

# Severn Valley Microlight Club

## Airscrew

## February 2012

### This Month's Meeting - Wednesday 15th February

To start the year off we have a talk by Paul Fowler from Enstone. He is trying to assemble a squadron of 80% scale Spitfires and will be telling us of his plans. We will start at 8.00pm.

### Quote of the Month

"If there were no risks it probably would not be worth doing. I certainly believe an airplane is capable of killing you, and in that sense I respect it".— Steve Ishmael, NASA Test Pilot.

### Membership fees 2012

Membership fees for this year are now due. As you will read in the AGM report below they have been held at the same level as 2011. If you receive Airscrew by e-mail the fee is £15 and for receiving it by post £20. A membership renewal form is attached and should be returned to the Treasurer with your payment as soon as possible at the address shown on the form.

### AGM Report

This year's meeting must have been one of the shortest on record! It was well attended despite the fact that nothing other than the AGM was planned for this meeting.

The Chairman welcomed everyone and it gave a resume of the Club activities in 2011. As far as fly-ins were concerned it had been a good year with one event

attracting 24 aircraft. He set out the reasoning behind his proposals for the reorganisation of the structure of the Club committee and the length of tenure of office is being limited to 3 years, with the exception of the newsletter editor. These proposals were agreed.

Moving on to the Club accounts which showed a healthy balance at the end of the year, he proposed that the Treasurer's recommendation for the membership fees to remain the same for 2012 be approved and the accounts adopted.

The Chairman then moved on to the election of officers for the coming year. The following members were proposed seconded and elected.

Chairman-Dick Osler (this would be his last year in this post)  
Treasurer- Paul Collins  
Summer Events Officer - Myron Burak  
Winter Events Officer - Nick Heywood  
Magazine Editor - Bill Austin

The last item on the agenda was the presentation of Club awards by the Chairman as follows:-

### Honorary Presidency and Lifetime membership of SVMC

It is no secret that without this person the SVMC as a Club would not exist. From

its instigation 25 years ago starting from a discussion in a pub "What are we going to do this month?" to the present thriving Club that is the envy of lots of aviators in our vicinity (including the GA guys) it is right and proper that the Honorary Presidency goes to John Hamer. With the award of a certificate goes lifetime free membership of the Club and a gift voucher for £50.



### **Spitfire Award**

The Spitfire Trophy normally goes to one person who has achieved outstanding success within the microlight aviation field during the year. Due to the subdued season, it was not really demonstrated that one person actually achieved outstanding success. However, what was shown was the enthusiasm by a couple of our Club members who fly together and have a go, with successes in retaining their Over Farm Competition trophy and their Fly UK success and subsequent presentation. Therefore, the Spitfire Trophy goes to Myron Burak and Steve Sykes.



### **Chairman's Award**

Finally, The Chairman's Award (formerly known as the Poser Trophy) usually goes to an individual who has demonstrated continuing enthusiasm for microlight flying. Once again, two people come to mind that fly together. One came back from serious injury last year (not flying related) and he and his flying pal have visited most fly-ins and it can be said that if flexwings were equipped for IFR, then



they would be out all night! The recipients of the Chairmans Award are Ed Wells and Pete Smith

**Mice and other visitors!** By Andrew John

I was looking forward to a flight to visit a friend over the horizon so arrived full of anticipation. On opening the Himax cabane door I was greeted with the alarming sight of chewed foam rubber and plastic strewn about the floor of the normally clean interior. Mice! My immediate reaction was how on earth could they get in? This was the first time ever that I have had this problem when keeping both flexwings and my Himax's in agricultural hangerage.

This aircraft has spats and no openings at all in the lower fuselage except for one that I had never considered a risk. That being the small rear opening for the Teleflex rod ends to connect with the elevator horn, being well above floor level when parked, I mistakenly thought it impossible for none other than an Olympian gymnastic rodent could reach

it after climbing up the slippery metal slope of the tailwheel spring. I was obviously wrong!

Fortunately there was little damage done this time but I was not prepared to risk a return visit. I thought of using several of the usual remedies (even a cat) but favoured the simpler solution in the end, which so far has been 100% effective. I now use a trestle to raise the rear fuselage to a level flight position which obviously lifts the tail well clear of the ground, out of harms way. This has the added advantage of making it more comfortable to work in the cabane and objects don't have that annoying habit of rolling back under floor boards etc.

As far as other 'visitors' are concerned, the ones who can use vertical openings like engine air intakes, I decided to cover these with expanded metal when building. There was no problem from overheating when tested and so far no visitors.

Regular inspection of one's aircraft, particularly during the winter months, is also a good way of detecting signs of unwelcome tenants before they do too much damage!

### Budge's Purchase

**B**udge started 2012 by purchasing an aircraft after years of threatening to do so. It is an Escapade and a tail dragger no less. Now we should see him going places in style.



### Television Programme causes a stir!

by Bill Austin

The television programme on 23 February about the Round Britain Rally caused some diversity of opinion amongst Club members. Your Editor cannot remember a previous occasion when members felt so strongly and voiced their opinions. Phrases such as "appalled", "lack of safety awareness", "real human beings", "raised the profile of our sport", occurred in the e-mails circulated by members. Many members thought that the programme had done very little to promote microlighting as a safe sport populated by responsible individuals.

When making programs such as this the producers have a problem in balancing entertainment with safe and responsible actions. Despite many negative reactions it was interesting to note that one local microlight training organisation reported three serious enquiries from GA pilots about training on three axis microlights. In that respect the programme did achieve some success. One member's wife was quoted as saying "Is it really like that? If so, don't ever think of going up again!" On the other hand another comment was that the programme showed real human beings with a passion for microlighting. However, in-flight refuelling from jerry cans carried in the back seat carried out without the seat belt being fastened is not typical of the average safety minded pilot. Perhaps one

comment sums it all up in that this series of programmes is supposed to be about the Great British Eccentric - and perhaps, that's what these pilots were and then programme achieved its objective!

### **Can you host a Fly-in?** By Myron Burak

**M**ost of you should be aware by now that I have been elected to organise the Club's fly-ins this year. I've got big boots to fill after John did such a fantastic job for all these years and thanks also for Dick's efforts last year. If I manage to do anywhere near as good a job as in the past I shall need a lot of help.

So, I'm looking for volunteers to host fly-ins and agree to our visiting your field. You know the format better than I. However, I don't have information on many of our airfield operators .

In the first instance can I have a response from any operators who would like to host a fly-in, so we can begin to make contact. Sooner the better please.

Whilst you are at it, could you let me have any relevant information that would affect any fly-in e.g. Runway orientation, circuit procedures, radio, noise restrictions, etc, so I can start building up my knowledge.

I hope with your help to continue the very high reputation that the SVMC has with its record of fly-ins. Please contact me on <[myron@hamshill.co.uk](mailto:myron@hamshill.co.uk)>

### **National Rounds at Over Farm**

**C**lub members who keep an eye on the BMAA a website might have noticed that Robbie Keene is running two rounds of Nationals at Over Farm this year. The first round will take place from the 14th to 15th April and will be a "normal" round. The second round based at Over will take place during the Jubilee weekend of the 1st to 4th June and will consist of a tour of Cornwall. As in previous years Robbie will be grateful for any volunteers to assist during either or

both of these weekends. If you are able to give some help contact Robbie on **07831 237353**

### **Flight over Congested Areas**

**I**n January's newsletter it was reported that the restriction of flying over congested areas had been lifted by the CAA. To confirm this, the official CAA notification is reproduced on the last page of this newsletter for information. (*The Editor apologises for the bad reproduction caused by reducing the document to a single page*)

### **Groundschool memories?**

**W**e all, no doubt, remember the theory of flight and how the wing works from our groundschool days. Now, however, the long held view that the airflows over the top and bottom of the wing both met at the trailing edge of the wing have been shown to be incorrect. Take a look at <http://www.cam.ac.uk/research/news/how-wings-really-work/>

### **Dates for your Diary**

**27th March – 1st April** – Sun 'n Fun, Lakeland, Florida

**14th – 15th April** – Nationals Round One, Over Farm

**5th – 6th May** – Microlight Trade Fair and Fly-in – Popham Airfield

**1st – 4th June** – Nationals Round and Tour of Cornwall, Over Farm

### **Acknowledgements**

Dick Osler for the AGM photos, Andrew John for the mice article and John Hamer for the "tip off" about Budge and the photo plus references from the BMAA web site and the wing theory reference. Myron Burak for his Fly-in venues appeal.

**Bill Austin (Editor)**  
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Issued: 10 January 2012

## **Variation of Permit to Fly to Remove Prohibition on Flight Over Congested Areas**

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

<b>Applicability: Private Owners</b>	
<b>Aerodromes:</b>	<i>Not primarily affected</i>
<b>Air Traffic:</b>	<i>ATC and FIS</i>
<b>Airspace:</b>	<i>Not primarily affected</i>
<b>Airworthiness:</b>	<i>Aircraft Owners, The Light Aircraft Association, the British Microlight Aircraft Association</i>
<b>Flight Operations:</b>	<i>All General Aviation Pilots</i>
<b>Licensed/Unlicensed Personnel:</b>	<i>Not primarily affected</i>

### **1. Introduction**

- 1.1 In 2011 the CAA issued an exemption from the prohibition of flight over the congested area of a city, town, or settlement for specified Permit to Fly aircraft (refer to General Exemption E3256 published in Official Record Series 4 Number 861).
- 1.2 The purpose of this Information Notice is to inform the owners of the affected aircraft that the Exemption will not be renewed and the CAA has published a letter on the website that allows owners to delete the redundant condition from their Permit to Fly.

### **2. Affected Aircraft**

- 2.1 The categories of aircraft affected by this Information Notice are as follows:
  - a) a microlight aeroplane;
  - b) an amateur built aeroplane with an approved maximum take-off mass not exceeding 1500 kg;
  - c) a factory built aeroplane, with an approved maximum take-off mass not exceeding 1500 kg that has previously been eligible for the grant of a certificate of airworthiness issued pursuant to the Chicago Convention 1944.
- 2.2 Individual aircraft owners may receive a copy of the letter at the time of renewal of their Permit to Fly, either directly from the CAA, by the British Microlight Aircraft Association or by the Light Aircraft Association. A copy of the letter can also be found on the CAA website at the following link:  
<http://www.caa.co.uk/docs/1413/20120109VariationPermitToFlyCongestedAreas.pdf>

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### **3 Queries**

- 3.1 Any queries or further guidance required as a result of this communication should be addressed to:

*Applications & Approvals  
Civil Aviation Authority  
Safety Regulation Group  
Aviation House  
Gatwick Airport South  
West Sussex  
RH6 0YR*

*+44 (0)1293 768374  
[aanda@caa.co.uk](mailto:aanda@caa.co.uk)*

### **4. Cancellation**

- 4.1 This Information Notice shall remain in force until further notice.