

# AIRSCREW

## January 2019

**This month we have our AGM Meeting** on Wednesday 16th January at the Flying Shack 7:30 for 8pm start.  
**Please support the Club and do your best to attend the meeting.**

### **AGM Agenda 2019**

1. Acceptance of minutes
2. Chairman's Report and Presentation of 2018 Awards (Ed Wells)
3. Fly-in Report (Brian Finch)
4. Fly-out report (Jon Ingram)
5. Club Accounts Report - by the Treasurer (Andy Virgo - see printed version later in Newsletter)
6. Formal Acceptance of 2018 Accounts
7. Approve membership fees for 2019 (The Committee recommends they remain at £20)
8. Election of a new Chairman and the Committee
9. Any Other Business (Pilotaware mast, France Fly-out, new members)

### **Over Farm Change of Radio Frequency**

**Please note that the new frequency for Over Farm is 129.830MHz**

### **Flying near controlled Airspace**

GASCo has been highlighting the need to give controlled airspace as wide a berth as possible this year. They have adopted the 'Take 2' strategy ([gasco.org.uk/flight-safetyinformation/take-two](http://gasco.org.uk/flight-safetyinformation/take-two)) which advocates ensuring a 2nm/200ft buffer whenever possible. Not only does this serve to help preserve your licence, but it's also a simple courtesy to controllers and pilots operating in controlled airspace.

To read the full "Down The Line" article check out this link:

[https://www.airproxboard.org.uk/uploadedFiles/Content/Standard\\_content/Topical\\_Issues\\_and\\_Themes/December%202018.pdf](https://www.airproxboard.org.uk/uploadedFiles/Content/Standard_content/Topical_Issues_and_Themes/December%202018.pdf)



## 2019 Club Meetings and Events

- **January 2019 – AGM (7:30 for 8pm start)**
- February 2019 – RAF Brize Norton talk by Air Traffic Controller Neil McDonald
- March 2019 – France 2018 Tour - Jon, Phil, Mark and Ed
- April – no meeting, time to fettle those aircraft
- **May – Summer flying season starts**

## The AGM

**Well for those of you who are in AGM avoidance mode I will do a quick run through of the SVMC year as follows – but please make the effort to come to the Flying Shack on the 16<sup>th</sup> January for the AGM if you can...**

### Looking back at the 2018 schedule

- 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 6<sup>th</sup> - **Popham Microlight Show** – great weather massive turn out both days
- May 16<sup>th</sup> – SVMC BBQ - The Shack at **Staverton** BBQ – windy – (7 planes but over 30 attended).
- June 15<sup>th</sup>, 24<sup>th</sup> – **Fly-UK** – Windy and gusting
- June 23<sup>rd</sup>, 28<sup>th</sup> - **France** (Franglais-Friendly) – (around 45 planes), Rob Keene Banadets, Montauban
- June 27<sup>th</sup> – SVMC Picnic - **Defford** (12 planes 30 people), Mike Porter, Brian Finch
- July 5<sup>th</sup> – SVMC BBQ, **Abergavenny** (25 planes 51 people), Frank Cavacuiti and John Hunt
- July 7<sup>th</sup> – SVMC Breakfast – **Ebrington** (12 Planes 20 people). William Stanley Home Farm
- July 12<sup>th</sup> – SVMC Feast, **Over Farm** (19 planes 60 people), The Keene's, John and Monica Hamer
- July 18<sup>th</sup> – SVMC Picnic, **Doynton** (12 planes 18 people), John Sparks
- July 25<sup>th</sup> – SVMC BBQ, **Redlands** (29 planes 56 people), Joe & Sarah Smith, Les and Ann Hosegood
- August 1<sup>st</sup> – SVMC Picnic, **Bolwdown** (9 Planes 16 people), Grenville Vernon
- August 21<sup>st</sup> – SVMC BBQ, **Hawling** (28 Planes ?? people), John and Sue Davis
- August 28<sup>th</sup> – 30<sup>th</sup> – Spamfield IOW
- September 5<sup>th</sup> – SVMC BBQ, **Windrush** (15 Planes 30 people) Roy Limbrick,
- September 14<sup>th</sup> – SVMC Invitation - 3 Planes into RAF Brize Norton
- September 19<sup>th</sup> – SVMC Committee Meeting to organize the winter schedule – Toby Carvery 8pm

## October – SVMC Winter Meetings start ( The Flying Shack )

- October 17th – SVMC, 'Flying Adventures' Steve Slade special on over 30 years of flying (£20 FSDP charity)
- November 13<sup>th</sup> – Gloster Strut Invitation GASCO Safety evening – Victory Club Cheltenham
- November 16<sup>th</sup> – Gloster Strut Invitation – RAF Cosford Visit
- November 21<sup>st</sup> - SVMC, 'Racing for Rhinos' Fiona and Angus went to Botswana in May and raced with 120 pilots around a 300m course in the desert. (£46.80 raised for MAF their chosen charity)
- December 19<sup>th</sup> – SVMC, XMAS PARTY, Over Farm Barn (48 people - £105.32 raised for AA)

A huge thank you to all the Committee and Club members who got involved in 2018 and helped us achieve so much in my final year as Chair.

## The XMAS Party



Well the party went well for everyone who could make it (*apart from the pig of course*). I counted around 48 for the evening and everyone had more than enough hog roast to keep them happy. Andy Bill's son has to take a prize for eating three large Pig rolls followed by a selection of puddings. While I was discussing this with Andy he snuck back to the pig for another roll! At that point Andy grabbed both his kids and made for the door wailing something like 'Oh no - *he's going to throw up all over the car*'.

Bill Austin had put together a great quiz to keep folks busy when they couldn't possibly eat anymore. And the winning team was:

- John Davidson
- Paddy O'Rourke
- Dave Nixon
- James Cairns-Terry

We also ran a free raffle using prizes donated by the guests and at the same time encouraged donations for the Air Ambulance collection before we close those books for the year. An additional £105.32 was collected and with the help of £1.62 from me that brings the AA total for 2018 to be sent through to Great Western Air Ambulance £1100.00. That's the highlight, but we also collected for other named charities at various events for the hosts – that figure added to the club AA total came to £1366.60 – a really fantastic effort, thank you all.

One final thanks to those that lent a hand with the setting up and clearing away, Bumble and Angela for handling the raffle, Bill for the Quiz, Andy for the carving and Rees for Over Barn which again proved to be just right for our festivities. And if you enjoyed the pig roast and need one in future our pig supplier this year was Andy Crease – Country Butchers on 01452840510

## **Royal Aeronautical Society Gloucester & Cheltenham branch** **lecture Tuesday 18th December 2018 at Safran Landing Systems**

Well it was an open event and I did put it on the Club Events calendar – but on the night I was the only one from the club attending. The subject may not have appealed to many of you but I found it very interesting. The talk was all about how Air Traffic is being managed in Europe's congested Upper Airspace and was presented by Ian Middleton FRAeS MBA.

So the focus was on the upper airspace controls in Europe being consolidated into a common ATC service for the benefit of mainly commercial aircraft but extending in some areas to military. Maastricht Upper Area Control Centre (MUAC). This is something I openly admit I had never heard of – In the UK we have NATS, the Germans and the French have their equivalents but this organization is all about securing common services and making more effective use of airspace all over the skies of Europe. As it stands Maastricht Upper Area Control Centre (MUAC) is an international non-profit air navigation service run by EUROCONTROL on behalf of four States – Belgium, Germany, Luxembourg and the Netherlands.

The main things I took away from this talk were that most changes are tactical due to a lack of proper funding to deal with:

- Strikes (French ATC do strike frequently in support of other French work sectors)
- Weather Change (far larger storms cells over central Europe are increasing, causing divers)
- Incremental growth in Air Traffic in general (Funding is always lower than the actual air movements needing support)
- Carriers release new running schedules from airports without proper consultation with ATC
- MUAC is funded by a fee charged to airlines based on MAUW and time spent over a country. That Country takes the revenue and allocates some back into Upper Airspace Control. Safety demands that traffic is diverted across borders to attempt to keep within the 5 mile separation rule – this is not always viewed by governments as ideal as they effectively lose control over revenue as planes are diverted over neighbouring country borders in the interests of safety.
- And finally the IT systems that run MUAC are deemed to be fit for purpose at 98.5% availability (I think that was the figure). And my background in fully resilient IT infrastructures tells me that this figure is nowhere near the availability that should have been engineered into the capability. They only have a warm standby system (their old ATC system).

*EUROCONTROL is an intergovernmental organisation with 41 Member and 2 Comprehensive Agreement States. We are committed to building, together with our partners, a Single European Sky that will deliver the air traffic management (ATM) performance required for the twenty-first century and beyond. In 2016, traffic in the Network Manager area increased by 2.8%, reaching the previous high level of 2008 (10.2 million flights). This traffic increase is being continued into 2017 and the latest seven year forecast, published in February 2017, is for 11.6 million flights by 2024.*

*En route ATFM delay for 2016 was 0.86 minutes per flight, above the Single European Sky capacity target of 0.5 minutes per flight but significantly lower than the delay in 2008 (1.58 minutes per flight). While the levels of delay were negatively impacted by weather and disruptions (such as industrial action), the primary cause was ATC capacity and staffing.*

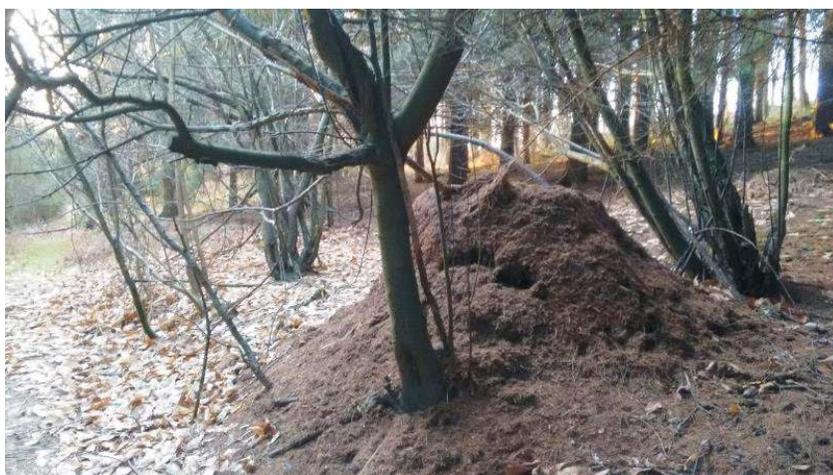
## Global Warming – the changes are plain to see

So we have all seen the headlines and the horrendous consequences for nations around the globe as the weather systems shift and impact food production, flooding etc. From my own flying perspective I see a smaller change but change never the less. When I started flying a westerly wind was more the norm. That wind would decay away at the tail end of the day so that we could experience stable calm air and fly right up until dusk. For the past few years easterlies have started to take over and the air is far less benign as it rolls across Europe and Eastern England before it gets to the Severn Valley.

On 28<sup>th</sup> December I would have normally given up on much thought of flying – but we have had good temperatures, no rain and stable conditions dominated by high pressure. The mud was gone so Pete and I did a late flight over to Defford and back – this was the first December flight in my logbook for 4 years. So don't give up flying in the winter – grab the chance but do watch out for the very rapid loss of daylight. A bit of a flat out blast back from Defford but we made it down... Just.



And I also noticed this product of the hot summer in the woods surrounding May Hill. I have never seen ant colonies this big. Change is here, it's with us now and on our own doorsteps.



## **29<sup>th</sup> June 2010**

Clearing the detritus from my office at home is an annual event which needs some harsh judgement with regards to this question – What to do with old Microlight flying magazines which I clearly kept for some reason? I have dropped a few with the hairdresser and the Doctors in case Hello Magazine and celebrity comics don't do it for all the customers. But the worry was that I kept some of these old magazines for a reason. And to get to that reason I had to flick through them all again! Anyway spare a thought for Microlighting and the beginning. Yes that date is when the main man Brian Cosgrove died. I like many others owe our entry into the sport to his training book 'The Microlight Pilot's Handbook'. He broke down the doors of the CAA and got them to accept that the BMAA would be able to regulate the growing membership. And he was awarded the MBE. My office is a bit clearer now and it was interesting to reflect and see how far microlight aviation has advanced since Brian Cosgrove died.

## **Crowded sky's**

And finally from my last “Thoughts from the Chair” a link which made me appreciate the uncluttered airspace in the Severn Valley even more...

[https://www.facebook.com/ozoneparagliders/videos/1615572028543784/UzpfSTExNzg2ODA0OTA6MTAyMTc5OTYwMDQ0Mjk4Nzk/?\\_tn\\_=%2Cd-j-h-R&eid=ARCpKL6wsmziLlfvdlz\\_VkOUGbOuNbBGrGsIPTEij1Dp1zJxRoH-1o7Xr\\_x5r2sjl0K48H4xeXk1Nlri](https://www.facebook.com/ozoneparagliders/videos/1615572028543784/UzpfSTExNzg2ODA0OTA6MTAyMTc5OTYwMDQ0Mjk4Nzk/?_tn_=%2Cd-j-h-R&eid=ARCpKL6wsmziLlfvdlz_VkOUGbOuNbBGrGsIPTEij1Dp1zJxRoH-1o7Xr_x5r2sjl0K48H4xeXk1Nlri)

## **“Thoughts from the Chair” is now over**

As I step down from the Chairmanship I would encourage you all to submit more photographs, write more articles and fly whenever you can. The magazine needs your support and without it I doubt the club would maintain the current membership. And without membership numbers we don't have a reason to run so many events. Think about that for the coming year – it's your Club.



Abeam  
Weston Super Mare

By John Sparks

## **Treasurer's Report**

Best wishes to everyone for 2019

As mentioned elsewhere the AGM is on 16th January at the FLYING SHACK.

You can see from the accounts ,our expenditure for 2018 roughly equates to our income for the year. ( after allowing for charitable collections, in the main £1100.00 for The Great Western Air Ambulance )

Membership subscription for 2019 remains as it has been for the last few years at £20.00

Everyone's prompt attention to paying up for 2019 will be appreciated.

Cash is OK – please make sure you get a receipt with your name on it out of the book.

Sorry – NO CHEQUES this year. ( if you don't do bank transfers please give your £20.00 to someone who does, to do one on your behalf or give me a ring and we can sort something out.)

Go to the club website, and then to "join the club" where you will find the clubs bank details. ( HSBC sort code: 40 22 09 account no. 62599821 Severn Valley Microlight Club )

Paypal is also possible but as I have previously said it costs the club nearly £1.00 to receive payment this way so please do a transfer if you can.

And thank you to the members who have already renewed for 2019 !

Andy Virgoe

**Treasurer SVMC 07852 606 606**

### **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

<https://svmc.info/svmc-merchandise>

Many thanks to Ed Wells for his final thoughts from the chair article.

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

