & Timmy Keene in their GT450 and Rees Keene in his Chaser doing spot landings, jumping tapes, as well as landing over them. In the evening the hosts put on a band as well as sumptuous food.

The following day, like the previous one, started with low cloud and mist, but this soon cleared for a memorable flight home during which we met up with "Juliet Tango" above the clouds somewhere over Northampton at 5000ft for an impromptu photo shoot!.



The stats – well just under 30hrs flying in total and just under 2000 miles – nine days flying out of ten.

RIAT Fairford 15th - 19th July

The International Air Tattoo at Fairford this coming weekend means that an extensive "no go" area has been established around the Fairford, Lyneham, Brize Norton area - for details refer to AIC M042/2009. The best advice is to avoid going anywhere near the area at all!

Dates for your diary

25th – 27th July – Bleriot 100. Mass microlight crossing of the English Channel to mark Louis Bleriot's 100th anniversary. Contact: Frank Spiniello frankspiniello@hotmail.co.uk

1st – 2nd August – Wing Farm Fly-in. Contact Mark Jones 07841 614577 or www.flytst@aol.com. Radio is Safety Com 135.475Mhz

15th August – Jurassic Coast Fly-in. Devon and Somerset MC. Contact Pete Bishop cbssupplies@btinternet.com or <http://devonandsomersetmc.co.uk>

28th -29th November – SPLASH at the NEC. The annual exhibition of the BMAA and the BHPA. More details nearer the time

For Sale

Quantum 15 with 582 Rotax power unit, new permit, 472 hours on Hobbs meter. Electric start, well maintained and wonderful to fly. G-CCNE For sale at £7000 (See photo below)

If you're looking for a Quantum phone 07970 002135.



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