

Severn Valley Microlight Club

Airscrew

August 2009

This Month's Meeting - Wednesday 19th July

This month's meeting will, hopefully, be a fly-in but, with the weather being so unpredictable, there's no certainty. Check your Inbox on Tuesday at the latest for an e-mail telling you whether it is "go" or "no go".

Quote of the Month

"The most beautiful dream that has haunted the heart of man since Icarus is today reality." — *Louis Bleriot*

A Jolly Fine Day Out by Dick Osler

With the really poor weather that we have suffered this "summer" it has been fairly difficult to get a good day's flying in. OK, I made it to Spamfield and the microlight trade fair at Popham earlier this year, but there has been little opportunity to stretch the wings. A weather window arose on Sunday 9 August with the promise a fine day, albeit with possible showers later on. I contacted Jim Taylor, and we agreed to meet up at Over on the Sunday.

I flew across to Over from Defford before 1000 and when John Ingram, Phil and Budge arrived, we decided to go to Swansea for a starter. We set off at a couple of minute intervals from Over, with me departing last at 1120. Despite the fairly close separation between departure times, I didn't get a visual on any of the other aircraft until approaching Swansea. The flight over the Brecon Beacons was a

bit lumpy, but Jim, Phil and John were flying around the 5000 ft mark.

Interesting weather at Swansea. The blue sky with occasional fluffy cumulus changed to some pretty threatening stuff, and I landed in a rainstorm at Swansea with the cloudbase at less than 1000 ft. This cleared pretty rapidly, and with all of us safely on the ground, we set about fortifying the inner man, and watching the parachuting that was constantly occurring.

What to do next? How about a 40 mile trip to Eaglescott with 20 miles across water? To me, a bit intrepid and scary but fabulous fun. On with the lifejackets and up and away once more. A fond look at the receding coast of Wales and a careful ear on the engine were two things uppermost in my mind! The visibility was fabulous however, and the distance between the two coasts seemed far less than 20 miles. We all arrived at Eaglescott by 1545, and a welcome cup of tea and relaxation in the late afternoon sunshine was the order of the day. Some model flying was taking place, and some interesting pieces of kit were on display including a £3000 jet model that was flown fantastically well.

The homeward bound leg involved all of us with charts on the briefing room floor and GPS programming for an overhead at Minehead, followed by a trip up the channel at mostly 1500 ft. I got the Eurostar back into Defford at 1835 after three and a half hours flying time.



North Devon Coastline

Reflection? What a great day! It had all of the ingredients that makes us pursue this hobby. Fabulous views, a bit of challenging flying and with good friends. Ho hum.....where to next?



Crossing the Severn - Homeward Bound

Safety

Setting the scene

A bad day at the office but it's a perfect summer's evening and a flight will blow away all the accumulated "nasties" of the day. Immediately after work you head to the field - no time for something to eat. In your mind you **are** going to fly come what may as that will restore your equilibrium. A cursory check of the aircraft, a quick glance at the fuel tank, kit on and you're up and away. Has this happened to you?

Review

Let's look a little closer at what is going on. The bad events of the day are still very much on your sub-conscious mind and will impair your ability to make sound judgements. You have not had anything to eat, resulting in low blood sugar further impairing all your mental functions. In your mind you are absolutely committed to fly so you will probably "turn a blind eye" to

anything which is likely to stop you achieving your aim. With each passing minute, available "flying time" is decreasing so speed is of the essence hence the cursory pre-flight and fuel check. All in all a recipe for a disaster in the making.

The lessons to be learned are don't fly when you are mentally "wound up", don't fly on an empty stomach and don't neglect the pre-flight and fuel checks. Step back from the immediate situation and assess **your fitness to fly** (to be in charge of a missile!). A few extra **minutes** on the ground will reward you with many happy **hours** and, hopefully, **years** of flying in the future!

Fly-in Reports

15th, 22nd and 29th July - all fell victim to the weather. However, we did have some successes.

8th July - Gloucestershire Airport organised by John Hamer. The Editor did have a photo but a computer crash has claimed it and, unfortunately, no report has been received.

5th August - Treasure Hunt and BBQ, Over Farm. This was the annual event organised by Rob Keene. At the time of going to print no results were available.

Hangarage available

Gary Ball has a vacancy in his hangar at Teddington hands. It will suit a full rigged flexwing, though a fixed wing may be a possibility. He can be contacted on 07836217404

Dates for your diary

28th -29th November - SPLASH at the NEC. The annual exhibition of the BMAA and the BHPA. More details nearer the time

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Bill Austin (Editor)
bill@austin65.freeserve.co.uk
01684 833484