

SEVERN VALLEY MICROLIGHT CLUB

AIRSCREW

April 2017

Hello again members, here is our very first 'Airscrew' which has been produced specifically for the Club website and not distributed by the Editor. I trust you have all survived the Winter and are all ready for the new flying season, actually I don't have a 'flying season' as I fly whenever it is flyable ! But if you are someone who prefers to bubble wrap your pride and joy during the worst of winter, don't forget to check for 'winter residents' like wasps, mice and other potentially harmful stowaways. Probably a good idea to replace any old fuel that may have been left in the tank, especially if your engine is a two stroke, as the oil/fuel mix tends to separate when left alone. Our last winter club night was a resounding success, with Rob Keene delivering a superb presentation on his flight from Siberia, in support of 'The Flight of the Swans' carried out by Sacha Dent. You may not have noticed but we were also joined by members of similar organisations, one of which I invited called the Wings & Wheels Society, who have their monthly meetings in Dursley. All SVMC members are invited to attend, just look at their website www.wingsandwheelssociety.org.uk for details.

Trev the Editor bloke (that's me below)





A great picture from John Sparks, so good you would think he did this for a living !



Welcome to two new club members

2 new members so far this season – a warm welcome to. Michael Tuck and Lyndon Griffith. And a reminder to get all your contact details up to date or you may not be notified of the fly ins this summer.

Review of the Winter Meetings

Happy to report that we finally managed a decent turn out on March 15th for Robbie's Flight of the Swans talk. A brilliant insight into Russia and the way people in isolated areas live their lives. Rob also managed to get Sacha Dent along also so we had the full story across 11 countries from both a flying and a conservation prospective. An exceptional talk and a great note to end the winter season on. We hope Sacha finds a film company soon to piece the story together and gain even more exposure via TV.

iglidur® M250

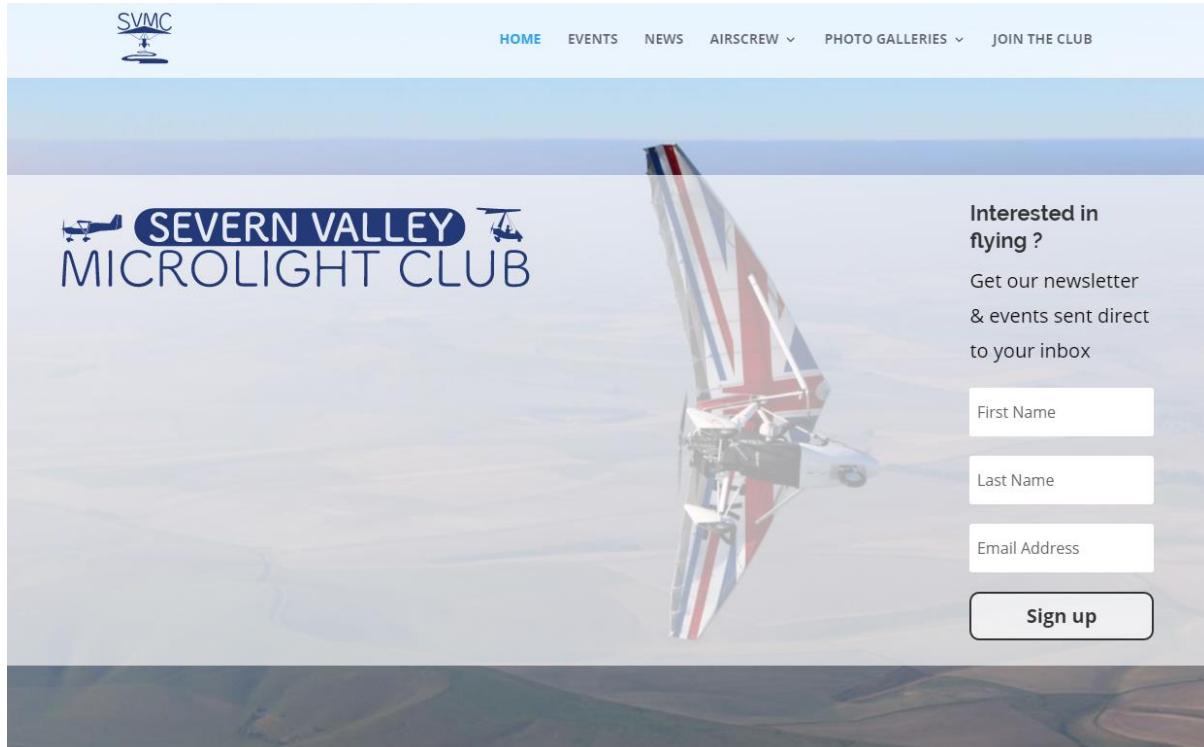
Well I've have had the Blade in bits most of this winter waiting for a new steering bush from Pegasus. The bush is plastic and a conversation with them revealed that they had no stock and one would be made. Three months later it turned up – the outside diameter was wrong and the forks were at best described as a piss fit. So Vernier's out and a set of new measures revealed that whatever spec they had worked to was no good at all. Rather than wait months again I resolved to get one made and found a very helpful company who manufacture bar stock made of iglidur® M250. An interesting product for microlight components. I will keep you posted on how this goes...

- Lubricant- and maintenance-free
- Excellent vibration dampening<7p>
- High impact strength
- Insensitive to misalignment
- Dirt can become embedded for shaft use (will need to watch that)

Where is the SVMC Website?

I'm a great believer in '*think about it, do it once, get it right and move on*'. So I started investigating what it would take to get a club website built using Wordpress. I had a discussion with a young woman out in Pakistan – that quickly made me realize that for a tenner you get nothing of any real use and the added value sale and lock in soon puts a basic budget into trouble. To avoid that I got in touch with 'Tall Paul' who was an active flyer when he was part of our club. Paul is now in Australia and has started his own business supporting Entrepreneurs who need to set up a web presence to help drive their businesses forward. A few emails and enough foolish questions from me seeking advice and guidance resulted in a very simple statement along the lines of "Oh for god's sake it will be quicker if I do it for you – yep I will build

you the site just let me know what you want.” So that was a result, and we began the journey of what the site should be and how many functions it needed to deliver. The basics were in place very quickly and Bill Austin and myself have been increasing our knowledge so that we are capable of managing and supporting what happens next. We are nearly there – watch this space.



And now for something completely different - It must be Spring!

Caught on camera, (on April Fool’s Day), Bruce Drake cleaning his aeroplane! We all know Bruce prefers to fly rather than fettle his C42 but because they are so rare I couldn’t resist recording his cleaning efforts today.



On a more serious note, with the flying season upon us, a thorough clean of your aircraft is a great way of ensuring all is well before taking to the skies. It’s amazing what little gremlins can creep up while your chariot slumbered over the winter.....

French Flyout (listen very carefully I shall say this only once)

Expressions of interest are invited for a club trip to Northern France. A provisional schedule is shown below. The concept is to run a trip that is not too 'challenging' but which provides the opportunity to enjoy French cuisine, sights and to enjoy some reasonably relaxing days. Both Fixed and flex wing pilots would be welcome to join our group.

The dates for the trip are: Saturday 24th – Friday 30th June.

Please note: a contingency of two days has been allowed for the vagaries of the English, (and French), weather so I would ask that all participants' allow a further two days in their diaries i.e. 1st and 2nd July.

Day 1 Meet somewhere convenient locally and then cross the channel from Headcorn, (140 miles from Gloucestershire), via Cap Ne Gris to Le Touquet where we will stay overnight. (A further 80 miles.)

Day 2 We will fly along the coast to Dieppe for lunch and afterwards go on to Bernay near Deauville for an overnight stop. (120 miles).

Day 3 The following day I propose we fly along the Normandy Beaches before turning South and landing at Granville which is just north of Mont St Michel. After lunch we can move on to La Baule. (A total of 220 miles). The town of La Baule is a popular beach resort with loads of restaurants, nightlife and B&B's.

Day 4 The next day we can make the short hop to Saumur Air Club having followed the Loire up river while checking out the Chateaux (120 miles). I propose to spend the afternoon and evening here as the town is stunning to visit.

Day 5 We can then run up to Le Mans for lunch and then stay overnight at Blois. (100 miles).

Day 6 From Here it is an easy hop to Reims which is worth a good look around and an overnight stay.... (160 miles).

Day 7 On the last day we would head north for lunch at Arras or Abbeville (90 + miles), after which we would coast out over Calais and revisit Headcorn for a break before returning home. (115 miles + 150 miles).

If you are interested and available, please mail me at hplgloucester@gmail.com or call 07813 042656.

New half mil chart (Southern England) error:

As some of you may have noticed, Aston Down gliding site is marked as disused on the new chart. This an error and the site is well and truly still active, so be aware when flying in the vicinity.

Thanks to John Hamer for this warning.

Trev Jackson. Editor. Contact: trevorjackson087@gmail.com

