

Severn Valley Microlight Club

Airscrew

July 2006

This Month's Fly-in - Wednesday 19th July

Weather permitting a fly-in will be arranged. Keep an eye open for an e-mail with details of the venue. Members not on e-mail should contact JH (01452 700314) on Tuesday evening to obtain details and any briefing information. Remember you are being invited as a guest to a member's strip. Please respect their wishes regarding circuit procedures and "no go" areas

Quote of the Month

"Learning should be fun. If you don't have fun in aviation then you don't learn, and when learning stops, you die." — *Pete Campbell, FAA*

Safety

The rough weather experienced at the end of May brings to mind a saying used on many management courses. It is, quite simply, "Don't assume" because if you do "it makes an ASS of U and ME". It was said that some flyers returning home *assumed* that they would land in the same direction that they used for take-off. The wind, however, had changed by 180 degrees in the time that they had been away. The result for one pair was disaster.

Whatever the situation never *assume* that nothing has changed. Check the windsock, look at the trees, ripples on water, check any smoke to see what the wind is doing. If you are making slow progress on the downwind leg - think hard. You are probably flying into a headwind and should be going in the opposite direction for landing!

In simple terms it all comes down to Airmanship.

Charts

The June issue of GASIL contained a reference to the extension of danger area D215, Credenhill, just west of Hereford on the quarter-mil chart. It is currently permanently active up to 2300 feet amsl and up to 10,000 feet by NOTAM. There are proposals being considered to change the area's dimensions and to make it permanently active up to 10,000 feet amsl. If agreement is reached the changes will become effective from 1st July. Check the NOTAMs for the latest situation but be aware of this when flying in the area - you will no longer be able to "overfly" the danger area by flying at 2301 feet amsl!

Radio

Members using radio should note that transmissions on 123.45Mhz and other frequencies have recently been monitored and recorded by the authorities. Remember, **there is no air-to-air chat frequency within the aeronautical radio service.** Keep your transmissions short and, whenever possible, use the standard phraseology to avoid confusion

Bruce on the Web

That intrepid aviator Bruce Drake has now made his debut on the World Wide Web. He had some work done on the telephone system at home and the man who came to do it happened to be the UK correspondent for an American Web site www.airsidetv.com which has a weekly half-hour slot on TV in the States. The sticker referring to flying on Bruce's car caught his eye and resulted in Bruce's film debut

The video resulting from this encounter can be

The result of this encounter was a visit to Over complete with video equipment to interview Bruce and film a flight over the local area. Go to the website and you can view the finished product. Scroll down on the "Home" page to "Ikarus C42 Ultralight" and click on "View Clips". Sit back and watch the show.

Well done to Bruce for taking the opportunity to publicise our sport to the wider Web audience.

DON'T INFRINGE AIR DISPLAY AIRSPACE

The following notes were issued by the CAA on 26th June. Airspace infringement is obviously a big problem for airshow organisers. ***Don't be the cause of a display being cancelled!***

Each year there are incidents where the temporary restricted airspace established around airshows is infringed. This leads to displays – including those by the Red Arrows – being disrupted and thousands of members of the paying public being denied the chance to see the performances. Some displays are even cancelled as a result. All infringements have flight safety implications and could lead to accidents and, ultimately, loss of life.

In many cases infringements occur because pilots have not briefed themselves properly before taking off. As the UK's airshow season is now underway, the CAA is reminding all pilots of the briefing options available to ensure that they are not responsible for one of this year's infringements.

There are several ways to obtain pre-flight briefing information:

- One of the easiest ways to check on temporary restricted airspace (such as Red Arrows displays) is by calling the dedicated freephone Aeronautical Information Services (AIS) Information Line on 0500 354 802
- Check NOTAMs on the AIS website www.ais.org.uk or contact the NOTAM Office on 020 8745 3451 or 3450 (24-hour facility).
- Alternatively, check Pre-Flight Information Bulletins (PIBs) on the AIS website. PIB Help is also available here. PIBs may also be accessed through the NATS website,

www.nats.co.uk, even if the AIS website is down.

- Check Aeronautical Information Circulars (AICs), also on the AIS website.
 - o Mauve AICs notify the establishment of Temporary Restricted Airspace around all of the Red Arrow's display sites and certain airshows. For example, 55/2006 (Mauve 183) lists Red Arrow display sites during June and July. 65/2006 (Mauve 186) provides information concerning this year's Royal International Air Tattoo at RAF Fairford between 12-17 July, while 85/2006 (Mauve 202) deals with the Eastbourne Airshow on 17-20 August.
 - o Yellow AICs providing details of major displays or rallies may also be published. For example:
 - 23/2006 (Yellow 198) provides information concerning 2006 Shuttleworth Old Warden events.
 - 40/2006 (Yellow 202) provides general information concerning Duxford special events.
 - o A number of major events are notified by both Mauve and Yellow AICs. For example, 79/2006 (Yellow 212) and 80/2006 (Mauve 199) provide details of the 2006 PFA 'Flying for Fun' at Kemble on 18-20 August.

Wherever and whenever you fly this summer make sure you are properly briefed and that you don't end up as an infringement of display airspace.

For more information on avoiding infringements see www.flyontrack.co.uk.

Spamfield 2006 by Ed Wells (AKA "Billy no mates") GBZDC

and lots of others went to Spamfield over the weekend. Nothing much new to report... except age and bloody radio tribulations are getting me down...

Tall Paul rang Friday and said - "Spamfield Saturday?" Phil had offered him the Quantum to keep his hours up and Dave Watson was looking to get a sun tan via the back seat. Forecast was good, Pete couldn't make it as he had a significant birthday surprise on Saturday so having rung around my list of other possibles I resigned myself to flying alone - not something I've done since the first French trip. Not sure I like it much!

Arrived at the airfield to see Paul and Dave taking off (I had assumed wrongly he would be operating on Watson time but clearly Dave couldn't sleep - water gives him nightmares). Adrian Burden rang up and said he was up for it but felt better with company so I headed out of Over to Bully and eventually we set off for Wing Farm. Radio all working OK at this point. Visibility was rubbish but the air was OK. It's then I discover my eyesight is really getting bad. I had the 1:500000 map which is next to useless, and the new GPS I just couldn't see properly - map not enough detail, GPS too much detail and sun was on the screen. Still I had the old Garmin with me - I fumbled around and followed the large arrow - I find as I get older I just want everything to be working and be simple to work - especially when I'm flying.

Wing Farm was the same as ever but the landing fee had gone up to £3. I set out for IOW first on the basis that Adrian and Alan even fully loaded couldn't fly slow enough in the Quik for me to stay in touch. Took off at 11:17 - best flight I've had over Boscome and New Forest considering the heat was already in the day. Decided not to press on into Sandown but do the tourist route. Over to the Island, around the Needles and the South cliffs (see pics). Glad I did now.



I then radio Sandown - no reply. Try again - no reply, bugger low battery! Plugged in the auxiliary battery - bugger, low battery!. Not going back at this stage and receiving Sandown perfectly, knew the join was RH 23 and the QFE was 1020 and the parking had already moved to the Northern Taxi way (lots and lots of planes). So I joined the busy circuit downwind and went in. This was 13:00 - the heat and the cross wind made for an interesting and aerobic arrival - still safely down I parked and was ready for lunch. I chatted to some of our club members plus some old buddies from Redlands, Adrian and Alan arrived - we did Morrisons, the bus, the sea side then headed back. I spent the whole day half an hour behind Tall Paul who had decided to do Redlands on the return for a fuel stop. I opted to go back the way I came as I imagined I'd have less sun in my old eyes. 4000 feet still blue air, lovely. Just under 2 hours back to Over where I landed at 19:53 - and 15 minutes of that was waiting to take off at Sandown.

Another aerobic arrival at Over with lumpy cross winds - a bit knackered and a bit deaf (must get some ear plugs) and glad to be back. A nice trip glad I did it again - and it was much better flying than the first Spamfield which I did with one of my boys.



Flying alone? - no I don't like it much. Radio? - no I don't like it much. Cross wind landings? - no don't like them much. Ah, but flying on top of the inversion over Salisbury plain, the still sea air and my pass over the needles - priceless!

(Another Member's account of his flight to Spamfield will appear in next month's edition -Ed)

Club fly-out

Please note that the proposed Club fly-out to Northrepps has been cancelled due to lack of support. Only one member expressed an interest in going. Brian Finch is still willing to organise an event if anyone has a suggestion for a venue (and there is enough support) in August or September if there is enough interest.

Fly-in Reports

Wednesday 21st June - "The Longest Day"

JH has always said that Wednesday fly-in venues should not be published until the last minute to avoid interference by the Weather God. Having published a list of provisional venues in the last issue this week's fly-in was cancelled due to high winds. Perhaps "higher authorities" read Airscrew despite not being on the distribution list! We hope for better luck at next week's "mystery" venue.

Wednesday 28th June / Wednesday 5th July

Two consecutive weeks and the forecast weather was not good - this is more like our luck with Wednesday fly-ins!

Wednesday 12th July - Over Farm Treasure Hunt and Barbeque

At the time of publication no information about this event has reached the Editor.

Dates for your Diary

22nd - 23rd July - Redlands Weekend Party and Fly-in. Camping and live entertainment on Saturday night. Free event with donations to charity. Contact Clive Bunce <percivil

24th - 30th July - Oshkosh Fly-in, Wisconsin, www.airventure.org

18th - 20th August - Flying for Fun, Kemble. The former PFA Rally. Airspace restrictions usually published in a Yellow AIC will apply.

For Sale

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

Pegasus Q low hours airframe/engine, black/green sail and trike. £4800 ono. Contact Peter Hancox 01684 292639 or 07767 875787

Pegasus Q 462, G-MYTH, very well maintained. Upgrades include Ivoprop 3 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, plug leads. Hangared semi-rigged. Many parts renewed and re-fitted at GS Aviation. Yellow trike, blue seats, wing to suit. Trike cover, prop covers, and 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. £4000. Contact Phil Hanman, Work 01452 883121, Mob 07970 002135, Home 01452 415589

For Club members only - Membership List - Corrections

Club members please note that only one member has notified me of an error in the list and that was Gordon Gould. For his correct e-mail address see the distribution list on the e-mail accompanying this newsletter.

Acknowledgements

Photos in this issue by Ed Wells. Apologies for the omission of Brian Finch's name in the last issue for the photos of the Long Marston fly-in.

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