

SEVERN VALLEY MICROLIGHT CLUB

Airscrew

March 2017

This months' meeting will be held at the Flying Shack, Staverton Airport on Wednesday 15th March, assembling in loose formation at 19:30 for a 20:00 smoke on -GO. We are very lucky to have Rob Keene as our guest speaker, describing his trip to the Russian Tundra in support of Sacha Dench who was tracing the migration of the Bewicks Swans. Full story in the February edition of Microlight Flying.

Radio update, the CAA are now receiving applications for radio refunds. They really DO need the applicant to open their website from Windows Explorer (NOT CHROME) and they really DO need evidence of purchase as a PDF. Apart from that, the process is relatively painless. Even a computing dinosaur like me can figure it out , so you Wizzkids should have no problem. If in doubt - ask someone who has done it, don't miss out on the pittance of a refund the EU have graciously contributed.

Monica receiving the 'Host with the most' award from Ed Wells.



Patrick White has bought a Kitfox Mk2 to replace his Skyranger. Interestingly the aircraft, G-FOXS was originally built by Steve Watkins - a local farmer and a former SVMC member away back at the beginning of the '90s. The aircraft arrived at Over Farm only the other week and Patrick has yet to fly it, but he has had many visitors looking at his new acquisition, including unfortunately one unwelcome one - storm Doris who took away half his hangar but fortunately left the aircraft untouched.



A cautionary tale from Rees Keene :

I just wanted to share my experience with buying a new 8.33 radio and 2 stroke oil recently. Could it be put out to members soon so they can learn from my mistakes and experiences.

Having scoured eBay, I found the 'suitable device' (or so I thought), a second hand A6E for £130. Having placed the order, I noticed that that in the description, it said 25khz spacing. Turns out I'd made the rather dull assumption that the 'E' at the end of the model number denoted it was a new 8.33 device, but no, it just means Europe as far as I can tell...

There is actually no way to tell which is which unless you turn the thing on!

Needless to say, its been resisted on eBay!

This lead me to search again for a new device, with none to be had on eBay, I looked for brand spanking new ones, but was mighty miffed to see that they had got up by £40 to £412 on all the main websites for the rechargeable 'pro' version. A little searching later, and I found a website called Aeroshop.eu that seemed legit to me, and had the required radio for a measly £250 including VAT, shipping and the banks euro conversion charge. I duly placed an order, and it arrived 4 working days later. All is good, it has the rechargeable battery, but no charging dock, and obviously the charger is a euro plug, but £2 on eBay sorts the latter out.

You can also still claim on the CAA for this radio for the 20%, which if successful, brings it down to £208. This saves you £135 if you were to get on through a uk site and got the 20% back, a worthy saving I thought the SVMC members might like to know about!

I'm not in the market for anything else, but there is lots of other items on the Aeroshop site, if people are considering buying instruments or avionics in the future, it may be worth a look.

CAA Charts and aircraft technical

The new Southern England Half Mill chart is due out on 2 March 17 and the Northern England and Northern Ireland on 30 March 17.

Mandatory Permit Directives

The CAA has issued an EMPD (Emergency Mandatory Permit Directive) and a MPD (Emergency Mandatory Permit).

EMPD 2017-003 E (P&M Aviation - SB146 Hang Bolt Lanyard)

This defect alert has been updated to incorporate the latest EMPD 2017-003 E regarding a batch issue with P&M Aviation Hang Bolt Lanyard assemblies. The EMPD is in response to P&M Service Bulletin 146 where some hang bolt lanyards have found to be incorrectly manufactured. To see if your aircraft is affected and for full details click on the link below

#67 Defect Alert 24-02-2017 – Hang Bolt Lanyard

http://www.bmaa.org/files/defect_alert____0067_-_p_m_aviation_sb146_-_hang_bolt_lanyard_swage.pdf

If you have any questions, please feel free to contact the BMAA Technical Office or P&M Aviation (www.pmaviation.co.uk)

Affected Aircraft:-

Pegasus Quasar 2 TC , Pegasus Quantum 15 (Rotax 2-stroke engines) , Pegasus Quantum 15-912 , Pegasus Quantum 15-HKS , Pegasus Quik , Quik GT450 , QuikR BM80 Quik GTR & PulsR aircraft

The Reason

The lanyard on a hang bolt plus lanyard component was found to be under swaged which allowed it to detach at a low load. The lanyard is essential to stop the hang bolt pinch nut from slackening off. Should the pinch nut fall off there would not be anything to prevent the hang bolt from potentially migrating out of its housing and the wing would then detach.

This problem was identified as a manufacturing deficiency of part number YQB-31302 and affected three batches of the component: A9835, A9868 and A9880. Effective - - - - -

MPD 2017-001 (Rotax Engine Cylinder Head – Inspection/Replacement/Reidentification)

This Mandatory Permit Directive relates to a Rotax bulletin issued in 2013 and BMAA SB 2612. To see if your aircraft is affected and for full details click on the link below:

#46 Information Notice 24-02-2017 – MPD 2017-001

http://bmaa.org/files/46_inspectorate_notice_24-02-2017_-_mpd_2017-001.pdf

If you have any questions, please feel free to contact the BMAA Technical Office or CFS Aero (www.cfsaero.com)

Affected Engines

Rotax 912UL, 912ULS, 914UL manufactured post Mar 2013

Reasons

A design change of the engine cylinder heads was introduced by BRP Powertrain in March 2013 which modifies the engine/aircraft interfaces by substituting the previous cylinder head temperature (CHT) measurement (limit temperature 135°C/150°C) with a coolant temperature (CT) measurement (limit temperature 120°C).

G-INFO BMAA c/o address

From today, the 1st March 2017, the BMAA is able to offer members the opportunity to use the BMAA office address as the displayed address on the CAA publicly accessed database, G-INFO. We hope that this opportunity will address the concerns expressed by some members that their home address being shown on the public database might affect their personal and aircraft security. There is a small charge for the service to cover onward postage costs.

To take up this option please follow the link on the BMAA website to the page which explains how to go about changing your G-INFO address. We hope that you will find this service for members useful.

With thanks to John Hamer for keeping us up to speed.

News just in:

Hawarden ATC are pleased to report that the Airspace Change Proposal for the Hawarden Radio Mandatory Zone has been approved by the Civil Aviation Authority. They have produced a General Aviation Guide for the new Hawarden Radio Mandatory Zone which becomes effective on 30th March 2017 .

For flights within the RMZ pilots must comply with ONE of the following:

(a) Establish 2-way RTF communication with Hawarden Radar (123.350 MHz) passing flight details before entering the RMZ and maintain communication within the RMZ. Flight details comprise: i) Callsign ii) Aircraft type iii) Position iv) Level/altitude v) Intentions of the flight.

(b) Display the Hawarden Frequency Monitoring Code (FMC) 4607 (with mode C, if available), whilst monitoring Hawarden Radar 123.350MHz prior to entering and within the RMZ. (See over).

(c) Non radio aircraft should contact Hawarden ATC by telephone (01244 522012), email (atcopshawarden@airbus.com) or by text message to 07786 208 291 prior to commencing any planned flights that will enter or cross the RMZ. The aircraft registration, type, estimates and points of entry/exit, planned altitudes and duration/activity in the RMZ needs to be passed to Hawarden ATC. On receipt of this information an acknowledgement will be issued. This gives you authority to enter the RMZ.

(d) Conduct flight in accordance with valid Letter of Agreement with Hawarden ATC if operating from a site within the RMZ.

The Hawarden Frequency Monitoring Code (FMC), 4607 (with mode C, if available) commonly known as a listening squawk is being used in relation to the Hawarden RMZ. It is designed so you can monitor the Hawarden Radar Frequency without contacting ATC; however you must establish two-way communication with ATC if requested. Observing the transponder code will indicate to Hawarden ATC that you are monitoring the frequency and if ATC need to contact you then they are able to.

Use of the FMC 4607:

(1) Monitor the Hawarden Radar Frequency 123.350 MHz. (2) Select the transponder code 4607 (with mode C if available). (3) Remember you are not receiving an 'Air Traffic Service'. (4) You remain responsible for your own navigation & terrain clearance. (5) You are not cleared to enter the ATZ or any Controlled Airspace. (6) You do not need to contact Hawarden Radar. (7) ATC will call you if they wish to contact you. You will be called in relation to your position. (8) When leaving the RMZ, change frequency & deselect 4607.

Visual Reference Points (VRPs):

These VRPs can be useful in identifying the boundaries of the RMZ to assist with frequency change or selection of the FMC. We suggest pilots use the VRPs in the vicinity of Hawarden as a guide to selecting the frequency monitoring code.

Outside the RMZ:

- Beeston Castle 530742N 0024131W. (5.7nm from RMZ boundary).
- Chester VRP 531142N 0025038W. (On RMZ Boundary).
- Oulton Park 531034N 0023648W (8.3nm from RMZ boundary).
- Wrexham Industrial Estate 530221N 0025433W (2.3nm from RMZ boundary).

Inside the RMZ:

- Poulton Disused Airfield 530756N 0025330W (0.9nm from RMZ boundary).
- Mold Town 530954N 0030731W (1.4nm from RMZ boundary).
- Flint Bridge 531346N 0030400W (0.5nm from RMZ boundary).

SVMC pilots should note that the boundaries of the new RMZ are on the new Southern edition maps and are likely to effect those flying north to say Ince Bludell around Liverpool bay.

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Quote of the month, not aviation related but a good one anyway,

In England all is permitted that is not expressly prohibited.....

In Germany all is prohibited unless expressly permitted.....

And in France, all is permitted that is expressly prohibited.

And finally, a bit of news from the CAA:

This is a general email to all applicants just to update you on our status.

You are receiving this as you have submitted an application for a contribution towards the cost of 8.33 kHz radio equipment, form no. SRG1325.

You will have received an email from the CAA that had an “E” reference number in the subject line. That email confirmed that your application is now in the system and is awaiting processing.

As you can imagine, we are currently swamped by claims as many of you have been waiting for the claim form, and it is going to take us several weeks to process them. Please be patient and we will get round to them all. Rest assured that you are in the system and have your place in the queue.

Thanks to all our contributors.

Mr Ed.



Final Winter Meeting

Yes the final winter meeting is upon us please make every effort to get to the Flying Shack for Robbie's talk on the Swans. And if you haven't paid your subs – bring some cash. It's this Wednesday – 15th March.

A coffee table I like the look of

Last week I took a quick trip up to Brightwell's Classic Car Auctions at Leominster – just to have a look around. And sometimes really weird stuff turns up. Look at this... A Flying Fortress B17 Radial Engine made into a Coffee Table!. Due to be auctioned on April 5th I believe. My wife will be over the moon if I turn up with this – its huge!!! Estimates for sale at between £5000 and £6000 – and don't forget VAT and commission at 10%



Ed the Chair – or Ed the Editor!

I started to confuse myself when email turned up recently signed Ed and I had no recollection that I'd sent anything – let alone to myself. It took me a while before I realised that Trevor our new Editor also signs himself Ed. So having cleared that up I shall be Ed the Chair from now on.

And Finally Hangar security

I guess most of us will have heard that another spate of Rotax engines have been stolen from, I assume, deserted airfields. With thoughts of airfield and hangar security in mind I dropped into Over to check out a job I need to do. And I see Storm Doris (I think it was Doris) had ripped across and caused some hangar damage. Not a lot any of us can actually do when 94mph winds gust on our doorstep but the consequences can clearly be dire.