

Severn Valley Microlight Club

Airscrew

October 2006

This Month's Meeting - Wednesday 18th October

Bruce Drake is this month's speaker telling us about his trip to Spain earlier this year. We hope to start at 8.15pm.

Quote of the Month

A pilot must have a memory developed to absolute perfection. But there are two higher qualities which he also must have. He must have good and quick judgment and decision, and a cool, calm courage that no peril can shake.— *Mark Twain*,

Safety

Now is the time of year to be thinking about what is happening to your aircraft while it sits in its lonely hanger with the elements raging outside. If you do not anticipate flying for some months then consider inhibiting your engine according to the engine handbook. If you think that you will fly during the winter months then it is best to start the engine at least once a month and run it for 15 to 20 minutes. This will ensure that it reaches working temperature and dries out all the condensation in the exhaust and the engine. A short run will do more harm than good as any water vapour will only remain where it was and, when the engine cools down even more will accumulate.

Same Name - Different Animal! - by Dick Osler

I have been flying Shadow aircraft for over 4 years now. They are strong, comfortable, reliable and easy to fly. Actually, I learned to fly in a Shadow aircraft down at Old Sarum. Up until a couple of months ago I was the owner of G-MTDU, a CD 503 that was hanged at Over Farm. I had been thinking of getting a 4 stroke engined microlight for some time, and eventually found my "dream machine". She is a Rotax 912 Streak-Shadow DD microlight with minimal airframe and engine hours and is unique, in being the only certified two seat 912 Streak microlight. She has the wider fuselage and extended footwell (for passenger comfort). She is one of three aircraft factory built for Richard Branson (the other two are single seaters). I initially flew her at a Shadow fly-in at Henstridge a couple of months back. The aircraft was based at Ince Blundell (Merseyside). After some haggling about the price, I collected her (complete with trailer) about 6 weeks ago.

Having waited for some decent calm weather, I flew her one Saturday afternoon. I had been warned by the previous owner NOT to treat her like the usual 2 stroke Shadow, because the engine was so much more powerful and the torque would pull the nose round to the left on the application of full throttle.

My first take-off was a little hairy. I thought that I had gradually fed the throttle in but this was still too much initial power. The nose wheel lifted almost immediately, and the aircraft swung to the left. A large bootful of right rudder

kept her fairly straight however, and I lifted off, albeit with the right wing down from a gust of easterly wind at Over.

Once airborne, I discovered that she climbed like the proverbial homesick angel (almost 1000 fpm solo). Because the wings are a thinner airfoil section and 4 feet shorter than my previous CD Shadow, there was less drag, and the roll rate is dramatically increased. Initially, I tended to overcorrect a wing drop and to onlookers it must have looked pretty drastic. On landing, the trick is to put on full nose-up trim to keep her around the 60 kts needed for landing (she cruises at 80-85 kts). The throttle has to be progressively closed rather than to wait until you are over the threshold, or the sudden lack of torque has the nose swinging around to the right! I have 10 hours on her now and have started to settle down and let her do the flying with the occasional control input from me. We have a couple of trips to Shobdon under our belt and I look forward to venturing further afield in the near future. On my 60th birthday last month, I managed to fly both of my brothers and my brother-in-law over the same



weekend and they were unanimous in their praise for the aircraft (though not necessarily my piloting skills)!

I have personalised her now with some GUCCI graphics, courtesy of Phil and she really looks the business. Are there any drawbacks? Well, her registration is G-BXVD. I am sure that when in the circuit at some airfields and using radio, the shortened version of her registration must cause some chuckles. So, beware! don't park too close to her. This may not be the usual

form of hangar rash that you have been used to!

Internet

If you are using a broadband connection for your Internet have you experienced a sudden wave of "Undelivered Mail" messages in your Inbox? Certainly the Editor has and the "returns" have no relevance to any mails which have been sent. Some of the messages have attachments which I have not opened and a run of the anti-virus software detects no problems. What is this new phenomenon I wonder? Another way of getting a virus into the computer I suspect. Fortunately I use Mozilla Thunderbird for my e-mail which allows me to label these as "Junk" and after they are downloaded the computer whips them off to the Junk folder immediately without opening them. They are then deleted automatically in the next 24 hours which gives me a chance to check that the computer has not classed as Junk a vital SVMC communication! If in doubt "bin it" is probably the best policy as any genuine contact will send you another message or even phone you if you have not replied.

Single Seat Deregulation

The following statement has been received from the Friends of Ratty, Mole and Co at Riverbank.



"There is a rumour that Single Seat Deregulation has arrived, for seen and heard near the grounds of Toad Hall is a flying machine that is clearly not BMAA approved. It is being flown by a well known character who demonstrates the same carefree attitude to flying that he showed when he acquired a car.

Please warn all aviators of this new hazard in the skies.”

Over The Valleys by Brian (Bumble) Finch

The second SVMC Fly-out of the year fell foul of the same thing that canceled most of our Wednesday night fly-ins - weather! In this case it was the wind, a fairly stiff Easterly which was great for getting to our destination in West Wales - **Talgarreg**, but not too clever for returning.

Dilwyn Williams, our 86 year old host for the weekend had organised the Fly-in through the BMAA events website. He had made available the field normally used for sheep grazing and Trotting. Dilwyn is no stranger to aviation. He once got a flight with Amelia Earhart who flew into this very field and was also a rear gunner during WW2. He has also organized several fly-ins and stops for the various Round Britain and Round Wales rallies.

There was a Portaloo and an empty marquee provided to shelter from the wind but little else, which was a tad disappointing for the Bumbles who are used to a much higher level of cuisine at our Wednesday Fly-ins!

For this reason, Julia and I stopped off at Shobdon on the way to re-fuel (us, not Bumble!) and met Jim Taylor and Budgie doing the same and trying to decide whether to carry on West or take the easy route back.



New Quay

At this point we learnt JH and Bill Keel- Stocker had left Gloucester in Bill's new X-Air heading for Broadmeadow as an en route stop and Bruce Drake's intention to join us later.

However, we Bumbled on flying over the glorious Welsh Mountains including the Brecon Beacons, and even with a 25mph tailwind, had



Talgarreg Flight Line

plenty of time to appreciate the scenery! After about 45mins we were overhead the field, other visitors giving us a good clue, glad we were not first to arrive!

The field was long, really long, into wind and up a slight incline, with an oval trotting track to aim for, could we ask for more? Well yes, a cup of tea and a Welsh Cake would have gone down well but, as I said earlier, a marquee and a Portaloo. Apart from the airfield catering arrangements, Dilwyn looked after us well, ferrying us down to the Pub first and then to the B&B.

JH and Bill assessed the wind to be too strong to continue from Broadmeadow but made a valiant effort as did Jim and Budgie.



Bruce turned up just in time to get a lift to the Pub where we spent most of the evening comparing the various ciders available. Dilwyn offered breakfast to the campers, ferrying them around in a horsebox fitted out with plastic

stackable chairs (after all this is West Wales!)- I'm sure they appreciated the breakfast - Bruce decided to walk.

Much use of Bumble was made during the Sunday, flying the locals around the area, until I realised the more sorties I flew, the more locals appeared at the field as it's about the only place around to land for miles around.

All good things have to end and we departed about 3pm bound for Shobdon. We climbed to 3500ft where we found a crosswind rather than a headwind, another 1500ft would have given us a slight tailwind we heard later.

Shobdon seemed to be under our nose in no time, but from 3500ft it was still 7.5 miles away. One of the few times I have called a 7.5m Final approach!

Our weekend's adventure ended with a hop back to Long Marston, still under glorious gin blue skies. What a great weekend! Thanks Dilwyn.

Something for the Christmas List?

Winter can be a frustrating time for enthusiastic flyers as the weather always seems not to co-operate. However, help is at hand in the form of a seat which you can connect to your computer flight sim programme. The seat actually moves in roll and pitch and offers 1g acceleration. Put it on your wish list if you think someone has £6700 to throw in your direction!



The Hot Seat

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 462, G-MYTH, very well maintained. Upgrades include Ivoprop three 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 and plug leads. Many parts renewed and re-fitted at GS Aviation. Yellow trike, blue seats, wing to suit. Trike cover, prop covers, 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. £3750. Contact **Phil Hanman**, Work 01452 883121, Mob 07970 002135, Home 01452 415589

Icom IC-A22E R/T with VOR c/w leather case, waterproof case, PTT switch and headset sockets £200

Strobe kit for 2 lamps (1 missing) never fitted £140

Castrol TTS part drum approx 20 litres .£100

2 life jackets unused £25

582 Rotax top end rebuild kit inc., carb needles and cups, de-coke gasket set, gudgeon pins and clips, 3 exhaust springs, needle roller for little ends. Skydrive price £179 mine £120

Magellen 315 GPS needs new time chip £100

Full set of PPL course books - offers.

AFE ARC1 flight computer c/w manual £30

Box of assorted Hirth engine parts inc. Bing Carbs free to collector.

Contact **Doug Young** 01594 810410

Garmin eTrex GPS. Light, easy and accurate to use. New and unused. £60. (£119.95 in Transair shops!).

Mainair Flash 2A rear steering kit. £10. Contact **John Miller** 01451 860 456.

Acknowledgements

Photos in this issue from Dick Osler, John Hamer and Brian Finch

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