

# Severn Valley Microlight Club

## Airscrew

December 2006

A Merry Christmas to all our Readers

### This Month's Meeting - Wednesday 20th December

This month will be a festive get together with a buffet supper served at about 9.00pm. We will have the usual raffle but this time we ask each person attending to bring a prize/present for the raffle. You will be given a draw ticket in exchange for your "donation" so that everyone should be "lucky" in the draw!

Don't forget to bring along your photos for the "Photos taken by Members" competition. You do not have to frame them but the subject must be related to some aspect of aviation and should have been taken by yourself or another Club member.

The quest is on to find the Club Photographer for 2006 and the Editor has made a selection from photos which have been submitted by members for use in the newsletter.

To make sure that those "little grey cells" are still active there will be some airfields to identify from photos. It is unlikely that your GPS will be able to help you with this!

The judges for all the competitions will be you, the members. All the winning photos will be published in the January edition of the newsletter.

It looks as if it is going to be a busy evening especially as we will have a larger than usual raffle. Don't miss it!

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### Quote of the Month

Both optimists and pessimists contribute to society. The optimist invents the aeroplane, the pessimist the parachute - *George Bernard Shaw*

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### Safety

This is season when the safety focuses around the drink and drive campaign. Perhaps in our particular sport we are saved some embarrassment by the fact that the weather is not usually co-operative and we find ourselves grounded. We can therefore indulge ourselves in some alcoholic refreshment. However, there is a limit imposed upon us if we look at the weather forecast and decide that the following morning will prove to be flyable. In this case we have to act responsibly and stick to non-alcoholic drinks if we intend flying the following day. Remember that the effect of alcohol is cumulative and, even after the theoretical 12 hours, some still remains in your blood. Another drink at this time will "top up" the existing level and could result in your being "over the limit". I am sure, however, that most members enjoy their flying too much to

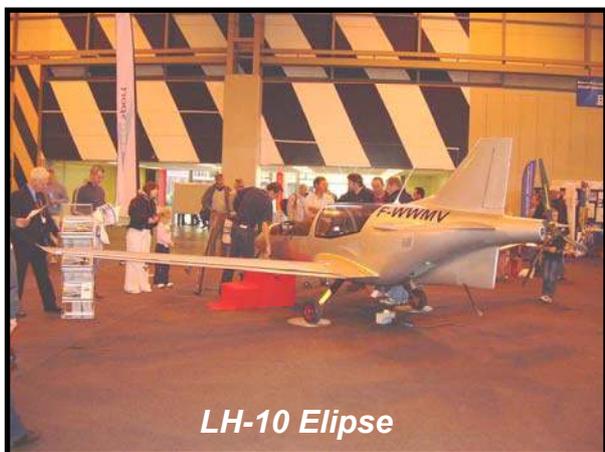
jeopardise themselves, their passengers or those on the ground by flying while under the influence of even a small amount of alcohol.

Another safety point comes from Microlight Flying. You will have read that from 1st January next year it is mandatory to carry an Emergency Locator Transmitter when you are over water and more than 10 minutes flying time at normal cruising speed from a suitable emergency landing area. Life gets complicated, though, particularly when this requirement is applied to microlights. The specific reference to 10- minutes flying time creates a problem since you will have to take account of your ground speed and not your airspeed to calculate this.

If you take a long route across the Channel or you cannot comply with the 10-minute rule, the Air Navigation Order **requires you** to have with you either a survival ELT or an automatic ELT which transmits on both 121.5 Mhz and 406Mhz. For more information go to the following CAA website :- [www.caa.co.uk/docs/224/srg\\_gad\\_appendix%208b%20revised.pdf](http://www.caa.co.uk/docs/224/srg_gad_appendix%208b%20revised.pdf)

## SPLASH 2006

It's gone for another year so what was there to see at the exhibition? The first impression was that although we were in a different hall from previous years there were a lot more exhibitors and it seemed to be better organised. It was most noticeable that there was a predominance of three-axis aircraft compared with the number of traditional flexwing aircraft on show.



*LH-10 Elipse*



*Magic Laser*

Fixed wing aircraft are becoming ever more sophisticated and although falling within the Microlight category they are getting closer to Group A specification. There was a one aircraft which did not fall into the Microlight category and that was the LH-10 Elipse. The literature described this as “Your own fighter” and it certainly looked like a small jet fighter despite the fact that it was powered by a pusher propeller. It is classified as a VLA so is beyond the reach of a microlight licence holder.

As far as flexwings were concerned the latest and newest arrival on the scene was on display on the P and M stand. This was the “Magic Laser” which, like the X-air, originates from India. It is a small single-seater aircraft fitted with a Rotax 447 engine. The aircraft had only arrived from India on Tuesday and P and M had brought it directly to the show. Hence there was no supporting literature available. However, Roger Patrick said that they had decided to go with the Rotax engine as it was well known and were hoping to market the aircraft at between £6,000 and £6500. It would come within the proposed single seat regulations. P & M are the official UK importers for this aircraft. Roger also indicated that there was another wing available which he thought was slightly better than the one fitted to the aircraft. Watch out for developments.

The next question is will there be enough interest in single-seaters to warrant P & M and other manufacturers going ahead with full production? The only limiting factor is that these aircraft are not “hot ships” for going long distances in a short time but, perhaps, they will

put the "fun" back into microlighting. Let's wait and see!

Navigation aids were again very evident as was the fact that they seem to be getting more sophisticated and versatile as well as more expensive! On the whole it was not a show to fire the imagination of the microlight pilot unless they were looking for something fast and powerful and had a friendly bank manager!

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### Internet

It appears that some members have recently been experiencing difficulty in receiving Airscrew by e-mail. The newsletter is regularly dispatched about three days before the day of that month's meeting. If your copy does not appear in your Inbox please contact the editor immediately. Currently 13 members receive Airscrew by post. If any of these wish to reconsider and join the E-mail list would they please contact the editor as soon as possible

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### Flying Great Granny

Following last month's item on Andrew John's use of his intercom to communicate with his elderly mother he has sent the following comment:-

*"My late mother would be very flattered to know she managed to narrowly miss making page three of our illustrious monthly magazine!*

*I'm thinking of making a posthumous claim for her flying (as a passenger) to the Guinness Book of Records for: " a Great grandmother who has flown higher and faster and lower and slower", than any before. Not only had she flown in Concorde she had also flown with me on six occasions in my flexwing. The last time was when she was aged 91 in 2002. Her quote when safely back on the ground: " I was terrified but I loved it, when can we go up again!"*

*(Is this a first? A page three girl in a microlight club newsletter! - Ed)*

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### Dates for your Diary

Not really a date but a reminder that there will be no PFA Rally in 2007. *(Perhaps it has priced itself out of the market.)*

**17th January 2007** - Club AGM, put it in your diary now!

### For Sale

**Mainair Gemini Flash flexwing**, Rotax 447, yellow pod, red/white wing, permit. Offers around £1650 to **John Caffull**. Tel: 01452 700565

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**Pegasus Q 462**, G-MYTH, very well maintained. Upgrades include Ivoprop three blade propeller, Rotax rectifier and battery set, radio interface, carb heat and more. Engine overhaul 97 hours, replaced points, main coil, HT coil, fuel pump gaskets, water pump gaskets and plug leads. Many parts renewed and re-fitted at GS Aviation. Yellow trike, blue seats, wing to suit. Trike cover, prop covers, wing bag, batten profile, engine details, wing trolley. A treat to fly. Will have new permit. I have additional images of instruments and engine ready to e-mail to interested purchasers. £3750 ONO. Contact **Phil Hanman**, Work 01452 883121, Mob 07970 002135, Home 01452 415589

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### A selection of items as follows:-

**Icom IC-A22E R/T** with VOR c/w leather case, waterproof case, PTT switchhand headset sockets £200

**Strobe kit** for 2 lamps (1 missing) never fitted £140

**Castrol TTS** part drum approx 20 lit.£100

**2 life jackets** unused £25

**582 Rotax top end rebuild kit** inc.,carb needles and cups, de-coke gasket set, gudgeon pins and clips, 3 exhaust springs, needle rollers for little ends Skydrive price £179 mine £120

**Magellen 315 GPS** needs new time chip £100

**Full set** of PPL course books - offers

**AFE ARC1 flight computer** c/w manual £30

**Box of assorted Hirth engine** parts including Bing Carbs free to collector  
Contact **Doug Young** 01594 810410

### Stop Press

Dave Steade's new Kitfox, G-CDXY, flew from Croft Farm, Defford at 0900 on 9th December. Dave's verdict - "Much better than expected". More details will no doubt follow.

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