

# AIRSCREW

Nº 1

THE SEVERN VALLEY MICROLIGHT NEWSLETTER

SOME MEETING THAT WAS! IT WAS GOOD TO SEE SO MANY PEOPLE TURN UP ON THE NIGHT, AND SO MANY OPINIONS VOICED! PARTICIPATION LIKE THAT CAN ONLY BE GOOD FOR THE CLUB.

BY THE TIME YOU RECEIVE THIS WE WILL OF HAD OUR FIRST "MEET" AT STOKE ORCHARD. I CAN ONLY HOPE IT WAS WELL ATTENDED AND THE WEATHER WAS KIND TO ENABLE THOSE OF US WITH MIGHTS TO FLY THERE.

DAVID PATERSON OF CHELTENHAM WISHES TO SYNDICATE HIS "EAGLE" TO A MAXIMUM OF THREE SHARES. ANYONE INTERESTED CAN CONTACT HIM ON CHELT 21022

PLEASE NOTE DARYLE PARSONS CHANGE OF ADDRESS:-

41, BRIMSOME MEADOW

HIGHNAM, NEAR GLOUCESTER

(NO HOME TELE YET)

WORK (GLOS 652350)

IS THERE ANY MICROLIGHTERS OUT THERE THAT YOU KNOW OF WHO IS UNAWARE OF THE SY.M.C.? IF SO, EDUCATE THEM AND BRING THEM ALONG TO OUR NEXT MEETING. (WHICH YOU HAVE ALREADY MARKED UP IN YOUR DIARY?) IF NOT SEE MINUTES!!

ALL CLUB MEMBERS WILL BE ISSUED SHORTLY WITH A FULL LIST OF FELLOW MEMBER NAMES & TELEPHONE NUMBERS.

WANTED SOMEBODY TO MAKE A MONTHLY DRAFT OF THIS NEWSLETTER!! (COPYING CAN BE DONE AT THIS END)

PLEASE CONTACT D. PARSONS.

CFIs. CHATTER.

The series of weekly lectures on Air Law for the PPL have proved very popular, by the time you read this most members will have had their first attempts at the exams and hopefully have passed.

In the new year the lectures will continue with a course for the Navigation & Meteorology Exam, and as promised here is the course dates:

January	12th	Maps & Mapreading.
"	19th	Navigation Part 1.
"	26th	" " 2.
February	2nd	Meteorology Part 1.
"	9th	" " 2.
"	16th	Revision & Practice Exam.
"	23rd	Examination.

As you are all aware (I hope) as of the first September 1982 it became law to have a licence to fly a Microlite. If you do not have a licence then to fly legally you must be,

either under the direct supervision of a qualified instructor.  
or have a valid Solo Authorization Certificate.

In both cases and if holding a licence you must also have a valid medical certificate. If any pilot wishes to carry passengers he must hold a valid licence and a CAA Class Three medical.

I hope in the coming few weeks to have more time to spend out on the flying fields and be able to undertake some training of students, and even a few flight tests for those requiring them, the usual format for the flight test is as follows:

A full set of pre-flight checks, taxi out, take-off, climb to a suitable height, position yourself down sun of the examiner, do a couple of stalls and recoveries, descend to the airfield. Carry out two 360° turns, level centred exactly over the examiner and then complete a circuit and landing. For the next part, an obstacle clearance take-off, return and carry out three figure-eight turns, bisected by the runway, crossing exactly over the examiner, at 500 ft; climb to 1000 ft and carry out a forced landing from overhead starting on the runway heading. For the third part of the test, a normal take-off, closing your engine down at 250 ft and doing a practice engine failure after take off, climb away and carry out another forced landing as before. Finally a few circuits to include an overshoot of one approach, and glide approaches as required.

This may sound a lot but only takes about 45 mins to complete, so now you know what to do, get out and practice it.

And lastly remember to fly in a safe manner and more important be seen to fly safely.

Chris Bishop.