



HIGHLIGHTS

Winter 2005

CHAIRMAN'S CHAT

I write this after just recovering from our Christmas Party, which for those that attended I am sure will agree with me it was excellent bash. We had such a large turnout this year that we had to change venue to accommodate everyone. Let's hope next years will be even better and more will be encouraged to attend.

2004 has been a good year for the club; we have seen a number of improvements made throughout the year. We held our first flyin, and while the weather ensured most stayed away, we had a good night do with curry and disco. I hope to hold a similar event in 2005 and pray the weather is kind to us.

From a safety perspective we have had a good year with no serious incidents, let's keep it that way for next year please. While we are now better equipped to deal with emergencies I don't want to have to you them!! On the negative side Hangar Rash does seem to be on the increase. There are a lot of aircraft at Rufforth now, please be extra careful when you are moving aircraft in and out of hangars. If you can't manage on your own ask for assistance. If you do damage an aircraft, tell someone!!

We held a number of working weekends, the paving and the runway clearing to name but two. Thanks to all those that attended, we will be organising more in the new year, please volunteer to help out. I know I keep saying it but it makes life much easier, and ensures we can keep our membership fees to a minimum.

We have had a number of successful flyouts to Sandown, Pilling Sands and Shobdon to name but a few. Three of us even managed Spain again this year with a little stop in the French Alps on the way back. I can safely say the scenery in the Alps and landing at 6,100ft above sea level was the most exhilarating flying experience I have had to date. It was also good to see a number of people fly / drive out to Blois to meet us on the way back as well. Some of next year's possibles are: - Northern Ireland - May

Sandown - June, Blois - August / September. We are also intending having a weekend in Le Touquet some time, so keep your eyes on the notice board and egroup for announcements. The more the merrier..

It just leaves me to wish you all well for 2005,

Happy safe flying.

James Hardstaff
Chairman
York Flying Club

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STOP PRESS
Richard Merideth Hardy "Over Everest" talk NOW CONFIRMED
- see Diary Dates 23rd April

2005 Diary Dates

19 March – Coastal trek (east or west)

25–28 March Easter Weekend – TBA

2–3 April – Rufforth Fly-In (HELP NEEDED !)

9 April – North Coates Fly-In
www.northcoatesflyingclub.co.uk

16 April – **ANNUAL GENERAL MEETING**

23 April – Talk – “Over Everest” with Richard Merideth Hardy – SEE POSTER IN CLUBHOUSE (2000hrs Bridge Inn, Wetherby) Tickets £5 and more info from Dermot 01904 738634
Dermot@yorkflyingclub.com)

30 April – 1 May – Round Scotland Microlight Rally
www.scottishaeroclub.org AND Popham Trade Fair

13 May – Flyout to Ireland

14-15 May – BMAA Nationals – Enstone

20-22 May – Fly-out to P&M Aviation in Belgium (organised by Pegasus/Mainair)

28-29 May – Round Wales Rally
www.wingsoverwales.co.uk

4-5 June – Club Meeting. BMAA Nationals – Sywell

18-19 June – Rufforth Fly-in (and visit from R.A.F.A provisional – see page 6)

24-26 June – Spamfield Isle of Wight

1 July – Flying for Fun at Kemble

2 July – Club Meeting. FFF at Kemble

3 July - FFF at Kemble

9-10 July - BMAA Nationals Eagle Moor

23-24 July - BMAA Nationals St.Michaels

6 Aug – Club Meeting

20-27 Aug – World Championships – Levrux France

26 Aug – Bracklesham Bay Bash
www.bbmfc.org.uk

27 Aug - Bracklesham Bay Bash

28 Aug – Home to Roost Stoke Kent
www.medwayairsportclub.org.uk

3 Sept - Pre Club Meeting Fly followed by meeting at 1600 and BBQ

9-11 Sept – Northampton Microlight Club Fly-in
www.northamptonmicrolightclub.org.uk

24-25 Sept – Rufforth Fly-in

SEE ALSO EDDSFIELD AND YORKSHIRE AIR MUSEUM DATES – Page 6

More from the Chairman

Those of you that are registered for the BMAA site updates will no doubt have noticed that we have published dates for this years flyin's. These will be pretty much along the same lines as the one we had last September, although hopefully with better weather.

We will have a marquee and disco again on the Saturday night, so bring your family and friends. Volunteers will be required to help with marshalling, booking in, fuel runs etc. So please put the dates in your diaries. I will want to confirm numbers for the Saturday night nearer the time to help with catering etc.

We are also looking at what other activities we could provide during the day, competition flying etc, so watch this space, or if you have any ideas please let us know.

The dates are:-

2-3rd April

18-19th June
24-25th September

James Hardstaff

SSEA

SSEA – what's that then?

In June last year my (soon to be AFI) wife, Jan and I decided we would take our Rans S6 Coyote to the south of France, for no good reason other than we wanted to. 30 flying hours, several hundred pounds and the thrill of being turned upside down by the Mistral at 1000 feet 'Sur le Pont D'Avignon' and we were home having had a great time and learned a lot.

So what did I learn and what has this all got to do with the title?

I learned not surprisingly that: -

- Europe is a really big place

- 60kts is a really rubbish speed to be travelling in a really big place
- Europe has really rubbish weather for flying Microlights (often)
- Microlights have a totally rubbish luggage capacity, hence no Champagne from Champagne.
- The English Channel is a really big piece of water at 60kts.

There won't be many readers who are surprised at these 'discoveries'

Now I really like Microlight flying, have been doing it since 1998 but there are limitations, four seats or more would be nice, being able to make like a hooligan and fly upside down, amongst other things, would be nice too, to be able to get to Popham (say) and back on a single tank of fuel and in the same weather window would be good as well.

So what has this got to do with the title??

Some time ago I had had a chat with John Cross of Sherburn Aero club who reckoned that with not a lot of effort or cash I could convert my present Microlight Licence to a NPPL (SSEA) – (that's Simple Single Engine Aeroplane, I think) so, given the above, I thought I would give it a shot.

According to LASORS (summarised below) the cross crediting of flying experience from Microlight to NPPL is a maximum of 35 hours, so if you have that experience, all that is officially required is to do 2 hours stall and spin awareness training/slow flying, one hour instrument appreciation (and that's not sitting around telling the instruments how great they are!!) and then Navigation Skills Test followed by a General Skills Test. The instructing QFI may in addition consider more training is required; this may be especially true of people going from Flex wings on to 'SSEA'

There is also an absolute requirement to pass all the JAA PPL ground school exams, because they are different from the Microlight ones, For what it's worth, when/if you go from NPPL SSEA to JAA PPL you won't need to do these again, and also, if you want to go on and do a CPL, passing these exams reduce the ground school requirement from 400 hours to 200 hours!! Most of us will find this the most onerous part of the whole thing!

You will also need the NPPL Medical certificates (pink forms won't do) and you won't get an NPPL issued without passing the Flight Radio telephony operators licence either.

Requirement	Comments
Stall and spin awareness /Slow Flight	2 Hours required
Instrument Appreciation	1 hour required
Navigation Skills Test	1 hour
General Skills Test	1 Hour
NPPL Medical Self Assessment	Pink form not valid
Exams to be passed	<p>Once exams passed, need not be done again for JAA PPL upgrade.</p> <p>About 80% pass mark required.</p> <p> Holders of Flight radio telephony operators licence need not do exam 4</p>
1. Aircraft General and Principles of Flight	
2. Air Law and Operational Procedures	
3. Air Law and Operational Procedures	
4. Communications	
a) written exam	
b) practical test	
5. Flight Performance and Planning	
6. Human Performance and Limitations	
7. Meteorology	
8. Navigation and Radio Aids	
Cross crediting of Microlight hours allowance	Maximum of 35 hours
To fly club aircraft solo, must be club flying member	Club membership approx £100

Fortunately, John Cross who is now the CFI at Sherburn is qualified to both teach and examine all these things except the medical of course!

What LASORS fails to recognise is that none of the above would prepare you for getting a Group A off the ground and back on again, so some circuit practice is required.

I duly started my course with John Cross doing 2 hours of Slow speed flight including stall and spin awareness (OK, avoidance) went on to do ½ an hour in the circuit and then a solo circuit before moving on to Instruments, the culmination of which was a pilot interpreted approach onto Church Fenton ILS!!

The Navigation Skills test consists of a triangular route, flown supervised by an examiner, the route of which you only find out an hour before take off, and contains an unplanned diversion and a low(er) level recovery to base.

The general Skills Test is very similar to the Microlight GFT in that you are required to demonstrate safe handling of the aircraft at all times and especially in emergency conditions such as engine failures and other aircraft problems, at the same time making sensible captaincy/airmanship decisions and operating the radios appropriately, finishing off with a few circuits including the obligatory engine failure in circuit and then back to the clubhouse for the not inconsiderable paperwork.

The cost of all this is effectively £100 per hour for the flying, plus the exam fee's £114 (ish) for them all and £132 for the issue of your new licence.

If you want to go solo in the club aircraft and be able to rent them subsequently you need to be a full flying member of the club, this costs about £100 too.

I did my course on a Piper Cherokee Warrior 161, which costs about £75 per hour wet once qualified

At present the NPPL only covers flight in the UK airspace so flights to France and other European countries are not allowed, however, it is the view of many that there will be some sort of agreement between nations so that we each recognise the others 'sport pilot licences' as the microlight community already do, and allow day VFR flight in each others FIR. Once this happens of course, there will be no barriers to international flying.

I am already thinking about converting my licence again to JAA PPL which just requires another 15 hours flying doing such things as instruments, night and so on, and confers even more freedom.

In the meantime your newly minted NPPL (SSEA) will cover you for essentially the same sort of flying we do in Microlights now i.e. clear of cloud in sight of the ground and day VFR only in SSEA's weighing not more than 2000kgs. The licence will also allow more exotic types to be flown with some more complex features provided the craft is a single engine piston weighing less than 2000kgs, so VP props, retractable undercarriage, Turboprop engines and so on are all within the reach of the NPPL SSEA pilot. Aerobatics are also possible on suitably capable machines. All of the above just requires 'difference' training.

In theory at least with an NPPL you could fly a Spitfire, a YAK 52 an Extra 300 or a tiger moth, to name but a few.

So, do I think it was worth it? Resoundingly YES, whilst I will continue to happily fly our Microlight in and around the local area, whenever we want to go anywhere a bit further or with another couple, we can drop in to Sherburn (or anywhere else for that matter) rent a plane and shoot off at 120 kts and 8 GPH! Or if I want to do some aerobatics, just need

to get a type rating on a suitable machine and away I go!!

The training is very enjoyable and in my view, not difficult in the greater scheme of things. Most Microlight pilots, especially the 3 axis ones, will have absolutely no trouble with the flying part of it, flex wing pilots would probably be better doing a Microlight 3 axis conversion first before moving on to Spam Cans because dual time in Spam Cans is £100 per hour compared to the £70 in Microlights. The bugbear, possibly, is the written tests, they are broadly similar to the Microlight ones but the level of detail is greater on the Spam Can ones because whereas Cosgrove covers it all in one volume the others have a volume each. What I would suggest is getting hold of the PPL course books, having a bit of a study and then going for it, you might be surprised how many you can pass at first attempt. Don't let the thought of the exams put you off adding this new dimension to your flying. Just for clarity, there are no additional exemptions for Microlight A/QFI's and the training needs to be done on a licensed airfield in a C of A aircraft.

If you fancy having a go at this new challenge, call John Cross at Sherburn Aero Club on 01977 682674 and he will be happy to book you in for an assessment.

Just in case you were wondering, no I am not on commission!! (but now I think about it!!) Nor am I a definitive source of this information, if you need any more detail, drop me an e-mail or contact the CAA Flight Crew Licensing Department.

Steve Jackson

Steve.Jackson@wymas.nhs.uk

Flying outside the UK

Hi All,

After speaking with other club members over the past weeks there seems to be confusion regarding the difference between the Old (PPL M) and the New (NPPL M) when flying outside the UK. This confusion was also highlighted on the Yahoo Microlight message board.

This is a copy of Chris Finnigan's response to a member's question. As he clearly states, the old (PPL M) held no more privileges than the new (NPPL M). I am glad about this as I was starting to think I was flying illegally when I went to Blois last year despite the fact my insurance company insisted I was OK.

Lastly flying abroad. The old UK PPL (M), like the NPPL (M) today, never gave you the right to fly your microlight outside the UK without obtaining permission from the States you intended to over fly

first. Happily France, Germany and Holland have now given "blanket" exemptions provided certain conditions are met. To see what is required to fly throughout Europe look at the BMAA website where the fourth update version of John Lloyd's excellent advice document covers it all, including the need to obtain permission for your aircraft too in most cases.

Regards

John Lynch

Two Cool Web Sites

1. - You have to see this:



The Kestrel VTOL PAV (Personal Air Vehicle)

Apparently: "the system boasts a fuel economy of approximately 5 litres of un-leaded fuel per hour with a top speed in excess of 180mph." !!!!

Take a look at:

<http://www.kestrelaerospace.com/index.html>

Dermot Boylan

2. - And a new Micro site: -

Below is a fab link- check it out

www.microlighthangar.co.uk/calculator.htm

Mark Brown

Charter Flights

Is it just me, or have charter flights sunk to a new low?

Having booked a week's jolly in Lanzarote, I was keen to get my tickets to see what tin pot airline I would be flying with this time. The answer was "LTE International" – who?! On to the internet to discover that this was a (very) small Spanish charter outfit flying old Airbus's and 757's. At least they looked cool in a predominantly red livery!

Come the day at LBA, we boarded an Airbus 321 emblazoned "Volar" (Apparently this is a subsidiary of Luft Trans Espania just in case you wanted to know) Thoroughly confused we embarked into the hands of an all Spanish cabin crew and awaited our "travel experience"

I wedged my slightly longer than average legs into the miniscule seat (wrongly allocated by a buffoon on the check in desk who didn't know what row was which – thanks Leeds Bradford International!) After remonstrating with the midget in front who insisted on reclining his seat, we awaited our first free drink.

First ominous sign, you now have to pay for coffee and tea at 1.5€! Apparently we could then experience the "in flight entertainment" (3€ for headsets) but it would have been nice to have been told what the entertainment was! (nothing in the "magazine" just endless photos of perfume as usual)

Some suckers paid up, (no doubt expecting The Aviator or Gladiator or similar) What did we get? A short Kylie video, some American "candid camera" rubbish and a 30 min Charlie Chaplin. I'd have been surprised if 10 people in all viewed "The Entertainment"

Food? Exactly the same "buffet" on the outgoing and ingoing flights. Menu? Not very fresh bun, some lettuce and a piece of meat(?) and an inedible pastry thing. And of course the meal trolley came before the drinks trolley (on both journeys) Perhaps, as Basil Faulty used to say – "They are from Barcelona and we are trying to train them!"

Finally, why was it free to take my golf clubs out but 30€ to bring them back (on the same plane)? Is it weight/fuel/safety/scam issue or what?

John Forrester

Eddsfield Diary Dates

(From Edd Peacock)

Hi all

Firstly, may I wish all of those that I have not yet seen this year at the airfield, a happy and prosperous new year.

Planning for the forthcoming flying season is once again here and I would like to inform you of three **provisional** dates for the Eddsfield diary.

6th to 8th May: - Eddsfield and friends fly out to France.

A long weekend to a French airfield. Joint flight planning and destination. Step by step to France, stretch the "wings" a bit. I need a list of interested parties and aircraft types as soon as possible to allow planning.

26th June

Sir George Cayley PFA strut flyin.

28th August

Eddsfield "grand day out" flyin.

Dates to be firmed up. Please check the website <http://www.eastyorkshire.co.uk/eddsfield> for updated info.

Lets all hope for better flying weather this year.

Edd Peacock

Medical declaration

DID YOU KNOW ...

... that the pink medical card has now been replaced by the **National PPL medical declaration form**.

Which you can download from the NPPL website:

www.nppl.uk.com

The NPPL medical declaration form is the document that needs signing by both you and your GP. There are notes on the website for you, the pilot, and also for your GP, who is asked to countersign your fitness declaration. There is also a separate document with additional information, which you should show to your GP.

The medical standards are the same as those for driving motor vehicles, as defined by the DVLA.

A copy of the latest standards can be found on the DVLA website:

www.dvla.gov.uk/at_a_glance/content.htm

Your GP is not required to do a physical examination, though he/she may wish to check routine health functions. His/her endorsing signature is to confirm the lack of any medical history which would preclude you from meeting the appropriate DVLA standard. Your GP may charge you for this service.

Renewal Intervals are:

Age up to, and including, 44	Until 45 th birthday or 5 years (whichever is longer)
45 - 59	5 years
60 - 64	Until 65 th birthday or 1 year (whichever is longer)
65 and over	1 year

Dermot Boylan

WW11 60th Anniversary

This year marks the 60th anniversary of the ending of World War 2. Many events are planned and they say that this year, because of the advancing age of the War Veterans, that this year could be the last opportunity to see such commemorative events. The club has decided to invite veterans of the Royal Air Forces Association to join us at our June Flyin, and invite them to fly in a microlight. Fixed wing pilots will be needed to take these "bomber boys" for a quick sortie.

The following are the commemorative events that have been organised at the Yorkshire Air Museum:-

Saturday 7 May: -Victory in Europe Dance

A 1940's themed Hangar Dance, with the renowned New York Dance Band, celebrating the Allied Victory in Europe. Tickets are priced at £12 each and includes a two course supper.

For information ring: 01904 608595

Sunday 8: - Victory in Europe Day

Launch of the Victory Festival to Celebrate the Liberation of Europe. Flypasts, Stalls & Living History displays.

Saturday 14 - Sunday 15

Battlegroup Victory Wargaming and Military Vehicle Rally, with re-enactments, flypasts, stalls and music, focusing on the theme of the Allied Victory in Europe.

John Forrester

Peanuts ☺

A tour bus driver drives with a bus full of pensioners down a motorway, when he is tapped on his shoulder by a little old lady. She offers him a handful of peanuts, which he gratefully munches up.

After approx.15 minutes, she taps him on his shoulder again and she hands him another handful of peanuts. She repeats this gesture about eight times.

At the ninth time he asks the little old lady why they do not eat the peanuts themselves, whereupon she replies that it is not possible because of their old teeth, they are not able to chew them. "Why do you buy them then?" he asks puzzled. Whereupon the old lady answers, "We just love the chocolate around them".

Let there be light! ☺

Once upon a time in the Kingdom of Heaven, God went missing for six days. Eventually Gabriel the archangel found him, on the seventh, day resting.

He asked God, "Where have you been?" God pointed downwards through the clouds. "Look Gabriel, look what I've made" said God. Gabriel looked puzzled and said "What is it?" "It's a planet" replied God, "and I've put life on it, I'm going to call it Earth and its going to be a great place of balance." "Balance?" enquired Gabriel, still confused.

God explained, pointing down to different parts of the Earth, "For example, North America will be a place of great opportunity and wealth while South America is going to be poor; the Middle East over there will be a hot spot and Russia will be a cold spot. Over there I've placed a continent of white people and over there is a continent of black people." God continued, pointing to the different countries. "This one will be extremely hot and arid while this one will be covered in ice."

The angel, impressed by God's work, then pointed to another area of land and asked, "What's that?" "Ah" said God. "That's Yorkshire, the most glorious

place on earth. There are beautiful people, seven great cities, and many impressive towns. It will be the home of the world's finest artists, musicians, writers, thinkers, explorers and politicians. The people from Yorkshire are going to be modest, intelligent and humorous and they will be found travelling the world. They'll be extremely sociable, hard-working and high achieving, and they will be known throughout the world ...as speakers of truth."

Gabriel gasped in wonder and admiration but then proclaimed, "What about balance God, you said that there would be BALANCE!"

God replied very calmly and wisely, "Just you wait till you see those w--k--s I'm putting in Lancashire

Parrot ☺

A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's mouth was rude, obnoxious and laced with profanity. John tried and tried to change the bird's attitude by consistently saying only polite words, playing soft music and anything else he could think of to "clean up" the bird's vocabulary. Finally, John was fed up and he yelled at the parrot. The parrot yelled back. John shook the parrot and the parrot got angrier and even ruder. John, in desperation, threw up his hand, grabbed the bird and put him in the freezer. For a few minutes the parrot squawked and kicked and screamed. Then suddenly there was total quiet. Not a peep was heard for over a minute. Fearing that he'd hurt the parrot, John quickly opened the door to the freezer.

The parrot calmly stepped out onto John's outstretched arms and said "I believe I may have offended you with my rude language and actions. I'm sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behaviour." John was stunned at the change in the bird's attitude. As he was about to ask the parrot what had made such a dramatic change in his behaviour, the bird continued, "May I ask what the turkey did?"

Ferrari ☺

The Ferrari Formula 1 Team fired their entire pit crew yesterday. The announcement followed Ferrari's decision to take advantage of the UK Government's Youth Opportunity scheme and employ people from Liverpool. The decision to hire them was brought on by a recent documentary, on how unemployed youths from the Liverpool area were able to remove a set of wheels in less than 6 seconds without proper equipment, whereas

Ferrari's existing crew can only do it in 8 seconds with millions of euros worth of high tech equipment. As most races are won and lost in the pits, Ferrari now have an advantage over every team. > However, Ferrari may have got more than they bargained for.....

At the crew's first practice session, the Liverpool pit crew successfully changed the tyres in under 6 seconds, and then within 12 seconds they had re-sprayed, re-badged, and sold the vehicle to the McLaren team for 8> bottles of Stella, a kilogram of speed and some photos of Coulthard's bird in the shower.

Englishman, Irishman, Scotsman ☺

An Irishman, an Englishman and a Scot were sitting in a bar. The view was fantastic, the beer excellent, and the food exceptional. "Y'ken," said the Scotsman, "I still prefer the pubs back home. "Why, in Glasgow there's awee bar called McTavish's. Now, the landlord there goes out of his way for the locals so much that when you buy 4 drinks, he will buy the 5th drink for you."

"Well," said the Englishman, "at my local, The Red Lion, the barman there will buy you your 3rd drink after you buy the first two."

"Ahhh, that's nuttin," said the Irishman. "Back home in Dublin there's Ryan's Bar. Now, the moment you set foot in the place they'll buy you a drink, then another, all the drinks you like. Then, when you've had enough drinks, they'll take you upstairs and see that you get laid. All on the house!"

"Well!" said the Englishman, "that sounds great, did this actually happen to you?" "Not me myself, personally, no," said the Irishman, "but it did happen to me sister."

Bondi Beach ☺

Patrick, who was holidaying from Ireland on Bondi beach couldn't seem to make it with any of the girls. So he asked the local lifeguard for some advice. "Mate, it's obvious," says the lifeguard, "you're wearing them old baggy swimming trunks that make ya look like an old geezer. They're year's outta style. Your best bet is to grab yourself a pair of Speedos - about two sizes too small - and drop a fist-sized potato down inside 'em. I'm tellin' ya man... you'll have all the babes ya want!"

The following weekend, Patrick hits the beach with his spanking new tight Speedos, and his fist-sized potato. Everybody on the beach was disgusted as he walked by, covering their faces, turning away,

and laughing, looking sick! So Patrick went back to the lifeguard again and asked him, "What's wrong now?" "JAHEESUS!" said the lifeguard, "Mate. The bloody potato goes in the front!"

Help Required !!! for general duties at:

- **At the Flyin 2/3rd April**
- **At the Flyin 18/19th June**
- **At the Flyin 24/25th September**

Pilots (particularly fixed wing) for flying duties for giving R.A.F.A. members rides

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