PRIVATE FLIGHT

Snooks

scoop
Schneider
BEMBRIDGE

Nick and Simon Snook, flying
a Robin Aiglon, have won the
Digital Schneider Trophy
race. The first prize was
£2,500, a Digital computer,
and a replica of the Schneider
Trophy. Second place went to
Ian Dalziel's Miles Monarch,
with a Grumman Tiger
coming third.

The event took place
around the Solent on June 23.
The previous practice day had
been marred by appalling
weather conditions with low
cloud and gale force winds.
Contrary to all expectations,
the Sunday morning brought
ideal conditions for a few
hours and crews were prac-
ticing early around the
142-mile Solent course.

Fifty-four aircraft lined up
on the starting grid, and
Royal Aero Club officials,
including veteran hand-
icapper John Bagley, ensured
a well organised departure.
Most colourful participant on
the grid was Stampe pilot
Fred Marsh, wearing his usual
monocle, custom-made

helmet and bright yellow
flying suit. Alan Chadwick's
all-white Cassutt Speed I, a
Quickie Q2, Bill Hosie's Acro-
duster 2, and DalziePs

Monarch were among the
more interesting types
competing.
All competitors completed
the course, though five were
disqualifed for cutting turning
points. Peter Crispe's Cessna
337 was disqualified for low
flying when he crossed the
finishing line somewhat lower
than Ryde Pier.
The father of the winning
crew is chairman of the Royal
Aero Club, veteran racing
pilot Beverley Snook.
Digital has confirmed its
commitment to racing spon-
sorship for the next three
seasons.

ARV sells

Super2
SANDOWN ~

The Airbourn Flying Club of
Sandown, Isle of Wight,
recently became the first
flying club to purchase Rich-
ard Noble's ARV Super2 two-
stroke trainer.

"I have been watching the
Super2 prototype since its
first flight," said Airbourn
CFI Derek Davidson. "The
excellent performance and
low operating costs are going
to revolutionise our business."

The sale of the Super2 is
subject to the gaining of CAA
Type Approval to BCAR
Section K. Airbourn have
paid the initial deposit, and
the aircraft will be delivered
in May 1986.
Mr Derek Davidson won

Nick Snook, with his brother Simon as navigator, won the Digital Schneider Trophy race in a Robin Aiglon

The first Robin R.3000-120 all-metal four-seat tourer in the UK was d to arrive this week. CAA certification is expected soon

praise recently when he talked
down an inexperienced flying
student whose instructor had
suffered a stroke while
airborne in a Cessna 172
(Flight, last week, page 23).

Robin 3000

in UK
BIGGIN HILL

The first Robin R.3000 was
due to arrive at Biggin Hill
from Dijon this week. UK
Socata distributor Air Tour-
ing Services will apply for
CAA certification immedi-
ately, while at the same time
demonstrating the aircraft to
interested customers at its
Biggin Hill base.
The all-metal R.3000 will
sell for £41,950, and the
company hopes to have certi-
fication "within a month".
Certification costs are
expected to be around £1,000,
according to Richard Vipond,
ATS joint managing director.
The company is organising
a fly-in and reception
during the demonstration
programme, and visitors will
also be able to see Socata's full
UK TB range, including the
TB9 Tampico, TB10 Tobago,
and TB20 Trinidad.

Socata, a wholly owned
subsidiary of Aerospatiale,
has marketing rights on the
R.3000 through an agreement
with Avions Pierre Robin.
Regular deliveries of the new
TB21 turbocharged Trinidad
are now being made to the
USA. 13 TB 21 "TC" units

have already been delivered to
the USA, out of a total order
for 25 aircraft. Air Touring
Services has entered into a
sales agreement with Robin
agent Headcorn Flying
School, according to Vipond,
and is presently negotiating
with Northampton-based
Andre Baldet over distribu-
tion rights for both the R.3000
and the Robin ATL.

FAA reduces

IR criteria
WASHINGTON D.C.

The US Federal Aviation
Administration is to reduce
the number of flight hours
required to qualify for an
instrument rating. This effort
to encourage more pilots to
upgrade their flying skills
takes effect immediately.
The change allows all PPLs
with 125hr logged to sit for an
instructor's rating; 75hr less
than the previous require-
ment. This means that pilots
can look forward to obtaining
an instrument rating earlier
in their flying careers.
The 200hr requirement had
often translated into three or
four years of flying for the
average private pilot. With
the reduced requirement, the
FAA estimates that pilots
could qualify for an IR within
two years.
The FAA rule follows the
recommendations of a study
carried out by the Embry-
Riddle Aeronautical Univer-
sity in Daytona Beach,
Florida.

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