



March 2003

This Month's Meeting

This month Bill Austin will present "Who knows...?" – come along and find out what it is all about. "Who knows", you might hear something new?

Subscriptions

If, after this meeting you still have not renewed your membership, your name will be removed from the circulation list As they are saying to Saddam Hussein, **this really is your last chance to pay your annual subscription (£20) and continue receiving Airscrew for the rest of the year.** Send it to the Treasurer, Brian Finch, 9 Hillview, Defford, Worcs, WR8 9BH.

Electronic Airscrew

For those of you receiving this edition via the Internet please let me (the Editor) know if you have any problems and I will try to sort them out. Some members have had "teething" problems with the new technology but, hopefully, they have all been overcome.

"Chocolat" is airborne

Our Chairman's new aircraft – the first HiMax to fly in England - has successfully taken to the air at Hartpury in the capable hands of John Hamer. The photo below says it all! Congratulations Andrew!



(Perhaps in time it might be known affectionately as "Aero" – if you see what I mean! Ed)

A day out with Dave "animal" by Phil Hanman

Phone rings, I answer it "Hello". "Hi Phil, Dave here. How about having one?" "When?" says I. "Now" says Dave. "Where to?" I ask. "Kemble" came Dave's reply. "Sounds great to me, but I need to fit a new pull start pulley first in the front of my trike, won't take 10 minutes" - and it didn't. So we set up, filled up, kitted up and fired it up ready to yo ho ho and away we go. All checks complete Dave P1 and me in the back we took off from Over heading south east.

Climb to 2500 ft, heading Stonehouse, Stroud, Aston Down and on to Kemble. We

had lost the frequency for Kemble from the radio memory so Dave asked Gloucester for it. They came back with 118.9. Dave thanked them, made the changes and there they were. As we approached Aston down we could see some glider activity on the ground so we gave it a wide berth. We continued on to Kemble.

With 10 mins to run Dave called Kemble for landing instructions. "Left hand circuit, land on 26, 2 planes in circuit, 1 at departure, call down wind". With a text book over head join we set for down wind. Down wind we were so Dave called "Down wind". Call came back "Cannot see you any where, are you sure you're at Kemble and not Aston

Down?" Dave called back "We can see you and the café. Try looking up". He must have done just that because he came back "There you are! Got you now, a little high, lovely, call final". Dave called final and we were told "Land long, depart at intersection". We did and parked out back. We paid our landing fee £6-00p and headed for the new club and restaurant. Very nice well worth the trip and the landing fee.

About 3.10pm we returned to our plane, took instructions for departure and headed home with bright sunshine, very cold and a north west wind to fly back against. The 462 purred along at 45 mph IAS - about 30 mph over the ground. It was a lovely afternoon, smooth and cold. Tracking to the left of Robinswood Hill over Hempstead and on to Over. Long final, 400 foot over the road, over the buildings, gliding in, wait, wait, wait, there you are on the ground as smooth as glass. Taxi back, put G-MTYH away, perfect day. Back to the Dog for a debrief and a beer. The trip was great, the view brilliant, air smooth, the company colourful. Thanks Dave! Where next.....?

Quote of the Month

"Airplanes are near perfect, all they lack is the ability to forgive." — *Richard Collins*

US develops 'lightning bomb'

Pentagon scientists have created a "man made bolt of lightning" they say is powerful enough to destroy the control panels on weapons of mass destruction. The High Powered Microwave Beams unleash up to 2 billion watts and destroy any electronics within 1,000 ft Pulses from the weapon penetrate enemy bunkers through ventilation shafts and antennas, short-circuiting internal electrical connections and wrecking micro-chips.

It could be used to disable the sophisticated computers needed to produce, protect and store chemical and biological weapons.

Unlike conventional explosives, the "e-bomb" avoids spewing biological or chemical agents through the air where they could poison civilians or British and American troops.

US Air Force Colonel Eileen Walling said in a 1999 report that high-power microwave technology is "ready for the transition to active weapons".

"There are signs that microwave weapons will represent a revolutionary concept for warfare, principally because microwaves are designed to incapacitate equipment rather than humans."

Time said the surges from the weapons were similar to what happens to a computer or TV when lightning strikes nearby and a tidal wave of electricity rides in through the wiring.

But HPMS could also destroy nearby heart pacemakers, hospital equipment and crucial electronics on aircraft.

Tests so far have kept them only on long-range cruise missiles to avoid harming US warplanes.

(Those who fly from Defford had better watch out as it is designated a High Intensity Radio Area (HIRTA). We don't want to report that one of our member's GPS's blew up!)

Safety

Members should be aware that there is a NOTAM published concerning a balloon flying at Pershore. The exclusion zone is one and a half miles radius and up to 6000 feet. Note should also be taken of the arrival of B52's at Fairford which means that the MATZ is activated. A call to Brize Radar will tell you whether the area is currently active if you intend flying that way.

My First year by Bruce Fowler

The last GA flight I made was December 2001 when I did my last ¾ hour of aerobic instruction at Aeros Gloucester, followed by ¼ hour of IMC holding patterns on the NDB at Gloucester. The bill - £127.50. This could not continue.

I learnt to fly at Nympsfield making heady destinations such Stonehouse and Berkeley (one trip to Brecon admittedly – but didn't make it all the way back!). Perhaps the UK is not the best gliding location. After this I did my PPL at the reasonable hire rate of £45 hour. The next 12 years of flying saw ever increasing costs of hire and CAA reg. planes did not seem a viable option with servicing costs scare stories abounding in the Flying club. Nevertheless, I did my night rating, aerobatics and radio nav courses plus an introduction to IMC (IMC hours needed for the night rating (along with large doses of helpful advice such as "If you have an engine failure at night, use the landing

light to find any flat open area to land on – if what you see does not look good, turn off the light)). With a girlfriend earning her own income, flying was an expensive but necessary hobby.

Then came marriage and kids and the December 2002 bill of £127.50 seemed to suddenly hit me as not value for money anymore. There were other members of the family who deserved the money.

I cant remember when I first spoke to Colin Davies about my predicament but it was not long before the subscription to Flyer had changed to the BMAA mag and the back pages seemed to have enough aircraft under £5000 for me to make a serious presentation based upon sound financial reasoning, coupled with elements of husband satisfaction ratings and hours in the shed polishing the purchased machine thus keeping husband out of wife's way (little did I know that this was going to be just the case for the first twelve months).

December 2001 again – in bed with heavy cold – reach under the bed for the magazine (found a BMAA mag instead) and spotted an MW5 for very little money. Too good to be true ... Mention this to Colin and a bloke by the name of Ken Cole also appears for a trip up to Long Marston. Aircraft is pronounced healthy by my advisors, money changes hands and eventually the machine is ready for collection. What a Xmas present!

Now it was quite clear that the only way I was going to get the plane back was to fly it. I did not do my Microlight test until the 20 December so it seemed as though I would have to trawl the mags for a ferry pilot (well that's what you do with big planes!). I quickly realise that this is NOT how its done and an offer from Colin D to fly it back seems more than sensible.

So just before Xmas, I have driven back from Long Marston to Newent not spotting the airplane in any fields adjacent to the road and lo and behold, as I near my house, there is my airplane in the field next to the sheep shed I had spent days clearing out (funny how certain jobs can be done even with a heavy cold yet sitting down in an office doing valuations and lease renewals seems far to difficult in the reduced state of health). Well, let's just say that my delivery pilot had delivered MOST of the plane –

there were a couple of bits that did not make it to the shed but at least they were in the field where the plane landed! “Watch out for sink on the approach to your field” says Colin. I'm not entirely convinced.....

Well, aircraft up and running a day later and on Jan 1st, I make my first flight in my own plane. Handles well, a doddle after flying a twin on one engine that's for sure, but as the conversion course taught me, microlights have little surprises of their own with low inertia and high drag. Does anyone remember Jan 1st 2002? Hell, was it cold – and no heater controls in the new cockpit. Time to visit the SVMC meeting to see all the other young fit blokes who can stand this open air flying.....

The weather deteriorated for a couple of months so it was decided to give the plane a bit of TLC, polish etc. Well, I took off the manifold to give it a spray and Ken looks inside the works. Ken says “Oh deary me” or something similar and pronounces my aircraft doomed for the scrap heap. It seems Colin was lucky to make it back with the piston, rings and fuel pump in such a poor state.

Bill no.4 (bill no 1 was conversion course, bill no 2 was purchase price, bill no 3 was insurance and registration with CAA – my wife pointed out that none of these had appeared in said serious business plan based on sound financial reasoning) was for top end overhaul with the spare engine supplied with the plane coming in very handy. £150!!!!!! What would a similar Lycoming or Continental rebore have cost?? I didn't like the bill but I knew that this was affordable flying.

Lots of time in shed later – wife stumbles over my correct name when I walk through the door each night – and the machine is back in one piece (further mishap of wing falling off while I am putting it together one day). John Hamer has a look at it and says that it will fly. So we fly, and we fly, and fly for about 3 hours and the coil packs up!!!!!!!!!! Luckily, I am over my sister's house at Ledbury as the engine shakes a little more erratically than normal and then decides to fade away. My sister is amazed at:-

- a) How quiet the machine is (!)
- b) How early I am for lunch

c) Why I need brandy at 10.00 on a Sunday morning

I should point out that the field next to my sister's house was at least a 40 acre grass field and perfectly in line with the wind. Unfortunately, it had cows in and I was immediately taken back to my glider training when we were told that under no circumstances leave a glider with fabric wings in a field with cows as they love the cellulose. So I jumped the hedge at about 35 knots and landed in another grass field. This did surprise 4 Canadian geese who were just the other side of the hedge and I did chuckle when I looked down and saw two of them fall over backwards as they watched me pass overhead.

New coil, a few other mishaps later and at the time of my permit I have done about 12 hours – more than I had done in the last 2 years of GA flying and this in a plane that always seemed to be sickly. In the intervening time, I had poor EGT readings which were diagnosed as

Faulty gauge

Faulty senders

Too rich

Too lean

Old plugs

New plugs knackered

Leaking crankcase

Crankcase not leaking in the right places etc etc

Forthcoming events

Fly-in with food available at Redlands Airfield, Swindon on 31st May and 26th July

Dates for your diary – Nationals and World Microlight Championships

5/6 April	Preston Capes	Keith Negal & Geoffrey Weighell Arblaster	01327 361305
19/20 April	Shobdon	Gordon Yule & Jeremy Hucker	01989 740545
17/18 May	Kemble	Steve Slade & John Bowditch	01454 772014
24/25 May	Popham	Jim Pearce	
7/8 June	Sittles	Tony Birch & Simon Marshall	01902 700790
5/6 July	Plaistows	Rob Grimwood & Chris Saysell	07786 034439
26/27 July	Sywell	Paul & Dawn Dewhurst	01604 494459
18/31 August	Long Marston	World Microlight Championship	www.wmc2003.org

Editorial Deadline

I have now taken over full responsibility for the production and distribution of Airscrew. In order for you to receive it on time each month (the Post Office permitting!) there will be a cut-off date of the second Wednesday of the month for the submission of articles, photos, comments or any other material

It is at this point that I have to make a few acknowledgements rather than flippant comments and yes, this is going to sound like an Oscar award speech.

First, to everyone at the SVMC (who not always agree on the solution to a problem but there is never a shortage of help if you need it).

Second, Colin Davies, who WAS right about the area of sink at the end of my field as I found out a couple of months later.

Third, Ken Cole for endless help on the tinkering side (if I upgrade my MW5 in the future, I shall build a kit made only out of all the bits Ken keeps in those little plastic drawers in his garage).

Fourth, Dave Reid who, on the first occasion I met him, was lying prostrate on the floor in his lounge with his leg in the air (apparently can't handle fast cars, I heard someone say). His advice on Robin engines was greatly appreciated.

Fifth, John Hamer for sourcing parts for me as well as promptly looking over the machine to get my permit renewed in the very dry September. That month added 6 hours to my log.

And of course to anyone I have missed out in the above!

See you all at this year's fly-ins.....hopefully.

suitable for inclusion in that month's edition – always assuming that I already have enough copy by then! Articles can be submitted in any format. Next month's copy deadline is 9th April.

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