



January 2009

A Happy New Year to all our Readers

**This Month's Meeting - Wednesday
21st January**

This month's meeting will be the Club's Annual General Meeting. It will begin at 8.00pm and the agenda is:-

1. Apologies for absence
2. Chairman's Report
3. Treasurer's Report and approval of accounts
4. Subscriptions for 2009
5. Election of Officers - Chairman, Secretary and Treasurer
6. Election of Committee
7. Presentation of Awards - Spitfire Trophy and Poser Award
8. Any other business

Christmas Competition Results

1. SVMC Photographer of the Year 2008 - John Davis



2. Air to Ground - Monica



3. Ground to Air - Wendy Durrad.



4. Places in the County - Rob Keene

5. Airfields/strips in the County - Andy Lewis (Rob Keene actually had the winning score but, having won one competition asked for the prize to go to the runner-up)

Quote of the Month

"Can the magic of flight ever be carried by words? I think not."—
Michael Parfit,

From Shadow to Eurostar (or OZEE suit for sale) by Dick Osler

Ever since I started flying microlights (July 2002), I have had a CFM Shadow of one sort or another. Since the early eighties, I really thought they looked futuristic and in 2002 I bought G-MTDU (previously owned by Jim Taylor). This aircraft was a CD variant, powered by a Rotax 503 twin carb/single ignition two-stroke engine. I was undergoing my flying training at that time down at The Shadow Flight Centre (Old Sarum) and carried out the majority of my training on it. In November 2003, I moved Delta Uniform to Over Farm and flew it from there regularly for 30 months.



In July 2006, I attended a Shadow Fly-In at Henstridge. Also at the Fly-In was a Streak Shadow DD variant with a Rotax 912 four-stroke engine. This aircraft (G-BXVD) was for sale and, after a flight and negotiation, I bought Victor Delta and hangared her at Over Farm. I luckily managed to sell Delta Uniform fairly rapidly, so I was the owner of two aircraft for only a brief period.

Victor Delta was a fabulous aircraft and climbed like the proverbial homesick angel. With an excellent panel, (electric artificial horizon, fuel computer, Bendix/King Skymap 2 and Vertical Card

Compass) she was a joy to fly and once I had kitted her out with spats and undercarriage fairings she looked the bees-knees. I amassed 130 hours on her within a little over two years of flying.



There was one drawback however. The maximum fuel load was 27 litres. This was sufficient to get me as far as Sandown IOW airfield but I had to refuel to get back home. Alternatively, I could carry 20 litres of fuel in a Jerry can in the rear cockpit but then I would have to fly solo. After 130 hours of flying Victor Delta and investigating how to increase the fuel load, I regretfully had to conclude that, to further my flying, I would have to trade up to something more substantial.

I looked at Sky Rangers and Icarus (Icarusses or Icaris?), but really fancied a Eurostar. I searched AFORS and the BMAA website for months and had almost given up hope, when an opportunity to buy a share in a fairly locally based aircraft (to Cheltenham) became available. I doubt that I would ever have the money to buy a whole aircraft, so took the plunge and a share of G-CCUT was mine.



I felt at home in the Eurostar almost right away and after a 2 hour check out with a Staverton based flying instructor who operates with a Eurostar, I soloed Uniform Tango, and have amassed 14 hours P1 over a 6 week period. I have flown the Eurostar to Shobdon, Halfpenny Green and into Over Farm on several occasions.

This is one amazing aircraft and, with full flap, it will descend as steep as a flexwing which enables it to be flown into short strips. The take-off performance is also excellent and, two-up, it can be airborne after 200 metres. The visibility is second to none (apart from directly downwards) and the aircraft is extremely comfortable. The cabin heater is effective, so winter flying is a joy.

Sooooo,anybody want to buy my surplus to requirement Ozee suit?

Changes to BMAA Procedures

The following information has been circulated by the BMAA:-

1. A new version of form BMAA/AW/001 (Permit revalidation form) has been uploaded to the Tech Talk/Forms section of the BMAA web site.
2. To help ensure security against fraud all payment details have been, or soon will be, removed from BMAA Application forms, or where possible forms have been altered so that payment details can be cut off and destroyed.

A card payment slip is available to download from the website. Please use this slip, or call to make payment by telephone, for all card payments. The payment slip will be destroyed as soon as payment has been taken.

G-STYX

On 17th December the BMAA issued the following statement:-

"The BMAA can now confirm that the claims arising from the G-STYX microlight accident have been resolved by the mutual agreement of all parties concerned. This agreement has been reached without any determination of liability or direct financial impact for the BMAA. The BMAA would like to take this opportunity to express its sympathy and condolences to the families of the passenger and pilot of the aircraft."

With this particular matter resolved, it may be possible to resume negotiations with the LAA over the merger of the two organisations.

Hours flown by PPL's

Members who read "Loop" will have seen a chart indicating the number of hours flown by PPL's in 2007. It is interesting to note that 52% of licence holders flew between 26 and 50 hours in that year. At the other end of the scale only 1.2% of pilots flew between 101 and 200 hours and 2.8% did in excess of 301 hours. Many club members will be relieved to find that they fall within the 25% of pilots who flew up to 25 hours in the year.

Considering that the microlight fleet of aircraft is fairly large when compared to the GA sector and that microlight aircraft nowadays are capable of flying long distances, it is surprising that only 5.3% of PPL's flew between 76 and 100 hours. No doubt, taking into account the weather problems of 2008, the figures for last year will be rather less than those quoted above.

Internet

The long, dark evenings at this time of year might encourage some members to spend a little more time sitting in front of their computers and using the Internet. If this is what you are doing

then it is imperative that you ensure that your antivirus and anti-malware software is up to date. Although this may seem to be a time wasting chore, it is an essential piece of housekeeping to ensure that your computer is safe.

One other thing to consider is installing software which will encrypt your keystrokes so that a third party will not be able to record what you are typing into your computer. There are a number of free programs available on the Internet which will achieve this. Anything which makes it more difficult for a third party to access your computer and find out what you are doing is a bonus.

While on the subject of security it is worth mentioning e-mail. Most people who are familiar with using e-mail will know that it is very vulnerable to viruses and other unwanted programs. Most viruses will be contained in an attachment to an e-mail. If you are not certain who the mail has come from do not open the attachment. If you still think that the mail has come from one of your normal contacts, phone the person concerned and ask if they sent to you that particular e-mail. Where viruses are concerned it is always better to be "safe than sorry".

Problems with AOL

Members might like to bear in mind that there appear to be some problems communicating by e-mail with members using AOL as their ISP. John Hamer in particular often does not receive mail sent to him. So far we have not been able to work out what the problem is. If you send John an e-mail which requires a reply and you don't get one within two days I suggest you phone him.

Dates for your Diary

4th - 5th April - Round One, National Competition, Over Farm.

2nd - 4th May - Microlight Trade Fair and Fly-in, Popham. (To be confirmed.)

23rd - 25th May - USSR Rally for deregulated single seaters, start and finish at Sywell. Contact David Bremner, dbremner@f2s.com 01706 824909, Mob 07801 142320

12th - 14th June - Spamfield, Sandown Airport, Isle of Wight.

13th - 14th June - World Air Games, Turin, Italy. <www.worldairgames.org>

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

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