

WYE VALLEY FLYERS NEWSLETTER MAR 04

Incorporating Broadmeadow Flying Club

Editor: Merv Middleton e-mail merv@middletons.flyer.co.uk

3rd Edition

Editorial Comment

Unfortunately work calls, and I will be away from the 19th of Mar to mid May. So no April newsletter unless some one else is interested?

Last edition I tried compressing the newsletter to save you download time. Unfortunately I then spent longer re-sending, as many of you failed in opening it, or your particular server would not accept it. This time I will use less photos and at a lower resolution, hopefully downloading in less than 3 minutes.

I have had lots of positive feedback over the newsletter – thank you. That said many promises have been made for contributions but I have yet to see anything.

BFC Chairman Comment

Following Russ's heart operation I am sure everyone will be pleased to learn that he is now well on the way to recovery and I am sure that I am speaking for all of them in wishing him well. His plane is now fixed and with a little help from his GP or maybe JP and the BMAA we should see him take to the skies again soon. Russ has been one of our stalwarts and always ensured that biscuits were available for those of a sweet tooth disposition though his choice sometimes leaned towards what the dog liked I suspect. Russ was also our agent in chief in promoting our annual fly in the recent past and even though he now lives away I'm sure that with some help from the rest of us he would consider doing the business this year. So for all you members are we having a fly in? Please express your vote by any means appropriate and if anyone prepared to help in any way let me know individually.

Bill F

(Ed: Best of luck Russ, the Fly-in gets my vote – please call Bill and let him know, we need to get a date fixed soonest).

New Plane!

To end speculation and rumour, Spence is the proud owner of a new Pegasus Quik 912 G-CCSH. Should be in BFC early Mar 04, I am looking forward to seeing it.

Three Hoods!

Illustrious members; Bill, John and Nev looking cool, and sophisticated, clearly daring each other to see who can get the closest to the landing aircraft. Would you trust them? Guess the location?



Reminiscing - Eurostar to the Manx Air Show

Having seen the Manx Air Show advertised and done some investigation, I made contact with the organizers via the excellent and informative Show website, and confirmed Microlights were welcome and got myself an 1130 hours time slot for arrival. This was essential to de-conflict with other show visitors, and more importantly the Manx Air Race participants and the demonstrating aircraft.

The same web site had links to the Manx Special Branch for the mandatory Prevention of Terrorism clearances, completion of the form was easy and approval given almost immediately.

On the day needless to say the weather forecast was not ideal, the IOM was in sunshine with a strong NW wind, forecast to reduce towards the end of the day. The problem was a front across North Wales and Liverpool Bay giving reduced visibility and low cloud.

With an early start from Broadmeadow, I was heading North in reasonable conditions until West of Shrewsbury, (I stayed East of track to avoid the clouds shrouding the hills) I was forced low, and played games with rain squalls, cloud and some turbulence off the distant mountains. This continued all the way up to Birkenhead, where once over the water I descended very low below cloud, and for about 15 miles torrential rain, and debated diverting into Ince. Listening into Blackpool Radio I was heartened to hear their conditions were much better and with Woodvale

closed I was able to run North along the coast, as I approached Southport conditions dramatically improved and within minutes I was in bright sunshine and able to climb.

Blackpool Radio was busy with IFR traffic, but happy for me to transit at 1500ft and provided a FIS all the way up to the Lake District. Approaching Barrow in Furness I started to climb, eventually to 7000ft for the crossing to the IOM. Turning west and into wind the ground speed reduced to 80mph with the Island clearly visible 35 miles away. Ronaldsway Radio was active, handling show traffic heading to Jurby but readily accepted me and even without a transponder had me identified. About 25 miles out, I was able to talk with Jurby Radio, by now I was approximately 10 minutes ahead of my scheduled time slot so I requested an earlier landing time. Almost immediately this was approved, so I lowered the nose pulled a little power off and picked the speed up, airspeed 125mph. Great fun and pay back time!

I was cleared to land behind the last of the Air Race arrivals, and landed in beautiful sunshine, no cloud but a blustery wind about 20 degrees off the runway. The organization was excellent, lots of marshals, safe parking with segregation between the different size aircraft. Immersion suit and life jacket off, quick re-fuel, tie the plane down and over to book-in, formalities over, coffee in one hand, and a bacon roll in the other – what a life!

The show started at 1200 hours with the Air Race, great fun, and all types of plane participating in a handicap race, which in theory after several racing circuits should see everyone diving for the finish line simultaneously. Then; until 1700 hours was a non stop succession of flying displays, Battle of Britain Flight, numerous warbirds, aerobatic teams, helicopters, fast jets, biplanes, free fall display, gliders and even a Nimrod. In blazing sunshine as good a day as I have had for a long time, plenty of food stalls, shops, toilets etc.

Time to go home; booking out formalities complete including the Special branch bit, (and letting West Mercia know). Dressed in black rubber again – any excuse, join the queue and take off. Initially I headed East towards the Lake District and climbed to 6000ft, the strong tail wind (groundspeed 130mph) lured me to the South and when I was able to tuck in with a couple of Cessna's bound for Kemble I took the 70 mile direct line to Anglesey. Ronaldsway provided an FIS until within gliding distance of land and I sat listening to Mr Rotax purr, practiced a few Maydays and generally worked hard at being nonchalant!

Bit bouncy over Snowdonia but a great improvement on the weather earlier in the day. Descending into Broadmeadow the wind slowly died away and I flew a 360 around a balloon over the Belmont Golf course.

In summary a great day out, warm welcome, well organized, fantastic flying displays, what better excuse to go to the IOM for the day? 2 hrs 25 min there and 1 hr 50 min back and about 44 litres of petrol. Plenty of microlights at the show, primarily from Scotland and Northern Ireland, you can camp overnight and take 2 days if you wish... How about flying to the Jurby IOM Microlight Rally this year, 28 – 31 May?

Calendar - Events

Events taken from combination of PFA, BMAA, Flyer and Pilot magazines, but by no means the definitive, I have covered up to the end of May in depth. Please make sure you check before departure – several dates are at odds (the PFA and BMAA cannot even agree when the Kemble Rally is on!).

- 21 Mar – Old Sarum Fly-in.
- 04 Apr – Brighton at home Fly-in.
- 11 Apr – Old Sarum Fly-in.
- 16 – 18 Apr – London Air Show (Earls Court).
- 17 Apr – Turweston Fly-in.
- 01 – 02 May Annual Popham Fly-in.
- 03 May Dunkeswell Devon strut PFA Fly-in.
- 09 May Bodmin Devon strut PFA Fly-in.
- 15 - 16 May NMC Kimbolton Fly-in.
- 16 May Compton Abbas Fly-in.
- 21 – 23 May AeroFair North Weald PPR / time slot.
- 23 May Bembridge IOW PFA Fly-in.
- 28 May Jurby IOM Manx Air Rally.
- 28 – 30 May PFA Scottish Rally Perth includes the just announced Round Scotland Rally.
See www.scottishaeroclub.org.uk
- 29 May – Redlands Swindon Fly-in.
- 28 – 31 May Glenforsa Mull Fly-in.
- 29 – 30 May Shobdon PFA Fly-in.
- 30 May Truro Cornwall PFA Fly-in.
- 05 – 07 Jun Barkarby near Stockholm, Sweden.
See www.eaa.se
- 12 Jun Stauning, Denmark on 12 June.
See www.kzclub.dk
- ABAR (Around Britain Air Rally) 18 - 25 June. This replaces the NWMAC Round Britain Rally but keep an eye on the dates, which have changed several times, they now call it Fly UK and it ends at Spamfield.
- 18 – 20 June Homebuilders Meet Lyon France.
- 25 - 27Jun – The Wight Party Spamfield.
- 09 – 11 July – PFA Rally Kemble.
See www.pfa.org.uk
- 31 Jul – Teddyfield 2004 Clonbullogue Eire.

European Microlight Championships in Castelo Branco, Portugal.

Planning is in hand for this one and, several people have expressed an interest. Yes it is a long way, (about 1200 miles one way) but well within capabilities. In broad terms and subject to confirmation the plan is. Depart UK Fri 23 Jul and go to the RSA Rally at Chambley 24 Jul. Fly possibly to Reg Whittles place at La Fleche, down through France and cross into Spain West side of the Pyrenees near Bilbao, on to Portugal arriving Castelo Branco approx 27 Jul. Do some local touring / play the tourist for a few days, (competitors familiarization / training is 26 – 30 Jul). Possibly attend the opening ceremony on the 31 Jul (competition is 01 – 06 Aug), and then fly back to UK by a different route taking in the East side of France. Requires about 10 days, and a range ideally of approx 250 miles, anyone interested give me a call for fuller details.

For the Flex-Wing Boys

Russ at Sun and Fun Florida, he was obviously even then planning a move to Blackpool and life on the ocean waves. They did have difficulty lifting off due to the smooth conditions... But then spent 20 minutes doing touching and go's, with particular emphasis on clipping the heads of the numerous basking crocodiles, honestly. The pilot if memory serves me right was French and conducted fun flights as a sideline whilst not manning the company stand, he really was mad!



Aviators Digest – Titbits

John Hunt reports the build of his new Sky Ranger is well underway, with just the wings to complete. Although he does not underestimate the time period to finish the minor jobs, hopes to be in the air around Easter. In addition he has constructed an excellent purpose built hangar, I even managed to extract a promise from him for some input into the newsletter once he has more time on his hands.

Anyone seen Chris Long alive, thinking of placing wanted posters. Will try to extract from him the latest state of play with his Zenair project.

Rumours persist that Bill F has purchased Alans Chevron; well at least Bill was attempting to seal the deal once and for all, last time I saw them... Perhaps Alan would care to comment?

Sorry to read about the Mandatory CAA Directive grounding the Shadow fleet until the issue of the under carriage is resolved. This obviously impacts on Jonathan and there is no news of any positive developments. Needless to say Jonathan you are welcome to fly with me any time to maintain currency.

Been told of an excellent web site if you are wanting information on flying in France, apparently a new site combining, weather, flight plans, NOTAMS, and all the landing plates. Try: <http://olivia.aviation-civile.gouv.fr/> When I visited it was problematical and difficult to get past the home page, but I think well worth a visit (and free down load of landing plates).

Like wise I can recommend the web site for the European Microlight Championship, see: www.emc2004.net

It has comprehensive information not only for the competition but links to further information on flying in Portugal, maps and pictures of all the airfields. Which are microlight friendly, and facilities available, it's easy to download I only wish I had access to this site for my last trip.

Update – Johns Engine

Last edition John talked us through his development and attempt to produce a new aero engine. Good news, he has now had an offer for assistance from the old manager of the original company that assisted him. So whilst the engine has some way to run to production, the subject is not closed. You may yet see it flying...

Social Fixtures

WVF Club members meet at 2000hrs on the first Thursday of every month at the Red Lion Pub, Kilpeck (off the Hereford – Abergavenny road about 8 miles from Hereford). BFC members are welcome as are any like-minded aviators, why not socialize and join us for a drink?

For Sale – Offers

Dean is putting his Flex-wing G-DEAN for sale as either spares or repair – offers are invited. Contact him on 07889 128656 to discuss. With Peter he has ordered the newly released Air Creation Clipper 450, delivery in March and hopefully flying in April.

May your engine continue to run. Merv.