

Severn Valley Microlight Club

AIRCREW

July 2004

This month's meeting – Wednesday 21st July

This month at Over Farm Robbie is hosting an evening for the Newent Round Table who are hoping for some flights. As it is the monthly Club night he has invited Club members to fly in and hopes that they will be willing to take some of his guests for short flights in the local area. A BBQ is being laid on by Paul Gurney of Gurneys butchers. About 25 of his group are coming and about 15 have said that they would like to fly.

Paul is expecting to cater for about 50 of our guys so whatever the weather Robbie hopes all will make an effort to come and eat his grub!!

Medicals

Have you checked the validity of your medical? With the fine weather here it is one of the things that is overlooked in the rush to get airborne again. In general terms you need one every five years until you reach the age of 65 when it becomes an annual event. Between the ages of 60 and 65 the validity only lasts until your 65th birthday. Forms are available from the BMAA web site or their office or the CAA site.

With the new "Declaration of Medical Fitness to Fly" a copy has to be sent to the BMAA. In case club members did not know the BMAA will accept an electronic copy, i.e. the original can be scanned and sent to

them as an e-mail attachment. They ask for them not to be enlarged as otherwise they run on to a second page!

Locally Manufactured Microlight

Evidence exists to suggest that an aircraft which would fall into the microlight category today was manufactured in about 1923 by a local company. The Gannet was built by the Gloster Aircraft Company for the Daily Mail Light Aeroplane Trials at Lympe to promote private ownership and flying. It was a biplane, six feet high, weighed 283lbs and had folding wings. The picture shows how it could be handled by two persons and wheeled through a five bar gateway!



The Gannet in 1923

Charts

On 8th of this month the latest quarter-mile chart for West & South Wales was published.

Quote of the Month

"I was always afraid of dying. Always. It was my fear that made me learn everything I could about my airplane and my emergency equipment, and kept me flying respectful of my machine and always alert in the cockpit."

— General Chuck Yeager

Well known aircraft leaves home

Another local newsletter has reported that a well known aircraft has changed owners and may not be seen in the local skies in the foreseeable future. The aircraft in question is "Charlie Fox" which used to reside at Hartpury and has given first flights to untold numbers of people. It was always seen at Club Open Days working hard with its pilot, JH, at the helm putting large grins on the faces of its passengers! The new owner is Jeremy Harris, Chairman of the BMAA.

JAR licences and microlights

You may recall that in the May Airscrew it was reported that the holder of a JAR-FCL licence with a Single Engine Piston (SEP) rating could exercise the privileges of the licence on microlight aircraft. Further research into the position of 'A' licence holders being able to fly microlights confirms that this is **only applicable to pilots holding a JAR-FCL licence with a SEP rating**. A Group 'A' licence holder who obtained the licence before the introduction of the JAR licence and who has **not** kept his microlight licence valid by flying 5 hours in each 13 months and having his log book stamped, has to re-validate the licence by undergoing training with an instructor.

Spamfield 2004 by Brian Finch

Spamfield 2004 took place over the weekend 25/26/27 June in weather we've come to expect of a Wednesday evening! This was the fourth event of its kind and the third to be held at Sandown Airfield, IOW.

The weather forecast for the event left little choice but to fly down on Friday which we did in glorious conditions - the island was in full view from overhead Popham at 3000ft.

Take-off from Defford including tent, sleeping bags, airbed, stove etc was 20:12 with me still debating whether to chance an early flight to save spending an extra night in the tent. Well, the decision was made and we landed at Sandown at 21:25, just behind club members Phil Whitmore and Bernie Waycott. Mark Taylor, John Hamer and Roger Davis were already there and enjoying the delights of the Beer Tent. The aerial view from overhead (sorry, no pic) confirmed our Friday decision with over 170 aircraft parked in neat rows, separated into Flex and fixed wing areas, I haven't got the stats but I'm sure it must be close to 50/50.



A good spread of flexwings



Club member Graham Howley

Saturday dawned as forecast with a few spots hitting the canvas as I brewed the first cup of the day. By the time we made the assault on Fat Lizzie's Diner, there was a steady drizzle which continued through the

day until tea time when the race from the Needles to the Sandown overhead took place. Needless to say a Quik beat the nearest opposition (the new Australian Quik) by about 20 secs. Saturday finished sometime Sunday morning with various Karaoke renditions of "My Way" but none as bad as the original!



Lots of aircraft despite the weather

Lots of talk about Sunday's weather and early starts spurred a couple to awaken the Island at 05:25am but most were put off by the 150ft cloudbase! Another trip to Lizzie's and rumours of weather improvements delayed our departure. The later MET issued at 10am resulted in our decision to get off as soon as possible, the 2000ft wind had veered S Westerly 25kts to Westerly 35kts (that's 40mph in our money!)



Mark Taylor

We saw Mark Taylor depart in his Quantum into wind about 10:30 to arrive at Spence

Airfield 2.5hrs later, very tired and very low on fuel - well done Mark! This was his first trip to Spamfield.

Julia and I departed in 18/20kt surface winds but enjoyed a tailwind component on our journey home at about 1500ft arriving at Long Marston for a welcome cup of tea just over an hour later in pretty turbulent conditions. While we waited for the weather (wind) to improve we drank more tea until the wind started gathering showers in the West. I decided it was time to go before it was too late. As I turned to line up on runway 22 the wind blew the tail around and weather-cocked me into wind - serious stuff. A slow (airspeed 95mph, groundspeed 45mph) and turbulent trip back to Defford left me wondering why we do it - but that's flyin' ennit?

Bill Vinton remembered



Bill Vinton – Happy when MiniMaxing!

Many Club members will recognise Bill Vinton as the large, affable, bearded individual who was always seen sitting outside a caravan displaying the logo "MiniMax Club" at both the Popham Trade Fair and the PFA Rally. Sadly he died two weeks ago while visiting his daughter in France. He had gone there in the hope of having some hospital treatment more quickly than in the UK. He did have an operation but did not survive the experience.

One of his last exploits had been to fly to France with Bruce Drake and that ended in an encounter with "Terra Firma" (with emphasis on the "firma"!.) In the event it was Bruce who organised a short memorial service for the family at Over Farm on 9th July.

Some 40 people attended and the short act of remembrance was lead by Penny Hamer. After a reading and a prayer, Bruce and Bill's granddaughter, Daisy, took to the air in Bruce's Icarus to scatter Bill's ashes. Afterwards everyone retired to Bruce's pub for eats and drinks. I'm sure Bill would have approved and been impressed.

Local Phenomenon

We have all heard of the famous "Crop Circles" and how they mysteriously appear in the fields, well one member found a variation on this not far from his own airfield. Take a look at this photo.



Crop square!

This was near the village of Wick in Worcestershire. The flowers are grown principally for the use of their petals as confetti at weddings as many churches now object to the litter caused by the paper variety. If you are in the vicinity it might be worth a look if the weather has not taken its toll of the crop.

If anyone has pictures of similar features and would like to share them send them to

the Editor and he will be pleased to let the rest of the Club see them.

Wednesday Fly-ins

Yes, they are still planned but recently the weather has not been co-operating! Members on e-mail will have been notified that the proposed fly-in to Defford has been postponed "until summer" – unfortunately we cannot promise that the summer in question will be this year!

Any contributions?

Did anyone go to the PFA Rally and, if they did, would they be willing to write a few words about it for the next issue? The same applies to the "Fly UK" event which was a new venture and took place in the days preceding the Spamfield weekend.

Log Books

A reminder to members that when changing to a new log book please transfer your PPL licence number to the book as well. If the number is not there and you have not got your licence with you, I cannot sign the Certificate of Experience as that is one of the pieces of information that I have to insert on the sticker/stamp.

Fly-ins

28th July Wednesday Club fly-in. Venue to be decided

31st July Teddyfield, Clonbollogue Nr. Dublin Eire

1st-8th August Summer Microlight Week, Northrepps

4th August Club Hartpury Fly-in– John Hamer (Tel:-01452 700314)

8th August Microlight Fly in, Old Sarum

11th August Wednesday Club Fly-in

Dates for your Diary

27th – 31st July EAA Airventure, Oshkosh, Wisconsin, USA

27th – 28th November International Airsports Exhibition, Telford

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