



May 2016

Wednesday Fly-in

Unfortunately the first planned fly-in of the year has had to be cancelled due to the weather. (The summer has obviously arrived!) However, details of the venue and any special instructions will appear in your Inbox on Tuesday at the latest.

Quote of the Month

In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks. — *Wilbur Wright*



Twentieth April – final Club meeting at Imjin Barracks, open committee meeting and survey feedback.

Well, change was never going to be easy and we managed to get over twenty attendees willing to debate the merits and add their own views into the pot. It was good to get things out in the open and my view that an 80% vote for a given change was a mandate for change was clearly wrong. Before I move into what I think could be an agreed approach to the summer and winter meetings let's just pause to consider a few things:

1. We have a relatively large and distributed membership, that remote distribution leads to poor winter meeting attendance and the committee effort needed to organise talks etc. is never realistically likely to yield a large winter attendance. So, taking that on board, we appear to have a consensus of how to move this forward. (See winter meetings summary.)
2. The Club and the success of the Club currently revolves around the summer fly-ins and the Club newsletter (*I am excluding social media addition at this stage as it will either prove a useful addition – or not*). The organisation needs consistency and within that organisation we can test some of the ideas put forward during the meeting. Small changes which hopefully will help with what has become an increasing burden for the members who regularly give up their time for the benefit of the Club.
3. And finally, out of left field, an unexpected realisation that as a Club running events we have no public liability insurance. This is fine providing Club members have the required insurances but we

clearly need to examine the implications of extending organised events to non-Club members IE. 'the public'.

SVMC – Winter Meetings (changes)

This year, for whatever reason, we have not had the attendance to warrant the effort taken to organise speakers. The simple question really came down to, shall we continue to make the effort or try and reduce the number of meetings? The following schedule seemed to make sense and now leaves us with an even split between summer and winter. This alters the winter profile and leaves only four meetings which may or may not allow for talks/speakers. These changes are dependent on securing a new free location. Highlighted changes as follows:

September – Club meeting cancelled, extended fly-in if weather permits.

October – Club Meeting (new location to be secured)

November – Club meeting

December – SVMC Christmas Party

January – AGM (need to trigger membership payments and log signoffs as part of this one)

February – Club meeting

March - Club meeting

April – Club meeting cancelled, its already flying time.

Note. If a suitable free location cannot be found by October any Club members interested may simply need to meet socially in an agreed pub location.

SVMC – Summer Meetings (changes)

The fly-in organisation continues as before with the tried and tested format of weather dependant standby for a specified host and location and a Tuesday email confirmation if the weather is suitable. We continue with the regular Wednesday slot with the option of moving to either Tuesday or Thursday if Wednesday's weather looks unsuitable.

So the real debate was all around the logistics of providing a formal Club funded BBQ and the inconsistencies and problems that we still experience. The following also incorporates some of the detail triggered by the survey. The first fly-in is scheduled for 11th May so let's see how this goes.

1. Fly-in coordinator agrees a scheduled date with the airfield host for the evening.
2. The host decides if they are able to accommodate and organise a formal BBQ. If not we will schedule the event as a 'picnic' fly-in'. This takes the strain off the committee to organise the logistics of a formal BBQ – the option may still be available but is no longer a necessity.
3. The host decides which charity will be the recipient of any donations collected during the evening. The default position for the Club is the Air Ambulance which we already have arrangements in place via Eastbach to formally submit funds.
4. The Fly-ins, regardless of BBQ or Picnic status, will all have a single donations bucket. All guests should be encouraged to contribute and the charity for the evening will be clearly marked on the donations bucket. Contributions are not compulsory.
5. The single donations bucket being used for Picnic fly-ins is not a problem – 100% of any contributions go to the host's chosen charity. If the host has a different charity from the Club default Air Ambulance the host takes responsibility for submitting the proceeds formally to that charity. From a Club prospective we should simply note the total associated with the event for AGM reporting.
6. The single donations bucket being used to prop up the standard Club BBQ funding when an excess spend

is encountered met with some opposition and, as with all things, there is a balance between auditability and trust. At this stage and coupled with the possibility that picnic fly-ins should reduce some of the BBQ expenditure we propose that excess BBQ spend over the standard £100 will be agreed and funded by the Club.

Things not dealt with as yet are Open / Promotional nights. The key points were safety, responsibility and public liability insurance. If a formal event is promoted by the Club, the Club has responsibility for safety. This would involve marshalling and controlling visitors plus the possibility of public liability insurance. The realisation that guests are also members of the public means we need a clear line of responsibility – pilots take responsibility for their guests and ensure their aircraft insurance has public liability/passenger cover. Ground based guests therefore remain currently on an informal basis. A Club member who has brought guests must take responsibility for briefing them on safety and take responsibility for their conduct. If a Club member is unable to contain the risk of guests when aircraft are running, landing and taking off then the guest will be asked by a member of the committee to leave. **This has never happened to my knowledge** but we should all be mindful of children and dogs and take extra care to ensure their safety. In the meantime the committee will investigate what public liability insurance cover would be required against the possibility of an accident happening and will report the cost and the impact on Club finances to the members ASAP. **This really boils down to no uninvited guests to organised SVMC Club fly-ins – we can't currently see that this should be a problem.**

Subs payment delays

The initial concern is now reducing. Since last month we still had 16

members still needing to pay or inform us that they do not intend re-joining. Those members not renewing or who have not replied to reminders have been excluded from the distribution of Club newsletters and fly-in information.

Winter meeting Venue

We are on hold while Dave moves to his new role and he will try and get the TA facilities in Eastern Avenue, Gloucester, organised on the same basis as our time at Innsworth.

Flying legally – permits, authorisations, medicals

Where microlights are concerned owners can now perform their own flight testing. This relaxation and self-certification is designed to reduce the problem we all suffer in organising tests with authorised pilots. It's your choice. However, a regular independent check on your aircraft makes sense. It's up to you.

We are probably all aware that our engine and airframe documentation needs to be maintained along with our flying hours. The authorised sign off of your log book/licence at yearly or 24 monthly intervals however is not necessarily all we need to consider. The current requirements for both licence revalidation and medical are set out on Page 5 of this newsletter. These have been checked with the BMAA and confirmed as correct,

The future?

A recent Daily Telegraph article reported that, within the next two years, a Light Sport Aircraft will be available which will take off vertically from your back garden. It will be an electric two-seater that will take 20 hours to learn to fly, will be able to travel at speeds of 250mph and will weigh 25kg.

It will be available from 2018 and is designed by Lilium Aviation. (*Editor's note:- No doubt the CAA will step smartly in with more regulations!*)

Safety

Be sure you read the operating manual of your aircraft or you might end up with an embarrassing and expensive insurance claim. The aircraft in this case was a brand new Airbus A340-600 outside its hangar in Toulouse, France.

Enter the Arab flight crew of Abu Dhabi Aircraft Technologies (ADAT) to conduct pre-delivery tests on the ground, such as engine run-ups, prior to delivery to Etihad Airways in Abu Dhabi.

The ADAT crew taxied the A340-600 to the run-up area. Then they took all four engines to take-off power with a virtually empty aircraft. Not having read the run-up manuals, they had no clue just how light an empty A340-600 really is. The takeoff warning horn was blaring away in the cockpit because they had all 4 engines at full power. The aircraft computers thought they were trying to take off, but it had not been configured properly (flaps/slats, etc..)

Then one of the ADAT crew decided to pull the circuit breaker on the Ground Proximity Sensor to silence the alarm. This fools the aircraft into thinking it is in the air. The computers automatically

released all the brakes and set the aircraft rocketing forward.

The ADAT crew had no idea that this is a



safety feature so that pilots can't land with the brakes on.

Not one member of the seven-man Arab crew was smart enough to throttle back the engines from their max power setting, so the \$200 million brand-new aircraft crashed into a blast barrier, totaling it.

Fly-in Reports

11th May - Cancelled due to weather.

(Editor's request:- Please remember to submit write-ups of the fly-ins for inclusion in the newsletter)

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Current regulations for pilot medicals and licence re-validation

1. Requirement for a medical declaration for a National Private Pilot's Licence (Aeroplanes)

32A(1) The holder of a National Private Pilot's Licence (Aeroplanes) is not entitled to exercise any of the privileges of the licence unless he has either a medical certificate which is valid in accordance with article 32 or a medical declaration which is valid in accordance with paragraph (2).

(2) A medical declaration is valid if:

- (a) the applicant has signed a statement in the declaration that he believes himself to meet the requirements to fly having regard to the standards specified by the CAA in the declaration;
- (b) the applicant reasonably holds that belief;
- (c) the applicant has authorised his General Practitioner to review his medical records;
- (d) his General Practitioner has signed a statement in the declaration that, having seen those medical records, he is satisfied that there is nothing in the pilot's medical history which prevents him from meeting the medical standards specified in the declaration; and
- (e) the validity period of the declaration has not expired.

(3) The validity period of a medical declaration commences on the date it is signed by the General Practitioner and is as specified in the following table.

Period of validity of medical declaration

Age of applicant at date of signature by GP

Medical declaration validity period

Under 45 Until the applicant's 45th birthday or 5 years whichever is the longer period

45 to 59 5 years

60 to 64 Until the applicant's 65th birthday or 1 year whichever is the longer period

65 or over 1 year

Note:- Information just received regarding a change to the above arrangements which will be implemented later this year is set out below:-

The CAA has pledged to implement later this year changes to private pilot medical requirements . The move will remove the need for UK private pilot licence or national private pilot licence holders to be approved by a specialist aviation medical examiner or have a self-declaration of fitness signed by a general practitioner.

The licence holder will instead complete a form on the CAA website to declare that they meet the DVLA standard for a Group 1 Ordinary Driving Licence (ODL). Pilots under the age of 70 will need to do this once, while pilots over 70 must confirm their declaration every three years. Existing medical options will also remain available when the changes come into effect in late summer 2016 when a new version of the Air Navigation Order is published.

2. Re-validation of licences

a) "Old" PPL(M) licences issued *before* 1st February 2008.

UK PPL (microlight) - 5 hours of flight time in the preceding 13 months to include 3 hours as PIC and signed off in pilot's log book.

b) NPPL licences issued *from* 1st February 2008 including a Microlight Rating attached to NPPL(A)

During the 24 month validity of the current certificate, at least 12 hours of flight time (to include at least 8 hours as PIC), at least 12 take-offs and 12 landings, at least 1 hour of flying training with an instructor and at least 6 hours in the last 12 months preceding the validity expiry date.

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