



# AIRSCREW

## July 2018

The weather has been pretty good this month we managed to run 3 fly-ins in the space of 8 days!

### 1. Abergavenny - 4th July 2018

A great evening saw a very good turnout of 25 aircraft fly-in to this event. Many thanks to host Frank Cavaciuti for inviting us.

*Severn Valley Microlight Club  
Abergavenny BBQ and Fly-in  
5th. July 2018*



Please send any content for future  
Airscrew editions to the Editor  
Pete Smith: [jellylegs56@hotmail.com](mailto:jellylegs56@hotmail.com)  
Many Thanks

## 2. Ebrington Breakfast fly-in -Saturday 7th July



Thanks to Brian "Bumble" Finch for organising this one for us. Seven aircraft landed at the Ebrington strip and then their pilots and passengers walked across the road to Vegetable Matters Farm Shop for a rather nice up market breakfast. A really relaxed enjoyable social event.

It was a hot clear day so the return flight was a bit bumpy particularly for the flexwings.

## 3. The Over Feast - Thursday 12th July

19 aircraft and approximately 60 people attended this event hosted by John and Monica Hamer. Once again Monica and her team excelled themselves and produced a wonderful spread of superb food which I'm sure was thoroughly enjoyed by all those who attended. At the time of writing the total for the collection for Air Ambulance on the night is still to be confirmed, but it looks like it's going to be a big one!. I'm sure that Ed will publicise the result soon. Thanks to Over farm for providing us with free drinks etc and for allowing us all to fly in.

On a personal note I took my grandson Theo for his first ever microlight flight that night and he seems keen to do more.



*Pete Smith*



## 2018 Club Meetings and Events

- January – SVMC AGM – and something special
- February – SVMC, A trip to the Jet Age museum Staverton
- March – SVMC, Tom Hay CFI from The Shack on his flying career both in Spain and locally (7:30 for 8)
- April – no meeting, time to fettle those aircraft
- **May – Summer flying season starts**
- May 5<sup>th</sup> and 5<sup>th</sup> - Popham show – great weather massive turn out both days
- May 16<sup>th</sup> – SVMC BBQ - The Shack at Staverton BBQ – windy - 7 planes but lots drove in.
- June 15<sup>th</sup>, 24<sup>th</sup> – Fly-UK – Windy and gusting
- June 24<sup>th</sup> – June 27<sup>th</sup> – SVMC - Defford 12 planes 30 people
- June – 23<sup>rd</sup>, 28<sup>th</sup> - Franglais-Friendly – Rob Keene Banadets near Montauban France (around 45 planes)
- July 5<sup>th</sup> – SVMC BBQ, Abergavenny (25 planes 51 people), Frank Cavacuti and John Hunt
- July 7<sup>th</sup> – SVMC Breakfast fly out – Ebrington (? Planes 20 people).
- July 12<sup>th</sup> – Over Farm Feast (19 planes 60 people), John and Monica Hamer
- **July 18<sup>th</sup> – Possible John Sparks Doynton**
- **July 25<sup>th</sup> – scheduled if possible, Redlands Les and Ann Hosegood**
- August 28<sup>th</sup> – 30<sup>th</sup> – Spamfield IOW
- **October – SVMC Winter Meetings start ( The Flying Shack )**

## Fly UK

Well I finally got myself geared up to do this, triggered in the main because it was Tom's last year organizing - and make no mistake it takes a lot of organizing. The weather unfortunately thwarted his many logistical efforts for arranging drop in points where food and fuel could be obtained. I think about four of our club members signed on and as far as I know only John Davidson actually tried to do the full week, and as he said later what a contrast to the previous year. We may get a talk out of him over the winter. Call me whatever you like but I fail to see much point in running north into bad weather to then sit in a tent in the rain waiting for a break that may not come.

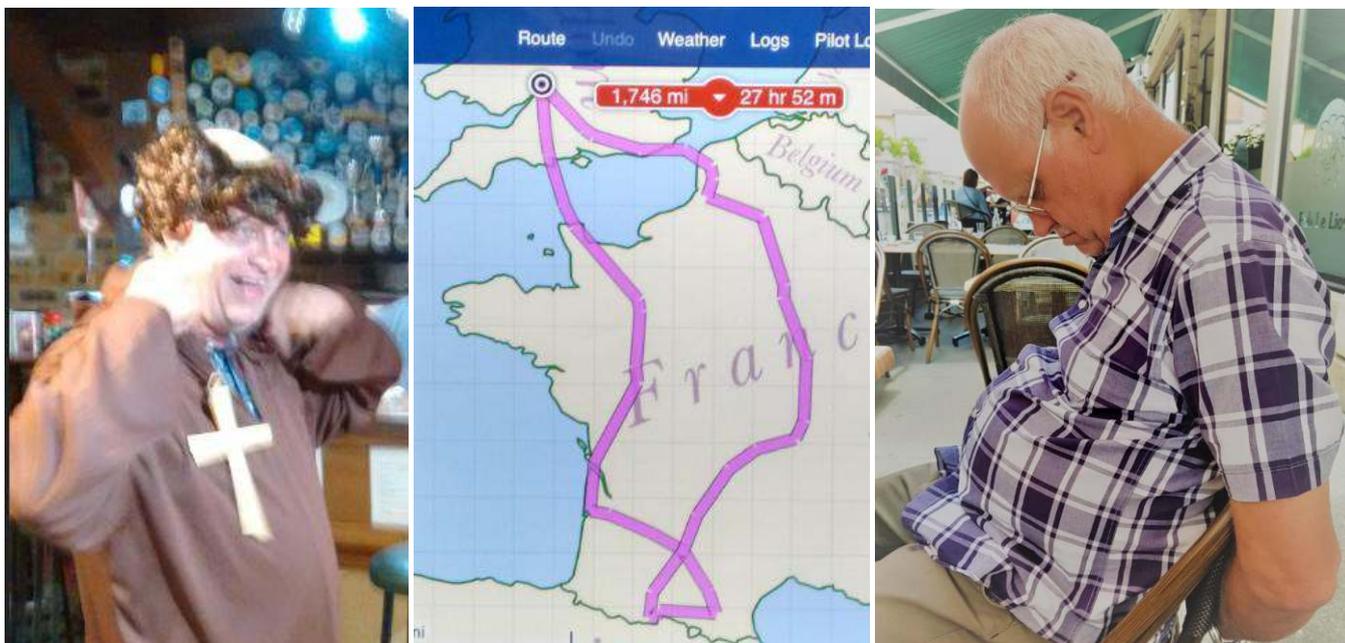
So yet again I have never been on FlyUK - But not all was not lost...

## A Tour of France (Franglais-Friendly being the excuse for a wander down near Montauban)

You may remember the talk in 2016 where Phil Hanman (Sky Ranger GCFNO) and I had intended on heading down near Marseilles to the last Franglais-Friendly and the weather in Northern France drenched us to the point where some electrics had failed, the fuel supply was challenged (due to refinery strikes) and we had a badly leaking fuel tank. So that trip was cut short and we headed home via Angouleme, La-Rochelle and Le Touquet.

This time we teamed up with Jon Ingram (Escapade GCGNN) and Mark Peters (Savanna GCDVK) to head all the way down to Rob Keene's strip near Montauban. Straight after the week of rotten weather for Fly-UK we were handed perfect flying and a tail wind to speed us on our way. What could possibly go wrong this time - nothing actually - so let me share a couple of highlights with you to whet your appetite for the winter talk.

This is the approximate track we flew. It was actually a few more miles and hours than this by the time we had meandered around seeing the sites on the way down and on the way back. A full week of flying with no mishaps – apart from a poo in some woods which went a bit wrong!



Above – The many faces of Phil Hanman

When Jon told his wife what we had been doing she came back with the reply – “So basically you flew from restaurant to restaurant drinking champagne”. Well that's not too far from the truth, but the champagne was one night only where we helped the locals celebrate a new pilot at Semur getting his licence.

I guess the things we most appreciated over the whole trip were the abundance of prospective stop off points and the welcome we received everywhere. I think we only paid for landing on two of the 23 French airfields, so that gave us a bit more money to put into fuel, food and Champagne! You may have realized that we had no intention of mixing it up in the competition Rob was hosting but it gave us a base in the South of France for a few days - and a reason to go.

Now I think about it, the great and memorable things for me, in order were as follows:

- The big crossing from Bournemouth to Cherbourg - without the engine stopping
- Brilliant people – help without question and without thought of reward
- The highest sand dune in Europe, which had we been on a mission we may have missed.
- Landing 5000 feet up in the Pyrenees at Altiport Peyresourde Balestas
- The volcanoes of the Massif Central near Clermont Ferrand
- Excellent food just about everywhere we went, and really not too expensive
- And Phil flying better and better as he ran out of pills!



Yet another great meal under shade.



A trip around the bay from Andernos Les Bains to see the highest sand dune in Europe



Altiport Peyresoude Balestas in the Pyrenees – we landed there



Such was the force of our landings - body mass clearly shifted south!



Flying out of the mountains in perfect conditions



Heading Home - Volcanoes near Clermont Ferrand



Semur En Auxois - Some sights along the way...



Chateaux everywhere

## **Beware of changing plans...**

So Friday 13<sup>th</sup> July had been and gone and Pete was unavailable for flying on Saturday so Paddy from Broad Meadow and I decided to head for Sywell to see how the Icarus cup setup was going. Fairford and the RAF anniversary fly past gathering were the only real thing to be wary of – except the weather! And the general forecast was good so...

### **Plan A.**

Paddy will arrive at Over from Broad Meadow at 8:30, we take off for Sywell around 9. Well that didn't happen. The previous day's rain had turned to misty cloud and was hanging low at Over and at Broad Meadow. I used the waiting time to change the hang point on the Blade so that it would fly faster one up. Meanwhile Paddy did a test flight in his Quick at Broad Meadow and disappeared into cloud at 1000 feet - so he landed and rang me. Sywell was not going to happen because I needed to be home by 3PM. We need a new plan – what shall we do?

### **Plan B.**

By this time the skies over Over were 25% blue and the heat was burning off the cloud and mist. Right I said – I will take off and head to Broad Meadow and we can plan something different – my assumption being that it would be clearing rapidly over towards Hereford. I took off and climbed up to 1000 feet which seemed about right and headed towards Broad Meadow, visibility was bad but hey I have Sky Demon on my lap and I know what I'm doing! Somewhere just the other side of May Hill my 1000 feet track took me into cloud so I dropped down to 800 and continued. I set the hand throttle and one up I had a respectable 60mph cruise at 5400rpm. The engine temperature was a lot lower than normal because it wasn't as stressed as normal and the air flow through the radiators is better without a passenger. Around mid-point I started to detect that the engine was running rough so I moved the throttle open and closed to see if it would clear. It got worse. Slightly rattled I'm scanning for fields to land in, and did a 180 intent on heading back to Over Farm. The engine improved – I did another 180 and got back on track. By the time I had 2 minutes to run I was having very serious trouble keeping the engine running – all I could do was keep opening and closing the throttle and hope I could drop into Broad Meadow quickly and without mishap. Meanwhile on the ground Paddy and his buddies must have thought I was having a fit with all the nasty noises heading their way. All the revving to keep it running put me rather high but I wasn't too worried as I turned onto finals to land uphill. And the obvious thing happened as I throttled back – it died. Interestingly the propeller air brake situation resolved the height issue and I hurtled into the floor at about 70mph rounded out and let the slope bring me to a halt. A quick call on the radio and some buddies turned up to push me back to the club house and a much needed cuppa.

### **Plan C.**

Well what was going on – I fitted new plugs about 10 hours ago and it hasn't missed a beat for years. We drank tea and discussed what had happened. Well it was just like carb icing I said but it's the middle of summer and far too hot. Paddy went online for the local weather stats – and here appeared to be the possible problem...

- Dewpoint 16 degrees
- Humidity 88% !!! WOW
- Ground Temp 18 degrees

So the theory now was that carb icing had been the problem. The carb after landing was covered in water droplets in the same way the frozen Sunday Joint sweats as it thaws out on the kitchen work top. That kind of indicates a very cold carb. A 462 is single carb so very high induction speed may have compounded the problem. Lapse rate of around 2 degrees due the height put me right at dew point.

After tea we took the cover off the engine top to examine the plugs. Not that bad - but the rear one wasn't clean like the front. I had another spare plug. Swapped the clean front plug into the rear cylinder and changed the front plug. The engine fired up and ran perfectly. So plan C was looking like Swansea until I told Paddy that I really didn't want 4000 feet over the Brecon's if the problem came back. A nice little hop to Milson was then agreed to test the theory as the skies were almost clear now. Then if that leg was OK onto Hughley.

So the day was hotting up, and just before 11 we took off for Milson. This time the cloud base was higher and the thermals were already popping. At around 1500 feet I found that my Sky Demon couldn't get a GPS signal so I was stuck following Paddy on a course that I assumed he had working for him. My radio was also dire by the way and showing a ground fault. So my workload was increasing and as I throttled back for a cruise – bang the engine went sick again. I dropped to 800ft got hit all over the sky and followed Paddy to Milson occasionally revving and closing the throttle to clear any possible ice. Anyway at 800 foot it was running ok and we dropped in at Milson, drank tea and chatted to Chris Jones to see if we can get a SVMC fly-in over there later in the season.

### Plan D.

The day was, by now, hot and humid and time was going on. You know what Paddy – I think I need to head back to Over and get this thing put away. Paddy agreed to chaperone me back in case I went down in a field somewhere. A headwind just prolonged my thermal agony despite running perfectly at 3000 feet. I got to Over and assumed the wind would be much the same as the Southerly earlier, I lumped, bumped and cursed my way down to see the wind sock pointing straight across the main runway - and gusting. I made a fair attempt at bringing it in but decided that after a day of calamities I could do without a bent trike. So I aborted that and came in on the short runway which put me almost directly into wind. Over the wires I hurtled, shouting at the thermals, and drove fast at the ground, rounded out and taxied up to the buildings. I pinged Paddy on the radio which, without the engine running, seemed to be fine and he headed back home to Broad Meadow. What a day...

I guess when you fly you never stop learning – I hadn't checked anything other than a general forecast and had no idea we had 88% humidity early in the day. But even now I can't believe it - **I appear to have had carb ice in the middle of summer.** Any other theories please let me know.

*Ed Wells*

**Please download this CAA safety leaflet on piston engine icing**

<https://publicapps.caa.co.uk/docs/33/20130121SSL14.pdf>

Many thanks once again to Ed Wells for “Thoughts from the Chair” article and to Bruce Morgan for the group photos.

Please sent any future contributions to the Airscrew to the Editor Pete Smith at:  
[jellylegs56@hotmail.com](mailto:jellylegs56@hotmail.com)

### Items for Sale

Aircraft refueling pumps available now from Graham Lindley – contact [gclinley@tiscali.co.uk](mailto:gclinley@tiscali.co.uk) or 07976-607597 for further details.

Club Merchandise

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