

Severn Valley Microlight Club

Airscrew

June 2014

The Wednesday Fly-in

Check your Inbox on Tuesday for details of the weekly fly-in always assuming that the weather will be favourable!

Quote of the Month

"The machine does not isolate man from the great problems of nature but plunges him more deeply into them".
— Antoine de Saint Exupéry,

Jim Taylor - A tribute by Dick Osler

Firstly, I apologise to those who had the good fortune to have been associated with Jim for a lot longer than I was. I can only put together what I know of Jim from the 12 years that I had the good fortune to be one of his mates. Budge Bircher must be the man to know Jim the best out of all of us, having been his main flying companion for many years.

There are a great many stories in circulation of fly-outs to various locations, Blois, Fly UK, Shobdon for all-day breakfast etc. We can all pull up a chair to swap tales of the laughs and the freezing winters we have spent in Jim's hangar huddled around the gas fire. All of these have one common denominator. The man himself.

It goes without saying that we all felt a great deal of sadness when we learnt about the death of Jim on 16 May 2014, after losing his fight against cancer. Typical of the man, he fought this illness with great courage and fortitude and it is a mark of the man in that he was flying up until several weeks before his untimely death. My first meeting with Jim was back in 2002 when as a newcomer to Microlight Aviation. I was a student pilot at Old Sarum learning to fly on CFM Shadows. I learnt about the Severn Valley Microlight Club from a work colleague. I went along to the next club meeting, was introduced to Jim and got to know that he had his CFM Shadow (G-MTDU) for sale. I know that before flying 3-axis machines, Jim was quite a pioneer in flying flexwings but this was prior to our association.

I bought Delta Uniform from Jim and that was the start of our friendship. I was a really naive rookie of a pilot and I had no concept of what I was buying. It could have been a "bag of nails" but true to the man himself, it was a fine aircraft in excellent condition. Typical of Jim's craftsmanship, he replaced the instrument panel on the aircraft so that the instruments were inserted from behind the panel to make everything neat and tidy, which was Jim's way.

Jim was a prolific builder. His initial build was Bruce Drake's C42 Icarus. He also had a Minimax build "on the go" in the background. On completion of the Icarus and the sale of his Shadow to me, Jim set about building his first Sky Ranger (G-CCJT). Always striving for perfection and looking for something better, after a couple of years, he sold Juliet Tango to Myron Burak and Steve Sykes and set about building a Sky Ranger Swift (G-CFNO). In the meantime, his Minimax project had been completed and was a beautiful little aircraft. After the Sky Ranger Swift was sold to Phil Hanman, Jim's ultimate build was his Eurofox (G-CHID). Once again, this aircraft was a testimony to the man for the fastidious and uniquely skilful way in which it was assembled.

How to sum up Jim? He didn't suffer fools gladly. But he was one of the most sociable men that one could ever meet. His hangar was always open for tea, coffee and yarns. He was so popular that everyone (either a resident or visitor to Over Farm) would make a beeline for Jim's hangar on landing. Because of this, on occasions and born out of desperation, Jim took to hiding his car and locking himself in his hangar so people would be unaware that he was around, so that he could get on with his latest build.

Despite this, always available, he had advice, time, tools, knowledge, practical help and generosity with his stock of spares for fellow aviators. An annual Fly UK competitor and Blois visitor, Jim was airborne as often as possible and his trips to Shobdon for lunch or breakfast are almost legendary. When I was resident at Over Farm, I regularly viewed the sky with apprehension but Jim would come across and help me rig my Shadow. I personally gained confidence from his presence – if Jim was going flying then conditions must be OK.

We all have anecdotes to relate to, born out of our association with Jim - Budge Bircher probably most of all. These are my personal reflections on a man who, if the well used adjective "irreplaceable" could be applied to, then it would be him.

R.I.P Jim. You have left a hole in the Over Farm community that can never be filled.

Fly-in reports

28th May - Fly / Drive in at the Jet Age Museum - received from Dave Hineson

Based on the Met Office info which was ignored due to the experience gained from the previous week's forecast, it was decided that a drive in would be more appropriate at the Jet Age museum. Quite a few people did attend and the car park was soon overflowing.

At 1800 hrs the museum was opened for an hour for the barbecuers to browse the exhibits in the Museum. Mike Fortescue from the LAA and a Jet Age volunteer kindly opened the Vulcan cockpit and later LAA Strut Chairman Harry Hopkins, an Ex-Vulcan Instructor, dropped in and treated several of us to an extra special tour.

LAA and Jet Age members were welcomed and added to the pleasant and interesting conversation.



John Davis tries out the Meteor for size

Although continuous rain is not a key ingredient for any successful barbecue, it was thanks to the efforts of all that attended, a great success.

Special thanks go to Myron for the loan of his Gazebo and also to all the short order Chefs!!

Donations to Jet Age Museum totaled £71.

4th June Cancelled - bad weather

11th June Over Farm

No information received at the time of going to press

Some thoughts on Fly-outs - by Myron Burak

At the last meeting I tried to sum up what the club might want out of a fly out. Summing up our collective thoughts gathered before, during and since the meeting, as I see them I would like to put forward my manifesto for fly outs.

- There needs to be a clear intention, exactly what is happening
- It needs to be interesting, having some additional element that will draw people to the event
- Similarly to fly ins, information needs to be provided, on the airfield, route, radio, weather etc
- We need to be aware that we need to make each supported event inclusive. This might be challenging. It will probably need to be recognised that some events will need a minimum of experience and aircraft performance. At the same time I think we should be aware of this and look for opportunities for all.

I think what we need then is a diary of events that we would like to attend as a club. Requests for interest would then be asked for from club members, and an email trail started amongst that group for that event, thus focusing attention on that specific event.

I further think that it would be pointless to include well publicised events, such as Popham, AeroExpo, that kind of thing. Better to seek events that are a little off the beaten track, where making it a club fly out will make a difference.

Well, those are my thoughts, but nothing is cast in stone. Please let me have your thoughts.

Deregulation of Single Seat Microlights

The CAA have issued a notice detailing the process for deregulating all single seat microlights. The introduction to the notice is as follows:-

"In September 2013 the CAA launched a public consultation on a proposal to amend the Air Navigation Order (ANO) to deregulate all single seat microlight aeroplanes for airworthiness purposes. Reactions received from the public indicated that there was strong support to move ahead with the proposal. The CAA has now reached the point where it is able to issue an exemption to the ANO that will enable the proposed change to be implemented in advance of the ANO being revised."

The full document and relevant application form can be found at:-

<http://www.caa.co.uk/docs/33/InformationNotice2014091.pdf>

Deddington streamlines systems

Those resourceful folk at BMAA HQ have made some technical enhancements to their processes.

Firstly, the shop payment online system now accepts payments for membership renewal and for permit renewal. So members can carry out these transactions at any time. Secondly, the permit renewal process is now also online, so the whole permit system should be considerably quicker. The new arrangements apply both to aircraft of

over 390kg MAUW and to lighter machines.

Members can now email completed aircraft permit documentation to the BMAA office, as pdf attachments. The email address to use is permits@bmaa.org. You will then receive an automated response acknowledging receipt of your email. This response will contain two links: the first will ask you to pay online at this address, and the second will tell you where you can monitor the progress of your application.

Once the document has been checked as being correct you will receive your Certificate of Validation by email, to the account that is shown on the first page.

Dates for your Diary

20th – 29th June Somewhere in the Midlands, **Fly UK.** Will visit Land's End and John O'Groats. Raising funds for Children with Cancer. Register at www.fly-uk.org.

19th – 21st July Ludlow – Milson Airfield Fly-in. Event will be Notamed so please PPR Chris on 01584 890486. More details at www.milsonairstrip.co.uk/flyin.html

28th July – 3rd August USA - **Airventure**, Oshkosh, Wisconsin. More information at www.airventure.org

2nd – 3rd August Lundy Island, **Anglo Welsh Fly-in.** Tug o' War between the two nations on the island. Contact Pete White 01752 406660 or 07805 805679 or pete@aeronca.co.uk

9th – 16th August Hungary - World Microlight Championships, Dunaújvaros. More information at www.fai.org/microlight-and-paramotor

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Editor's comment:- Newsletter content relies on contributions from readers. Write-ups and photos from fly-ins or any other activity are always welcome.

Bill Austin (Editor)

marshview@btinternet.com

01684 833789