



## June 2007

### This Month's Meeting - Wednesday 20th June

Weather permitting a fly-in will be arranged. Members on e-mail should look in their Inbox for details on Monday or Tuesday evening. This year there is **no contact phone number** for members receiving the hard copy version of the Club newsletter. E-mail recipients are therefore requested to contact any member they know who receives the hard copy and pass fly-in details to them - and vice versa, of course!

Judging from the information available the first two fly-ins have had good attendances despite being publicised by e-mail only.

### Quote of the Month

“They will pressure you into doing things that may be unsafe, use your good judgment, and remember, 'I would rather be laughed at than cried for.'” — George MacDonald

### The Nationals come to Over - A local's view by Myron Burak

‘It'll be easy, just a bimble about some of the local airfields,’ says Robbie. ‘A likely story,’ I thought. I've been in Robbie's Club competitions before and scored a big fat zero without even trying. What chance at the Nationals? Robbie was really eager to have some local support in the flying side, so I persuaded Stephen to have a go.

The drive to the airfield for the ten o'clock briefing revealed an already active East wind with obvious turbulence in it. I was confident that we could handle it in our Kiss, although we would probably get a bit of a kicking.

Sitting down at the briefing with all the nation's hot competition pilots had quite an effect. I felt proud, really, to be in that company. Robbie proceeded to lay out the usual microscopic markers (3m x 1m, how am I supposed to find that!) and the totally anonymous photos to identify en route. Still, the airfields were all known to me, so at least Robbie was correct in that we could have a good day just going round them.

Going outside we had a few minutes to look around at what was now a very busy airfield. It was very exciting, once again sharing space with the nation's finest machines. The first got away around 12.15. We had no time to watch, however, as our own rigging needed to be attended to. By the time we were ready to go it was around 1.30 and the airfield was all but empty. That was the last that we would see of the main gaggle until late that evening. The take off was 'interesting' in the cross wind but manageable.

Flying from airfield to airfield was not that simple as Robbie had cunningly hidden each destination in an air law question. The start revealed a marker and then off to Eastbach. I have never dared to land in anything other than a light breeze here, so the stiff Easterly was very daunting. In fact I went around because it started to go wrong a few feet up. Second attempt was presentable to those watching given the conditions.

Mark Taylor was on hand to give us the next question revealing the next destination to be Teddington. Unfortunately for us it was here that the little competitive spirit that we had went

away. This would be a thrash straight into wind. We would lose time in our 582 and, with at least two other upwind legs to go, we would never make the 3.5 hour limit that Robbie had declared as the total elapsed time for the task. So we set off to enjoy. Fifty minutes later, after being overtaken by Simon, we had the best landing of the day at Teddington, and another few minutes rest.

The answer to the question was.....Hawling, so off we went - this time with Stephen in the front. We figured this would be a good leg for him as we would most certainly find a runway into wind at Hawling, making sure that he did not overstretch the ability that his 50 hours experience has given him. The conditions imposed a very up and down approach but Stephen managed a very tidy landing which we thought was in the box. However, Andrew John had to tell us that we were about 1.5 metres out. Still, not bad at all. Here also was John Hamer back from Florida so a bit of a chat catching up.

By the time we were ready to go time was really getting on. We thought about calling it a day but I wanted to go to Ozleworth, a place I have not landed at before. Stephen was again in the front seat. Once you got away from the ground conditions were actually quite pleasant in spite of the 20mph wind, which blew us down to Ozleworth in just about half an hour. Landing here was very tricky with rotor trying to dump us into the small quarry in front of the threshold. You had to come in close to this as the wind was right across the narrow field. It would have been superb in a N-S wind but was very tight in the Easterly direction that prevailed. The untidy approach resulted in a good landing to be greeted by Phil and Jan Hanman, managing things there.

Now it was 5 o'clock. We reckoned that the other 2 airfields would give us at least another 2 hours actual flying plus time on the ground, including a fuel stop. We had gleaned two photos so far and were unlikely to be pressing for the lead. Loads of other people were still there and still going for it, so we did not quite know what to make of Robbie's deadline but we decided that we would now head home. We had both pushed ourselves beyond our normal

personal margins and did not fancy an equal amount of the same.

I was to fly as the wind would be well across the runway at Over and first I had to contend with taking off along Phil's carefully marked take off run. I had no interest in this on account of the trees and stone wall at the end of the 110 metre take off run. But this was the way to go as it was the longest bit of field into wind. I took a run at it frantically waving Phil out the way. He was anxious to fulfil his duty and measure our start point. He later told me that we cleared the tape by 10 or 15 feet and were over the trees by the time we were level with them. Good job, say I, being not at all sorry to have had a large margin for error.

The landing at Over was about the worst I've ever had there with my arms pulling the bar through its whole range of movement all the way to the ground. As we taxied back a wrecked trike on the side of the runway gave testament to the ability of the day to bite. Nobody was hurt, thank goodness.

As we relaxed for some refreshments and derigging, we watched the rest of the field starting to come in. We reflected on the day. It had been great fun, challenging and rewarding. Stephen had notched up some great experience and our fledgling partnership had a good boost to its history. They were still coming in as we made our way to the barn for some food and drink. I was all in and took my leave quite early when I got home I immediately collapsed into bed.

The next day was rumoured to be economy tasks involving draining tanks, flying with minimal fuel and God knows what other distractions to take your mind off flying. This would be something the Kiss is not suited to with its 16 litre per hour thirst two up, so we declined to fly on the Sunday. I hope we helped to hold up the honour of our home field and the local flying community. A big thanks to Robbie and to all the Club members who helped him and whom we met en route. How did we do? We were not last and we scored more than zero. I'm pretty pleased with that actually.

## Winter Storage by Bob Hinds

I took the decision to take my wing to the manufacturers for a winter strip down/repair after it had done quite a few hours and also on the recommendation of JH at the last permit renewal. On phoning to check on its progress, I was told it was taking a little longer than expected. My immediate reaction was that something major was wrong and that a big bill was in the making - perhaps more than the value of the aircraft! I was relieved and then amused to be told that reason for the delay was that the front tubes were stuffed full of acorns, and there had been difficulty in removing them. Obviously my hangar was being used by others. I am not sure how long I had been flying as a mobile food store. Maybe other members might like to check their aircraft as there were no signs of damage. Incidentally, the wing only required minor repairs and some new wires so all was well.

## Eye (Spy?) in the sky

It is reported that a bright orange coloured X-air was spotted over the River Severn on 17th May and "attacked" by a small, red, fast moving Club aircraft thought to be a Red Sparrow. The adversaries agreed that their respective colours were less than complementary and broke off the engagement by mutual consent.

## Another Microlight Record

You might have read that Miles Hilton-Barber, a blind microlight pilot, was attempting to fly from Britain to Australia. Well, the good news is that he has made it successfully with the assistance of Brian Milton and Richard Meredith Hardy and has entered the record books. Despite some of the things which have been published it is a great achievement and good publicity for our sport.

## High as a Kite!

On the Bank Holiday weekend at the end of May there was a Kite Festival at Tewkesbury. Not having been to one before, the Editor called in to see what was going on. Yes, there were all styles and sizes of kites to be seen both on the ground and flying. However, one notice caught my attention in particular. This announced that single and

double line kites were not to fly higher than 1500 feet between 0900 and 1700. This is worth noting as some of the kites were relatively small, very agile and would not be seen easily from a microlight. Add to this the 1500 feet of "invisible line" and the fact that the location of the kite in the air could be some distance laterally away from the person flying it, depending on the direction and strength of the wind, and you have a significant hazard. Even using the 500 foot rule you could still encounter one of these with nasty consequences!

## Fly-in Reports

### Bulley International - 23rd May 2007 hosted and reported by Adrian Burden

It was perfect weather conditions on the evening. A good mixture of aircraft attended from flexwings to three axis microlights plus a couple of GA aircraft including Adrian Lloyd's aircraft which attracted a lot of attention. John Hamer arrived in his new Escapade and it was nice to see Bill Keel-Stocker in his Xair. I tried to keep the flexwings parked separately from the three axis aircraft so that when people were leaving the prop wash wouldn't blow the flexwings about but the aircraft were coming in too thick and fast, so I soon knocked that idea on the head. (20 aircraft in total).

We also had four aircraft attend from Kemble airfield including a Tanarg flexwing. The eight members from Kemble airfield were most impressed with the fly-in and expressed interest in the SVMC club. (Maybe future members?).

A few members from the general public turned up including a keen Skydiver interested in taking up Microlighting as a sport. A powered hanglider pilot also turned up, though without his hanglider. A few locals also came along as a few signs had been set up on the road sides. The paraglider pilots who fly from Bulley also attended.

I flew my aircraft just before the fly in started and told Gloucester that we were having a fly-in. They were very grateful for my letting them know.

Half way through the evening I was diverted to doing maintenance on my aircraft as a Rotax

engineer George Simoni turned up with the Kemble lot plus his carb balancing kit. So I had to make the most of the opportunity.

The evening was only a success because of all the help from various people. Thanks go to Tim House the farmer for allowing me to host a fly-in. To Alan Coulon and Lindsay for doing a superb job of the barbecue, to Paul and Enid for making the teas and to Cathleen for helping to prepare all the food. Thanks also to Myron for taking the farmer up for a flight and to anyone else I may have forgotten to mention.

A lot of people were asking where the burgers and sausages came from. The credit goes to The Gloucester Sausage factory. It was their 100% 1/4 pounder beef burgers and their Gloucester sausages.

Aircraft started to leave after 8 o'clock and I finished the evening off by giving flights to locals who turned up. The Paragliders also had a few flights towards the end of the evening.

Finally, the evening was finished off with a few sips of local scrumpy that was lying around for those who dare drink it.

*(Editor's Note:-* No photos received at the time of going to press. Did anyone take any?)

**Defford 6th June - hosted by Dave and Sue Steade.** No report or photos received.

**Fly-ins 30th May and 13th June** both cancelled on account of the weather.

### Internet

The Internet is a dangerous place and every time we connect our computers we could pick up a virus or some other form of infection. At worst the computer might crash and you would lose all your data. Most of the infections come via e-mail and the simple way of dealing with the situation is to **delete** any mail that you don't recognise and **not open** any attachments. However, there is available software, both as freeware or as a purchase, which helps you make an informed decision on mail in your "Inbox" and avoid infection. The software is called "MailWasher" and is available from <[www.firetrust.com](http://www.firetrust.com)>. When

checking your e-mail you open this programme first. You will see, and be able to read, all the mail which is on your ISP server **before** it is downloaded to your computer and e-mail client. You then decide which messages to download or delete. (In the purchased version you also have the option to "bounce" the mail back to the sender as if coming from your provider i.e. the sender is told that their mail could not be delivered with the implication that you don't exist!). You then click on "Process mail" and MailWasher deletes the selected messages, opens your e-mail programme which then contacts your server and downloads the "friendly" messages as usual.

I am using the programme and have noticed that the amount of spam I receive has dramatically decreased overnight. The programme will not work with all webmail services but it is said to work with AOL. Worth thinking about if you want to preserve your sanity and computer!

### Dates for your Diary

**21st -22nd July** Redlands Fly-in and Night Party, Redlands Airfield, Swindon. Organiser Clive Bunce [percivile-pecker@tiscali.co.uk](mailto:percivile-pecker@tiscali.co.uk) see also [www.redlandsairfield.co.uk](http://www.redlandsairfield.co.uk)

**21st - 22nd July** - Swansea Airport Annual - Food, camping, BBQ on Saturday night and free bar. Organiser <[rod.jenkins@orange.net](mailto:rod.jenkins@orange.net)>

**23rd – 29th July** – Oshcosh Fly-in, Wisconsin, USA

**25th - 26th August** – Wye Valley Flying Club Fly-in and Barbeque. Contact [mart@martinshortman.f9.co.uk](mailto:mart@martinshortman.f9.co.uk) , Roger on 07749 702699 or Spence on 07787 564170

### Acknowledgements

Myron Burak for a pilot's view of the Nationals and Adrian Burden for the article on the Bulley Fly-in

**Bill Austin (Editor)**  
[bill@austin65.freemove.co.uk](mailto:bill@austin65.freemove.co.uk)  
**01684 833484**