

Lyneham Flying Club

NEWSLETTER

Hello, April already and I've been bowled over by the amount of flying that's been taking place during the winter months...so much, in fact that (as I'm sure you are aware) we are using fuel up quicker than we can get it to Lyneham. To this end, we intend to get another (additional) fuel bowser for the club. I am looking at least 3000 litres but ideally around 5000 litres so we can take advantage of price breaks offered by fuel companies. We have been putting aside a small amount of money for another bowser, but the uptake on flying as been so sudden, that we need the bowser now.

The Nuffield Trust kindly offer grants to organisations such as ours, and a fuel bowser is well within their remit, so I intend to approach them with a view of funding the bowser.

However, (don't you hate sentences starting with that!)

The Nuffield Trust will not happen in short order. So my suggestion is this (which worked last time):

If every member could find it to "donate" an amount of money (say £30-£50) to the bowser fund, we can at least get it up and running. In parallel with this I will build us a case for a grant with the Nuffield trust and sent it off. I will then refund a percentage of your donation depending on how much we get...bearing in mind, if we get what we ask for, you will get your whole donation back, if we get less (but hopefully something) you will receive a representative proportion. This plan will enable us to keep the flying rate as cheap as

possible, which is my main aim.

If you write your donation cheque out to SFAS RAF Lyneham as usual but put "BOWSER DONATION" on the white payment slip.

Your donation will NOT be used for anything other than a bowser.

MORE FUEL!

Colerne (just the other side of Chippenham) is available for use for free circuits (as long as we don't kick the backside out of it) they also supply fuel, so if we are low, we can still get fuel from there instead of paying the higher "Civvy" prices. This also saves you waiting to get (a proportion) of your money back too. Just call Colerne ATC (and the Engineers if you want fuel) to make sure all is well and that's it! Both numbers are in the phone book in the club, Airfield information is in the "Airfield Info" book. Any doubts ask any of the instructors or committee. While I'm on about fuel, can you please ensure you fill the sample bottles right up to the top of the bottle to ensure a valid sample is taken.

AIRCRAFT BOOKING

There is still a tendency to "overbook" the aircraft. Contingency bookings should be discouraged, along with booking the aircraft for 4 hours and just doing an hour of circuits. (I appreciate that weather plays its part but it's happening on CAVOK days!)

CIRCUITS

It's been noted by ATC and the Tech logs that we are doing a HUGE amount of Circuits

(especially at the weekends).

Please remember that ATC are doing us a big favour, they do not ask for much in return, ATC can be very busy/undermanned sometimes, so if they say "no" to your request for training such as Circuits, they are not doing it because they just don't feel like it!

If you need to do circuits (training etc) that can't be helped, Pilot magazine (amongst others) do free landing fee coupons so why not go exploring (also no landing fee if you go to a Military airfield). Popham is one of my favourite GA airfields - quirky approaches and less than a tenner for landing, cup of tea and a bun! If you've got a spare seat on a local why not fill out a temporary member form and take someone (ATC/VASS/Fire section/Battery Bay)?

INSTRUCTORS

Mike Durand is due to join us again before the next newsletter, so watch out on FS Pro for his availability (full-time)

AND FINALLY.....

G-BNSP is "our" new Firefly and is great fun. It's now got a new Throttle Cable, if you've never been upside down before, it's worth at least booking ½ hour with an instructor for the experience (or just to concrete the fact that you never want to do it again) It is probably the best and quickest way to refine your handling skills. If you never try it, you'll never know....