



AIRSCREW

December 2019

This Month's Club meeting will be the Club Christmas Party at the Over Barn on **TUESDAY** 17th November 7pm onwards.

There will be a pig roast (with some veggie options available), the bar will be open and Christmas tunes playing. A quiz is being organised to keep you amused.

Come along and meet up with old flying friends for a great social evening.

You should have already received an email from Rees with a very simple questionnaire asking you if you intend coming to the event.

If you haven't already done so, please fill out and return the form asap so that we have an idea about the numbers attending.

Please note that it's on a **TUESDAY**



*Merry Christmas
to everyone and
safe flying in 2020*



For the latest Club updates and information please check out the club website:
<https://svmc.info>



The misadventures of Cold Hans and Pieter :- by Anonymous

A short series of confessions as they push their flying boundaries a little too far in their wibble wing. Half Dutch, half German (Hans) is intolerant of his own shortcomings as a pilot and his long suffering genial flying pal Pieter comes in for harsh commentary as he explores the cause of some 'tricky' flying situations over their past 20 years of flying together... *Names and places may have been changed to protect the innocent.*

1. Aviate, Navigate – fly the plane

On a murky morning in early July 2002 our friends had decided to fly from Keenland to Shabdoon, with no thought in their heads apart from a late breakfast of egg and bacon. The visibility was marginal at take-off but it would obviously clear as they went along – the forecast had said so! No problem anyway, the old GPS2000 was as simple and reliable as it comes. Set it up for Shabdoon, no controlled airspace between here and there and simply follow the GPS arrow (*no rolling map, a simple arrow and an ETA, can you remember those days?*). The wibble wing with fuel and two on board had good duration and a cruise of around 58mph, ETA for Shabdoon around 1 hour. Pieter was P1 while Cold Hans chatted amicably to his pal - who was clearly in control...

Time passes, a large town/city appears out of the gloom just off the port side. A look at the map board confirmed it should be Hairyford. All good, they fly on... chatting. Sometime later at about the time Shabdoon should have been reached, another large town/city appeared through the gloom. "*Pieter – vot is dis place?*". "*I do not know Hans. There is no large town or city anywhere around on our track!*". "*Vell vot does the bloody compass say Pieter*" shouts Hans. Pieter checks the instruments - "*The GPS arrow is still right Hans, but the compass has gone very wrong – the ETA for Shabdoon is getting further away!*". "*OK*" shrieks Hans, "*there is more than one end to this sausage - fly closer to that town and we will try and see what we can see in all dis bloody gloom*".

And so flying VFR for real, this is what they did, until... "*Hans? Is dat a racecourse dun dare?*", said Pieter. "*Vot! dat is a bloody racecourse dun dare*", replies Hans. "*PIETER, Hairyford is the only bloody place vit a bloody racecourse we could have found*". *The visibility in Pieter's head was improving despite the lack of it en route. "The monkey is coming out of my sleeve Hans, the GPS is wrong and we have flown a huge circle, ha ha, ha ha, ha ha!"*. Poor Pieter was now both happy and hysterical at the same time – nothing more stressey than not knowing where you are (apart from maybe an engine out as well). With plenty of fuel still on board they continue. The pod tension was still high but after some debate they chose to turn and gain an approximate magnetic compass heading for Shabdoon, then Pieter powered the GPS off and back on again. This time the arrow was pointing in the correct direction. So after this worrying and unplanned deviation Shabdoon finally arrived as expected, the circuit wasn't busy at all and a very calm arrival and landing was closely followed by tea and piggy products in the café - which did wonders to restore their mood.

"It is like this Pieter" said Hans. "There should always be two ends to every sausage", a single ended sausage - and you may soon be eating your own fingers!", Pieter commented "It's far easier to look the cow in the ass, while drinking tea and eating swine Hans"...

The main problems with this flight?

1. Flying in very poor visibility while relying on a single instrument for navigation.
2. Not noting a magnetic compass heading while the GPS did have a signal and the track was good.
3. Not doing basic navigation checks during the trip to verify the track.

MORAVIAN AIRCRAFT HERITAGE PT II By Trevor Jackson

In my first article I left you hanging, with an open invite to guess what aircraft the depicted interior belonged to. It was a hard one because there are very few of these left to see in museums, it is of course the Vickers Valiant, the first of the ‘V Force’ bombers to enter service and the first one to leave it! To continue our journey of the outside exhibits, I will display a picture and then add a little narrative on the way. Most of the static exhibits were manned by volunteers, who had first hand knowledge of their particular exhibit because they once operated it professionally during their service careers!



As part of the helicopter display – the Dragonfly



Inside the Dragonfly, a very basic instrument layout



The Westland Sea King with an Ex Royal Navy pilot who gave me the full tour



Dragonfly, two Wessex helicopters and on the end the Westland Sea King



Sea King cockpit, somewhat 'busier' than the Dragonfly !

The pilot showed me how to initiate and engine start, it is a twin engine aircraft but curiously one engine is started to initiate the other engine start which then takes all of the load for turning the rotors ! Not exceeding the torque limits seemed to be the main focus, along with flying the aircraft, operating the radios, fulfilling the task etc. etc. Quite a workload !



The rear fuselage of the Sea King



One of the main static exhibits is the Nimrod MR 2. Here is a forward section of the fuselage but a whole aircraft has been donated and awaits the logistical solution as to how the volunteers are going to get it from the north side of the airfield, across a main road and through the married quarters to the permanent display site !



Navigators station, the Nimrod has two navigators, the route navigator on the left and a tactical navigator on the right



The tactical encryption device that the crew would use to relay reports to ground stations.



The tactical navigator's role was to coordinate all information from the other rear crew stations, these could be magnetic anomaly detection, sonar buoy data and many other inputs, in order to launch a torpedo at a hostile target. The 'aircraft commander', who is responsible for the Tactical Operation of the aircraft, would sit on his right.



Flight Engineers station, although it looks complicated it is laid out in a very logical manner. Centrally is the fuel control, below is pressurisation, to the right the APU and above the fuel panel, electrical distribution and above the fuel panel, electrical distribution and to the left of the fuel panel, the hydraulics. Simples !

Photo and Video Gallery



Barmouth Estuary by Steve Slade



Hydro-electric power station near Blaenau Ffestiniog by Steve Slade



Flying over the Floods



Check out these two videos by Lyndon Griffiths showing local flooding

https://www.youtube.com/watch?v=HY3WaozhR_8

<https://www.youtube.com/watch?v=EeBxMo3y71Y>

30 Years Ago

It just goes to show that life tends to go in circles. This time 30 years ago the Club were celebrating Christmas at the Over Barn.

Below is an extract from the Airscrew published at the time

Christmas Barn Dance

The Barn Dance, held in lieu of the usual dinner dance, took place on the evening of December 10th in Robbie Keene's beautiful old timbered barn which several members had worked hard to decorate during the afternoon. It actually looked fantastic - full of traditional old English charm with soft, coloured lighting and intimate arrangements of straw bales and Christmas trees, kindly provided by Robbie with his low loader

The master of ceremonies and the band sat up in the minstrels' gallery and called down the dance sequences to us. In no time people who would never dream of taking to the dance floor were out there. It was all colour and music and dancing and laughter, but most important of all, everybody was thoroughly enjoying themselves!

Beneath the gallery was the bar on one side and the most magnificent display of food on the other. There was delicious sliced ham, joints of chicken, a variety of mouthwatering quiches and succulent salads with crispy jacket baked and buttered

potatoes, not to mention the apricot and mango chutneys. AND - to follow all that, there were marvellous black forest gateaux and one superb mandarin gateau - Plenty for everyone and to spare.....

To those who didn't make it - you don't know what you missed!

Congratulations to Agnes for organising a really superb evening and grateful thanks to all who came along on the Saturday afternoon to help decorate and get things ready. Many thanks to Robbie and Sue Keene too for letting us use their beautiful barn - it was the perfect setting for one of the most enjoyable Club functions to date!

Items for Sale

Half share in a Rans S6 912 available with Rees Keene hangared at Over Farm.

Aircraft has circa 750 hours and is 12 years old, built by Keith Vinning and previously co-owned by Bumble at Long Marston before Andy V took it on and brought it to Over.

Lots of work has been carried out by Andy in the last 18 months to bring it up to scratch. Rees is continuing with a few tweaks currently to the dash.

The half share is £7,500 - Ongoing costs to be discussed.

Call Rees on 07824704272 or email: rees@overfarm.co.uk

FOR SALE



TEAM HIMAX 1700R

SSDR MICROLIGHT

Built as LAA Permit a/c

Current Hours :- 403 hrs

Engine : ROTAX 447 – Air cooled 40hp 2 stroke.

Fuel capacity :- 20 litres Consumption : 11 – 13 litres per hour

Performance :-

Cruise :- 55m – 65 mph.

Stall :- 25 mph Climb :- 750 ft/min

Safe endurance :- 85mins

Can be flown on a Microlight Licence

For further information contact :-

Andrew John – 01386 725229 or aj@apsjohn.net

Please send any future contributions to the Airscrew to the Editor Pete Smith at:
email: jellylegs56@hotmail.com Tel:- 01594 562545

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