



**February 2009**

**This Month's Meeting - Wednesday  
18th February**

This month's meeting will be a talk by Steve Slade on his fund raising flight for Help for Heroes last year. We will be starting at 8.00pm prompt.

**Quote of the Month**

"Trouble in the air is very rare. It is hitting the ground that causes it."  
— Amelia Earhart, *'20 Hrs 40 Mins,'* 1928.

**Club AGM 2009  
Chairman's Report**

The club appears to be in a very healthy state with approximately 60 members who own 54 planes between them. The current trend in aircraft ownership appears to be away from flexwings and towards three axis machines. This was evidenced at the Club Treasure Hunt where seven aircraft competed of which only three were weightshift. However, I do question where our sport is heading particularly when the newest addition to the weightshift fleet costs over £30,000. However, I hope that the new deregulated lightweight aircraft will counter this trend towards ever more expensive aircraft. Despite the bad weather over the flying season seven Wednesday night fly-ins were held including the first round of the Nationals at Over at the end of May. Although this was not a Club event seven members

took part and upheld the honour of the Club with creditable results against seasoned campaigners. Club member Rees Keene came fourth. Despite the poor weather many members had logged a good many hours in the year. This reflects a degree of commitment on their part which, perhaps, should be an example to us all. Thankfully, following the national trend, there were no serious accidents during the year.

Nationally the BMAA holds the presidency of the European Federation of Microlights which I am sure means that we are well and ably represented by them. Some 22% of all UK registered aircraft are microlights.

Despite the many cancelled fly-ins we had a full and interesting series of talks ranging from Grass Strip Aviation, Adrian Lloyd on his European adventure, Robbie and Rees Keene on their Championship efforts and the great Australian adventure by Ian Nuttall and John Ingram, our Spitfire trophy winners this year. I am sure that with all this activity the club is very much alive and has a lot to offer both its present and future members. I thank my fellow officers and committee for all their work which made my office as Chairman such an easy one to fill. I have considered it a great privilege to be asked to be Chairman.

## Treasurer's Report

The Club accounts for 2008 are reproduced on the back page of the newsletter. The Club made a small profit in the year (£20.12) and the Treasurer recommended no change in the subscriptions for 2009. Members receiving the newsletter by e-mail will pay £15 and those receiving by post will pay £20. A membership application form is attached. Please complete and return it to the Treasurer as soon as possible.

## Election of Officers

Chairman - Bob Hinds  
Secretary - John Hamer  
Treasurer - Adrian Peatman

## Election of Committee

The Committee was re-elected en bloc.

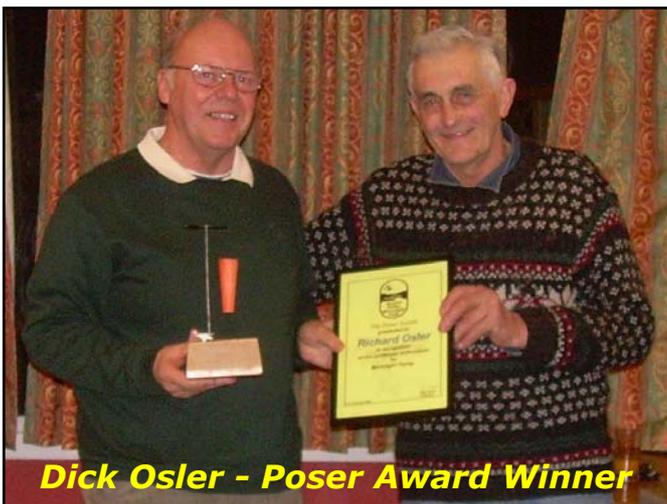
## Club Awards 2008

### Spitfire Award

For outstanding achievement in microlighting - Ian Nuttall and Jon Ingram for their Australian Adventure.



**Ian Nuttall and Jon Ingram - Spitfire Award Winners**



**Dick Osler - Poser Award Winner**

**Poser Award** - For continued enthusiasm in microlighting - Dick Osler

There being no further business the Chairman formally closed the AGM.

The evening concluded with a quiz is set by John Hamer challenging members to identify airfields from photographs and cryptic clues. The winner was Ed Wells.

## Safety

We have been experiencing an extended period of cold weather for a month or more with snow thrown in at the beginning of this month. Winter has, perhaps, just started! A hard frost ensures that runway surfaces are certainly usable but, equally, any unevenness of the ground or wheel ruts will take on the character of concrete. You would be well advised to walk the runway before deciding to fly and by doing that you will, hopefully, find any problems in the runway surface. Failure to do this might well result in physical damage to the aircraft and possibly to yourself.

Any standing water on the runway will probably have frozen and that may well provide you with a problem when it comes to landing back at your strip. If it is possible for a commercial airliner to slide off the runway at Heathrow it can equally happen to you at your local strip.

One bonus of the clear, dry, cold air is that your engine will normally perform much more efficiently than in other conditions.

At the Club AGM the Chairman commented on the fact that there had been no serious accidents within the Club so by erring on the side of caution when considering taking a flight you may well be contributing to another accident free year. Enthusiasm for flying must be coupled with equal enthusiasm for safety.

The cold weather will also have a drastic effect on your body and the speed of your reactions. Bear in mind that air temperature drops about 3° C for every thousand feet of height (the Dry Adiabatic Lapse Rate). With ground temperatures just above freezing this means that you do not have to go very high before the temperature drops below freezing point and cold begins to penetrate. Members who fly flexwings must also bear in mind the fact that they will have spent some time exposed to the cold conditions rigging and checking the aircraft before they decide to fly. Although this will have created some heat it will also have used up a fair amount of energy.

In general terms flying does not require vigorous physical activity which would keep the circulation going. It is therefore essential to wear a number of layers of clothing rather than one or two very thick layers to retain warmth. However, in the subzero temperatures, there will inevitably be a gradual decrease in your core body temperature, the blood circulation and thought processes will slow and reaction times will increase. The longer the exposure to subzero temperatures the slower your reactions will become. By this time you will be thinking of returning to your field and the landing phase of any flight is the time when you need your concentration and reactions to be at their very best. A cold pilot whose only thought is to get on the ground and warm up might be an accident waiting to happen. Make sure that it's is not you!

### **Dates for your diary**

**4th - 5th April** - Round One, National Competition, Over Farm.

**2nd - 4th May** - Microlight Trade Fair and Fly-in, Popham. (To be confirmed)

**23rd - 25th May** - USSR Rally for deregulated single seaters, start and finish at Sywell. Contact David Bremner, dbremner@f2s.com 01706 824909, Mob 07801 142320

**12th - 14th June** - Spamfield, Sandown Airport, Isle of Wight.

**13th - 14th June** - World Air Games, Turin, Italy. <[www.worldairgames.org](http://www.worldairgames.org)>

**25th - 27th July** - Bleriot 100. Mass microlight crossing of the English Channel to mark Louis Bleriot's 100th anniversary. Contact: Frank Spiniello [frankspiniello@hotmail.co.uk](mailto:frankspiniello@hotmail.co.uk)

### **For Sale**

Quantum 15 G-CCNE

Quantum 15 with rotax 582 power unit. Electric start and standard instrument panel. (see pictures) Three blade prop. Big plus with this plane is the ease of rigging for one person, due to the large gas strut which takes out all the hard work. permit till May 2009, 475 hours on meter, all replacements parts supplied by Pegasus. Fuel burn 12/14 litre per hour 2 up 55/60mph. Hangerage semi rigged enclosed, I keep it very well maintained. Very comfortable flying for both pilot and any passenger. Great to fly if your are thinking about a 582 this is worth the call. Phil on 0797002135 or 01452 883121



### **Acknowledgements**

Ian Nuttall for the Spitfire Award photo and Adrian Peatman for the Club accounts

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**SEVERN VALLEY MICROLIGHT CLUB:  
YEAR-ON-YEAR**

	2002	2003	2004	2005	2006	2007	2008
<b>INCOME</b>							
Membership	960.00				940.00	850.00	935.00
Interest	14.50				11.53	11.63	25.84
Raffle sales	122.10				92.00	147.00	168.00
Entertainment	0.00				0.00	0.00	0.00
Xmas ticket sales	515.00				0.00	0.00	0.00
Course fees	0.00				0.00	0.00	0.00
Cash	0.00				0.00	0.00	0.00
Adverts, other	0.00				5.50	0.00	0.00
<b>Total income:</b>	<b>1,611.60</b>				<b>1,049.03</b>	<b>1,008.63</b>	<b>1128.84</b>
<b>EXPENSES</b>							
Speaker	90.00				0.00	140.00	0.00
Misc expenses	10.20				33.05	0.00	2.00
Raffle prizes	41.90				36.40	74.02	74.87
Xmas costs	702.00				45.00	100.00	170.00
BBQ, Fly-Ins	140.00				0.00	240.00	300.00
Airscrew costs	569.56				273.15	99.82	85.85
BMAA Examiner	0.00				0.00	0.00	0.00
Room Hire	440.00	440	360	360	425.00	396.00	376.00
Entertainment	150.00				0.00	0.00	0.00
Donations	0.00				50.00	0.00	100.00
Bank charges	0				0.00	10.00	0.00
<b>Total expenses:</b>	<b>2,053.66</b>				<b>862.60</b>	<b>1,059.84</b>	<b>1108.72</b>
<b>Difference:</b>	<b>-442.06</b>				<b>186.43</b>	<b>-51.21</b>	<b>20.12</b>
<b>B/F:</b>	<b>2,374.49</b>	<b>1,932.43</b>	<b>1,932.43</b>	<b>1,932.43</b>	<b>2,585.01</b>	<b>2,771.44</b>	<b>2668.23</b>
<b>C/B total</b>	<b>1,932.43</b>	<b>1,932.43</b>	<b>1,932.43</b>	<b>2,585.01</b>	<b>2,771.44</b>	<b>2,720.23</b>	<b>2688.35</b>

taken from 2006 opening balance

It is recommended that the membership fees remain as they are (£15 for members receiving the club magazine via email, £20 for a hard copy, and £20 for new members) for this coming year, and that reimbursement for Fly-ins remains at £50.