

Severn Valley Microlight Club

Airscrew

October 2011

This Month's Meeting - Wednesday 19th October

This month our speaker is Trevor Jackson who will be talking about his visit to Oshkosh. We will be starting at 8.00pm as usual at The Flying Shack.

Quote of the Month

"As soon as we left the ground I knew I myself had to fly!"— Amelia Earhart,

A Flying Diary by Colin Dix

My First attempt to become a Pilot was in 1983 at Shobdon with John Hollings. Micro lighting was in its infancy then, and indeed this was the first course that John had organised. I bought a Highway 250 Trike from John, it was unregistered, and a series of flying lessons.



Registration was soon a requirement from the CAA, and the Trike was registered G-MMIP. Funds were low in these times, and my only transport was

the Blue Robin Reliant Van in the background towing the bright yellow trailer that I had made. The wing went in the bag and was strapped to the roof. I so wish I had a photo of it all loaded up. It certainly caused some amusement when I was going along. Training was done in a Southdown Sprint. I got to Solo standard and then had to give up for financial reasons. Several others were on the course and I met Paul Collins there, he was training too. Paul recognized a message from me on the BMMA website. Paul is still flying and joined the SVMC the same week as me! Quite a lot of the GA aircraft in the background are still at Shobdon.

In November 2007, I reached one of those Milestone ages that make you think of the things that you would really like to do. Flying was still firmly rooted in me, so I started training in Gloucester with Aeros. I qualified and got my Pilots



licence after 6 months training, this was 7 written exams, two flight tests and loads of ground school. A massive task

indeed. My Instructor was Dave Houghton. I had great fun with Dave learning to fly. A lot of my flying was done in PA28 Warrior G-GFCA. I got my licence in 6 months and 55 hours. What a lot of work!

When I got my licence I decided to do a Tail Wheel conversion, especially as I wanted to fly from Farm Strips and Fly



some of the Vintage types etc, so I had to get signed off for the differences training.

Flying a Tail wheel aircraft is much more demanding than a Tricycle undercarriage. It is a CAA requirement to get extra training for a tail wheel Aircraft. I trained for my differences rating at Shobdon Airfield with James Peplow. James is providing various types of training. The training was done in a Citabria G-AYXU. What a lovely machine to fly,



April 2008 I bought a 1/4 share in an Emeraude based at Croft Farm Defford. There were four members that owned and flew the Emeraude. This aircraft was an Emeraude CP301A, a single engine,

two seat, side-by-side, low wing monoplane. It was built by Societe Menavia of France, from wood and fabric, with a Serial Number of 2229. Construction was completed on 21st of February 1958. Registered F-BIMD.

It was owned and operated by the Croft Farm Flying Group, under a permit to fly. I was a member of the Croft Farm Flying Group from April 2008 to September 2009. Flying from a Farm Strip certainly sharpens your skill compared to a nice big tarmac runway with a Tricycle undercarriage aircraft. The insurance company put a condition on my flying G-AYTR. I had to do 25 hours with other group members or an instructor before flying solo. I was indebted to other members of the group generously giving their time to allow me to achieve this.



October 2009 I bought a half share in a Denny Kitfox MkIV - 1200 at Croft farm. More fun to be had in the lovely machine! More work and travel commitments again moved me away from flying for another year.

I was working in Phoenix Arizona in 2010. During my time there I got my FAA licence, and hired a Cherokee most



weekends. \$90 per hour is so cheap compared to the UK.

April 2011, I decided to return to flying a Weightshift Microlight. I visited Simon Baker for some type conversion lessons. Wow! Microlights were different now, especially with the Rotax 912. I did 7 hours with Simon to get accustomed to the reverse steering and the weight shift controls.

I bought a Quasar 503. It had not flown for three years and the engine had a knock. The previous owner had acquired a DCDI engine that had been rebuilt by Eccleston Aviation. I replaced the engine, then cleaned and checked everything over for operation. All seemed



good so I went to Long Marston for Simon to permit and test fly. This was a long day. We had to do a weight and balance as well as a complete check.

I have done 18 hours in G-MWIM to date and look forward to loads more. I really enjoy the SVMC weekly fly in events. Croft Farm is very busy, several members are based there. Sometimes there are 4 or 5 aircraft being checked over in preparation for the fly-in. And even more funny is when we all return. The circuit is busy with everyone returning from the sortie. I'm looking forward to next season's flying. My winter hobby is building Steam Engines. Take a look at Bailey Steam on the internet. If enough people are interested I could prepare an article about building one for one of the club evenings. I'm currently completing a full size Steam

Tractor. I hope to get this completed and running for next year.

(Editor's comment:- Colin suggested that occasional articles profiling members of the Club and their "flying history/story" might make interesting reading for everyone. He volunteered to do this article as a starter and Dick and I think it is a good suggestion. As Editor I am happy to receive contributions in any format. Who will be next? Watch this space!)

The Flying Shack - Art exhibition

Mike Edwards has notified us of an exhibition of aviation art which is taking place at The Flying Shack - details are on the poster reproduced on the last page of this newsletter.

Safety

Winter will come eventually and thought will have to be given to how to keep your aircraft in good condition and ready to fly when the weather permits. Hangars provide cover and protection to some extent. However, bear in mind that small animals also like dry, relatively warm conditions and your aircraft might look like the "des res" they have been seeking. Also give some thought to the engine. It is not good for it to lie totally idle for months and then be asked to perform at top level. Start it and give it a good run at least once a month for ten minutes or longer. For two strokes check the carburettor bowls in case the fuel has evaporated and left an oily gunge in the bottom.

Dates for your Diary

26 - 27 November 2011 - The Flying Show, **NEC Birmingham**. Check <www.bmaa.org>

Acknowledgements

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in cooperation with
presents an



Exhibition of Aviation Art

including brand new works never previously exhibited



Artists include

Peter Lightfoot; David Elwood; Fiona Forbes;
Time Jenkins; Ieuan Layton; Barry Barnes;
John Hopkins; James Field; David Clarke

for details of their previous work
see the GAvA web site: www.gava.org.uk



at The Flying Shack
from 17 to 23 October 2011
10:00 to 17:00

Official opening at
4 pm on Sunday 16th October 2011

