

Severn Valley Microlight Club

AIRSCREW

May2003

This Month's Meeting

Ben King from the Gloucester Royal Hospital will be telling us about the important practical things we can do to help anyone who suffers an injury while on an airfield (and anywhere else for that matter) in the time it takes for the emergency services to arrive on the scene. It could make the difference between life and death literally to know the correct actions to take and it could be your life on the line!

Hawling Fly-in 23rd April 2003 by John Davis

Once again our fly-in has taken place and, I am glad to report, successfully i.e. eight aircraft landed and eight flew home again all very safely. The evening was reasonable in that the wind at Hawling was a modest 5-10 mph at ground level, the sun shone but the viz was a bit hazy and the temperature did drop quite a bit towards the end of the evening.



Dave Steade with Gyro in background

The aircraft and pilots that attended were:- **Kitfox** – Brian Finch and Julie; **Kitfox** – Adrian Lloyd; **Minimax** – Dave Steade; **MW6** – Colin Davis; **Rans S6** – Steve Slade and John

Bowditch; **Eurostar** – Graham and Judy Pritchard; **Alpha** – Bob Hinds (the only flexwing) and **Gyrocopter** – Dave Organ. (Mr Bumble also reported that he saw Chris Ball in his Nikes which hardly qualify as an aeroplane!)



Bob Hinds at Hawling – the only flexwing.

Some fifteen other people turned up by car including several members of the Gloster PFA Strut. Amongst these was a very fit young man – a mere 82 years old! – who apologised for not flying in in his MiniMax. Many years ago this gentleman used to fly aircraft such as the Fairey Swordfish (the type that attacked the Bismarck with torpedoes) and the Sea Fury – one of Britain's last big piston engine propeller driven fighter aircraft. The engine on this beast was, I believe, over 2000 hp and 42 litres capacity. I thought it funny that he now flies behind a **half-litre** Rotax in a MiniMax! As you can guess I am now shamelessly campaigning for him to come and give the Club a talk. However, he did say that he doesn't have any pictures or slides of these aircraft so if anyone does or knows of a source please step forward.



Graham and Judy Pritchard's Eurostar

You will have noticed that among the aircraft flying in was a gyrocopter piloted by Dave Organ. He gave an excellent demonstration of a short landing (ground roll barely 20 feet). I find these machines very interesting. They have a short takeoff, as well as landing, they handle or rather thrive on windy conditions, they only need a tiny hangar, can be put on a small trailer and can be towed home by an average car. They have a lot going for them!

That pretty well completes my report. It just remains for me to thank my wife Sue for cooking over 40 beefburgers and 80 sausages while I tried to keep up with requests for over 40 cups of tea/coffee. With such large numbers delays are inevitable so please accept my apologies if you were kept waiting.

(It sounds more like an invasion than a fly-in! The original intention of these events, if I remember rightly, was to encourage more Club members to fly somewhere different within our area on summer evenings and to socialise over a cup of tea. Are we now putting food before flying? Ed)

Safety

In a recent issue of the PFA magazine several pages were devoted to the annual summary of aircraft accidents. The statistical analysis showed clearly three major areas which made up 60% of all accidents for 2002. These were:- 31% loss of control on landing; 15% loss of control on takeoff; 14% technical (including design faults, maintenance, and component failure). This confirms what we all really know in that takeoff and landing are the two most hazardous phases of any flight.

Landing causes the largest number of problems. This should come as no surprise since you are required to perform a demanding task with precision at a time when concentration is beginning to lapse, you are tired both mentally and physically and thoughts are turning to a

debriefing in the local hostelry. Add to this the allure of flying late on a summer evening (maybe with the prospect of a little radiation fog on returning to the airfield) and you have a large pile of dice stacked up against you. Perhaps we should commit to memory the quotation "A good landing is one you can walk away from. A perfect landing is when you can use the plane again"

Accidents occurring on takeoff can involve factors which might affect our attitude before taking to the air or even arriving at the airfield. It is wrong to think that if things have gone wrong during the day that a flight around the local area will clear the mind. The day's problems or arguments are still with you and nagging away in the back of your mind thus distracting you from the job in hand – pre-flight inspection, fuel, weather, etc,. If you have to rig your plane you will have used up some of your available flying time and expended quite a large amount of physical energy thus depleting your blood sugar and body fluid levels in the process. Add this to the stress already there and you have quite a cocktail for disaster. Flying in this frame of mind should not be an option.

The 14% technical problems excluding design faults may indicate that to your attitude to maintenance and possibly pre-flight checks is suspect and needs to be improved.

Your aircraft has its limitations clearly set out in the pilot's handbook (do you know what they are or even where the book is?) but there is no such easy ready reference for your body and mind. Your aircraft, contrary to what you may think, has no mind of its own. The pilot is always in charge! Aim to be a good pilot and don't become a statistic!

Frequency Change

Brize Norton LARS service has changed to 124.27Mhz with effect from 1st April. Make sure you change any memory entry on your radio.

Quote of the Month

Experience is that marvellous thing that enables you to recognize a mistake when you make it again.— *Franklin P. Jones*

Popham Report by Bill Austin

Many microlighters regard to the annual trade fair at Popham as the opening event of the season. Since it always occurs on a Bank Holiday weekend the weather is the primary governing factor and many people must have had doubts in the days preceding the weekend. However, "the show must go on". Saturday was windy and cold while Sunday was warmer but still windy. This obviously reduced the number of aircraft which flew in.



Popham – the effects of the weather!

It was interesting to note that most of the aircraft represented on the manufacturers' stands were fixed wing. However, the Pegasus Kwik and the Kiss were in evidence to satisfy the flexwing pilots.



Sky Ranger

There was one aircraft which appeared to be completely new to me and that was that the Savannah XP 740 about which very little information seemed to be readily available. However, there was a very long write-up posted at the back of the aircraft which indicated that it was of Italian origin.



Savannah XP 740

The other new addition to the fleet was from Reality Aircraft who were showing off the

Escapade a side-by-side aircraft to compliment their tandem-seated Easy Raider.



The "Escapade"

The Xair Falcon could not be missed. Its luminous orange covering was matched with the same colour paint on the Verner engine.



Xair Falcon

If you were looking for a three-axis aircraft to buy you certainly had plenty to choose from. Traditionally many people use this opportunity to buy a number of accessories or replacement parts for their existing aircraft. However, this year, there seemed to be a distinct lack of trade stands selling these items. There were, though, the usual collection of traders selling all manner of clothing and aeronautical memorabilia - some of which came from World War 2 aircraft and would never even fit in a microlight!

The Aeroprakt A22 resplendent in bright blue eye-catching metallic finish also looked a very desirable machine.

Despite making allowances for weather it seemed that this year Popham lacked the "sparkle" of previous years which prompts the question – "Are we coming to the end of development in microlights and getting away from affordable flying?"



Aeroprakt A22 – “Foxbat”

Internet

The weather seems to have dominated our thoughts recently so it might be appropriate to list a few places on the Web where it is possible to obtain a forecast. Point your browser in the following directions:-

www.flyer.co.uk/weather

www.bbc.co.uk/weather

www.ukweather.com

www.onlineweather.com

Some of these sites actually provide aviation weather but if you think about it how does aviation weather differ from any other sort of weather? Any indication as to what the weather is likely to be doing over the next few days is going to be of help in planning any expedition. Some years ago the Club visited the Meteorological Office in Bristol and were told that it was possible to make a reasonably accurate forecast for three days but that anything over that was pure guesswork! Judging by the forecast for the Popham weekend and what we actually got seems to prove the point!

Dates for your Diary

14th June Shuttleworth Collection “Celebration of Flight” Old Warden

14th June Vintage Sports Car Club and MAF Day at Defford. This is **not** a fly-in

Fly-ins

25th May Wye Valley Flyers at Broadmeadow Farm with 26th May as the alternative if the weather is bad.

31st May/1st June Redlands barbecue fly in. Barbecue, showers, camping aerial games, enjoyable day, fuel runs available. All welcome no landing fees, contact Roger Cornwell e-mail<rcornwell@totalise.co.uk>

7th/8th June Nationals Round, Sittles, Near Lichfield. Contact Dave Ross 07850 721908 or 01543 275756

13 /15th June RAF GSA Centre fly-in

Roger Davis has extended an invitation to Club members to fly in to RAF Bicester, arriving after 1600 hrs on Friday 13th June or on Saturday 14th June between the hours of 0800 hrs and 1900 hrs and departing after 0900 hrs or later on Sunday 15th June.

Arrival will be **strictly PPR**. As Saturday 14th June 03 will be a “Normal Gliding” day at the RAF GSA Centre instructions given by telephone and/or radio must be adhered to. On arrival all pilots are to book in at Control. Ground marshal instructions are to be followed Pilots are reminded that it is their sole responsibility for the safety of their aircraft and other airfield users.

Ground Radio: The Radio Frequency for all powered traffic to the airfield will be **129.975**.

Runway in use: The runway in use will be decided by the site CFI on the day. It is essential that pilots obtain this information prior to arrival. A copy of the airfield details can be found at www.rafgsa.org.

Insurance All pilots must carry military indemnity insurance for this occasion.

This is probably the last chance to fly in to this venue as it is ultimately being sold for housing.

20/22nd June The Wight Party, Sandown Airport, Isle of Wight check the web site www.wightparty.org to confirm dates.

For Sale

Blackhawk GA headsets with electret noise cancelling microphone. Complete with carry bag and spare ear cloths. OR would swap for GA plugged headset compatible with Icom/Delcom PTT adaptor (ie without noise cancelling mic). Phone 01531 820249 for details.

Your editor has recently had to change his printer. He now finds that he has number of black and white and colour ink cartridges which cannot be used with the new printer. The printer was an Epson Stylus Colour 640 and the cartridge numbers were 20187 and 20191. If there is anyone who could make use of these cartridges please get in touch with Bill Austin

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