



AIRSCREW

July 2020

Due to the continuing Covid situation the Club is unable to run its normal Summer events, however there may be more socially distanced picnic events and individual club members are doing their own thing and going places. Keep your eye on the Club Facebook group and Club WhatsApp group for more information if you want to join in.



New World Record

On the 8th July Club members Fiona and Angus Macaskill set up an as yet unofficial record by carrying out a full stop landing at a total of 71 airfields within the space of 12 hours. In due course the record should be officially recognised by Guinness World Records. Fiona and Angus made the flights to raise money for the Air Ambulance and tell me they were given free landings by the airfields they visited and some they didn't quite reach because of deteriorating weather. Well done both of you and many congratulations from the Club



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

Croft Farm Fly-in, 15-07-2020

As we are all aware BBQ fly-ins are off the menu due the Covid 19 situation, so we arranged a socially distanced Picnic Fly-in a few weeks ago, it was pointed out to me that we were only allowed 6 people under the then current rules.

Fast forward a few weeks and we are now allowed up to 30 in a gathering if we maintain social distancing. As it was going to be a Picnic event, it would have been a record to exceed this number!

I therefore contacted Mike Porter who gave us his permission to hold the picnic at Defford on Wednesday 15-07-2020.

As always happens, the weather then deteriorated to a point where it was decidedly marginal with a warm front causing low cloud and drizzle over the area, but still legal.

With the Wx conditions I didn't expect many visitors which would help to keep the numbers down and keep inside the guidelines (I'm stressing the word guidelines here).

Well, how wrong can you be ? I arrived just after 5:30 with Angela expecting just the two of us only to find Harry Davis, Andy Virgo, Les and Ann already there!

Hot on our heels were JH with Monica, Rees, Turbulent Toby, Tizzy and John, Bernie, Angus and Fiona, Phil and Budgie then a gaggle of Flexwings headed up by Robbie and finally Ed and Pete!

So, altogether 14 aircraft and 29 attendees. Not bad for the first Fly-in of the season. Well done to all who managed to brave the conditions.

Kind Regards,

Brian (Bumble) Finch

SVMC Summer Fly-in Co-Ordinator 07775 794426



P.S.

Many thanks to Mike Porter for allowing us to use his Airstrip for this event. I just heard back from him that we raised £110 for MAF.

Croft Farm Fly-in



Toby Willcox in his Turbulent

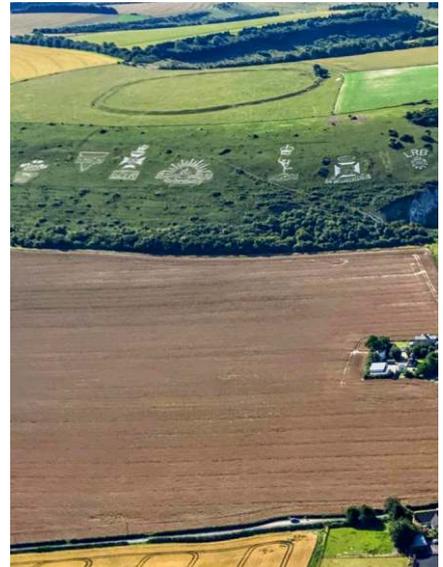


Photo taken by Toby on his flight back home

Isle of Wight Fly Out - by Paddy O'Rourke

A small contingent of SVMC went to the Isle of Wight, terrific day, weather fantastic and not too busy - just look at that beach.

Bumble, Andy and I flew there independently and met up for a walk into Sandown, fish n chips on the beach before a long stroll along the seafront to Shanklin and back to the airfield. With a new passenger to microlighting, a trip around the Island just had to be done.



STAY IN CONTROL

WHEN TURNING BASE LEG



Loss of Control in the Circuit

I'll just go and do a few circuits to keep current, that won't need much planning or thinking about....

With the poor weather last winter and months now of being grounded due to Covid-19, it's a case of getting current! If circuits are that easy, and don't need much preparation, you might be surprised by the number of incidents and accidents there are due to loss of control in the circuit.

In the last five years 'loss of control in flight' events accounted for 20% of all General Aviation (GA) accidents, 44% of all fatalities and 55% of all serious injuries and the majority of these occurred during the approach.

Loss of control in the circuit at low level is not a good place to be. It invariably ends up in a stall and or spin which might, perhaps, be easily recoverable at 5,000ft but not so at 500ft. The cause is a high angle attack resulting in reducing airspeed leading to a loss of lift and ultimately a stall.

So why does it happen?

Flying a circuit involves differing handling skills through the various phases of flight in a matter of just a few minutes, climbing, turning, levelling off, descending, changing power settings, using the flaps and trim — and not forgetting lookout. It's a high workload, especially when you include all the radio calls, with the particularly critical stages being take-off, climb-out, setting up the approach, turning onto final, and the final approach itself.

“

I'll do a Threat and Error check first, think through and plan the different phases of the flight...”

How good are your handling skills really? Are you sufficiently aware of the correct attitudes, i.e. a safe angle of attack, for that climb speed? The same is true for setting up the approach, lowering the flaps and maintaining the correct speed for a stable approach that only needs minor adjustments. Is the aircraft in balance, is the trim adjusted correctly?

Turning from base to final is a very common place for poor speed control, it might surprise you but generally pilots tend to lower the nose in a left turn and raise it in a right turn due to the offset seating (unless you are in single-seater or tandem cockpit where the picture is the same both ways).

Where are you looking when you do a turn? Again, it's a case of knowing 'the picture' and adjusting your attitude going into and coming out of the turn as well as during it. Resting your elbow on the armrest and pivoting from that point will lead to unintended pitch changes in a turn.

After take-off is another area where poor attitude control can lead to poor speed management at a critical time. Is the trim set correctly (particularly after a touch & go), are the flaps in the correct position, is an early noise abatement turn is required? Any or all of these can lead to a high angle of attack when you really don't want to go there...

Other factors can interfere with handling skills too: distractions due to RT calls, passengers talking, looking for other aircraft, disorientation at an unfamiliar airfield, or even at your home base (multiple runways, change of circuit etc).

Weather can also play a big part — turbulence, crosswinds and wind shear, for example. Do you check the wind forecast for 1000ft as well as the surface? It's not always thought of 'just for a circuit', but it's certainly worth thinking about in pre-flight planning, the variations in wind speed and direction can be quite marked.

Then, perhaps more importantly, there's complacency. Rather than think 'I'll just pop out and do a few circuits, done it plenty of times...', maybe it's smarter to think 'I'll do a Threat and Error check first, think through and plan the different phases of the flight properly even though "it's only a circuit" and have a safe and enjoyable time rather than adding to the incident/accident statistics'.

(In view of the Pandemic have a read of CAP1925, Covid 19 — preparing to return to Normal Flying Operations for GA Pilots.)



Check out this video from Lyndon Griffith - Departure from Tresco with the Eurofox
<https://youtu.be/xEtEO1vGb9c>

HANGAR at OVER FARM

One place available at Over in own hangar for 3axis or Flex.

Phone Rob on 07831 237353

Special thanks to everyone for their photos and articles.

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

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