



YES MAGAZINE

Youth & Education Support - Working Together for Youth Aviation



EDUCATION CONFERENCE AIRMANSHIP DAY
YOUNG AVIATORS NEWS & VIEWS
NEW TECHNOLOGY EVENTS

Youth & Education Support (YES, www.yesflyers.org.uk) is the Youth Education branch of the Light Aircraft Association (LAA, www.laa.uk.com).

We are a UK-wide group, working together with other LAA Clubs, leading industry companies, local education authorities, schools and universities and many others to encourage and inspire young people to take part in all sorts of activities connected with aviation.

The group is run entirely by volunteers, and is funded mainly through public donations and a grant from the Light Aircraft Association Educational Trust (LAAET).

The group aims to encourage young people to take part in all sorts of activities connected with aviation, through providing:-

- Air experience flights and Young Aviator events,
- Exhibits and activities for young people at aviation shows,
- Support for youth aircraft building projects and scholarship information,
- Arranging talks and practical activity sessions for schools and youth groups,
- Working with Industry and Education on aviation projects for youngsters,
- Using websites and social networks to provide aviation information,
- Training in meteorology, navigation and airmanship,
- Developing curriculum and classroom support.

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Editor: Dave Hall

COMMUNICATIONS

Websites:-

www.yesflyers.org.uk (Information and news)

www.flyers.org.uk (Additional resources)

Facebook:-

<https://facebook.com/Yesflyers>

Twitter:-

<https://twitter.com/#!/yesflyers>

YouTube:-

<http://youtube.com/user/yesflyers>

Yahoo Group (for Members and organisers):-

<http://groups.yahoo.com/group/laa-yes/>

Cover photo: An Air Cadet works on fabric covering the YES HiMax tailplane under supervision from the Polyfiber expert, at the LAA Annual Rally 2012.

Events Diary August – December 2013

August

2 Fri	Young Aviators Day, Panshangar Airfield	www.northlondonflyingschool.com
25 Sun	Airshow, in aid of Children in Need, Little Gransden	www.littlegransdenshow.co.uk
30-Sept 1 Fri-Sun	LAA Rally, Sywell Aerodrome	www.laa.uk.com

September

13-15 Fri-Sun	Gloucs Scouts Aviation Camp, Croft Farm	
14 Sat	Young Aviators Day, Sywell Aerodrome	chairman@yesflyers.org.uk
14-15 Sat-Sun	Reach for the Sky Weekend, (National)	
28 Sat	Brooklands Aviation Day, Brooklands Museum	www.brooklandsmuseum.com
28-29 Sat-Sun	Pistons & Props, Sywell Aerodrome	www.sywellclassic.com

October

TBC Fri-Sun	Scout Aviation Camp, Gransden Lodge Airfield	
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November

30 Nov/1 Dec Sat-Sun	The Flying Show, NEC Birmingham	www.theflyingshow.co.uk
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December

7-8 Sat-Sun	British Military Tournament, Earls Court	www.britishmilitarytournament.com
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Event Summary

Little Gransden Air & Car Show Sun 25 August Little Gransden Airfield	A charity event located between Bedford and Cambridge which will include over four hours of vintage and aerobatic flying displays, a vintage, veteran and classic vehicle rally plus numerous other attractions. http://www.littlegransdenshow.co.uk
LAA Rally Fri 30 August Sywell Aerodrome NN6 0BN See website for entry fees	The LAA Annual Rally is the largest fly-in event in the UK, with a Homebuilders Centre for engineering and build advice, a huge range of aircraft types to inspect, plus trade stands, and the Rally atmosphere of fun and camaraderie. There is campsite and hotel accommodation on site, with bar facilities and a BeerFest with live entertainment. www.laa.uk.com/2013/Rally/rally2013.html
Scout Aviation Camps Fri 13 – Sun 15 September at Croft Farm , and other dates. Closed event for scouts only. www.scouts.org.uk	Croft Farm, Gloucestershire scout aviation camp will help the scouts learn about navigation, meteorology and aeronautics and hopefully get the chance to navigate a light aircraft on a short flight, with the pilot following their directions. There's usually a model glider-making activity on the Friday evening, and practice at aircraft marshalling and other skills. Contact your local scouts to see if they are involved in aviation camps.
Reach for the Sky Weekend Sat/Sun 14-15 August All over the UK	A day to make an effort to get involved in something to do with Air Activities – gliding, power flying, models, ballooning etc. It coincides with Battle of Britain Weekend and is intended to continue our passion for the air by encouraging aviation-related activities.
Brooklands Aviation Day Sat 28 August Brooklands Museum, KT13 0QN Fee: Normal museum entry	A day when the whole museum is open to the public, with special extra activities for all, including younger visitors. Pedal planes, gliders, and rocket-making will supplement the usual exhibits, including numerous airliners, many of which can be boarded. www.brooklandsmuseum.com
The Flying Show, Sat 30 Nov-Sun 1 December NEC, Birmingham www.theflyingshow.co.uk	The largest indoor aviation event in the UK with many stands, items for sale, mainly the lighter end of Light Aviation; a chance to chat with agents for many of the aircraft and kit suppliers, and order your new aircraft build project. The BMAA and LAA will be there, as will YES and its friends.
British Military Tournament Sat 7 – Sun 8 December Earls Court	A major event with supporting static displays, all sorts of activities to try, plus the usual arena entertainment, field-gun running, etc. www.britishmilitarytournament.com

News and Views

Stroud Schools Build-a-Plane Takes to the Skies



G-SBAP, the Rans S6 being built by the Stroud schools consortium had its first flight at Nympsfield on April 30th. Everything performed as expected and the test pilot was very happy after the flight, which included a couple of circuits, low speed handling, investigating the stall characteristics and a climb to about 4000' during which there were no signs of engine overheating.

Test flying was completed at around 10:20 on Monday June 3rd, and G-SBAP was relocated to Gloucester as part of the final flight!

On Thursday July 18th, the plane was flown to RAF Fairford to be shown to the public at the prestigious Royal International Air Tattoo in Techno-Zone, where it received much admiration and praise. Nick Summers and Ray Lewis, who were heavily involved with the supervision of the build team were on hand to outline the challenges of the project, and some of the youngsters from the build team explained their roles.



They were joined in the marquee by pupils and staff from Ernesford Grange Community School with their PA28 cockpit flight sim. They are also now building a Rans S6 in the same Rans/Boeing Schools Build-a-Plane Challenge scheme, and worked on the simulator while awaiting delivery of the kit.

Air Tattoo says 'Yes' to **YES**

After an anxious few days, the organisers of RIAT offered YES an outside space in the Techno-Zone to display the Devon Scouts Build-a-Plane, Speedy, and permission to fly her in.

Unfortunately, due to a technical problem that couldn't be fixed in time, Speedy had to be de-rigged and trailered in, so once again Jim's ongoing hope to fly in was thwarted, by the aircraft rather than the weather this time.



The anticipated scout representatives couldn't attend after all, so it was YES stalwarts Jim, Dave and Leia, with Brian from the build-group of the new Devon Scouts Build-a-Plane Zenair 701, who manned the stand for the weekend.



On the Sunday the stand layout was revised to allow easy access to the cockpit, so there were a lot of youngsters and some adults who tried it for size, and were treated to an explanation of what everything does. The stiff breeze prevented us running the activities that we normally do in a marquee, but the warm, sunny afternoons were compensation for being in the open, after 5 years of marquee comfort.

At least it stayed dry this year!

Belle Vue Scout Aerocamp **31 May-2 June**



Belle Vue Aerocamp 2013

Aerocamps follow a well-practised and tested formula, with arrivals on Friday evening, badgework sessions on Navigation, Meteorology and Aeronautics through the weekend, with the flying beginning on Saturday am. There is often a glider-making activity one evening followed by a glider flying competition the next day.

Scouts do basic navigation sessions including plotting a course for a local route, allowing for the wind, producing a plot of headings and timings, then pair up with a pilot and fly the course acting as navigator for the pilot, who naturally doesn't know the route!

Other ground school sessions include marshalling signals and practice, appreciation of weather systems and cloud formations, understanding weather maps and where to get weather briefings. Parts of the aircraft and what they do, instruments and their workings are also covered.

Safety is emphasised in all aspects of the camp, and the essence is risk-management and sound training.

Each camp relies on a small army of helpers to make them work, and it is a tribute to the many volunteers who, at their own expense, volunteer to support these events, and enjoy every minute. It's very satisfying to introduce the scouts to their first flight in a light aircraft, and see the look of enjoyment and satisfaction when their navigation gets them back to the airfield.

Now please sit back to watch Leia's video of the camp:-

<http://www.youtube.com/watch?v=0l4jKu3ENMI>

Youth Aviation Conference **at Brooklands Museum**

The 6th annual Youth Aviation conference took place on 27 April. Organised by YES, the Youth and Education branch of the LAA and supported by Boeing, a range of speakers brought together over 15 different organisations from across the aviation world, all with the same aim of inspiring and developing young people.

While increasing costs, red tape and overbearing health and safety requirements remain a burden on everyone, the range of opportunities for young people to get involved in aviation encompasses everything from Beaver Scouts building paper-planes to schoolchildren building whole light aircraft, and on up into university level study and the new Apprenticeship scheme for those embarking on a commercial career.

Among the many new presenters this year were representatives from AOPA, GASCO, RAFA, Air Britain and Coventry University, who joined regular attendees from the BWPA, GAPAN and RAeS. Updates on the privately-funded Build-a-Plane projects and the Boeing-funded RAeS School Build-a-Plane Challenge were well received. >>

At White Waltham, the Joystick Club have built pedal planes and are turning a Tomahawk rescued from brambles into a mobile simulator, with help from an RAeS Award.

Ernest Lear received the YES Lifetime Achievement Award for his many years of work giving young people the opportunity to get involved, and reflected on his in-at-the-deep-end start when he was given the job of showing 700 schoolchildren around the then PFA Rally in one afternoon.

Ron Shell was given his YES Lifetime Achievement Award for his Scouts Aviation work, at the Air-League Youth Flying Day at Bicester, as he wasn't able to be at the Conference.

YES now look forward to another year working to help those engaging with young people's aviation activities.

More volunteers are always needed and there are many ways to help, from giving an hour or so of your time to help your local Beaver Scout Colony get their Air Activities badge, or help at a youth flying day taking a young person for their very first flight and seeing the amazing grin on their faces. You can contact YES via the website at www.yesflyers.org.uk or Facebook

www.facebook.com/yesflyers *Flyer News 07 May.*

Airmanship Day at Brooklands Museum

An Airmanship Day with the theme of "Aviators' Common Sense" took place on Sunday 28th April in the Brooklands Museum Education centre. YES, the Youth and Education Branch of the LAA, brought together six keynote speakers to share their experience and give everyone that little bit more of a fighting chance of not ending up in the accident reports.

Stewart Luck from YES opened on the theme of communication – the importance of ambiguity free messages on the radio and the vital role played by less formal 'bar talk' on the ground in sharing experience and knowledge.

Mike Bagshaw's very pragmatic presentation could have been subtitled "What the Human Performance and Limitations Exam Won't Teach You" – and he had the statistics to prove it. Since the exam was introduced, the tally of human factors related accidents has remained unchanged.

Malcolm McBride of LAA engineering spoke of the challenges for a pilot operating from a strip, outside of a club or school hierarchy, of being basically their own CFI and airworthiness engineer. He also gave an organisational perspective on the balance to be struck between safety and need of additional airworthiness requirements when problems are discovered.

Mike O'Donoghue and Mike Benson from GASCO gave a preview of the content of their popular Safety Evenings and set a challenge to all attendees to identify and address their own personal 'banana skins'. Along with a number of others they also highlighted the importance of correct lookout technique. Of particular interest was a year's worth of logged data from gliders, used to create a 'heatmap' of the countryside glider activity and airspace choke points.

Nigel Reid, the Moth Club safety officer, addressed the specific issues with operating older aircraft with particular emphasis on those skills which are increasingly rarely taught – tailwheel, hand swinging and even side-slipping.

David Scouller from AOPA closed by talking about the importance of knowing your own aircraft's performance – in reality, not just in the POH!

Very telling was how many of the speakers were able to honestly relate stories of the own accidents and incidents, with the clear message being that it can happen to anyone.

Call it "Airmanship", EASA's "Threat and Error Management", "Judgement and Decision Making" or plain old common sense, but whatever you call it everyone present went home thinking about it!

Fairford Air Tattoo 2013

Despite all the hot weather for the past 10 days, both weekend days were heavily overcast until afternoon, but the flying displays were as thrilling as ever, despite the absence of the USA contingent in the air and on the apron. There were some compensations though, as the elegant Breitling Super Constellation proves.



In addition to the Scout and Raes/Boeing Build-a-Planes on show (p2), Techno-Zone also featured exhibits from Bloodhound SSC, the supersonic car project, Airbus, Rolls-Royce, Bae Systems, Air Cadets, British Airways and other companies, some with flight simulators, and others with various practical activities, including a popular climbing wall and the Airfix model-building tent. This area was sponsored by Lockheed Martin.

A new departure was the Vintage Village, where a number of vintage aircraft rubbed shoulders with vintage and classic cars, and areas with a good view of the runway and flightline.

The Airshow lasted over 6 hours, with sights such as the Breitling wing-walkers, air ambulance and police helicopter coordinated operation, warbirds including the B25 Mitchell, Vaught V-4 Corsair (both from the Breitling fleet) and the PBV Catalina amphibian adding to the BBMF Memorial flight Lancaster, Spitfire and Hurricane.



As usual, the Red Arrows displayed spectacularly, and the Vulcan made its magnificent appearance, but mention must also be made of the colourful Italian display team, with its commentator and his similarly colourful and enthusiastic presentation. Look out for the Frecce Tricolori team at a future Airshow.



Breitling wing-walkers



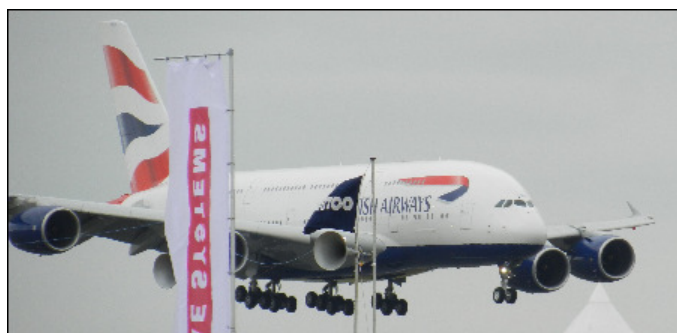
Airbus A400M with the Red Arrows



The Red Arrows' tribute to the Stealth Bomber



The BBMF Lancaster with Spitfire and Hurricane



BA Airbus A380 – just to prove how big it really is!

Build-a-Plane 3 Gets a Boost

The Devon Scouts are building another plane – this time it's a Zenair 701, an all-metal plane with short-field capability. Progress is much slower than with the X-Air Hawk, with additional skills needed to be acquired and much more rivetting.

Each hole for the rivets needs drilling out to the right size, deburring and then every few are clamped with special 'clecoes' to hold the panels and supporting pieces together until everything is in place for the rivets to be set.



Nathan and Naomi working on the project

Thanks to an initiative from Andre Faehndrich (YES Chairman) and Ron Shell (recent YES Treasurer), the project has been awarded £2,500 from the Royal Aeronautical Society (RaeS) Centenary Fund towards supporting costs for the project, which will enable further components to be purchased to progress the build.

Jim Gale, project director, reports that "Brian Lyford (my associate in the BaP3 workshop and our new YES member who did sterling work at RIAT) took these two youngsters flying this week. They are two of our star students and Brian's comment was that they both took to piloting the aircraft naturally. Naomi had never flown before! Now she is talking about aeronautical engineering as a career."

What a recommendation for the project!

Bader Braves

Launched on the 10th February 2010, at the R.A.F. Museum, Hendon, BADER BRAVES was created as a joint acknowledgement of Sir Douglas Bader's honorary Chieftainship of a Canadian Indian Tribe and the bravery of children with limb deficiencies and other disabilities in their efforts to lead normal lives.

Among other initiatives, the Douglas Bader Foundation's already-proven Young Aviators Days provide youngsters from 6-16 with limb deficiency and other disabilities, with the opportunity of experiencing flight in a light aircraft.

See the report of the Haverfordwest Bader Braves flying event on page 19. Details of further flying and other events are on the website:-

<http://douglasbaderfoundation.com/bader-braves/>

Schools Careers Day with SkyLab

National Museum of Flight, East Fortune, East Lothian



The National Museum of Flight hosted a SkyLab event in March of this year to encourage S3 pupils from local high schools to consider the career possibilities associated with aviation engineering. Dr Geoff Coxon of Strathclyde University, Glasgow, devised SkyLab as a means of introducing pupils to the principles of flight in a practical way, using polystyrene, propeller-driven model aeroplanes.

Some 120 pupils congregated in the Concorde hangar at the National Museum of Flight and were divided into groups, each group being directed by a volunteer facilitator and an assistant, of which I was one. Each pupil was tasked with assembling a plane and enabling the control surfaces to work. There were the inevitable mishaps of ailerons being cut off and rubber bands being wound to breaking point, but, with perseverance, everyone completed the task. The pupils then wound up the propellers and 'flew' their planes.

Much debate went on as to which way the propellers should be wound up! In my case, this meant texting my flying instructor, and making an impromptu phone-call to Stewart Luck of the YES Committee from a very noisy hangar! In subsequent trials, the pupils could modify the control surfaces to improve the flight of their models.



The event was clearly very enjoyable for all concerned. By way of follow-up, I think it would be interesting to find out from the pupils to what extent it changed their perception of aviation and engineering as possible career avenues. As an educator and researcher, I could see this being a very worthwhile study.

Credit for the logistics of running the event goes to Adam Love-Rodgers, Learning Officer at the National Museum of Flight, which is part of National Museums Scotland.

Sue Oliver, Facilitator, National Museum of Flight, East Lothian.

RAF Museum Dornier 17 Project

The aircraft was shot down on 26th August 1940 while on a bombing raid to England during the Battle of Britain, and was ditched under control, with the undercarriage retracted. Two of the crew survived and were picked up and taken prisoner, but the other two died.



This impressive, and unusually clear, side-scan radar image of the Dornier 17 as it lies on its back part-buried in the Goodwin Sands, awaiting recovery after 70 years in sea-water, is by Wessex Archeology. It is thought the wreck has only become exposed from the sea-bed in the past 3 years, and is the most complete example of a Dornier 17 yet discovered.



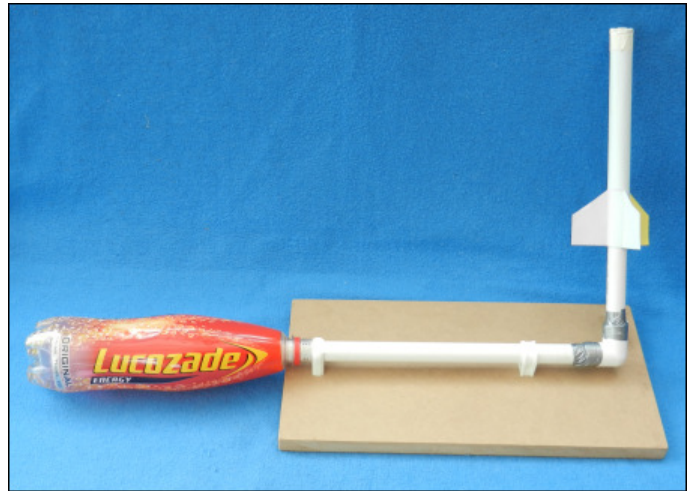
After some frustrating delays due to the weather, and with the project running short of funds, the German bomber was successfully raised, holding together surprisingly well considering. Now the airframe will be subject to a process of hydration for around two years, being sprayed with a special solution containing citric acid, which will gradually clean off corrosion and the marine growth that has developed over the years.



Two tunnels have been constructed to house the aircraft and parts at the RAF Museum at Cosford, with a complex system of spray nozzles to keep all the components wet, and prevent further corrosion, while the chemicals do their work. Visitors can view into the tunnels to see the progress. It is expected to take some 3 years to restore the aircraft to display condition. If you wish to help the restoration appeal, see www.rafmuseum.org.uk/cosford/.

Rocket Launcher v2

In the Spring Issue of the YES Magazine, there was a design for a hand-held stomp rocket launcher, which works fine, but since then the following design has been developed, initially by Andre Faehndrich, YES Chairman, and since further refined.



The tubing is 22.5 mm pushfit overflow pipe, easily obtained from DIY and plumbing shops in 2 or 3-metre lengths for around £1 a metre, with a 90-degree elbow and two 22mm pipe-clips. The elbow would normally be solvent-welded, but that's not necessary – a piece of duct ('duck'-) tape serves to hold the pipes together. A 2m length is enough to make a launcher and 4 pipes to form the rockets around. It's probably best not to have too many rocket-launchers going off at once!

A piece of strong MDF or plywood serves as a base, to which the pipe clips are screwed. Make sure the screw points don't come through or they will scratch any table you rest it on while waiting to put it on the ground.

You need to select the bottles with a little care – the small neck versions of any size from 330ml up to 3-litres will work but the larger bottles can propel the rocket further. Just make sure the bottle neck fits over the tube, it doesn't need to be tight - a sliding fit is fine. Make sure the rocket has not been wrapped too tightly on the pipe.

Bottles that had contained fizzy drinks will be stronger than bottles that had still contents. Some people blow into the flattened bottle through the launch pipe to expand it again after firing, but YES cannot recommend that due to issues of hygiene – that's at your risk!

A further refinement is to use some slightly smaller 21mm plastic electrical conduit for the pipe the rocket slides on, as this ensures that it won't stick on the launch 'pad' through being wrapped too tightly when made. The pipe will still be held OK in the elbow with the tape round it.

For making the rockets, cut about a 2" (5cm) strip off the shorter end of the A4 sheet, and use this to make two fins. Better still, experiment with the number and shape of fins to see what works best. Have competitions between you and your friends to see who can make their rocket go furthest, or hit a chosen target.

Full instructions for making the rockets are in the Spring 2013 Issue of the Magazine, which is linked from our www.yesflyers.org.uk and from www.flyers.org.uk.

Enjoy making and launching the rockets, but please make sure to clear people from the firing range, aim the launcher away from people and make the rockets with blunt nosecones to save any possibility of injury.

Flying Careers for Youngsters - The Canadian Way



SEA-TAC AIRPORT - For five years now Alaska Airlines has held a community event in its hangar to help kids consider aviation careers. It began with the Boy Scouts, but has grown to include young people from Aviation High School to the Civil Air Patrol.

Capt. Tom Rogers, an Alaska Airlines pilot says his father got him started by encouraging him to get a job fueling and washing small planes at a small airport in high school. He went on to become an F-15 fighter pilot first in the Air Force and then in the Air National Guard as well as flying Alaska 737s. He's been flying since he was 17.

"We created this program because we're aviation oriented, we all have that enthusiastic feeling for aviation, and wanted to bring the community in to something we do every day," said Rogers.

Rogers, who is also a former Boy Scout leader and dad to three grown sons, got the program rolling and still coordinates an army of some 200 airline volunteers including mechanics, flight attendants, dispatchers and company executives. Alaska considers the program unique among airlines and is now expanding it to its Portland, Oregon base.

The hangar today is populated mostly with small Cessna's and other private airplanes, one of which is owned and flown by Alaska President and CEO Brad Tilden. Outside, are two Alaska 737s, a Boeing owned T-38 chase plane, engines, and even K-9 units, police officers along with firefighters from the Port of Seattle. All aviation careers.

"I think most of us remember when we were with somebody and there was a sort of spark that ignited an interest in aviation and that's what we're really hoping to do," said Tilden. "Maybe somebody here wants to be a pilot, maybe they want to become a mechanic or an engineer, but kids get a chance to come out, they learn about aviation careers, they learn about airplanes they have a little fun on a day like today, and who knows, maybe a few of these kids end up with careers in aviation.

Kids can meet people in all aspects of flying, learn about airport security and even try their hands flying in a simulator.

But airlines are also thinking about the future. One growing concern is over a looming pilot shortage as more U.S. military pilots stay in the military for 20 and 30 years careers, and as the world's airlines are expected to grow dramatically over the next 20 years needing pilots, and other aviation professionals.

"There are still a lot of pilots out there right now," said Capt. Rogers. "But that's not going to last forever."

<http://www.king5.com/news/local/Pilot-shortage--How-do-you-connect-kids-to-future-careers-209811891.html>

by GLENN FARLEY / KING5 News Aviation Specialist

www.KING5.com

1 June

High School students build Sportsman in two weeks



Two groups of high school students recently completed the Two Weeks to Taxi program on time at the [Glasair](http://www.glasairaviation.com) factory near Seattle, WA, USA. The youngsters built two Sportsman aircraft and watched as each one was fired up, taxied, and then flown on its maiden test flight. It was the first time any of them had been involved in building airplanes.



"It was a remarkable experience for everyone involved," said Peter Bunce, CEO of the General Aviation Manufacturers Association (GAMA), who was there for the two weeks and worked side by side with the students. "They were great to work with and were focused, hard-working and enthusiastic. They were involved in every aspect of the build, and mastered tasks such as bucking rivets, installing windows, connecting the panel, wiring the engine and linking the controls. There was no part of it they couldn't handle. It was a challenge keeping up with them."

The program was co-sponsored by
www.buildaplane.org

Article by General Aviation News Staff July 8, 2013
<http://www.generalaviationnews.com/2013/07/high-school-students-build-sportsmans-in-two-weeks/>

www.glasairaviation.com

www.gama.aero

Round-the-World Record Flyer



US pilot Jack Weigand, 21, has broken the record for the youngest person to fly around the world solo.

Jack flew a Mooney Ovation GX from Fresno, California across the US, via Canada and Iceland to the UK. He then flew across Europe to Egypt, Dubai, India, Bangkok, Philippines up to Japan. Jack landed back at Fresno on 29 June, after departing on May 2 – the trip crossed three oceans and visiting 12 countries, all in 59 days.

Weather and permit delays kept Wiegand from flying from Sapporo, Japan across the Pacific Ocean to Alaska for more than two weeks. After receiving clearance for takeoff, Wiegand was able to ride a 70kt tailwind and reached up to 280mph during the almost 12-hour flight across the International Dateline to Alaska. The final leg was from Anchorage south to Seattle then back to Fresno. He made 22 stops, covering 21,000nm.

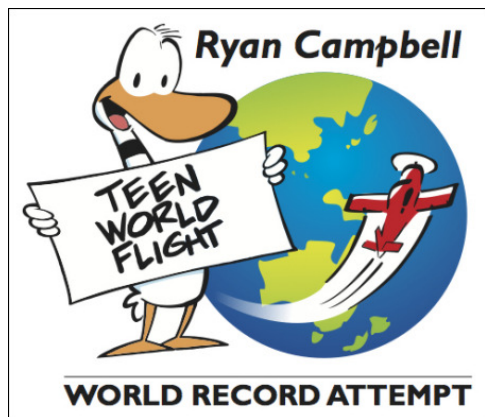
"The support from my friends and family, and from people commenting on my Facebook, all those nice comments were so inspirational, they kept me going," Wiegand said.

Jack's SOLO 20/13 mission aimed to raise awareness and support for two charities: Big Brothers Big Sisters, invested in building relationships with children facing adversity, and the Ag Warriors project of the International Agri-Center, preparing returning veterans for careers in the agriculture industry.

www.solo2013.com

[Air New Zealand Flight Safety Video](#)
Just the thing for Middle-earth fans!

http://www.youtube.com/watch?v=cBIRbrB_Gnc



Teen circling the globe stops at EAA Aussie aims to break world record



GREENVILLE - An Australian teenager is in the middle of a solo flight around the world, and he's bringing his world record attempt to AirVenture at Oshkosh 2013.

19-year-old Ryan Campbell is trying to become the youngest pilot to ever circle the globe alone and hoping to inspire other teens to take flight in the process.

"I live and breathe flying," he said. "I've always wanted to fly around the world.", a dream he's held since he was, well, a young boy.

"It's like I said the most wild out-there thing I could think of, but I wasn't convinced it could happen until I left Australia last month and was able to turn it into a reality and show that my wildest dream could come true."

Ryan hopes to share that passion for flying with young people here at AirVenture in Oshkosh next week. It's a mission the EAA has been doing for the last 20 years with it's Young Eagles program. "Anything we can do to get kids interested, if this peaks some kids' interest in aviation, that's wonderful because it's going to give them an idea about what they might be able to do," said EAA Young Eagles Program Manager, Brian O'Lena.

Campbell says he planned his world record attempt around AirVenture.

"I worked backwards and I worked the route all the way back to my home town to get my departure date, so the heart of this is in Oshkosh."

And his heart is set on sharing his passion with other young people and learning lessons to take back down under.

"To come over here and talk to people and to take back a little of that example, I suppose, to show to Australia, what should we do, what can we do, to get more young people involved in flying."

That's an example he's taking 24,000 miles to put his name where no younger person has gone before, while hoping his mark extends beyond just a name in a record book.

Campbell's journey continues after AirVenture as he heads to Maine and then across the Atlantic to Europe. He will complete his 10-week journey back in Australia on September 7.

Chad Doran, FOX 11 News 25 July.

Cavalon Gyroplane Type-Approved



The Cavalon gyroplane has successfully gained its type approval from the CAA, meeting airworthiness requirements for gyroplanes set out under CAP643. This means that the aircraft is now fully-approved for UK flight. The first two aircraft left the RotorSport facility on 2 May, G-CIAT and G-CHWM, with 'WM' expected at the Popham Microlight Trade Fair on 4-5 May.

RotorSport UK MD, Gerry Speich explained, "This momentous occasion is the culmination of two years of hard work by my whole team both here and in Germany. It hasn't been an easy path but ultimately, our faith and hard work have paid off despite the best efforts of the recent weather"

"Our world-wide partners will now be able to provide section T aircraft to their eagerly awaiting customers, a truly global success."

The approval for Cavalon together, with the A8-21 company accreditation, effectively enables RSUK to co-ordinate their own projects.

Gerry added, "We're really pleased with the initial reaction, ten sold before the approval issue tells it's own story. We hope to see you at Popham this coming weekend".

www.rotorsport.org

Flyer.co.uk 2 May

Gloucs Airport to support fly2help

Gloucestershire Airport in Staverton has announced that they will be supporting Cirencester-based charity fly2help as their Charity of the Year.

Fly2help supports families and individuals facing a wide range of trauma or tragedy by giving them the opportunity to experience the liberation and freedom of flight at an Air Smiles Day.

Kim Davenport, Business Development Manager, Gloucestershire Airport said, "We're delighted to announce our support for fly2help for the next year.

After helping with an Air Smiles Day earlier this year, we saw first-hand the positive effect that it had on a family with a child suffering from a serious illness when one of our pilots donated a flight in his aircraft. Each of the staff were so humbled by the experience that we decided that we would all like to continue supporting the charity."



The airport joins an impressive list of partners that have already pledged support for fly2help including the Red Arrows, the RAF Typhoon Display Team and the Battle of Britain Memorial Fund. This is the fourth year that Gloucestershire Airport has nominated a Charity of the Year. In 2012 they raised £3,200 through events such as an Open Day and a Ball for Help for Heroes and Aerobility.

For further information on Air Smiles Days and aviation charity fly2help, visit www.fly2help.org or follow the charity on Facebook and Twitter under fly2help.

Flyer News, 24 June

Flying Scholarships awarded to 9 Disabled Pilots

The disability and aviation charity, Flying Scholarships for Disabled People (FSDP) has announced nine training awards for summer 2013.

During some 30 years of activity it has provided training for over 400 pilots, many who have achieved solo flight, and some who have gone on to self fund their own full private pilot licence.



The nine applicants, chosen from a pre-selected group of 24 candidates underwent a three day selection process at the Aircrew Selection Centre at RAF Cranwell. The challenging process includes an aircraft assessment during which applicants have to carry out an external inspection of a light aircraft, appraisal of the candidate's physical ability to access the aircraft, and evaluation of their ability to operate the aircraft controls safely.

The funding covers the costs of the pilot training in addition to accommodation and services needed throughout the duration of the course. The courses run through the summer.

For further information about the charity, visit www.fsfdp.org.uk

Flyer News 29 April

North Weald recognised for infringement prevention



North Weald has been presented with the latest National Air Traffic Service (NATS) Infringement Prevention Award. It is the second airfield to receive this award since its inception last year – the first award went to Stapleford. A statement from the team at the airfield said, 'The award was given in consideration of the work that has gone into the new TMZ leaflet, the erection of the runway boards and the continuing work to prevent infringements by aircraft departing/arriving from North Weald.'

Chairman of Council Councillor Mary Sartin said, "I am delighted to receive this award on behalf of North Weald Airfield. Air traffic safety is very important and I know our operational staff at the airfield have put a lot of effort in to Many of the airfield's arrivals and departures route through the local Transponder Mandatory Zone (TMZ) and North Weald has been very conscious of the responsibility to minimise infringements, working hard to educate pilots about procedures in this airspace.

A recent TMZ awareness leaflet and other material, such as Pilot's Self Briefing Notes available in pdf format from the website, were important in securing the award. The Ops Team is delighted that the Airfield has been honoured in this way.

www.northwealdairfield.info

Flyers 3 July

SubSonex Jet for Amateur build



Details of this latest aircraft in the Sonex stable will be available at Oshkosh. It's a far cry from the piston engined Sonex, Onex and Wayex, but it will no doubt appeal to some who fancy building and flying their own private jet!

UKGA News.

Red Arrows display disrupted by infringement



A flying display by the Red Arrows, due to take place ahead of the British Grand Prix at Silverstone on Sunday 30 June, had to be halted when a light aircraft entered the temporary restricted airspace put in place to protect the display team. The UK CAA is now investigating the incident.

The CAA today issued a call to all general aviation pilots to thoroughly check NOTAMs and, if possible use a pre flight planning website before every flight. The plea was backed by all the major GA member associations.

Temporary airspace restrictions RA(T) are always the subject of a NOTAM, which every pilot is obliged to check as part of their pre flight planning routine. As well as the Reds having a specific RA(T) in place for their display, a separate restriction existed over Silverstone protecting the Grand Prix itself.

The CAA receives around 800 reports of aircraft infringing RA(T)s, controlled airspace or Danger Areas every year. The Airspace & Safety Initiative is currently engaged in a major education campaign to help pilots see the risks involved.

As well as being the subject of NOTAMs, RA(T)s, are also listed on the NATS website as 'Mauve' Aeronautical Information Circulars. The list includes the full Red Arrows display programme with geographical co-ordinates. Free route-planning software SkyDemon Light also highlights the relevant NOTAMs www.skydemonlight.com.

Flyer News; 01 July

Flyer Photo of the Day from Friedrichshafen



100 Years of de Havilland

A century of aircraft design is set to be celebrated at the de Havilland Moth Club's International Tiger Moth Rally at Woburn on 17 and 18 August.



In addition to club members' Tiger Moth biplanes, a diverse range of aircraft from the drawing board of Sir Geoffrey de Havilland will celebrate 100 years of his work.

The oldest design set to fly in to the specially prepared grass air strip in the Deer Park at Woburn will be a replica Royal Aircraft Factory BE-2 observation biplane, a type which entered service a century ago.

Designed and test flown by Geoffrey de Havilland, in 1913 the BE2 became the first-ever purpose-built military aircraft to operate with the Royal Flying Corps. The aircraft on display at Woburn carries the serial of the first British aircraft to arrive in France on the outbreak of the First World War in August 1914, as a flying tribute to Britain's earliest military aviators. Known as the "Biggles Biplane", the aircraft spent seven years being rebuilt at Northampton's Sywell aerodrome before returning to the skies in 2011. It is the only flying example of the type in the UK.

de Havilland watchers can also look out for examples of the original DH60 Moth, which in 1930 was made world-famous by Amy Johnson's solo flight from England to Australia. The Moth had already by then become the most popular light aircraft in the world.

Other pre-war de Havilland designs include the sleek Puss Moth and Leopard Moth monoplane tourers of the 1930s, the twin-engined de Havilland Dragon and Dragon Rapide biplane airliners and the Fox Moth air taxi. With the pilot's cockpit behind a cabin for up to four passengers, it created a distinctive 'flying hansom cab'.

Other classic designs in attendance will include the post-war DHC-1 Chipmunk, initially developed by de Havilland's Canadian associate company, as well as products of now bygone British makers such as Auster and Miles.

In addition to delighting aviation enthusiasts, the event is set to be a mecca for vintage and classic car fans. The gathering will offer very 'Best of British' with some of the country's top vintage cars and vintage aeroplanes showing off their style in a unique Garden Party environment. The event will also allow a special 'get up close hour' each day, when all enthusiasts can take photographs and meet pilots. There will be club flying competitions on Saturday and an air display on Sunday afternoon.

Details of ticket prices and VIP 'Club Enclosure' hospitality, along with further news of this great event can be found at www.mothsatwoburn.co.uk

Pilot News, 23 July

Old Buckenham has New Owner



Old Buckenham Airfield has been sold to Geoffrey Lynch OBE, a long time aviation enthusiast.

The deal, brokered by the Airfield Manager Matt Wilkins, will continue to see the airfield run by Touchdown Aero Centre Ltd, which holds the CAA Aerodrome Licence.

The airfield said that events such as the Old Buckenham Airshow and Military Revival will benefit from the news, with planning already started on Airshow 2014 after a very successful show in late June.

Matt Wilkins, Airfield Manager, said: "I am delighted to be able to announce this deal, which will give Old Buckenham long term stability and a guaranteed future, ensuring that the last two years of work in keeping the airfield running after a period of difficulty have been ultimately successful. Under Geoffrey's ownership the ambitious plans to improve the airfield in a myriad of ways can now be put into action."

Geoffrey Lynch OBE commented: "I am a great admirer of all of the fantastic work that Matt Wilkins has done in order to turn around the fortunes of Old Buckenham and look forward to maintaining its reputation as the finest airfield in East Anglia."

Further announcements relating to plans for the future will be made in due course. Old Buckenham is and will remain open for business and in good health.

Pilot eNews, 2 July

HERE'S WHAT MEMBERSHIP OF RAFA YOUTH BRINGS YOU

- Fantastic free prize draws for flights, glider courses, VIP days and more!
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TECHNOLOGY SECTION

\$250,000 Sikorsky Prize for AeroVelo



July 11, 2013 - Canadian firm AeroVelo Inc. has won the Igor I. Sikorsky Competition on the June 13 flight of its Atlas human-powered helicopter and will be awarded the longstanding \$250,000 prize for the achievement.

The prize was launched 33 years ago by American Helicopter Society (AHS) International, requiring the aircraft to be 100 percent human-powered, remain in flight for at least 60 seconds within a 10-meter by 10-meter square, and rise to a level of 3 meters. All requirements were satisfied in last month's flight in Vaughan, Ontario, Canada.

A panel of vertical flight technical experts with the AHS International Human Powered Helicopter Competition Committee reviewed AeroVelo's design, flight testing, and data from the June 13 flight.

"The AHS Sikorsky Prize challenged the technical community to harness teamwork, technical skills, and cutting-edge technologies to meet requirements that were on the ragged edge of feasibility," said AHS International Executive Director Mark Hirschberg. "It took AeroVelo's fresh ideas, daring engineering approach, and relentless pursuit of innovation to succeed in achieving what many in vertical flight considered impossible."

AeroVelo's Atlas is larger than any other helicopter ever constructed - 190 feet wide - but weighs only 115 pounds. It is constructed of four 67-foot-wide rotors and powered by pedaling a Cervelo carbon-fiber bicycle.

Two other teams were the Gamera II Team from the A. James Clark School of Engineering at the University of Maryland, and California Polytechnic State University-San Luis Obispo's Upturn II aircraft.

"I always admired AeroVelo's singular focus and rapid progress towards achieving the AHS Sikorsky Prize," said Ben Berry of the Gamera II team, which worked with AeroVelo. "They worked fast and lean, and endured huge setbacks along the way without flinching. Their approach to this challenge should be an example and inspiration for engineering students everywhere."

EAA News. www.eaa.org

AeroVelo's video is at:-

<http://www.youtube.com/watch?v=syJq10EQkog>

Icarus Cup 2013 at Sywell

The second Human Powered Aircraft (HPA) 2013 Icarus Cup has just been held at Sywell Aerodrome between 19th and 28th July.

Competing teams had to try the following series of challenges designed to test all aspects of Human Powered Flight, to win the Royal Aeronautical Society HPA Icarus Cup 2013.

- 1) Duration
- 2) A 200m sprint race
- 3) A 1km race
- 4) A slalom course
- 5) Takeoff performance and landing accuracy task
- 6) Distance around a triangular course



Southampton University MPA in 2012

Typically aircraft weigh little more than 30 kilograms and have a wingspan of more than 25 metres so the advancement of composite and lightweight materials and the development of control technologies have revolutionised aircraft construction techniques. Control of a slow flying, lightweight aeroplane demands a high degree of skill as well as a pilot who can generate sufficient power to take off and stay airborne.

The concept of a human powered flight competition first came about as a way to celebrate the 50th anniversary of the first human powered flight, when Derek Piggott flew Sumpac, Southampton University's Man Powered Aircraft, back in 1961.

The first Icarus Cup competition was held in 2012 at Lasham Airfield in Hampshire when five teams and their craft spent the week flying and exchanging specialist knowledge and information. This year, the competition is supported by Breitling, who have a strong association with aviation and air sports.



Concept for the Future? Solar + human power?

Solar Impulse completes Trans-America flight

Solar Impulse, the solar-powered aeroplane of Swiss pioneers Bertrand Piccard and André Borschberg, has successfully landed at New York's John F. Kennedy International Airport, setting a new milestone in the history of aviation: for the first time an aeroplane capable of flying day and night powered exclusively by solar energy has crossed the USA from the West to the East Coasts without using a single drop of fuel.



André Borschberg, Solar Impulse Co-founder and CEO, landed Solar Impulse at JFK on Sunday, July 6 at 11:09 p.m. EDT, three hours earlier than planned because of a rip in the fabric on the lower side of the left wing. The flight took 18h 23min with a departure from Washington Dulles at 04:46 a.m. EDT on Saturday.

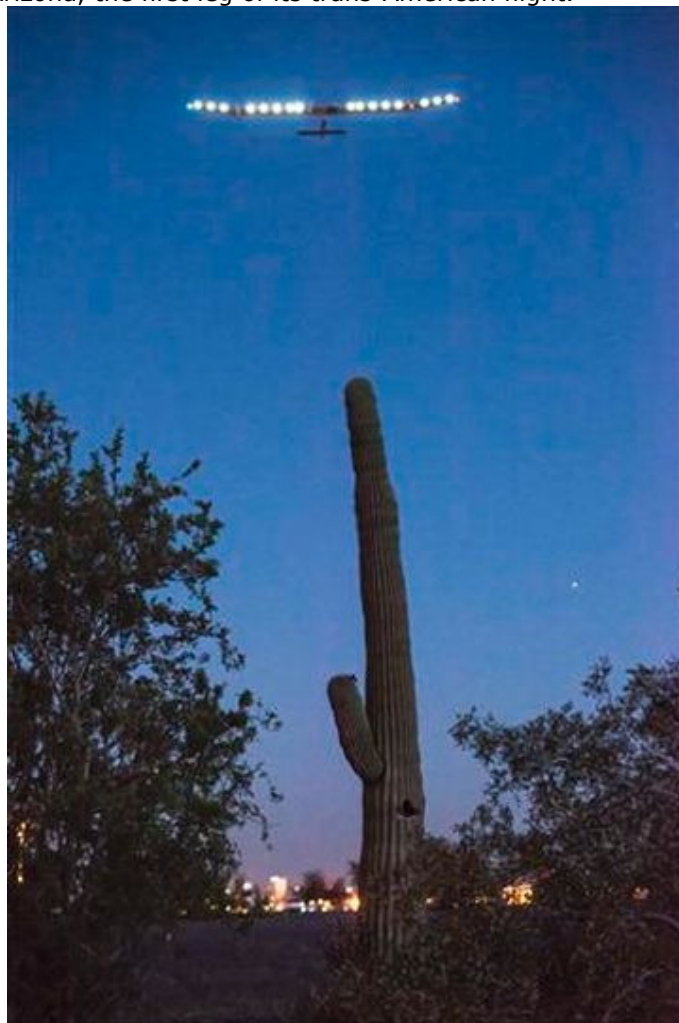
"This last leg was especially difficult due to the damage of the fabric on the left wing. It obliged the team to envisage all the possible scenarios, including bailing out over the Atlantic. But this type of problem is inherent to every experimental endeavor. In the end, this didn't prevent us from succeeding in our Across America mission and provided an invaluable learning experience in preparation for the round-the-world tour in 2015," said André Borschberg shortly after landing. He added, "We extend our gratitude to all airport and government authorities whose precious support made this mission possible."

The arrival of Solar Impulse in New York City marks the culmination of its ambitious journey Across America, which started on 3 May in San Francisco, California. The journey took a total of 105h 41min and 3511 miles flown at an average speed of 28.8 kt. Before reaching New York, Bertrand Piccard and André Borschberg alternately flew Solar Impulse to Phoenix, Dallas-Fort Worth, St. Louis, Cincinnati and Washington D.C. The aeroplane stopped over in each of these cities giving the opportunity to the team to organise public viewings and political meetings with high level representatives such as Secretary of Energy Ernest Moniz, to promote clean technologies, energy efficiency and renewable energies.

"Flying coast-to-coast has always been a mythical milestone full of challenges for aviation pioneers," said Dr. Bertrand Piccard, Solar Impulse Initiator, Chairman and pilot. "During this journey, we had to find solutions for a lot of unforeseen situations, which obliged us to develop new skills and strategies. In doing so, we also pushed the boundaries of clean technologies and renewable energies to unprecedented levels." <http://www.solarimpulse.com/>



Solar Impulse flies over the Golden Gate Bridge at San Francisco on the 18-hr journey from California to Phoenix, Arizona, the first leg of its trans-American flight.



Solar impulse reaches Dallas Texas, after an 18hr journey of 958nm from Phoenix, Arizona – a new distance record for a solar-powered plane.

The four-motor, solar-powered carbon fibre airplane has a wingspan of 63.4m / 208 ft and weighs 1,600kg / 3,527 lb. No plane that big and that light has ever been built before.



Terrafugia flies at Oshkosh

30 Jul 2013 Flyer



The Terrafugia Transition flying car has flown for the first time at a public event at EAA AirVenture in Oshkosh.

The aircraft drove away from its exhibit on the south side of the field, with the company's chief test pilot, Phil Meteer, at the controls. He drove with the wings folded up and once on the ramp, the wings unfolded, and Meteer conducted a preflight before driving down to the end of the runway for takeoff.

The aircraft flew around the field a few times, then after landing, the wings folded up again, and Meteer drove off the field. The aircraft will fly again on Wednesday at 8pm prior to the night airshow, and is on display all through AirVenture at the Terrafugia exhibit.

Terrafugia is hoping to market its drivable aircraft to pilots who are often grounded by bad weather or have difficulty traveling after they land.

The projected price tag is \$279,000, with the company stating that more than 100 people have paid the \$10,000 refundable deposit. The company expects to build a third-generation prototype — the second generation on display at AirVenture — and then begin production for sale in 2015/16.

The aircraft is designed to cruise at 100mph in the air with a range of 410 miles with half an hour of reserve fuel. On the ground it can travel up to 65 mph with fuel efficiency of 35 miles per gallon.

www.terraflugia.com

You can watch a video of the demo flight here:-

<https://www.youtube.com/watch?v=om3Z1a2VPA0>



New Company to Build and Sell Yuneec Electric Models



Two of the electric aircraft types produced by Chinese company Yuneec International will now be produced and sold by a new company called Green Wing International (GWI).

Yuneec, based north of Shanghai, will now focus on developing the most advanced and reliable technologies for electric motors and power systems, while GWI will handle production of the single-seat eSpyder ultralight and the two-seat e430 electric aircraft, as well as providing support for the fleet.

Back in 2009 at the annual AirVenture at Oshkosh, Yuneec showcased to the world a feasible electric two-seat light sport aircraft. This year GWI plan to take several eSpyder aircraft for ground display at AirVenture at Oshkosh, and will fly the aircraft daily from the runway in the ultralight area.

Yuneec will continue to develop electric motors and power systems, according to Tuesday's news release. Initial production for the eSpyder is expected soon, the company said.

See the ESpyder in flight:-

<http://www.youtube.com/embed/iuFpkc5odWc>

Photo: <http://yuneecco.uk/site.securepod.com/>

Virgin Galactic Spaceship Rocket Test



Virgin Galactic's SpaceShipTwo reached supersonic speeds for the first time during its first rocket powered test flight on 29 April. After being carried to an altitude of 46,000ft above the Mojave Air and Spaceport, California aboard the WhiteKnight Two mothership, SS2 fired a 16 second burn which took it to a height of 56,000ft.

"The first powered flight of Virgin Spaceship Enterprise was without any doubt, our single most important flight test to date," said Virgin Galactic Founder Sir Richard Branson, who was on the ground in Mojave to witness the occasion. "For the first time, we were able to prove the key components of the system, fully integrated and in flight."

UKGA News

H

ospice Fly-Day Bodmin Airfield 20th April Bob Kneale



Every year, a group of light aircraft pilots in Cornwall organise a flying session for terminally ill children from the Little Harbour Children's Hospice South West, near Heligan. This year Bob Cann, one of the pilots, whose wife Lorna runs a 1936 Opal 2 seater, suggested that it might be a nice idea if a few Cornwall Austin 7 Club members could give the children and their carers joy rides in Austin Sevens, which would provide an interesting activity whilst waiting for their flight. An e-mailshot via Andrew Jarmin elicited 4 volunteers.

Weather conditions were perfect at Bodmin Airfield on the Saturday, and the organisers soon found that they had over 90 flights to cater for. Four Austin Sevens arrived. The '37 Ruby of Adrian Williams, the '34 Box Saloon of new member Nick Collings, Lorna's Opal, and Lulu my '34 Box Saloon. Barry Davey decided to be a little different and brought along his beautiful 1955 Riley 1 1/2 litre RME saloon.

It wasn't long before the air was buzzing with an assortment of light aircraft, both 2 and 4 seaters and we were kept increasingly busy (as the word spread around) that there were rides in little old cars available. Our route was on the airfield road to the lane that led to the A30, 3/4 mile away. That gave a splendid round trip allowing the children and their carers to watch the take-offs from the road on the other side of the airfield, and wave to the other people watching the activities from the roadside.

Not only were the children from the hospice given flights and rides; so too were brothers, sisters and carers, all of whom were really enthusiastic and eager (at least one child managed to get a ride in every car)! Some of the comments were lovely too:-

- ✂ *It's really cool - it hasn't got seat belts!*
- ✂ *It's really posh - it's got real leather seats.*
- ✂ *It's nice to sit on the seats - I have to travel in the boot! (normally in a wheelchair in a minibus).*
- ✂ *I'm three, but I'm going to be four soon. 'When?'. When it's my birthday!*
- ✂ *I've just had a great ride in an ASTON SEVEN!*

By mid- afternoon everyone had been flown, with no problems, and the numbers of 'customers' dwindled as the minibuses, and people carriers transported the happy children homewards.

I wandered across to the flight line to thank Bob Cann for inviting us for what had been a thoroughly enjoyable and rewarding day.

"Would I like a flight?", he asked. I needed no persuasion! Bob owns an Australian designed and built JABIRU, which is classed as a microlight, but is just midway between the larger light aircraft and the insect-like machines we usually associate with the type.

The two seat side-by-side cockpit is a bit like sitting in a Top Hat saloon, with wings on. Bob let me fly it out to St Tudy and back (he did the take-off and landing) and I must say it handles delightfully. That 15 minute trip made my day!

Many thanks to the organisers and those who travelled with us. I'm sure the other drivers will be only too delighted to be invited another time. ~~~~~

Pete White, who organised the day reported:-

"Our latest FEET OFF the GROUND (FOG) flying day was a great success - Wow! What a day.....". He thanked everyone for the hard work and enthusiasm that they had put into the very special flying day, which had given the young, of all ages, a day to cherish and remember.

Thanks also went to "The 'squadron' of vintage cars busily chugging along the local lanes, full of the atmosphere of a bygone era, while our loyal and stalwart pilots and ground-crew kept the whole thing moving and enabled us to fly 87 young people, their carers and family in idyllic conditions over our wonderful Cornish countryside and the Little Harbour Hospice at Porthpean, St Austell."

"Newquay Air traffic accommodated us with no fuss, and back at HQ, our Sandy (The Swedish Chef) and Michelle looked after our culinary needs with the usual dash and professionalism which has become the hallmark of the 'Windsock Cafe', with Chris in the tower and on airfield duties enabling the whole operation to run smoothly. We are so lucky to have such a great bunch of guys.... Many thanks to you all".

87 people were flown, of whom 43 were children (both the affected and their siblings), using 11 aircraft in 46 flights, plus four Austin 7s and one 1955 Riley giving short rides around the area.

Thanks also go to the local fire brigade, who were there as usual with an appliance and giving help in lifting some of our passengers in and out of the aircraft. ~~~~~

Kemeys Commander to Unknown

Leia tells of a weather-enforced land-away

Well that was a more eventful weekend than was really entirely wanted...

The plan was to fly to Kemeys Commander 'because it's there' but for the return leg my GPS log now reads "Kemeys Commander TO Unknown" instead. "Unknown" being a farmer's field in the Vale of Glamorgan where we ended up as a safer alternative than pressing on into lowering cloudbase and rapidly reducing vis.

Kemeys (or Cemais) is a little strip attached to, of all things, a tank driving activity centre... We'd no real reason to visit other than curiosity but it's only about a half-hour away and the morning's forecast had seemed (key word) to be favourable enough for an away landing. Most of the usual suspects at Old Park had gone on a fly-out to Shobdon that morning and we had the field to ourselves, apart from the returning Boredom Fighter as we left.

I'd entered the co-ords to the GPS and tapped in a straight line route, which immediately after takeoff acquired a dogleg around the base of the hills to avoid cloud along the ridge. A mile or two further on though and it opened into wonderful blue sky.



Coordinates notwithstanding, the strip was tricky to spot, tucked down at the base of the hill with woodland close around, and we did some burbling around overhead the spot where the GPS thought we ought to find it! The trees made it look more challenging than it strictly is, being slightly longer and a lot flatter than Old Park!

With Rhubarb safely parked up beside the 'Caution: Tanks' signpost we went for an exploratory stroll and chatted with one of the tank staff (must look good on a CV that!) before heading back.

Takeoff was brisk into a stiffening wind – we'd almost forgotten how quickly the little X'Air jumps up into an actual headwind, it's so rare at home! We climbed out, Nick flying as I admired the windmill off our port wingtip.

Initially the weather looked even better as we headed home and we almost decided to go straight across the hills, only deterred by a vague smear on the horizon that had an undefined off-putting look.

From somewhere below the smell of someone's BBQ drifted up on the warm air and Rhubarb bobbed like a glider in the lift off the ridges before we left the hills behind and turned south, confident any weather would be on the hill, not over the lower ground.

Wrong!

On reaching Caerphilly, 15 minutes after takeoff into blue skies, it was lowering badly and the forward vis was going rapidly downhill.



We found the M4 which was pretty much the last ditch "Surely it will clear by there", and after somewhere between 5 and 10 minutes we'd reached the point Nick declared, "I'm not comfortable flying in this."

"No," I agreed. I looked without much hope behind us but it was forming around us, there was no 'back' to turn to and we were closer to Old Park than any other airfield.

With a vague sense of disbelief I said, "All right, if we're really doing this, I've got a field."

It was one I'd been watching anyway – with the height we were now at, having somewhere to land if the racket up front should stop was already foremost on my mind.

Large and open, the only wires, were down in the shallow valleys at either end, animal-free and a field over from the farmhouse if we needed help. I listed off the points and Nick, who'd had his own eye on a different shorter, but closer field agreed.

After a low pass to have a really good look at the grass we came around to land, Nick as the most familiar with the aircraft flying, while I called out cables and watched the ground ahead. The sheep in the under-run field scattered as we passed over – not as used to such things as the ones back at Old Park.

Nick touched down impressively lightly on the upslope of the hill and Rhubarb rode slowly to a stop in a slightly long 150 yards – one thing we'd missed was the tailwind.



We climbed out, shivering in t-shirts and light tops into a damp breezy field of recently cut silage and walked down the hill to the farmyard, leaving poor Rhubarb sat perched on the skyline.

Knowing how to start a conversation with someone whose land you've just plonked yourself on uninvited is not covered in the etiquette books, but our abashed "I'm sorry but we've just had to land in your field" was greeted in good part by the family, curious and helpful, who seemed to view the whole thing as an event. We were thanked for not sticking it in the crops or livestock, directed to an all-you-can-eat Chinese, held off turning out the cattle into the field we'd dropped into, and provided us with tiedowns and a lift back to Old Park where Nick's car was still sat.

My faith in human nature was given a huge boost! >>

The following day we returned to pace the field and wait for the promised weather window, to escape again. It was an interesting and thought-focussing experience deciding what route to take across the sloping field to make best use of the wind and the flatter bits. We picked out a few abort points and distance markers and planned a taxi run first to see how the longer-than-runway grass would resist – except that when we did start accelerating the dear, marvellous little machine swooshed along with such energy that it was obvious we'd be up easily, and so up we went.

We circled once, looking down at the near perfect field that had presented itself so obligingly right when we needed it, and waved at the farmer's nephew watching us go. He's on a promise of a flight in thanks!

The one weather window of the day turned out smooth in spite of the strongish wind and we tracked the coast around Porthcawl instead of flying direct.

We arrived back to discover that we weren't alone in having had an eventful weekend. In a small sop to hurt pride we found we'd been joined in an unplanned farm visit by one of the Skyrangers who was still stuck – waiting for the farmer to cut him a longer strip! One of the flexwings had a story to top us both, having had an actual engine stoppage – twice (second after the running repair didn't...)

So 2/5 success rate for Old Park flying this weekend, but hurt to nothing but pride, thank goodness!

Here's to less eventful flying next time!

<http://leiafee.wordpress.com/> Posted in Flights on 2 July
Rhubarb video:-

<http://www.youtube.com/watch?v=Bq9EKM2t1Ls>

Bader Braves at Haverfordwest

We're lucky to be able to fly.

Every time I fly I know it and grin about it and promise myself I'll never ever forget it. Yes, there was more than just luck of course – we all worked hard at it, and often we scrimped and saved and gave up other things to be able to do it, but somewhere there was luck.

Whether luck in the grand scheme of things to be born into a time where flight is commonplace and within the reach of the ordinary person, or in having the financial security and means to do it (however 'only just' and on the rackety edge that might be!), and having friends and family who support us in it, luck played a part.

And somewhere, so did something else. All of us can point to someone who helped us. Someone who gave of their time and energy and often their aircraft and fuel to help us on the way.

Perhaps it was the person who first took us flying, or who thought "I bet so-and-so would like a trial flight", or a pilot when we were learning who showed us how to do something that was hard, or gave us the spare seat when they flew and reminded us what it was we were working towards as we flogged around the circuit for the millionth time.

Maybe they just said, "You can do it – I used to struggle with that bit too."

And we no doubt said "Thank you" nicely at the time. Maybe we paid the landing fee or bought the cake, or chipped in for fuel.

And yet none of that quite seems enough in return for enabling us to fly. Really fly and have the delight and freedom and joy of it. Not really. What sort of thank you, what sort of payback is enough for letting us fly?

Drifting around the sunset sky on a summer evening might cost a can of fuel, but it's worth more than that.

We can't pay back what the gift of flight is worth, but there is something we can do instead. We can share it. We can give someone else that opportunity that was given to us.

Which is why you'll often find me enthusing about the youth aviation events I help with. Usually on the ground. Funds mean that I'm rarely current enough to meet the safety rules for flying the youngsters, but somehow that doesn't matter because I still see the massive grins they arrive back down with, the nerves beforehand and the delight afterwards.



A case in point: this week's Bader Brave's event at Haverfordwest. These young people arrived with more challenges than usual with a range of disabilities, but all of them met them with courage and patient effort.

Indeed, the ones who start out nervous are the most delightful because they are so triumphant after – they did something which scared them and they didn't think they could do and they did it anyway and it turned out they could do it and in fact they loved it. What could be more inspirational for any young person in any field of endeavour?

I can't name a highlight. Perhaps it was the lad who'd almost, almost let nerves and doubt convince himself that he couldn't or didn't want to do it, but plucked up the courage and strength and helped get himself aboard the lovely old Cub, and by all accounts spent the flight chatting away and asking clever, relevant questions.

Or the young lad who was deaf and whose sister signed for their whole family with perfect aplomb and taught me to sign 'aeroplane'.

Or the excited girl whose nervous mother was so doubtful that her daughter would be able to wait her turn, but who spent the wait zipping up and down the field in one of the vintage vehicles by the name of Miss Daisy.

My sense of the ridiculous was piqued by the fact I nearly got run-away-with by a motorised wheelchair whose owner manoeuvred it like a go-cart – I'd have failed the differences training on that one! Good humour ran through the day and the weather was kind enough to let those awaiting their flight wait and watch and picnic in the garden of the airfield cafe.

A magic atmosphere!

I finished the day sunburned and tired and croaking from calling instructions over the sound of props and engines, but so contented. And perhaps just a little bit less in karmic debt to all those who've helped me fly...

Video: <http://www.youtube.com/watch?v=wZ-WWvICKa8>
Leia's Flying Blog 13/6/13 <http://leiafee.wordpress.com/>




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