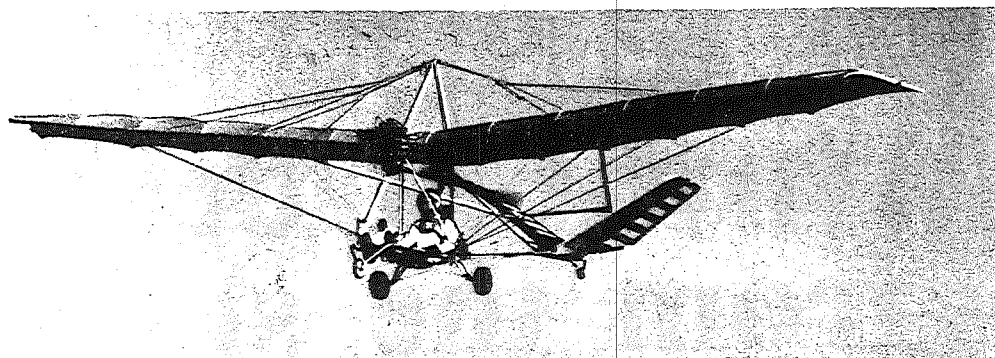


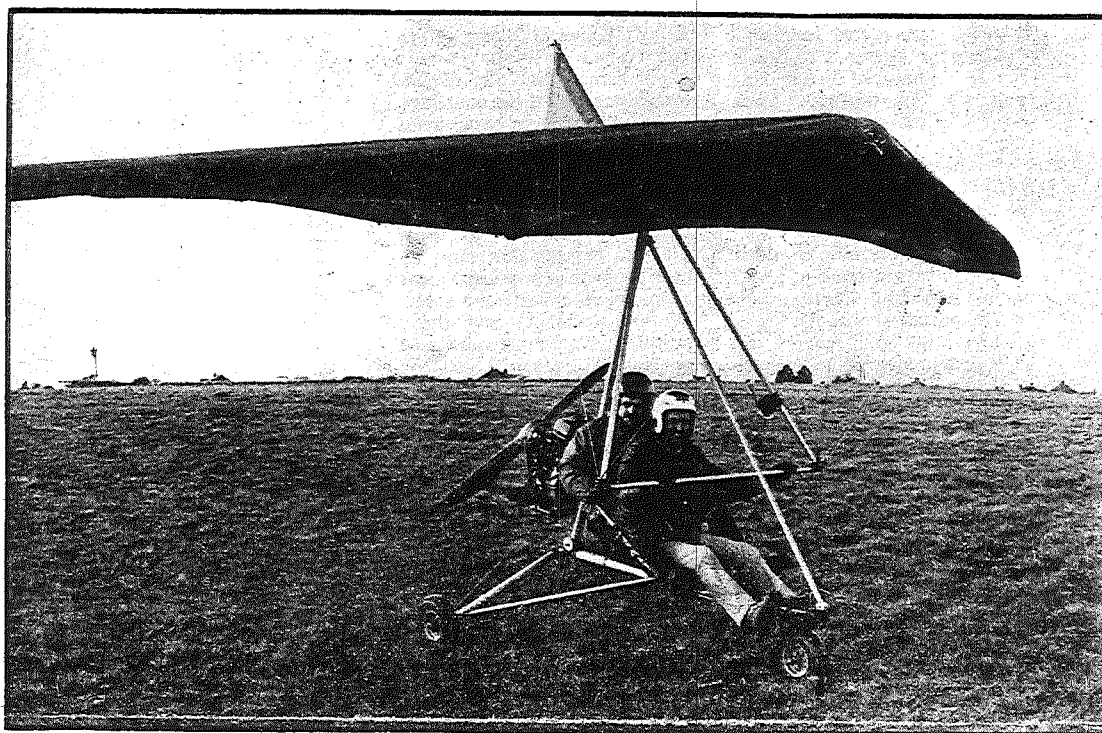
AIRSCREW

NEWSLETTER OF THE SEVERN VALLEY MICROLIGHT CLUB



ON BEHALF OF THE COMMITTEE AND MYSELF, WELCOME
TO THE 'SEVERN VALLEY MICROLIGHT CLUB'.

THE CLUB WAS FORMED ONLY A SHORT TIME AGO, TO CATER
FOR AVIATORS IN THE GLOUCESTER AREA, IN PARTICULAR
PEOPLE INTERESTED IN MICROLIGHT FLYING. ALREADY
SOME OF OUR MEMBERS HAVE ENJOYED THE EXPERIENCE
OF FLYING IN A MICROLIGHT, FOR THE FIRST TIME, SPECIAL
THANKS TO JOHN AND HIS "PUMA".



AIRSCREW

THE SEVERN VALE MICROLIGHT CLUB NEWSLETTER

Nov 82

THERE SEEMS TO BE A LOT OF FLAK ABOUT TODAY

Threat of death from the skies

Sir — I feel I should bring to the attention of the public the threat of death from the skies in the form of motorised hang gliders.

A hang glider is generally a well-constructed flying machine and very safe when used for the purpose for which it was designed. Hang gliding accidents are nearly always due to the inexperience of the pilot and almost never involve innocent third parties.

But when a motor and wheeled trike frame are attached to a hang glider it becomes a potential death trap, able to fly over populated areas where it could easily fall from the sky and kill its pilot and anyone else who happened to be beneath it.

Unlike an aeroplane, a hang glider is constructed somewhat "loosely" to enable it to flex in the air to improve its handling and also to facilitate quick rigging for transport to and from the site.

It is not subject to vibration in normal use and supports only its own weight and that of the pilot — about 250 lb.

When a power trike is added there is a vast increase in all-up weight to around 450 lb. which is well outside the design limits for the wing and renders the glider liable to structural failure if struck by a gust of wind or upon entering turbulence, of which there is plenty.

More importantly there is the problem of vibration from the engine which attacks the "loose" joints in the hang glider frame causing fretting and metal fatigue.

I have inspected closely one such machine which had been used for only one season and the extent of fretting on some vital parts was such that it would be extremely dangerous to fly the machine for longer than 40 hours total use. After this time it would be liable to collapse in the

air and fall to earth at its terminal velocity, of about 120 mph.

The Civil Aviation Authority has no control over the construction and maintenance of these machines, only over the pilots. Some pilots are safety-conscious and able to look after their machines, but others have no engineering knowledge and happily replace bent or broken parts with low quality materials of inadequate strength.

Manufacturers of power trikes tend to cut corners and many frames are constructed along the lines of folding garden furniture with some components, such as engine mountings and drive couplings, being adapted from cheap items completely unsuitable for aeronautical use.

Even worse, some firms are using powered hang gliders for advertising purposes where in order to be seen they must fly over people and populated areas at minimum altitude and speed. In both instances any flying machine is in a most vulnerable position with regard to stalling and crashing.

There is no such thing as safe aviation "on the cheap." The hang gliding brigade have got as near to it as is possible and their sport is clean, silent and safe to third parties.

It is only a matter of time before a flailing mass of steel, aluminium and petrol falls into a crowded street and kill dozens of people. Something should be done very soon towards setting strict standards of construction and airworthiness.

ENGINEER

Stroud,
Gloucestershire.

PHEW!! THAT WAS CLOSE!

OPEN BOMB DOORS —

Microlights explained

SIR — With reference to the letter signed Engineer and headed "Threat of Death from the Skies" (Citizen, October 11), I speak as one who is actively involved in flying a locally sponsored Microlight aircraft.

Gliders of today that are suitable for trikes i.e. the power attachment complete with undercarriage and seat are derivatives of hang gliders and are known as microlight aircraft and not powered hang gliders.

The wings of these aircraft (which are also suitable for hang gliding) have been designed to cater for the stresses that they will meet when flown within its design envelope; like all aircraft, microlights are unstable in turbulence.

It is sheer folly to fly one in thermic conditions or when surface winds exceed 10 mph. For Engineer to state that our wings are liable to structural failure in severe turbulence is like telling an airline pilot that he will experience a rough ride when flying through a thunderstorm. The simple answer is that one flies only when meteorological conditions permit.

Of the trike that Engineer has inspected, he fails to mention the fact that the particular aircraft has been subject to three accidents which would render it liable for complete stripdown after each account, in order to ascertain the extent of damage sustained.

I have photographic evidence of two of the crashes and know that a total stripdown was not carried out. The fretting that has come to light I believe is the consequence of these accidents and would have been discovered long ago at the proper time.

To say that microlight manufacturers cut corners when designing their aircraft is an insult to the aviators that fly them. I strongly urge Engineer to contact me and I will show him an array of microlights where ingenuity and integrity go hand in hand.

A word about advertising. It is scaremongering to say that in order to be seen one must fly at minimal height and speed. All aviators are bound by the same rules and in this case one must not fly below 500 feet unless they are taking off or landing.

As for minimum speed — who needs it when I can cruise at 28 mph and be flat out at 33 mph.

D. M. PARSONS
56 Millfields,
Hucclecote,
Gloucester.

THAT SHOULD SHUT THEM UP FOR A WHILE!

GO ON DAVE, LET THE STROUD
ENGINEER HAVE IT

Concern caused is unjustified

SIR — In his letter headed "Threat of Death from the Skies" (11/10/82) referring to the risk of death to the general public from falling powered hang-gliders, Engineer, of Stroud uses the well-worn technique of wild exaggeration in order to make an otherwise ridiculous point believable.

As a chartered engineer with a flying background, I can say it is quite wrong to claim that the addition of power to hang-gliders puts the wing "well outside the design limit." They are designed to accept the power units which can be attached to them with large factors of safety.

Far from weighing 450 lbs, they cannot by law weigh more than 150 kg — about 330 lbs including pilot.

Vibration does cause problems and this is the reason for rigorous pre-flight inspections which are always carried out.

Any machine which contained parts which Engineer thought were extremely dangerous after 40 hours of use, must have suffered a complete lack of maintenance by a foolhardy owner who valued his own life not very highly.

Simple aerodynamics tells us that the terminal velocity of a falling hang-glider is far less than 120 mph.

Aircraft of any size are subject to the Air Navigation Order 1974 and as such must not fly over built-up areas at less than 1,500 feet, or 3,000 feet over large crowds. Engineer would be quite justified in bringing a prosecution if he ever sees this regulation infringed.

As for the prediction of dozens of people waiting to be killed by a flailing mass of



aluminium and petrol — this is typical scare-mongering and takes no account of the extremely improbable nature of the event.

The Civil Aviation Authority is now considering some form of control over the design and construction of new microlight aircraft in view of the accidents involving the Scorpion two-seater (which was flown despite a warning about it).

That they should have left it so long before intervening is a tribute to the designers of microlight aircraft. In addition, proper tuition leading to a Private Pilot's Licence has been obligatory since September 1 and irresponsible flying will thereby be much less likely.

Engineer should get things in proper perspective and not cause totally unjustified concern for their safety to your readers.

I have forwarded a copy of the letter to the British Microlight Aircraft Association, the official body which controls the sport.

D. K. W. PATERSON (Dr)
12 Alma-rd.,
Cheltenham.

STROUD ENGINEER
BACK AGAIN

FLIERS UNAWARE OF THE DANGERS

SIR — With reference to Mr. Parsons' letter explaining microlight aeroplanes, it is obvious that he and his friends are unaware of the very real danger they are putting themselves in by continuing to fly their machines without regular checks by qualified engineers.

As he says, the machine I examined had been crashed twice and should have been stripped down after each bump, but it wasn't — simply because it was up to the pilot to do it and wouldn't have known what he was looking for anyway.

The fretting which was the most serious fault that came to light was not as a result of an impact, but just from regular use.

Ingenuity and integrity in construction of aeroplanes do not necessarily mean they are

safe. Two makes of microlight have been grounded by the CAA after a number of fatal crashes and many other accidents are under investigation. Also, a good few mishaps go unreported.

All aviators must obey the air laws, as Mr. Parsons says, but it seems he doesn't know the law himself. The minimum height any machine may fly over towns is 1,500 feet, not 500, as Mr. Parsons states.

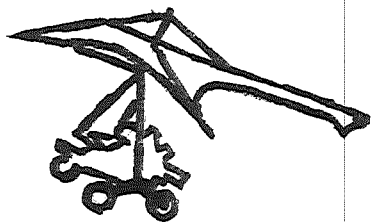
The death toll speaks for itself. Nineteen deaths from

microlight crashes this year. If people want to risk their lives in uncertified aeroplanes, it is a right by me, as long as they don't fall on my head when they crash.

It is up to the CAA to tell them when their planes are fit to fly and when they need inspecting because they are not capable of deciding for themselves.

ENGINEER

Stroud



COMMENT

By RALPH (ED)

In the end, it's a matter of commonsense

SIR — I refer to Engineer of Stroud's reply to my letter "Microlights explained." He cannot justifiably say that the fretting evident in the aircraft he inspected is a direct result of usage, especially as he has not witnessed or seen reports of the three crashes which it was subjected to.

In one such incident (of which I have photographic evidence) the airframe was completely ripped in half when it struck the ground.

One need not be a metallurgist to visualise the enormity of such an impact which can sustain that type of damage on an airframe built to aircraft specification.

Logic demands that because Engineer chooses not to release any tangible facts of his findings, your readers can only take his evidence as hearsay, and commonsense will tell us that any craft flown again after sustaining that sort of damage without being totally stripped down and rebuilt will be liable to abnormal stresses, which inevitably reduce its working life still further.

All flying is potentially dangerous, that is why the CAA are bringing into being microlight Certificates of Airworthiness next year which will take the place of the existing British Microlight Aircraft Association's (BMAA) own airworthiness guidelines.

It is no wonder that his informant was unaware of the



after-crash procedure, as I know he had not taken the trouble of joining the BMAA which is the governing body of the sport, like road users not consulting the Highway Code.

Further to his ambiguous comments he misinforms you of there being two microlight aircraft currently grounded by the CAA. He is exactly 100 per cent wrong. There is one — the Scorpion, on which modifications are in hand, and I expect the ban soon to be lifted.

Of the 19 "fatal" microlight accidents which he claims have occurred this year, the CAA have assured me that nine of them have actually died! Why does he stray so often from the truth? Does he know something that we mere mortals do not?

He has gone on record of accusing me of being ignorant as to the laws of minimum altitude. I refer him to section 9-4-1 paragraph 'd' of C.A.P.

85 (Aviation Law for Private Pilots) issued by the Board of Trade. It states: "An aircraft shall not fly closer than 500ft. to any person, - vessel or vehicle."

Flying over towns is a separate issue. Even when he states that one cannot descent below 1,500 ft. over a built-up area, he is wrong. The law states quite catagorically that "no aircraft shall fly under 1,500ft. above the highest structure," and over our own fair city of Gloucester, the Cathedral being some 300ft. high, makes all flying under 1,800ft. strictly prohibited.

This law has remained unchanged since I was introduced to it 13 years ago when I first gained my Private Pilot's Licence.

D. M. PARSONS,
Secretary, Severn Valley
Microlight Club.

Highnam,
Gloucester.

THANKFULLY IT
LOOKS LIKE
DARTLE, OUR CLUB
SECRETARY HAS
HAD THE LAST
WORD OVER T
STROUD ENGINEER.
IN MY OPINION
THIS SORT OF
SLANGING MATCH
IN THE LOCAL
PRESS, PUTS
MICROLIGHT FLIERS
IN A VERY A UNFAVOURABLE
POSITION, ESPECIALLY
AFTER ALL THE
BAD PUBLICITY
SURROUNDING THE
"SCORPION" FATALITY'S
WHICH WERE
HIGHLIGHTED AT
THE TIME.

THANKFULLY WE
HAD TWO PEOPLE
THAT WERE
WILLING TO PUT
PEN TO PAPER,
AND STAND UP TO
PEOPLE LIKE
STROUD ENGINEER
ON ALL OUR
BEHALF.

SEVERN VALLEY MICROLIGHT CLUB

TO ALL MEMBERS

FROM: Gordon Gould, Treasurer

13th December, 1982

It is obvious to me that you are all concerned, and rightly so, about the ever increasing cost of flying, and by joining the SVMC you feel your costs will escalate without any benefits. I feel the concern has arisen from a suggestion that the Club purchase a dual microlight and offers training by a qualified instructor.

Let us consider the facts:-

The Club would have to borrow about £4,000. Anticipating the loan would be repaid over two years, repayments, interest and petrol alone would mean that a minimum of 130 hours tuition at £25 per hour would have to be achieved during the first twelve months. This assumes that the instructor's services are voluntary and no maintenance is required. On average, five hours dual training is required, therefore 26 pupils are needed. Furthermore, as the instructor's services are voluntary, tuition would be week-ends only. To have 130 flyable hours during twelve months of week-ends would be very ambitious.

It must be obvious to all that training on a Club machine IS NOT a viable proposition.

I believe that the Club must be formed for the benefit of pilots and future pilots to meet and fly together at the minimum cost, and the training of newcomers left to the recognised schools etc.

In order to launch the Club without further delay or hesitation I propose that the SVMC's aim be -

"To promote, encourage and maintain standards of safe microlight flying and display to all that the Members are capable and responsible people. Furthermore, encourage new Members and advise and direct them to obtain proper training from a recognised independent instructor, school or manufacturer."

The decision is yours - help me to help you by returning the tear-off slip below.

RETURN TO: Gordon Gould, 'Corbiere', Elmstone Hardwicke,
Nr. Cheltenham, Glos.

The Club should own its own Microlight *YES/NO.

I *AGREE/DISAGREE with the proposed aim.

*delete where applicable.

SIGNED _____

NAME _____

Secretaries letter.

Anyone who keeps a record of SVMC Minutes will no doubt be aware that the affiliation with the BMAA proposal has been raised at every monthly meeting since the Club's inauguration. Because this issue has been deferred by the members, the annual subscription proposal has also "gone by the board". Of course, these trifling, tedious matters are a far cry from microlighting but, it is since I have been involved with the organising side of a club (for the first time) that I now realise how important they are. It was mentioned at the December meeting that affiliation only includes a few silly hats! This is simply not true, and this attitude is not typical of a forward thinking and progressive club.

I think the club is in danger of going nowhere - fast. At present the club enjoys the monopoly of microlight activities as it is the only one in the area - this could change. It is the members who will get left behind. I strongly urge everyone in the club to think not only about their microlighting when they turn up for lectures but also try and decide what you want out of the club, and then ask yourselves "will you be drawing your pension when it happens."

Until basic issues are settled, there can be no more organisation - indeed, what promotions there are now will shortly peter out and to be replaced with what - NOTHING?

A G M

20.00 Hrs.

5th. Jan 83

C.E.G.B. Lounge.

A NOTE FROM THE CHAIRMAN.

THE ENTHUSIASM THAT HAS BEEN SHOWN OVER THE LAST FEW WEEKS BY THOSE ATTENDING THE LECTURES, HAS PROMPTED ME TO PUT PEN TO PAPER AND OFFER SOME SUGGESTIONS AS TO HOW WE CAN CONTINUE TO 'FIRE' THIS ENTHUSIASM ONCE THESE LECTURES ARE FINISHED.

IM SURE THAT ALL OF YOU ARE KEEN TO FLY, OTHERWISE WHY JOIN A FLYING CLUB, BUT, DO YOU REALISE THAT IF THE 'CLUB' IS TO SUCCEED THEN YOUR 'FULL' SUPPORT IS ESSENTIAL.?

HOW CAN YOU HELP?

FIRSTLY, BY PUTTING YOUR POINTS OF VIEW AT THE AGM. YOU WILL BE ASKED SUCH THINGS AS, WHAT FEES (ENTRANCE) SHOULD MEMBERS BE CHARGED, SHOULD WE AFFILIATE WITH THE B.M.A.A.

SECONDLY, SHOULD WE BE LOOKING FOR A PERMANENT SITE TO FLY FROM, AIRCRAFT TO HIRE, PURCHASE ETC.

I WOULD SUGGEST THAT WE NARROW THE ISSUES DOWN TO THE MOST IMPORTANT ONES.

THE COMMITTEE ARE QUITE CONCERNED AS TO THE FUTURE OF THE CLUB ESPECIALLY AS IT CONSISTS OF MEMBERS WHO ALREADY OWN THEIR AIRCRAFT AND PERHAPS DO NOT NEED A FLYING CLUB AS SUCH. WHEN THESE MEMBERS PUT FORWARD THEIR VIEWS I WOULD ASK THEM TO REMEMBER TO CONSIDER THE NOT SO FORTUNATE WHO MAY NEED TUITION AND PERHAPS A CLUB MACHINE TO FLY.

SO, TO SUM UP. EITHER WE HAVE,

- 1) A CLUB WITH 'FULL' FLYING TRAINING FACILITIES AND EQUIPMENT.
- 2) A CLUB WITH FACILITIES TO HIRE TRAINING WHEN NECESSARY. MEMBERS OWNING THEIR OWN MACHINES ONCE SOLO.
- 3) A SOCIAL CLUB WHERE MEMBERS WITH MACHINES MEET AT PREDETERMINED FIELDS, ARRANGE RALLYS ETC. OTHER MEMBERS WILL ATTEND PROF' SCHOOLS.

OF COURSE, WE WILL NEED A PERMANENT VENUE FOR FURTHER LECTURES FILMS ETC ONCE THE PRESENT CEGB PREMISES ARE NO LONGER AVAILABLE. IM SURE THAT WITH ME YOU WOULD LIKE TO THANK DARYL PARSONS FOR HIS TREMENDOUS EFFORTS IN OBTAINING THE USE OF THE LECTURE HALL AND ORGANISING THE MEETINGS, AND TO CHRIS BISHOP FOR PRESENTING THE LECTURES SO PROFESSIONALLY.

SO, ITS UP TO YOU.

JIM DEANIE

AIRSCREW

NEWSLETTER OF THE SEVERN VALLEY MICROLIGHT CLUB

FEBRUARY 83.

ISSUE No.3



- The mind boggles! Daryle Parsons, dressed in his New Year party fancy get-up as Boggles' The Aviator, fumes over the engine of his microlight aircraft, which caused motorists a fright at Highnam during an unscheduled landing beside the Newent road, made necessary when the plane lost power.

ONCE AGAIN OUR CLUB SECRETARY DARYLE PARSONS
HAS MANAGED TO GET THE CLUB MENTIONED IN OUR
LOCAL EAG

Plane comes down in field

"No. I thought you were the flying instructor"



PEOPLE in Highnam, near Gloucester, stared in amazement yesterday when they saw an aircraft being driven along a road.

And motorists, who had to slow down, stop and wait while the wings of the Microlight single seater passed over them, could have been forgiven if they thought they were on a runway.

In fact there was no need to be alarmed, said pilot Daryle Parsons, of Brimsome Meadow, Highnam, who had to taxi his craft for about 100 yards along the Highway after being forced to make an emergency landing in a nearby field.

Mr. Parsons (33), who has held a pilot's licence for 13 years, found himself in difficulty when his Microlight lost power at about 100ft. up.

He decided to put down straight away and made for a nearby field, which unfortunately happened to be a ploughed one.

After landing safely he was helped by nearby residents to take his single seater aircraft

out of the field and onto the road. With someone walking in front and behind he slowly taxied it back to the field from where he had taken off.

Special day

Mr. Parsons, who is secretary of the newly formed Se Valley Microlight Club,

"Yesterday was rather a special day because I intended to fly the aircraft in the afternoon to show my mother who had come over from Canada and heard a lot about it but never seen it.

"Conditions were ideal so I took it up in the morning to try it out. Unfortunately at about 100ft. the engine almost failed and I was only getting about half power.

"It must have been a bit of mud off the wheels that got into the carburettor. It blocked a jet and insufficient petrol was getting through. I could not get full power so I elected to put down in the most suitable field."

Mr. Parsons said that as soon as he was down people rushed to help. They took the wing off to get the machine over the fence. The other side they put the 32 feet wing span Microlight back together again before taking it along the road.

He added: "It is all very novel, but not the sort of thing that I shall be making a habit of. But I was only on the road for about two minutes, it was about 100 yards to the field."

WELL HERE WE ARE IN 1983, AND IT'S NICE TO SEE THAT THE MEMBERSHIP HAS INCREASED AS WE'VE GONE ON WITH THE LECTURES. WE ARE NOW INTO THE USE OF NAVIGATIONAL COMPUTERS, AND THANKFULLY I'M NOT THE ONLY ONE HAVING PROBLEMS USING IT, BUT WITH PRACTICE HOPEFULLY WE WILL ALL GET THERE IN THE END.

Getting off the ground for one man's record flight of fancy

A YEAR ago, Philip Berent had a dream—and very little else.

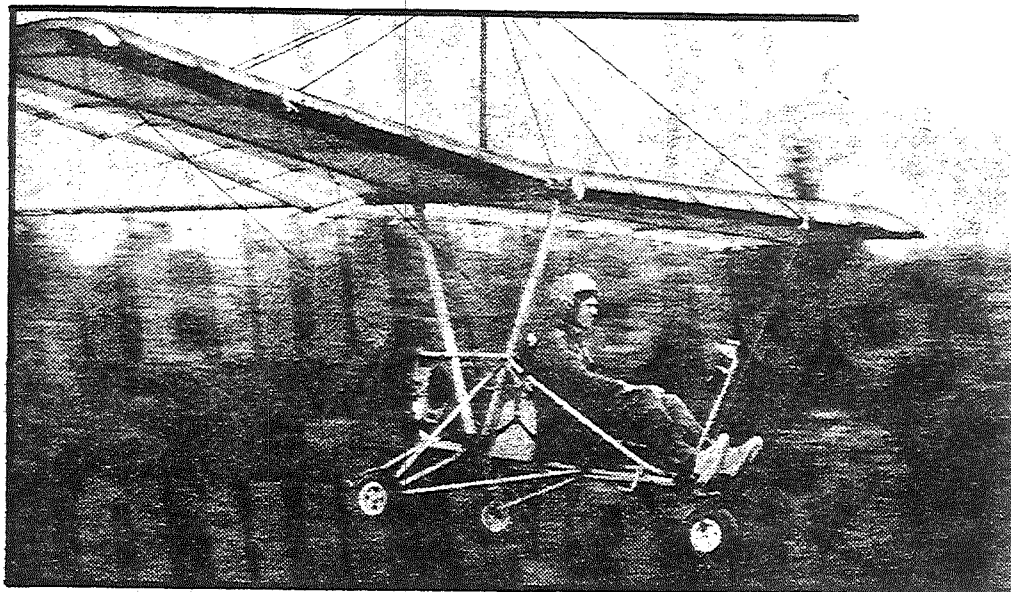
The dream was to fly a record 11,000 miles in a microlight aircraft, from Salisbury, England, to Salisbury, Zimbabwe. The reality: No plane, no pilot's licence, and no money.

Today, everything has changed. Philip has a licence, a 330cc microlight (pictured right) and £37,000 in sponsorship and is all set for take-off next month, even though his destination is now calling itself Harare.

Tracked by two friends in a support vehicle, he will cross 13 countries, two major mountain ranges and 1,500 miles of the Sahara, cruising at 50 mph for an average of six hours a day.

'I'll grant you my craft looks flimsy,' Philip, a 24-year-old economics graduate from Highbury, North London, said yesterday. 'But there's no point in being scared.

'I expect I'll get rained on, snowed in and sand-stormed on, but that's all part of the adventure.'

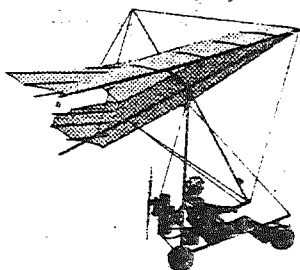


How's THAT FOR SPONSORSHIP!



Christopher Bishop, aged 26, from Churchdown, near Gloucester, pictured in a microlight aircraft at Long Marston airfield near Stratford-upon-Avon.

LOOKING AT THE PICTURE ABOVE, REMINDED ME OF A PICTURE I SAW OF OUR GLORIOUS LEADER, LORD AND MASTER C.F.I. CHRIS BISHOP, SAT IN A VERY SIMILAR MACHINE, IS HE REALLY 26 OR IS THIS AN OLD PICTURE?



I don't know whether editors write stories but if I wait for you lot to send in your masterpieces; it looks as though I'm going to be in for a long wait, a couple of you did say that you would put pen to paper and tell us what your first flying experience was like, but I am still waiting to hear.

Sunday 23rd January

Arrived at Stoke Orchard 10.30 a.m. see notice pinned to log, saying that every aircraft will have to pay 30 pound a quarter to use the field, (This has since been sorted out by our secretary as you no doubt heard at the last lecture) Daryle arrived 15 minutes later, we both rigged up and went for a quick buzz around before dinner, not very pleasant lot of turbulence below 500 feet.

Over the last couple of weeks my I60 valmet engine has been stopping for no apparent reason, thinking it was electrical, I checked all electrics, could find nothing wrong with it, so put it back together, on this particular day, I thought my engine sounded odd, it seemed to be trying to seize up, so I landed, started it up on the ground, everything okay, in the afternoon we decided to fly to the "Red Lion" at "Wainlodes" where we have permission to land.

Daryle said he would take off first, get clear on the runway and I would follow behind. Anyway Daryle took off, I started to follow him, ran the engine to full power just as I was getting up to flying speed, there was one "hell of a bang" and the engine stopped, (Oh dear me I thought, that dam wife of mine would do anything to collect on the insurance money.)

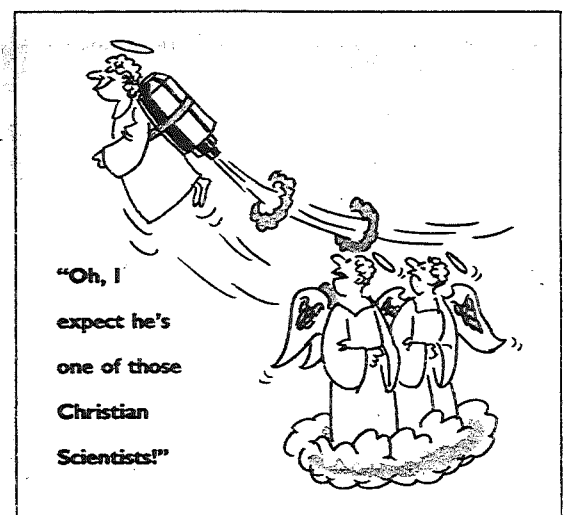
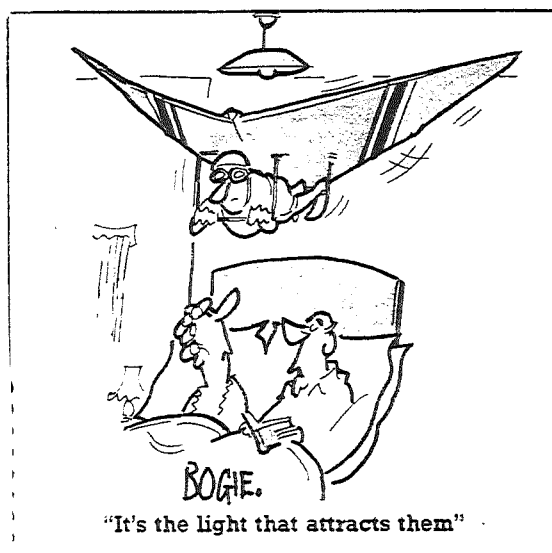
Pushed the trike back off the runway, while Daryle flew over to the "Red Lion", while he was gone I took the spark plug out, turned the prop until the piston stopped, looked through the plug hole with the aid of a torch and found bits of metal which at first I thought was broken piston ring, but as it turned out was more serious.

The timing side crankshaft bearing had broken up, the bits of metal on the piston were infact parts of this bearing that had been pushed up by crankcase compression. This bearing must have been breaking up for some time, which was why the engine would stop suddenly as if the ignition had been turned off!

When restarted it would just spit a bit of bearing out through the exhaust run normally, until the next piece jammed the piston, against the head. Needless to say end of flying for the time being.

P.S.

Since writing this I have rebuilt the engine.



SECRETARY'S LETTER

Good, the wheels were put in motion, we took off, we are now airborne but don't believe for one moment that we can switch on the autopilot and forget about the Club, as it won't fly itself, we must all pull together and do as much for the SVMC as possible. Even those members not in office can be as valuable as those who are.

I hope that you are all now aware of the fact that the Committee are desperately keen to keep all our microlighting as cheap as possible. Without fear of contradiction, you have one of the best value for money flying clubs in the United Kingdom, £5 a year is a measly sum to pay. But, of course, this does have its drawbacks in as much that our finances do not come from a bottomless pit. It is obvious then that new members will be the life blood of this Club. We can all help here by 'spreading the gospel' a little and maybe bring them along to our meetings. A special thanks to Chris Bishop for organizing the "ad" in the last issue of Flight Line, we have had several enquiries since and hope our numbers will soon start to grow.

At the time of writing this letter we have 15 fully paid-up members - take the hint all!!!!

MEMBERSHIP LIST

Daryle Parsons	No. 1	
Jim Deane	" 2	
Gordon Gould	" 3	
Ralph Davis (Ed!)	" 4	ALRIGHT, ALRIGHT, I'VE PAID NOW.
David Paterson	" 5	
Tim Meager	" 6	
Harold Wingham	" 7	
Colin Davies	" 8	
Arthur Cook	" 9	
Roger Bailey	" 10	
Lawrence Bailey	" 11	
David Tigwell	" 12	
Andrew Slee	" 13	
Keith Boreland	" 14	
Graham Little	" 15	

Gordon Gould, our Treasurer, has advised me that the landowner at Stoke has now been paid the landing fees for 1982 in full and we still have members who have not paid their dues so some on fella's ----- I took this job on to be your Secretary "not yer bleeding debt collector like!" Please remember that its as embarrassing asking for your money as it is owing it.

Congratulations to all those who have passed the air law exam. A supreme effort by you all! This is a sure sign to everybody that the SVMC is working for you. It is an extra bonus that you are able to use the facility of the lectures right here on your doorstep and not have to travel to Enstone or Long Marston any more. Unfortunately the next phase of lectures are more complex than the air law and will require a certain amount of homework. If you need help - sing out - there is ample expertise within the Club to show you how to use the computer etc. Dave Paterson, Jim Deane, Chris Bishop and even I must own up to of covered this ground before. I am sure that any of them will be pleased to help out at any time.

(2)

Its nice to hear that Graham Little is soon to become a 'Triker' having paid John Phitzaclea the necessary amount of beads for his microlight. Come on you other ground lubbers take the plunge - the waters fine.

Today I had a tentative invitation from Len Philips of the Midland Microlight Club for us all to descend on Long Marston in the near future. Should be good fun that! - can you imagine all the trikes doing a scramble out of Stoke Orchard!!

Lastly, welcome to our ranks my old flying buddy, Dave Tigwell from Stroud. I know that your knowledge and know-how will be of great benefit to the Club. For those of you who are looking around for something to fly, Dave has his Manta fledge/charg~~us~~ trike combination up for sale and if any of you who finds that hanglider type triking is a mite too slow then this is the machine for you. Dave can be contacted on Stroud 5953.

WANTED

1. BUDDING DESIGNERS TO PUT FORWARD IDEAS AND HOPEFULLY A SMALL SKETCH, FOR THE CLUB MOTIF.
2. PLEASE SAVE ALL WRITE UPS, PICTURES AND FLYING TONES, FOR PADDING OUT FUTURE MAGAZINES.
3. HANDY HINTS ON BUILDING AND MAINTAINANCE.
4. STORIES. EVEN ILLEGAL ONES. (IF YOU SAY NOT TO PRINT YOUR NAME WE WONT.)
5. FREE ADVERTISING, FOR ALL MEMBERS. WE HOPE TO PASS ON YOUR ADVERTISING TO OTHER CLUB MAGAZINES AND THEIRS TO US, THERE BY GETTING A GOOD CROSS SECTION OF ADVERTISEMENTS.
6. ANY OLD TYPEWRITER TO MAKE THIS MAG LOOKING A BIT MORE PROFESSIONAL. ITS HARD WORK GETTING THE WIFE TO RE-TYPE EVERYTHING, AFTER IT'S BEEN WRITTEN OUT IN LONGHAND.

ED!

EVENTS

OUR EVENTS OFFICER JOHN PHITZACLEA WILL BE ARRANGING IN THE NEAR FUTURE, HOPEFULLY BEFORE THE NEXT MAGAZINE IS OUT, CROSS COUNTRY AND FLYING FOR THE FLYING MEMBERS OF OUR CLUB, WITH EMPHASIS ON OUR NON FLYING MEMBERS TO ACT AS MARSHAL'S AND RESCUE SQUAD. (WHICH HOPEFULLY WE WONT NEED)

WE HAVE PERMISSION TO USE STOKE ORCHARD FOR CROSS COUNTRY MEMBERS FROM OTHER CLUBS TO FLY IN TO. (AT THE TIME OF GOING TO PRESS) FREE OF CHARGE, AS LONG AS IT IS RECIPROCAL, IF WE GET CHARGED TO FLY INTO LONG MARSTON, ENSTONE ECT. WE WILL JUST CHARGE THE SAME PRICES AS THE REST, AND THE MONEY WILL GO ROUND THE CLUBS

AT THIS POINT I WOULD LIKE TO SAY, IN SOME CASES YOU WILL END UP WAITING MONTHS, FOR SAY £10 WHICH WONT MEAN A LOT TO THE AFFLUENT CLUBS, BUT TO US.

IF WE HAVE TO START WORKING OUT WHAT THIS CLUB OWES US AND THAT CLUB OWES US, IT WOULD MEAN MORE PAPERWORK, THAN THE MONEY INVOLVED (TIMEWISE), SO IT IS BETTER IF ALL CLUBS CALLED IT QUILTS.

PART OF THE CROSS COUNTRY WILL INCLUDE PLOTTING YOUR COURSE BY MEANS OF THE NAVIGATIONAL COMPUTER, UNDER THE SUPERVISION OF A C.F.I. (AS WE ALL KNOW THIS WILL BE WEATHER PERMITTING.)

GRAHAM ANDREWS WILL BE COMING TO GIVE US A LECTURE, ON TUESDAY 8TH MARCH.

S A F E T Y - by Rod Jakeway

I have never been in an aircraft which has caught fire, but so long as petrol engines are used the possibility must always be there. Not very likely perhaps - the engines used in microlights are similar to motor cycle engines, which seldom catch fire, but if a bike does catch fire you can get off and walk. You may be able to leave a burning aircraft but it is not quite so easy.

Due to the considerable amount of vibration in a microlight, and especially as they grow old and become worn, it is not unlikely that a fuel pipe will become detached or crack, and fuel will be sprayed on to the engine or exhaust pipe. If you are flying a pusher, with the engine behind you, the air flow will tend to keep the flames away from you, although they may still reach the wings or a parachute, mounted on the keel boom. If the engine is in front or above, then the pilot is rather worse off.

Keep a fire extinguisher attached to your aircraft that can be reached easily when you are strapped in. I recollect seeing only one fire extinguisher mounted on a microlight out of about six, that regularly use Stoke Orchard airfield.

CHAIRMAN'S REPORT

'Well', it looks as if the Club is well and truly established. The lectures are going well - thanks to the efforts of Chris Bishop. Great stuff Chris - keep it up.

I have been asked to make my report short; the reasons being obvious when you read this month's efforts. So many have contributed that I believe some of the material is to be held over until the next issue.

Welcome to the Club

I should like to welcome the following new members. Jock Brown from Weston-S-Mare; (incidentally he is looking for somewhere to store his CP16 in this area - any suggestions? Please let me have them and I will pass them on). James Cairns-Terry who owns an Eagle. Hope to see you flying soon. Jeff Edwards, an old hand at the game with a Demon trike. Colin Greasley, also with trike, type not known to me. Dave Tigwell, with a Mantaledge. Decided not to give up, Dave? Great! David Wilson, all the way from Swindon, who, incidentally, has a field available and I understand is looking for advice on what sort of trike to buy. Anyone talking to him, please help him along. Finally, Dave Norris from Benhall, Cheltenham. That's all for now, see you at the next meeting.

JIM DEANE

PLACE YOUR ADVERTISEMENT NOW

MICRO RIGGING SERVICE

The Nicopress System was originally developed for the aircraft industry over 25 years ago.

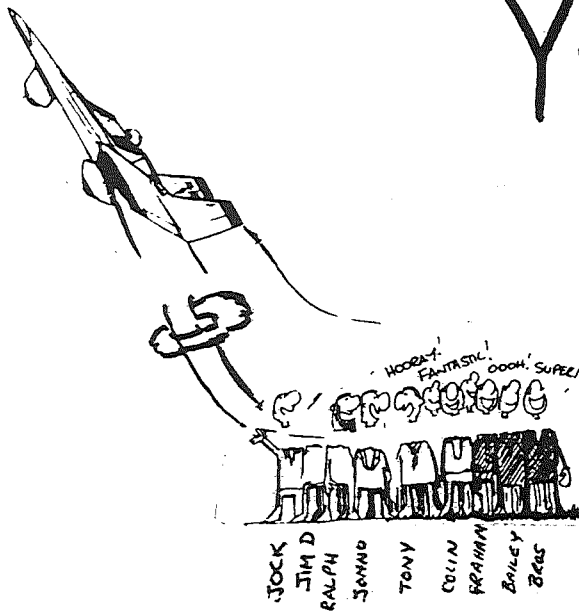
All Nicopress eye splicing hold to the full-rated tensile strength of galvanised steel aircraft cable.

So for a fast, reliable and economical service contact Rod Jakeway on Cheltenham 510983.

SPECIAL RATES FOR CLUB MEMBERS

ADD MORE POWER TO YOUR CLASSIFIED!

WELL? WHAT WOULD
YOU DO?



HEY ROD! OL' SIMPSONS
JUST PERFORMED A
MASS LOBOTAMY

DON'T WORRY CHRIS
I'LL GET THE
PLASTERS



YOU CAN FIND OUT BY
ATTENDING THE FREE
FIRST-AID LECTURE ON
WED 2ND MARCH AT THE
C.E.G.B.
EXTRA INCENTIVE
NO
EXAMS!

FEB 83

Chairmans Report.
.....

Well, for quite a few of us the strain of the last few months of lectures have paid off. We now have the written part of our licences completed, now we can concentrate on the practical side

Which brings me to the point of legality of flying "Microlights". Im sure we are all aware of the regulations regarding this but more to the point how do we go about it-? Discussing the problem with Chris Bishop (our C.F.I.) It would seem that in order to obtain his help, it will be necessary to get solo with the Long Marston Club, having obtained their approval he will then be happy to supervise the rest of our solo flying and sign up our group 'D' licences when we have completed the statutory twenty five hours. I shall be organising a trip to Long Marsden very shortly when Colin Davies and myself intend to do the necessary flying on the (PUMA). I should like to see all those who have not official permission to fly their machines, coming too then we can get together on a regular basis and enjoy some LEGAL FLYING.

While I am on the subject of flying I have accepted the posts of Safety and Accident officer. In order to carry out these duties I will need your cooperation, If you have any incident/accident, Please let me have a report, no matter how minor you may think it.

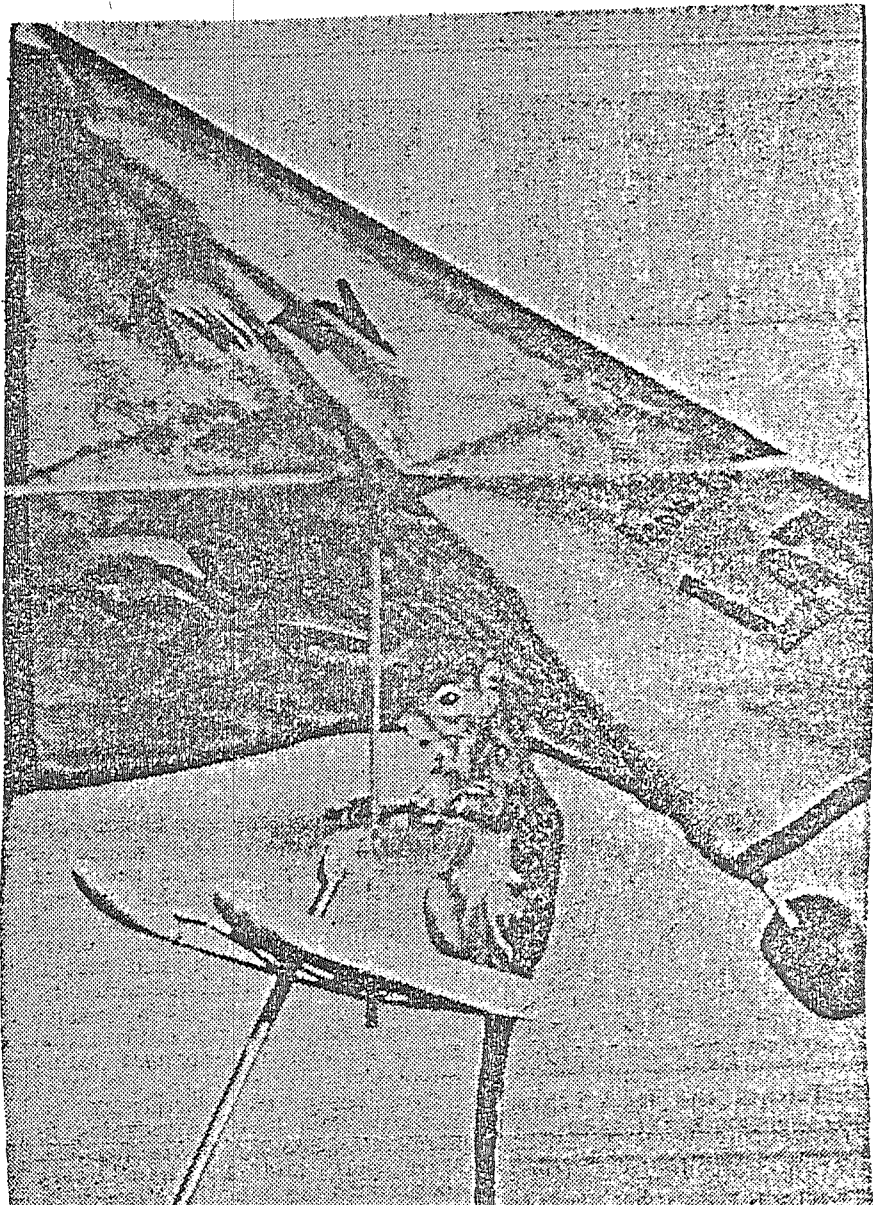
I look forward to seeing you all on the field, Happy flying.

I wonder if this chaps
legal ?

Anyone recognise who it is ?

Could it be Daryle in one
of his disguises.

Done



AIRSCREW

NEWSLETTER OF THE SEVERN VALLEY MICROLIGHT CLUB

APRIL - 83

CLUB 'MOTIF'

ISSUE NO. 4.

Well our designer has come up trumps!

What do you think of the 'Motif', (I think it's a professional job,) and well done, to Jeff Edwards who not only designed but printed off a number of papers for club use. Jeff thank you, on behalf of all our club members for taking the time, and trouble over our 'motif' which shows the title so well.



Severn Valley
Microlight
Flying Club

John Phitzaclea our events officer and committee member, has sadly had to leave our club owing to personal problems and pressures. The last I heard, he had moved back to Lincolnshire, working for Hornets to fill in the time until he has settled himself into his new way of life. (John when you get this copy, we would like to wish you all the best and perhaps see you later on in the year) in the meantime we need an events officer (any volunteers.)



Trying microlight, Daryle Parsons with the owner of the plane.

Fliers need a grant to get off ground

BARNWOOD'S newly-formed microlight flying section will remain grounded unless £2,000 can be found soon.

A link-up with a club, which would have given the section access to a training aircraft, has fallen through.

The section is now pinning its hopes on the possibility of a large grant from Barnwood's sports and social club to enable them to buy a secondhand machine.

"We are in the embarrassing position of being a flying club without an aircraft," said section chairman, Daryle Parsons. "So many people have expressed interest in microlight flying that we feel it would be money well spent for the sports and social club."

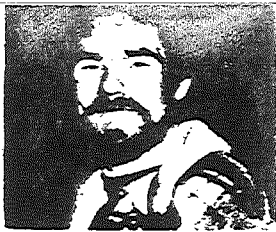
A new aircraft could cost £3,700 but Mr Parsons is convinced that a secondhand machine could be acquired for between £1,500 and £1,800.

Together with other essential equipment, such as aeronautical charts and a flight computer, the section are seeking a grant of about £2,000.

Mr Parsons, himself a microlight pilot with 13 years' experience, said: "In our view this would be a one-off investment as the section could quickly become self-financing."

While waiting for a response from the sports and social club, the section has staged a display of microlight aircraft in the Barnwood sports hall. Four craft were on display, courtesy of the Severn Valley Microlight club.

Well this is the end of the lectures and final exam, congratulations to all of you who have passed the airlaw, navigation and meteorology exams. This last one "engineering and principles of flight" should be after what we have been through, no problem at all.

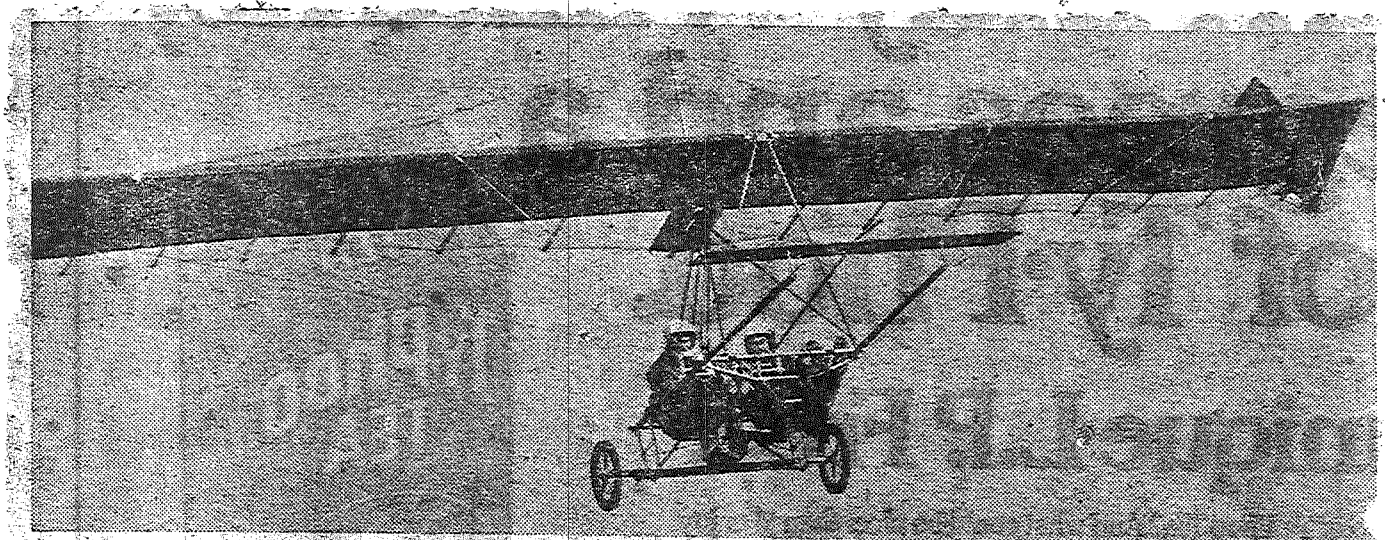


Ashley Doubtfire



The funeral of Ashley Doubtfire took place today February 9th. One of the Great Pioneers of British Hang Gliding who died in his sleep at Swinden Hospital, he was just 32, the cause of his death has not been established as yet, an inquest is being held, we have yet to know the result. Ashley had been readmitted to hospital after a recurrence of a mental condition, suffered after his involvement with a religious sect more than 18 months ago. Ashley has been involved with the sport as long as Gerry Breen and went on to run the Marlborough Based Birdman Hang Gliding School, he was a member of the B.H.G.A. But rapidly moved into the Microlight Scene. The good old Birdman Cherokee 4 years ago did (19,000ft) from Mount Killimanjaro with Ashley hanging underneath it. From what I remember I think Ashley was involved with Exegesis, the mind bending cult that was based in Bristol who brought out the Mistral.

Cult set to cash in on new mini-plane



Two's company as the Mistral Trainer is put through its paces

THE controversial brainwashing cult Exegesis is set to cash in on a revolutionary new plane launched at the weekend.

The plane, a two-seater selling at £4,000, is turned out by Micro Engineering Aviation of Bristol.

All five of the firm's directors are senior disciples of Exegesis which has its headquarters in the City of London.

The five include David Friese Greene, great-grandson of film camera pioneer William Friese Greene, and Judith Kramer who stood as a Liberal in the last Greater London Council elections.

Course

Most of the firm's staff have been on the cult's indoctrination course.

Profits made on the mini-plane, the Mistral Trainer, will be used to support Exegesis's Bristol Project.

This is the name given to part of cult leader Robert D'Aubigny's master plan to "transform society."

The Bristol company already has fourteen orders for the plane which went into full production at the weekend.

AN MP is to demand an urgent Government inquiry into the activities of the brainwashing Exegesis cult.

The demand follows a Daily Mirror investigation which reveals that the cult is using

jobless youngsters and university students.

The mushrooming movement, led by 30-year-old Robert D'Aubigny, is now thought to have 4,000 converts.

Many of them were recruited

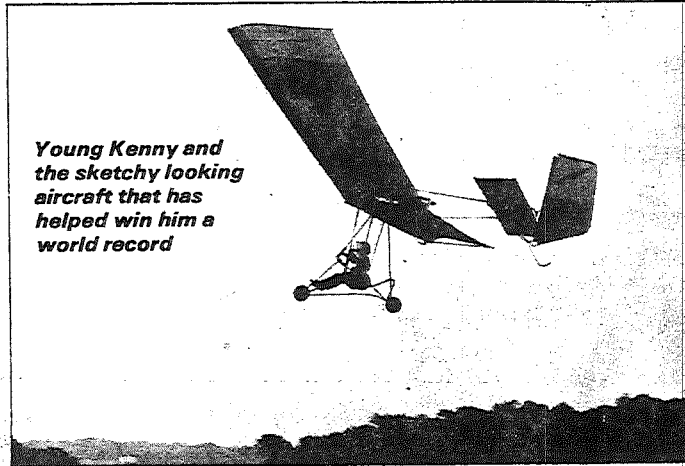
which they were subjected to a three-day ordeal of abuse, degradation and threats.

Now Tim Brinton, Tory MP for Gravesend, Kent, is to press for a top-level inquiry into the cult's indoctrination techniques.

ment to look at Exegesis's infiltration of universities and its own job-finding agency.

Mr. Brinton told the Mirror: "I believe it is time to sound the alarm bells. If Exegesis is doing no wrong then it will have nothing to hide"

WORLD'S YOUNGEST PILOT



Young Kenny and the sketchy looking aircraft that has helped win him a world record



SCHOOLBOY Kenny Bennett has made aviation history by becoming the world's youngest ever pilot. He was only nine when he flew this sketchy looking aircraft solo—and won himself a place in the *Guinness Book Of World Records*.

Kenny is the third generation of a family of fliers famous in the United States. His grandfather, 75-year-old Al Bennett Sr, was one of America's

pioneer aviators who started Kenny flying when he was only two by sitting the boy on his lap in the pilot's seat of a light aircraft.

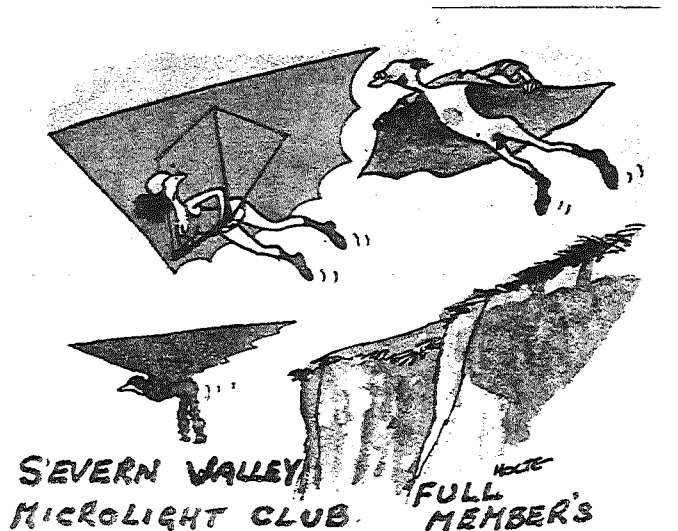
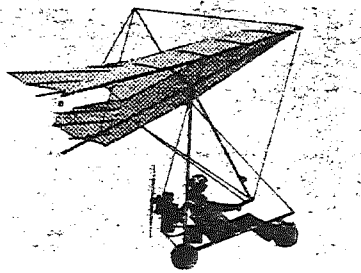
Kenny's aunt, Mrs Betty Bennett Morrow, previously held the world record as the youngest pilot at the age of ten. She had to make the flight in Cuba because of the minimum age for solo flying in the US of 16 years.

Kenny also could not legally pilot a conventional

aeroplane in his own country, hence the choice of this Quicksilver aircraft. It's rather like a powered hang-glider, with a maximum speed of 42mph.

Except for an overhead cord to start the petrol engine and a throttle at the side of the pilot, there are no manual controls.

The pilot steers the plane by shifting his weight, which is coordinated with an automatic rudder control.



BUILDING IN G . R . P
(FRONT FAIRINGS)

The standard method of building in G.R.P. is as follows:

First of all a model of the fairing is made this known as the 'PLUG' is usually no more than lathe and plaster, where a large number of moulds may be required the plug may be itself constructed of G.R.P.

A great deal of trouble and time is taken to get it exactly right, with a finish as smooth and perfect as possible. From this the mould will be made, and from the mould the fairing: so all imperfections in the plug will be repeated in every fairings subsequently made.

Once the plug is as perfect as may be it is coated with an oily substance known as Release Agent, designed to prevent resin adhering to it. Glass fibre saturated with resin is then built up to a good thickness all round it, with support timbers moulded in, when this is cured the technical term - this shell is lifted off the plug and turned right way up.

This is the mould and it is obvious that it is the inside surface of the mould, which equals the outside dimensions intended for the finished fairing it will therefore be laid-up inside the mould, and its outside skin will have the perfections, or otherwise, of the inside of the mould.

Much additional work is therefore put into the mould, it may take several weeks to get the perfect finish: sanding, polishing, filling in and smoothing off small irregularities. The timber supports bonded into the outside of the mould are to make sure that it cannot distort, and these may be further strengthened as necessary.

The materials used in the moulding of a fairing are polyester resin, an accelerator and a catalyst which is usually a peroxide. These are the flesh the bones are provided by the glass fibres which are used (a) in the form of random mat, and (b) as a woven cloth. This latter is available in a variety of weaves, and is most commonly used now for a smooth inside finish.

In possession of a mould and the necessary materials, the method of constructing the fairing is as follows: The inside of the mould is coated with wax and release agent, and then with a mixture of resin and pigment called the 'Gel Coat'.

This will form the outside skin of the fairing and as the appearance of the fairing would be spoiled if glass fibre showed through it, no glass is mixed with this coat.

On top of the gel coat comes the first layer of glass, the material, cloth or random mat is cut carefully to shape, so that it fits into the mould without bulging at the overlaps. Resin, mixed with accelerator and catalyst, is brushed liberally over this, and stippled and rolled well in so that it saturates the glass material, and all air bubbles are excluded.

More layers of glass and resin are applied until the requisite thickness are obtained, and the fairing is left to 'cure' or harden off. This may take several days, but presently the fairing can be lifted from the mould and left to stand free to finish curing it is obvious that the inside can never be as fair and smooth as the outside but a coat of emulsion paint is fine.

There is rather more to moulding a fairing than indicated above - and it is extra care which often makes all the difference between a good G.R.P. moulding and a bad one. The salient factor in moulding G.R.P. with 'cold' 'cure' resins is:

(a) Correct mixture of resin with accelerator and catalyst and (b) stringent environmental control.

That is, the temperature and humidity of the workshop are extremely important. The catalyst will be mixed in proportions something like 120 to 1 too much will generate too much heat, drying off the resin too quickly and making it brittle where as if too little is used, the resin will fail to harden and may take days to cure, temperature and humidity though important cannot easily be brought into our calculations.

The best we can do is do the work, on a warm day.

FASTENING TO G.R.P.

Bolts should always be provided with large diameter washers and never themselves bear directly on to glass fibre.

FIRST SOLO :- BY JAMES CAIRNS - TERRY

"Music is the only pleasure without vice." I have never agreed with this rather sweeping statement and have felt that flying should be rated as a fairly harmless pursuit.

Having been very interested in flying from a very early age, I have often been frustrated that my flying experience have been gained only as a passenger letting someone else do the flying.

The idea of actually flying or even owning an aircraft has always been in the far realms of fantasy. This has been due to among other things cost!

Happily for me and other would be flying aces this sad situation is beginning to change due to the arrival on the market of a curious new type of flying machine which has been described by its critics as a cross between a kite, lawn mower and a deck chair, or to give its proper name a MICROLITE.

Soon after one of these contraption passed leisurely on its way over our house, I felt that something had to be done to acquire one myself. After a bit of research, I found that to my delight the cost was by no means prohibitive. With the aid of a 2 year bank loan I became the proud possessor of a pair of wings. One of the conditions of sale was that I underwent a course of instruction as to its (safe) use.

In April, I found myself back in the classroom at Enstone Airfield to pass from being a complete novice to a reasonable competent pilot. Before one is allowed to take to the air, one is subjected to a series of lectures on how and why an . . . oplane flies and what happens when it ceases to do so. Other lectures covered meteorology and "Air Law". The "Met" talk answered some questions as to why we suffer such an appalling climate. I also learned the effect of wind on a microlite and for that matter all types of aircraft. A tail wind is a real bonus and a head wind - a pain in the prop - except for take off and landing. This did not worry me as I had bought mine in order to admire the view from a great height - not to break the sound barrier.

Due to continuing adverse weather conditions, my flying training was held up until June. The requirement is a calm windless, dry day which, as we all know, is a rare thing in this country.

I have previously mentioned the similarity between a microlite and a kite, and it is as a kite one starts training. The "kite" is an old aircraft, which has seen better days, without an engine. One is strapped into this flimsy looking affair and towed behind a landrover on the end of a long rope. There is no seat as such but a sort of sling in which the pilot is freely suspended. Control is effected by the pilot literally throwing his weight about, better known in microlite circles as "Weight Shift". By moving one's position, the centre of gravity changes causing the aircraft to climb or descend. Use of the throttle also governs this.

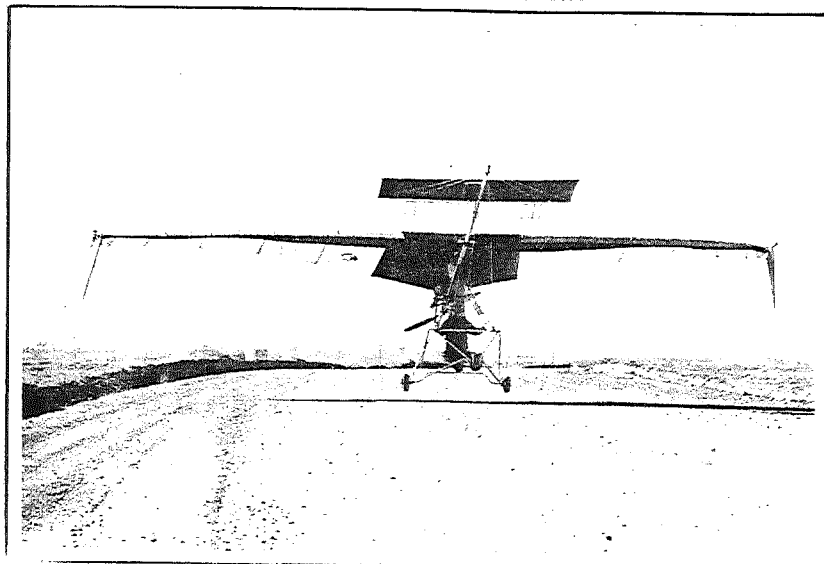
As the towline trainer had no engine, I had to rely wholly on moving around for . . . trol. The rudders or "tip draggers" are operated by a pair of bicycle style handlebars. To land the idea is to lean forward until a few feet off the ground and then lean back to slow the rate of descent to effect a smooth touch-down. Instruction is given by means of a one way radio link from the instructor in the tow vehicle to a headset in the pupil's helmet.

After a few goes at taxi-ing behind the landrover-keeping in line, I was ready to try a flight under tow. Quickly we were on our way once more, but faster this time and gaining speed rapidly.

When we were going at about 25 mph I leant back when the little voice in my helmet told me to do so. Unfortunately I leant back to far and the microlite immediately assumed the identity of a Harrier jump-jet and leapt into the air leaving the ground and tow vehicle below. I even had time to admire the view before it was time to attempt a landing. As there was a slight cross-wind, it was an effort to keep in line astern with the landrover and not the rusty barbed wire fence directly below me. My landing left a lot to be desired, there being some bounces which the aircraft seemed to take in its stride. After a few gentle words of advice were whispered in my ear by the instructor, we were ready to have another go. The next attempt was somewhat better than the last and the landing pleased both me and the instructor

After about 15 minutes of up, downs, curses and bounces, I was pronounced fit and ready (?) to go solo under power. I was feeling somewhat dubious about this as I was being strapped into another aircraft. Instead of a long tow rope with a landrover at the end, for power there was a Fuji Robin 250 c.c. two stroke engine behind me driving a wooden propellor via a centrifical clutch rather like a Puch Maxi moped. There was no radio this time so it was entirely up to me what to do should an emergency arise. My task was to fly a circuit of the airfield at 500 ft and bring the aircraft down in one piece, "And for Pity's sake do not bend it. If you do, the cost comes out of my pay packet!" An altimetre was strapped to my wrist just like an ordinary watch and another helmet thrust over my head. Still doubting my ability to go through with this exercise, the instructor bellowed, "CLEAR PROP!" and pull-started the engine rather like our flymo at home. The big difference was that this engine started first time. My throttle was identical to a motorcycle twist grip. The instructor then lifted the nose of the rudder movement and swung back and forward to see if the small elevator on the canard was working. It was. I then placed my feet squarely on the ground then do a power chack. Slowly I advanced the throttle until my feet lost their grip on the runway. Quickly I snatched them up and the plane accelerated rapidly. After six seconds or so, I leant back. The plane assumed a very steep climbing attitude and the ground fell from beneath me. Excited by this turn of events, I almost forgot to lean forward again to prevent a stall. When the altimeter registered 150 ft I eased back on the throttle to stop the engine from overheating. The plane then adapted a more sedate climb-out angle. This gave me time to admire the view towards the village of Church Enstone and Heythrop Park where the National Westminster Bank staff training collage is situated. I turned to the left, still climbing, towards the village. Due to the noise microlites make, we were forbidden to fly over it. I turned downwind by now at circuit height. I looked straight down below and the ground really did seem a long way below. I could see the instructor, by now a tiny dot, looking up at me. I don't think his hands were tightly clasped together and I'm pretty sure he wasn't kneeling down. Now came the hardest part of the flight, descent and landing. I shut the power off to a tickover and leant forward. The air began to howl past me and the ground loomed closer. At about 150 ft. I turned into wind "Over The Threshold" of the runway and looked at the wind sock to see if there was a crosswind. The ground now seemed a lot closer and I had to gun the engine to clear the telegraph wires bordering the road. Out of the corner of my eye, I could see my instructor and other bystanders watching my efforts intently. The ground was by now very close and moving far quicker below me than it had seemed from higher up. I had to work at the rudders to keep the aircraft in line and the wings level. Failure to do this would mean that I would hit the ground at an angle and tip the aircraft over. I leaned back to slow the descent rate as the ground rushed up to meet me. A second later, the wheels made contact with a slight holt. I cut the engine and waited for the instructor to arrive on the scheme. I hoped that we would be as pleased as I was. I could now write five minutes flying time in my log book. I still had twenty four hours and fifty minutes to do to gain my licence, but that is another story

JAMES CAIRNS-TERRY



EVENTS

GRAND OPENING OF THE POTTERS HERON MOTEL.
5 MILES FROM WINCHESTER, AMPFIELD ROMSEY AREA
APRIL 24TH SUNDAY, BETWEEN 3-4 P.M.

EXPENSES WILL BE MET FOR ALL MACHINES
ENTERED, STATIC DISPLAY CHIEFLY BUT REASONABLE
FLYING SITE NEARBY, GRASS MIGHT BE A BIT LONG.
ALL ENQUIRES RING HAROLD WINGHAM
ON WITCOMBE 2246.

CONGRATULATIONS TO COLIN DAVIS, ROGER + LAWRENCE
BAILEY ON BECOMING "TRIKERS".

COMMISERATIONS TO JAMES CARNIS - TERRY AND TIM
MEAGER, HOPE REPAIRS WON'T BE TOO LONG.

ALWAYS SOMETHING AT THE LAST MINUTE, SORRY
IT'S NOT TYPED!

ED!

RUMOUR QUASHED!

HORNET MICROLIGHTS.

I am pleased to tell you that the statement made on
Wednesday night, 30th. March that "Hornet Microlights had
gone into Liquidation" is totally untrue.

I have spoken to Richard Wolfenden, a Director, who
assures me that the rumour can only be malicious gossip
to try to damage a successful launch of their new
revolutionary dual trike.

I also spoke to John Phizacklea who is currently spending
a lot of time at Hornet and he confirms Richards comments
as true. Obviously such rumours are very damaging
to a company and even more so in the unstable Microlight
Industry.

Gordon Gould

SECRETARY'S LETTER

I suppose all you flying types out there are as frustrated with this appalling non-microlighting flying weather as I am! pathetic isn't it? Nevertheless it hasn't thwarted the enthusiasm within the Club to rigorously pursue our studies, and we now stand at the threshold of there being a very healthy contingent of flyers achieving their academic studies for the Group D Licence. Well done everyone!!

It is amazing just how much we have been able to pack in to our weekly meetings last winter, for not only did we have a high percentage in terms of attendance at Chris's weekly lectures but also most of us saw fit to come along and hear what the B.M.A.A. Chairman, Graham Andrews had to say when he addressed the S.V.M.C. a few weeks ago. Like myself, you probably found his oratory very interesting as he covered the very topical subjects of Airworthiness, and of his "Duet" from Jordan Aviation - that just seems too good to be true!! - maybe the Club will find that out sooner than we think!!!! enough said there!

By now you will all of received your membership cards - worth waiting for? If you think those are good wait till you see the letter headings! The Club has had much praise from many people about them and it is solely down to the expertise of Jeff Edwards, on behalf of everyone in the S.V.M.C. Jeff - our thanks, I'm sure you realise just how much it is appreciated.

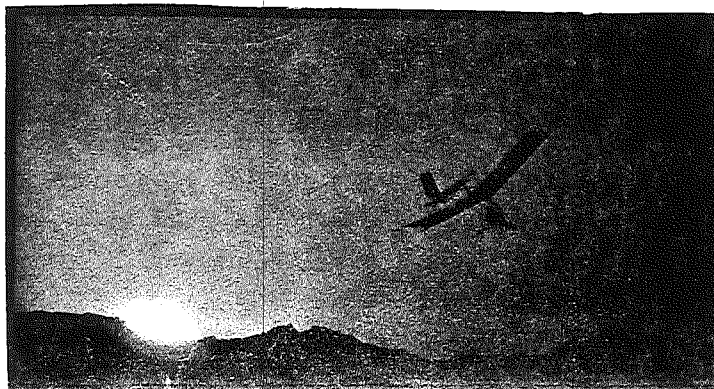
Who then is going to follow Jeff's example in doing something positive for the Club? What we now require is a large weather proof first-aid box to be sited permanently at our base airfield. I have obtained approval of the idea from the landowner and I envisage a large white painted box with a red cross in which will be housed another box, probably metal, which will hold the first aid material (bought out of club funds). So, if any of you have an old ammunition case lying around in your shed, give it a lick of paint and bring it up to the field.

We are now boasting 28 Club members and it is pleasing to see that the likes of Jock Brown and John Morris coming from as far afield as Weston-Super-Mare to be with us. (Can't wait to see your CPL6 and Pathfinder at Stoke Orchard fella's).

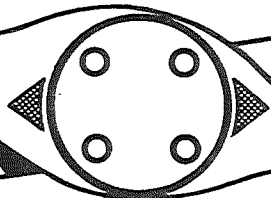
By the time you read this I sense that the S.V.M.C. will be affiliated to the B.M.A.A. - I'm sure that only good can come of this and we are off to a good start by getting a bit of 'air-time' in the B.M.A.A. magazine. ~~Flight Line~~ (sorry Norman). Flight Line with even a photo of John Phitzaclea and his Trike in the May edition. O.N.. C.K. I know I'm on the photo as well - but somebody had to give the photo a bit of class! (John's so ugly don't you know).

Tight Wires,

Daryle



AIR

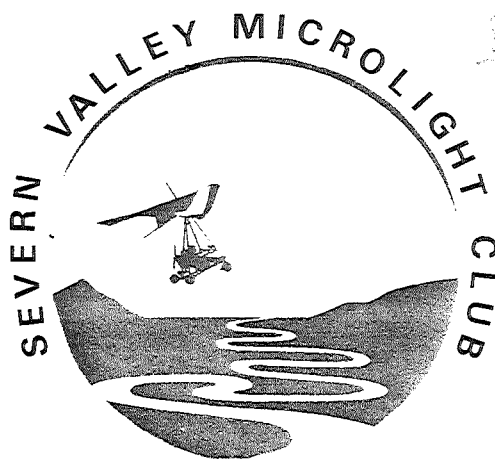


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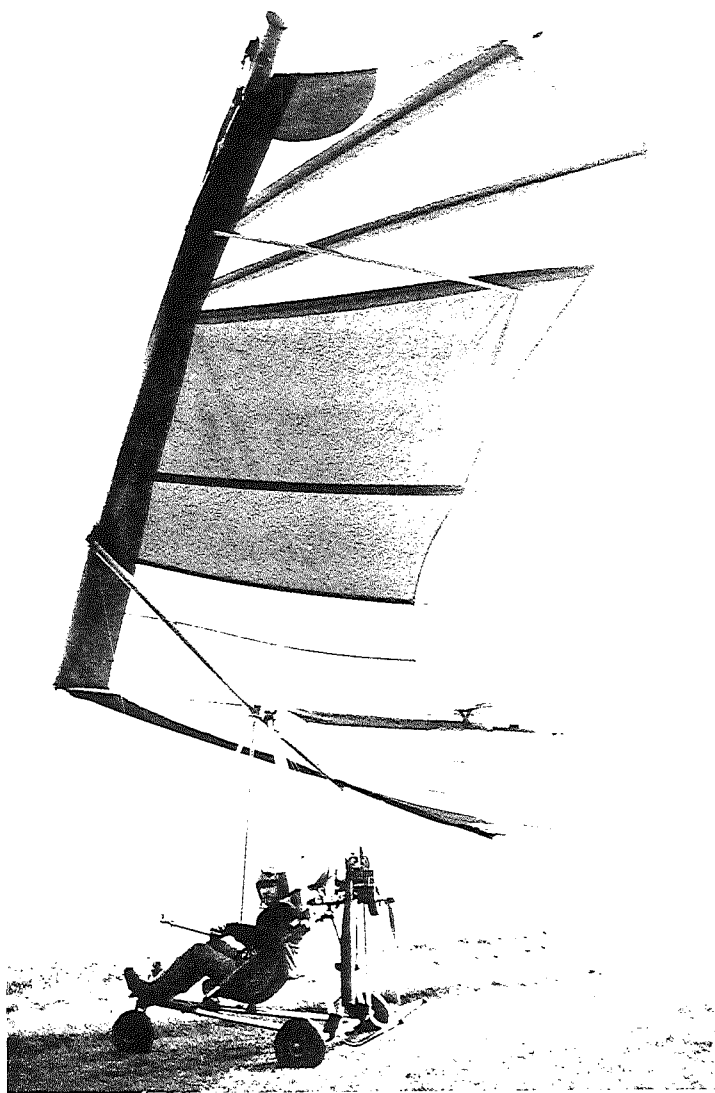
Severn Valley Microlight Club Newsletter

No. 5

June

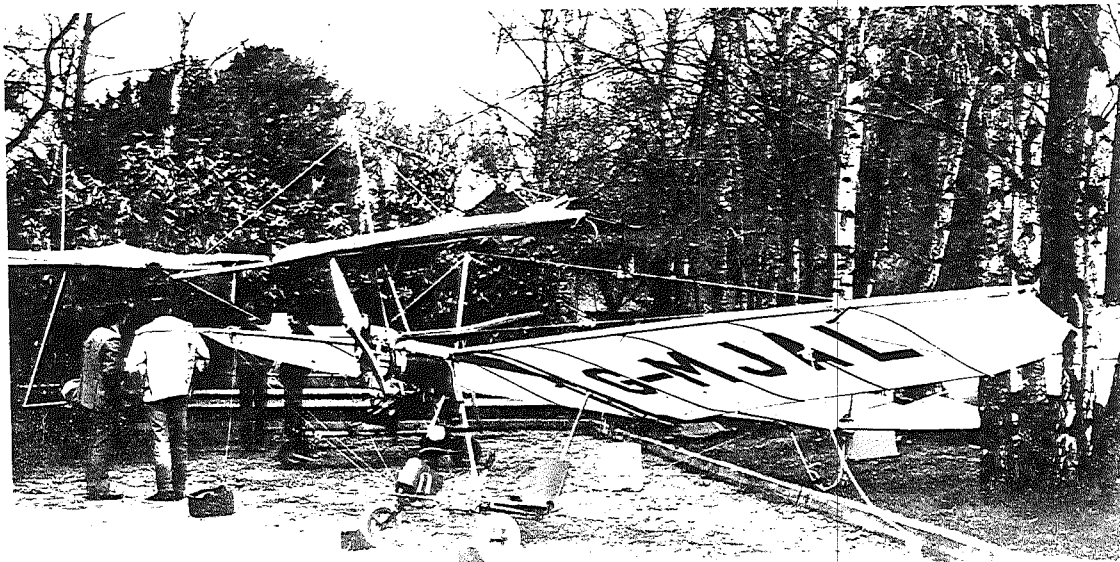


← PICTURE OF YOU EDITOR!
THOUGHT IT WOULD MAKE
A CHANGE FROM SEEING
DARYLE ON THE FRONT.



David Simmonds
"Chaumine"
Winchester Road
Otterbourne
Winchester

Hants Tele, 0962 - 712462
(Skycraft Scout G-MJAL)
MK III



PICTURES
TAKEN FOR
THE OPENING
OF THE
"POTTERS HERON
MOTEL"

Secretary Daryle Parsons

4I, Brimsome Meadow
Highnam
NR Gloucester
Home (50359I) work (652350)

Chairman Jim Deane

I4, Holtham Avenue
Churchdown
Gloucester
(7I2766)

Treasurer Gordon Gould

The Green
Elmstone
Hardwicke
Cheltenham
Gloucester
Coombe Hill (579)

Editor of Aircscrew Ralph Davis

34, Theresa Street,
Gloucester
424903

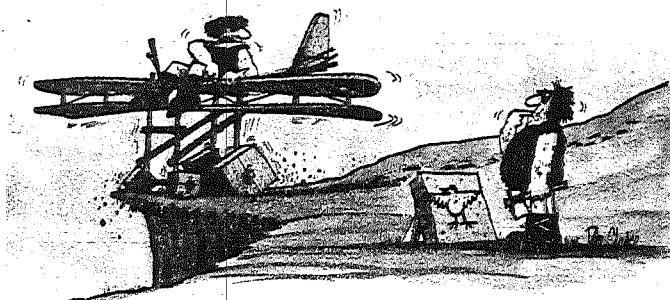
Many thanks to the Popham flying club, for appearing at the opening of the Potters Heron Motel Ampfield, without who our Microlites display would have been a complete washout considering only two trikes from the Severn Vally CClub turned up out of the original seven, my thanks to in particular to:-

John Scardfield
20 Keyhaven Road
Milford on Sea,
Lymington
Hampshire Tele, M.O.S. (3922)
(Pteradactyl)

Terry Prowse
Bramble Hill Hotel
Bramshaw
NR Lyndhurst
Hants Tele, 0703 - 813165
(Ultrasports Tripacer with
Hiway Demon Wing)

Gordon Clephane
24, Honeybottom Road
Tadley
Hants
RG 26 6JP Tele, Tadley (2469)
(Weedhopper G-BWNH)

Brian Wigham
32 Beavers Close
Alton
Hants
(Tripacer Trike & Striker Wing)



"Sod the aerodynamics what about the
headings?"

Some time ago I met a fellow flying enthusiast who happened to remark that the joys and attractions of our sport were so ephemeral and intangible that to try to explain the reasons why we fly would be almost useless. This idea was again brought to mind during a recent business trip to London when I spent a lunch hour in the Natural History Museum looking at the fossilised remains of the ancient life forms which bestrode the prehistoric world. Why should a creature such as man, so obviously shaped by nature's selection to be a ground dweller, wish to soar with the birds, I wondered. Upon my return I wrote the following lighthearted suggestion.

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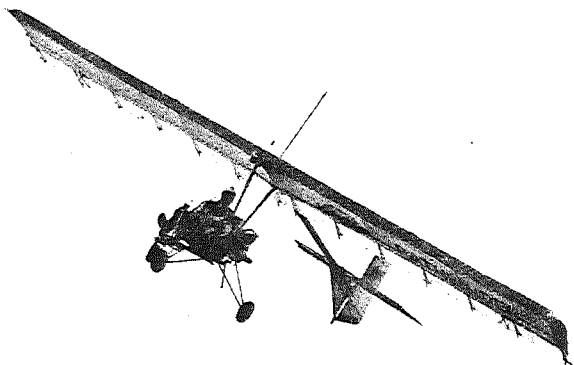
The tiny bird cocked its head and in its black bead eye, for one moment, I saw reflected the cloud flecked sky. It was a travelling sky drawn by the long autumn wind to the far horizon and beyond to lands unknown of quiet dappled hills and silent tumbled stones that have looked upon the sky for myriad years past. Little bird, poor tiny scrap! Some men say that your ancestors were the ancient dinosaurs who strode the world for ten million years. And when the tyranny of man passes into the infinity of space will once again your descendants resume their former dominance?

The bird threw back its head and trilled its sad lilting notes into the chill wind. Long fluid lonely notes that told me of distant high heath, of tossing gorse and golden bracken where no man sets base snare or cruel trap. In those notes I felt the warmth of the ancient sun and felt the free wild wind, the same wind that stirred the primoreal palms and cooled the leviathan's armoured hide. In my mind I saw the great cliffs with clouds of gulls soaring on half closed wings and heard their keening cries; I saw the broad winged buzzards sailing and circling into the very vault of the heavens and I felt a great sorrow.

The bird fluttered its wings and once more turned its eye toward the sky. Across that broad expanse there came a wavering line of wild winter swans battling against the wind, rising and falling in the unseen tumbling currents. Faintly, just faintly, their haunting cries reached me. Not for them a life burdened by the shackles of civilisation, by the cares of men's cramped days; but a free life travelling beneath the sun and stars along the tide lines from Spain to the arctic wastes.

The little bird fluttered briefly at the bars of its cage and I knew the awful pain within. I too longed to soar above the far blue hills, to turn and wheel in the eye of the sun; to swoop and sail in the wind. Though the age of the great Brontosaurus has gone into the unfathomable past could it be little bird that we share the same ancient ancestor from whom we both recieved a precious gift-- the desire to fly?

-----****-----



JOHN, THANK YOU FOR TAKING
THE TROUBLE TO GET YOUR
PIECE THROUGH TO ME, TAKING UP
YOUR SUGGESTION AS YOU CAN SEE,
SO THAT ANYBODY ELSE WISHING
TO WRITE IN CAN DO SO DIRECTLY.

SAFE FLYING
RALPH (ED!)

VALLEY DIARY

Well, our 2 strokes are being started up all over the place now that the evenings are getting longer and winds seemingly lighter. One aviator taking full advantage of this is Tim Meager who a couple of weekends ago told me he had flown on Friday, Saturday and Sunday including sorties to Malvern, Long Marston and lots of local flying.

I must say that I was very impressed at his Typhoon and Trike combination as he very rarely seems out of the air. Another triker who follows in Tim's mould is Ralph Davis who must know every inch of the way from Twigworth Farm to Stoke Orchard. Rumour has it that he's flown the route so many times that he's on 'first name basis' with the local inhabitants. Actually Ralph is one of the lucky ones to have a field that he can use any time he likes as he has let me use the field on many occasions. - Great Ralph! If the rest of us follow your example then we won't go far wrong.

Haven't seen much of Simpson at the old flying field as of late, have you? - what's up Bob? too busy earning money I don't suppose! - Bloody farmers - wish I could afford a loadwing!!! Talking of which Andy Snees' Goldwing I believe is practically complete and having just been sprayed by himself and Rod Jakeway. By the way Rod, when are you going to finish your trike? - its about time we saw you in the air.

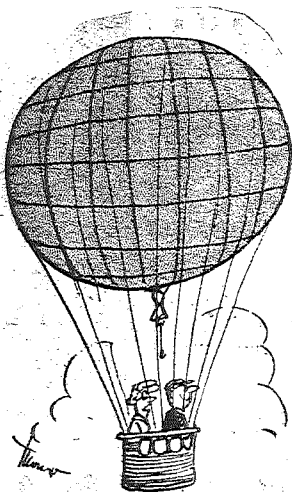
Poor old Gordan (Could) seems to be dogged with bad luck recently with his Hornet Trike. Seems that a couple of spokes in his front wheel had no head for heights and decided to part company with him. Still, I wouldn't have thought that would of grounded him because he could do wheelies along the runway with all the power his 330cc Robin has got.

I suppose you are all quite aware of my lack of power on my Skyhook Trike. Evenso, last Sunday I managed to go higher than I have ever been - 2800' and boy, was it rough up there. Not exactly a 'Bob Calvert' but I did manage to beat my old record of 2600'.

From the lofty heights down to the grass runway at Stoke Orchard we go to find out that Graham Little has literally been burning it up, in practising his fast taxiing - apparantly he's been taxiing so fast that his rear axle bearing melted leaving ourselves amused and Graham a little perplexed. He's now officially known as "Hot Wheels Little" or "Bloody Hell, I didn't realise I was going that fast" for short.

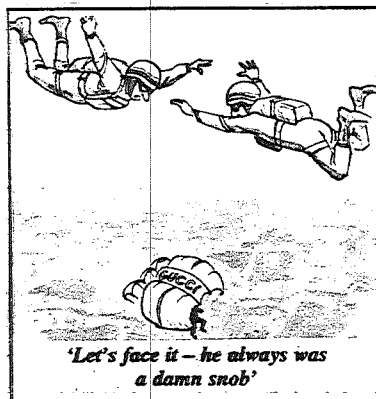
Tight Wires,

Daryle



"You mean to say you swapped the car for

17-57



WRONG WAY UP IS RIGHT

THE story of a fortunate escape for the passengers of a light aircraft over the North Sea on Monday recalls an earlier airborne drama which failed to receive the attention it deserved.

It was said of Monday's emergency, which ended in a safe landing, that those aboard saw a wing starting to break up.

Some years ago a test pilot and acquaintance of mine called NEIL WILLIAMS - now dead, alas - was practising his routine for the national aerobatic championships.

As he performed one particularly vigorous manoeuvre there was a loud crack from his star-board wing, which then started to fold upwards.

With only a fraction of

a second to think about it he rolled the aircraft over, thus pushing the wing back into place.

Williams then flew the aeroplane back, upside down, the five miles or so to the airfield, descended to 20 feet, then rolled upright.

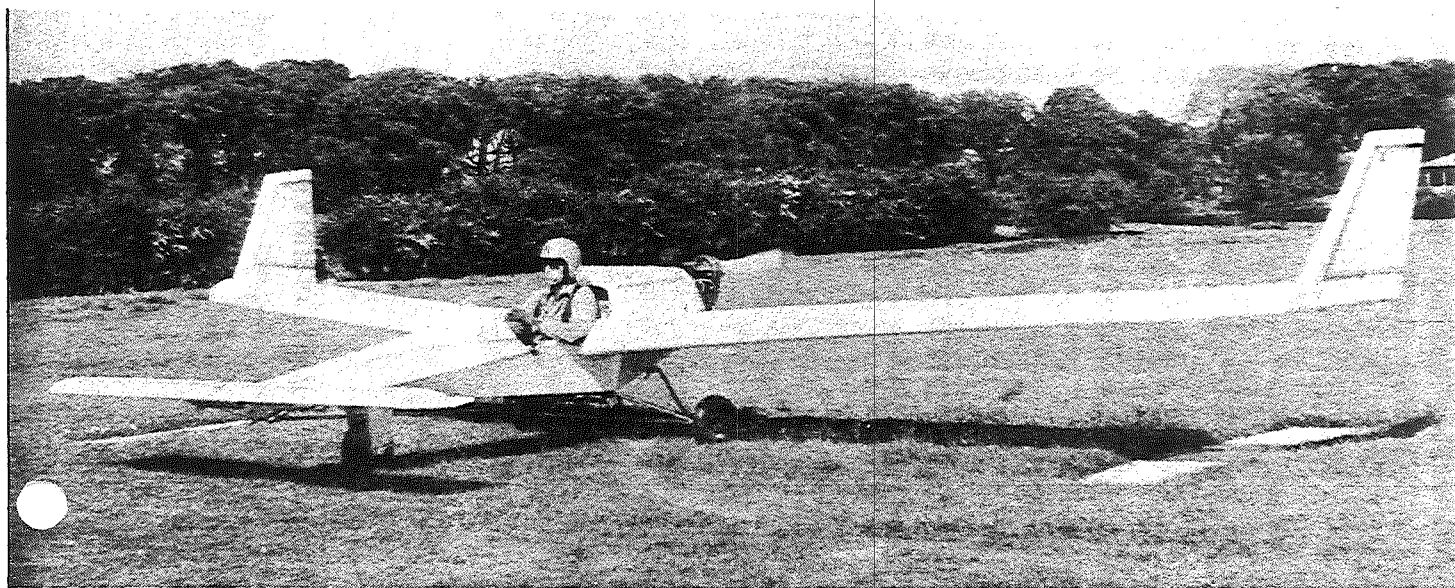
The wing started to fold and the aircraft slumped with a sickening crunch to the ground.

The pilot, walked away unscathed.

A few years later Neil was killed flying an ancient World War II bomber back to a British museum.

air on a G-wing

30-3-83
Robert Simpson.



Having had two useless Microlights - a "Weedhopper" and a "C.P. 16", I had a fair idea of what a good Microlight did not look like. The idea of a "Goldwing" was interesting for the following reasons:-

- (1) SPEED
- (2) RIGIDITY - This is connected with speed as a battened dacron aluminium tube wing is bound to change shape and distort at higher speeds.
N.B. The experience of one London/Paris Race competitor who had control reversal on his pathfinder.
- (3) CANARD - Extra safety, The "Weedhopper" stalled at 27 m.p.h. and the cruise speed in level flight was 33 which meant that most of the time flying was spent just looking at the A.S.I. not the view.
Higher aerodynamics, efficiency which gives a high speed with low fuel consumption and longer non stop flight.
50 m.p.h. - 1½ galls/hour
70 m.p.h. - 2 galls/hour

The disadvantages of this design were and still are

- (A) TRANSPORT - A large covered trailer is needed to avoid a 2 hour rigging time this is also needed for other 3 axis microlights.
- (B) 2 people needed to assemble it, although it takes less than 20 minutes, it is impossible solo.
- (C) If the machine is crashed and partially damaged it is impossible to inspect the condition of control cables or without first attacking it with a chain saw.
- (D) THE UNDERCARRIAGE - This has been sorted out on the machines now available.
- (E) Shallow glide angle and in microlight terms high landing speed makes it difficult to get into very short fields.
- (4) WINGLETS - Should increase efficiency, partial enclosure of the pilot makes flying a lot more comfortable and therefore even in cold weather.
- (5) PUSHER Engine - Flying behind a 2 stroke is a dirty smelly business.
- (6) PROPER 3 AXIS CONTROL - The only advantages of which over weight shift, are that it is less physically demanding to fly and can handle wind take off's and landings.

At the time the choice was made there were some very poor examples of 3 Axis machines available - i.e. The mirage and the rotec rally's.

I know nothing about fibre glass structures except that the strength of these depended a great deal on the temperatures and humidity prevailing while the resin was hardening. As the hardening is fairly quick, there is no room for lock up's but having made the "Weedhopper" and my first hang glider I felt I could manage working with Aluminium tube. It seemed sense therefore to have fair products do all the glasswork and I do the under carriage and engine installation. There was a lot of hours of hard work filling and rubbing down to get even the agricultured level of finish on my machine. It is easy to get a smooth finish by using a lot of filler, but the weight penalty is very high. There are a couple of depressions in the upper surfaces of the port wing, (This I am told will be fixed when I take it back - it dos'ent really seem worth the effort until I crash it.) These are caused by porosity of the resin layer, it was very difficult to see whether the clear resin was impregnating all the mesh of the white glass cloth. The paint recomended went through any unsealed area onto the polystyrene foam underneath and then dissolved it - hence the depressions. This problem has been overcome on all the later kits by adding a blue dye to the resin.

The First 18 Months

I had'nt flown a 3 axis machine for 10 years and even then had only got about 30 hours. Inevitably enough the taxi-ing (to check good handling) got quicker resulted in the first circuit. Subsequent attempts resulted in ground looping 3 times. This problem was traced to the nosewheel - a kid's bicycle wheel of thin section which was going onto full lock when the wheel bounced near take off speed. The same thin wheels were on the main gear which was stupid - the take off weight, (full of fuel) being 540 lbs, - meant that the rolling resistance was enormous - especially on a wet grass stripe in November. The axle was only 1" diameter tube carefully drilled to weaken it in the worst places I put in a center pivot nose wheel with a fat tyre with both castor angle and trail. To test the self centering and steering of this device it was taxied up the grass strip and 50 m.p.h. (just the fuselage with no wings or canard) having got up to this speed I took my feet off the rubber pedals and it carried on in a straight line. Apart from greasing the wheel spindle I have not touched it since. The main axle was also strengthened (1½ tube) sleeved where necessary and the same fat tyres put on. The original motorcycle spring shock absorber units have been retained. (Although Heavy) The damping prevents bouncing so that even my landings don't look as bad as they would with springing only.

The Engine

Most people are probably fully aware of Steve Hunts appalling under designing and shoddy workmanship, the bearings used by him on the reduction drive were so bad, the bearing services ltd refused to stock them. They lasted about 20 hrs, and were replaced with proper ones. (Timken). The v bolts were working at 4 times the manufactures recomended loading and so they went to pieces of blackened string fairly quickly. (Optibelt Spx belts have done 40 hrs since and look good).

The Aluminium tube spacer used between the prop hub and the first bearing got chewed to bits in 15 hrs a phrospher bronze replacement has done 45 hrs with no sign of wear yet.

The bullet type electrical connector used on the "Robin" engines are useless. They are dry - i.e. Not soldered and are merely crimped on, (Hunt get's a gang of work experience kids putting them on and sometimes they crimp through to the conductor) sometimes only as the insulation.

Anybody with that type of connector on their engines should take them off and replace them with soldered on shade type ones.

These come with proper water proof blocks that can be screwed to the frame.

Flying

It all works except that the tip rudders although good enough for 90° crosswind landings in 15-18 m.p.h. winds are not strong enough (yet) to side slip.

I havent seen anything the cruises so well although the "Tiger Cub" Aerobatics are impressive.

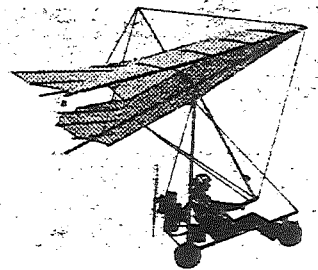
I don't think any of the 2 seater 3 axis machines have any hope while they are designed to the current C.A.A. specifications regarding weights and wing loadings, if these are changed this would allow firms like Dragon and Jordon to produce genuine 2 seaters rather than a solo machine that has a second seat. (For putting the themos on.)

PUTTING THE WIND UP HANG GLIDERS

HANG glider pilots have been warned to steer clear of a top secret radar base—if they want to be fathers.

They have been told that powerful rays from the famous "golf balls" at Fylingdales early warning base on the North York moors could make them sterile if they fly too close.

Brian Renshaw, chairman of a local club, said: "We won't be going near it in future. At my age it wouldn't make any difference, but we want to keep our young married members."



VERSE

Oh! I have slipped the surly bonds of earth,
And danced the skies on laughter - silver wings,
Sunward I've climbed and joined the tumbling mirth,
Of sun - split clouds - and done a hundred things
you have not dreamed of wheeled and soared and swing,
High in the sunlit silence, hovering there.
I've chased the shouting wind along and flying my
eager craft thro footless hall's of air.
Up, up the long, delirious, burning blue I topped the
wind - swept heights with easy grace,
Where never lark nor eagle flew, and while with
silent lifting wings I've trod.
The high untresspassed sanctity of space, put out my
hand and touched the face of God.

By John Mcgee.

Canadian fighter pilot of World War II.

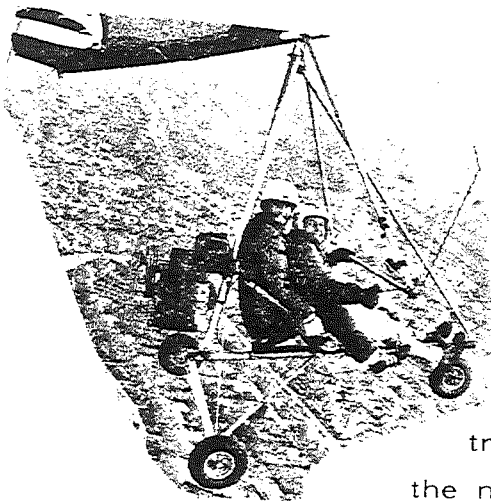
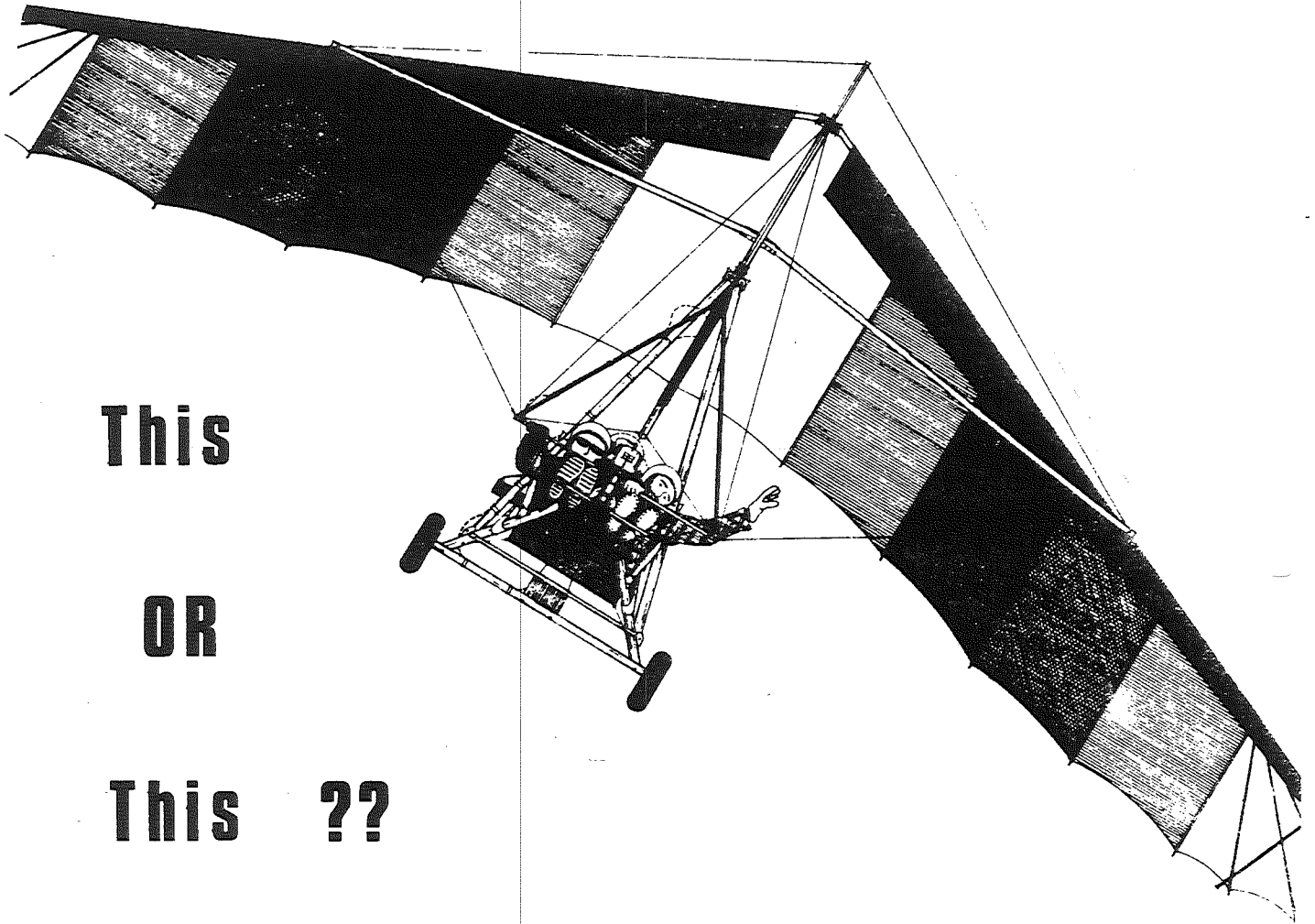
He died in a flying incident shortly after writing this moving piece of verse.

Dual Training

This

OR

This ??



You will read in the Chairmans report that Jim and I have visited Shobdon and been successful in negotiating temporary permission to use their tarmac runway and other facilities. This means that we as a Club can now offer weight-shift dual training. Before I give the details I would like to describe my recent training experience which may be of interest to the new Student Pilot.

There are 2 types of dual Microlight:-

1. Side by side seating
2. Tandem seating.

I had 2 hours at Long Marston on a tandem type machine and in my view was a waste of time. Sitting in the back seat I found that reaching the bar was difficult and tiring and just generally flying around was not good airmanship. I feel I gained only 15 minutes of experience.

Also, on both occasions my lessons were booked for 10 a.m., the instructor arrived at 11.25 a.m. and 11.05 a.m. Eventually we got airborne some two hours late and by this time we had missed the good flying weather and conditions had become turbulent.

With Enstone having ceased dual training I decided to try another approach. Through my links at the Welsh Hang Gliding Centre I eventually made contact with an instructor who had a side-by-side machine. The instructor's name is Jim Bowyer and the microlight is a Chargus Titan 440 (illustrated opposite top). Arrangements were made for my first lesson, the only apparent drawback being that the airstrip was at Haverfordwest, only 150 miles away! It was arranged that I travelled to Jim's home at Crickhowell (1 hour) and we would travel together to Haverfordwest (2 hours).

My first lesson was on Saturday 2nd October 1982. On the Friday, the weather forecast looked promising so I loaded my gear ready for an early start on Saturday morning. On Saturday morning, at 6.45 a.m. Jim and I made a final weather check and the decision was to "go for it"! I left home at 7 a.m., met Jim at 8 a.m. and we travelled together to Haverfordwest. The two-hour car journey was of great value, talking about experience, strategy and briefing in readiness for my first REAL lesson. Once at Haverfordwest I had a few minutes familiarising myself with the machine and then 'Bingo'. I was airborne at 10.30 a.m. and actually having the privilege of flying in the captain's seat in charge of the aircraft. Soon after take-off (200 feet) I was in control (as much as I could possibly be on my first lesson), climbing to 650 feet I attempted to fly left-hand circuits until it was time to land to refuel. I flew on to final approach when Jim took over at 100 feet to perform the landing. I had been flying for 35 minutes, full of enthusiasm and excitement and rearing to go. Those 35 minutes had been an experience I will never forget and 33 minutes of valuable flying experience. What a contrast to the tandem experience!

I am sure if Jim had not had his "boxing glove" mittens on, his fingernails would have disappeared. Debrief, refuel, cup of coffee to warm us up; briefing and ready for another lesson - unbelievable.

Improving circuit pattern, assisted take-offs and landings and drift correction was to follow. After only two hours I was doing take-offs, circuits and landings. On my fourth trip to Haverfordwest on the 1st December and after only $4\frac{1}{2}$ hours dual training, I made my first solo flight. Jim then issued me with an SA which enables me to fly legally within 8 km radius of Stoke Orchard. Since getting my own machine the weather has been a big enemy against microlight flying.

I will leave you with this thought.

"When you learn to drive a car you expect to sit behind the controls with the instructor in the passenger seat. If you were to have lessons on a motor bike, would you want to sit on the pillion seat and stretch over the instructor to reach the handle bars?"

That's enough of my experience, now the details about Shobdon.

SHOBDON

The S.V.M.C. have temporary permission to use Shobdon Mondays to Fridays. Preferably Monday or Friday, when the traffic is light. Week-ends are busy with light aircraft, gliding and parachute training.

The tarmac runway is 09/27, grass, when not waterlogged, is available and the clubroom facilities are great. Hangarage is available by prior permission.

Each pilot will be charged £1.50 per day with a £1 per month membership to the Aero Club. Hangarage £1.50 per night. A current third party insurance cover note for £500,000 must be produced on each visit. Weather checks can be made by telephoning 056 881369 asking for either the Deputy CFI, David Edwards, or CFI Dennis Davies.

For licensed pilots wishing to fly into Shobdon, firstly telephone the above number and on arrival over the airfield, fly a left-hand circuit, keeping a keen observation of the air traffic and land in accordance with ground signals.

DUAL TRAINING

Training will be on the Chargus Titan 440 (side-by-side) with Jim Bowyer as instructor. Final charges are not yet known but will be higher than last year's price of £20 per hour plus V.A.T. Two to three students will be required per day. Each student will have to share the £1.50 airfield charge and become a temporary member of the Aero Club.

The earliest date available will be Monday, 13th June and arrangements can be made through me (Gordon Gould) 0242 68 579, and if I'm not in, leave a message on my ansaphone and I will ring you back.

On completion of dual training a solo machine may be available for hire for those students without their own craft. This will enable the student to be examined for a "Solo Authorization".

For the unlicensed pilot you can be examined for "Solo Authorization" or "GFT" for a nominal fee to cover Jim Bowyer's time and paperwork.

So come on all you illegal pilots, craft owners without experience and newcomers, contact me and get flying towards your Group D licence.

S.V.M.C. have made the facilities available and if we don't use it we will lose it. You owe it to the Club, yourself and the microlight fraternity to fly legally.

FIRST AID BOX

A First Aid box has been fixed to the hangar at Stoke Orchard and is available to all S.V.M.C. members. The box is secured by a combination padlock, the number is 1510 which represents the 15th October, as the inaugural meeting of the Club. Please ensure the box is locked and the doors are set against the magnetic catches.

WIND SOCK

The wind sock will be stored in the First Aid box and can be fixed to Mr. Savery's mast at the front of his hangar. I believe the sock is rated at 20 knots. After use, carefully fold up and store in the polythene bag to keep it clean. Store the fixing arm in the separate polythene bag.

These facilities are provided for all S.V.M.C. members so look after them and respect them.

Gordon Gould
Treasurer

As you are all aware, Harold Winham was selected onto the Committee as Events 83 Officer. His opening account was the Whitbread Hotel launch in Hampshire in April and I know that he went to a lot of trouble in organising the day out for the SVWC - sadly, after much promise, only two of our members took the trouble of making the long haul down South. And had it not been for the enthusiasm of the Microlight Aero Club (who turned up in strength on the day) the SVWC would have been in an embarrassing situation. Full marks then, to Ralph and Graham for taking their wings down there for the static display. At least, yourselves and the WAC will be compensated for your trouble.

I think the lesson that has been learnt is that we were obviously victims of our own enthusiasm in as much as we conjured up thoughts of - Whitbread/expenses/sponsors etc. etc. and then realised after that, this was no jaunt down the road but a 170 mile round trip! I am sure that the long haul and being unable to land and take off adjacent to the Hotel plus the daunting prospect of not actually being able to fly because of weather restrictions was a concatenation for a recipe of disaster.

We are now, an older and wiser Club. I hope the Clubs who receive our magazine will learn something by our experience thus making their own growing pains a little less intense.

And now for something completely different.

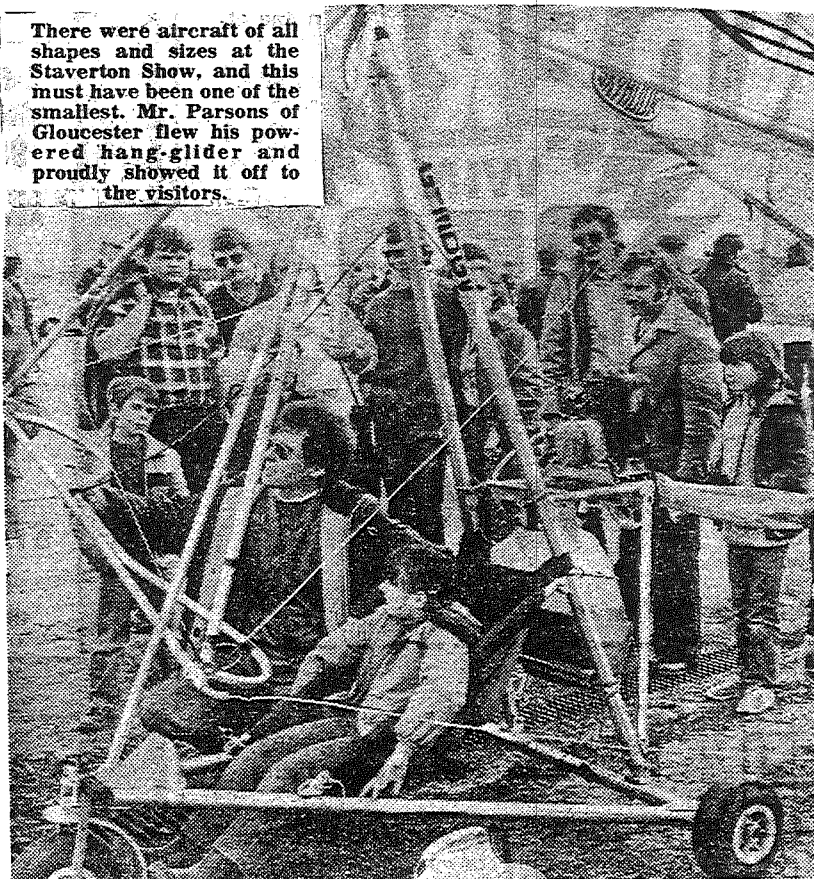
The SVWC is now officially affiliated to the B.M.A.A. and we have received the appropriate stationery from Ron Bott (complete with silly hats). Elsewhere in this edition is a range of items on sale, e.g. silly hats to B.M.A.A. logos - should you wish to purchase please contact me. For those aspiring pilots wishing to take their first solo - solo authorisation forms are available from the Club Office - but don't forget you'll need Chris Bishop to sign it 'afore ye go'.

For the first time in our Club's history we have no new members to welcome this month which means that our numbers remain at 28.

Tight wires,

Daryle.

There were aircraft of all shapes and sizes at the Staverton Show, and this must have been one of the smallest. Mr. Parsons of Gloucester flew his powered hang-glider and proudly showed it off to the visitors.



PLACE YOUR ADVERTISEMENT NOW

SKYHOOK OUTCLASS 'C' WING

FOR SALE

&

G-MBGV

SKYHOOK TRIKE

SKYHOOK TRIKE, TRI-6

Manufactured October 1981, Airtime logged - 55 hours

Power Unit - Rowena 210cc (as used on Scout Mk 11)

Output - 9 h.p. at 5,500 r.p.m.

Fuel consumption - 1.1. g.p.h.

25 litre long range fuel tank giving over 100 miles radius

Also stainless steel 10 litre fuel tank which is ideal for training

Taper roller bearings on all wheels

Altimeter fitted snugly into nacelle

Aluminium front mudguard

This trike has never been rebuilt and any inspection is invited

Included in the price:-

New set of points

New condenser

Two new innertubes

These items were purchased when trike was new and have never been required!!

Wing Specification

At 32' wingspan the Cutlass is a 4th generation high performance wing having 33% double surface and is ideal for power especially when used with the Skyhook trike. It is predictable yet responsive and handles turbulence extraordinarily well.

This combination is in pristine flying condition and is on sale at £1200 complete or will split.

Owner going 2 seat - Contact Daryle on Gloucester (0452) 503591 or Gloucester 652350 during office hours.

FOR SALE

Hiway Skytrike I60 valmet.

Rebuilt Engine, new prop

Extra Padding professionally done on seat

Tie down straps for holding extra fuel can.

Carrying pouch, built in to back of seat for Thermos, sandwiches

Tools etc: £450

With the trike or will separate 220 cherokee wing, gold anodised tubes

Red and White sail, unmarked

£450, including B Bar very stable combination.

Contact - Ralph Davis on Gloucester (424903)

MICRO RIGGING SERVICE

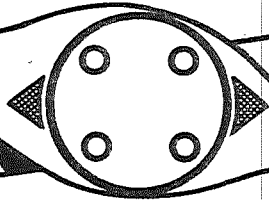
The Nicopress System was originally developed for the aircraft industry over 25 years ago.

All Nicopress eye splicing hold to the full-rated tensile strength of galvanised steel aircraft cable.

So for a fast, reliable and economical service contact Rod Jakeway on Cheltenham 510983.

SPECIAL RATES FOR CLUB MEMBERS

AIR



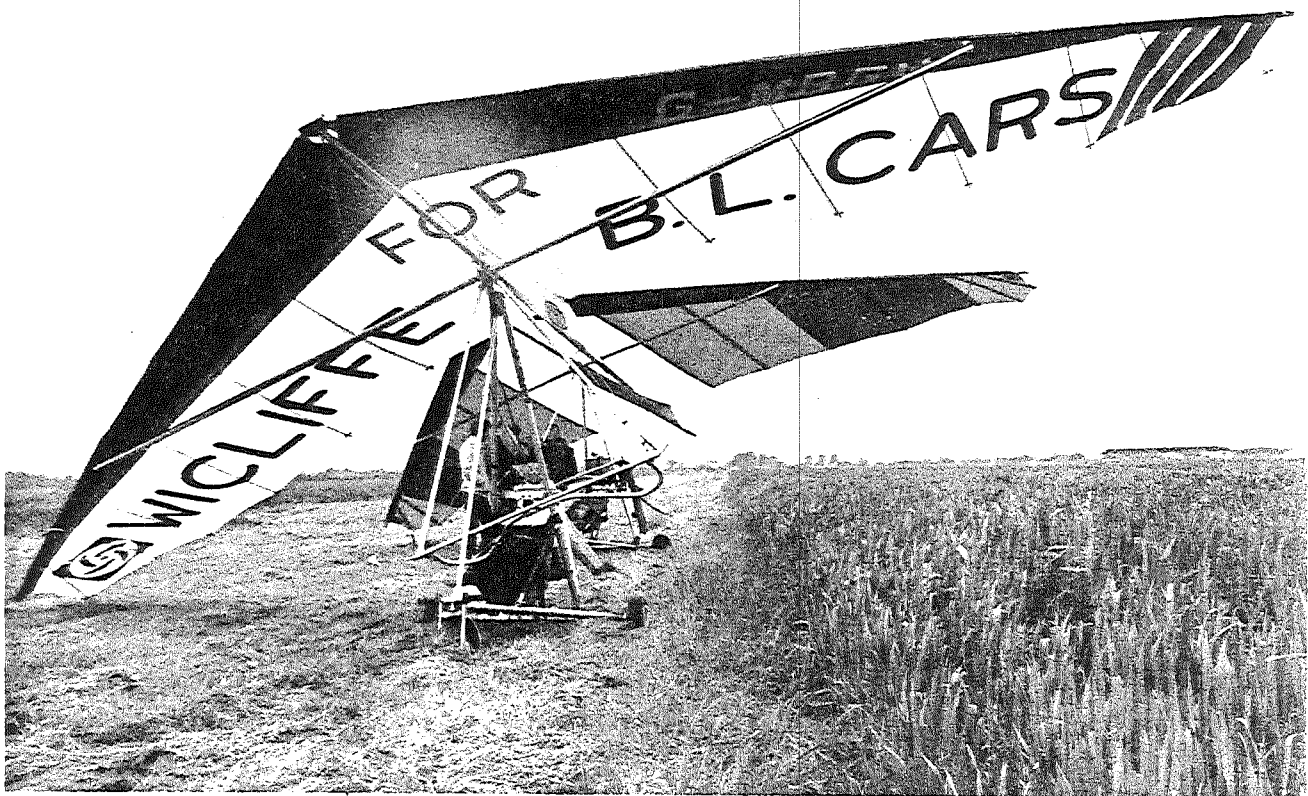
SCREW

Severn Valley Microlight Club Newsletter

SEPTEMBER

83

No 6



This is the last black and white photo taken by Stroud and District Camera Club, many thanks to them for turning up when we had the Fly-In. If any of the Club Members have photo's of themselves and machines, please let me borrow them to see if they are suitable for duplication.

COMMITTEE CHANGE

Introducing our new SECRETARY, Colin Greasley, a pilot with many years of experience R.A.F. Gliding to Silver C Standard, plus, of course, Microlighting. He has his own machine - Skystrike 250 with Lightening Wing. If you can't make out the Reg. Number, it's red and white. I think Colin will take over the Secretary's job with as much enthusiasm as Daryle.

Also, we now have a TECHNICAL ADVISER, Rod Jakeway, to assist the club members with any engineering problems that you may encounter. As I'm sure some of you already know, Rod comes from the Hang-gliding part of flying and has had many years of experience.

EVENTS OFFICER, Graham Little with Harold Wingham assisting, so I believe. In future, any events such as Fetes, etc. will be handled by these two so that they can arrange who will be available to attend these functions.

So the new Committee reads:-

SECRETARY

Colin Greasley
The Cottage
Kerne Bridge
Ross-on-Wye
(Symonds Yat 890585)

TREASURER

Gordon Gould
The Green
Elmstone
Hardwicke
Cheltenham
(Coombe Hill 579)

AIRSCREW EDITOR

Ralph Davis
34 Theresa Street
Gloucester
(424903)

CHAIRMAN

Jim Deane
14 Holthan Avenue
Churchdown
Gloucester
(712766)

TECHNICAL ADVISER

Rod Jakeway
232 Gloucester Road
Cheltenham
(510983)

EVENTS OFFICER

Graham Little
9/49 Shakespeare Avenue
Gloucester
(501227)

We now have 38 members belonging to the Severn Valley Micro-light Club and, at long last, a permanent venue at ~~Staverton~~ ^{Aero's Flying} Club, Staverton Airport. ~~Aerobats Club.~~ We hope to affiliate with this Club so that we can share the facilities that this Club has lacked throughout the Summer since leaving the C.E.G.B.

CHAIRMANS REPORT

Since my last report various changes have taken place regarding the licencing of pilots, some will resent these changes some may even give up flying.

However if we look at the microlight scene I'm sure most of you will agree that some regulations are necessary. I personally feel that it was the wrong way round, the aircraft manufactures needed to be disaplined as to the airworthyness of the machines that they "designed" first. Now of course it is almost essential to have a club with instructure and two seater in order to be able to fly as a pupil.

The committee is working on this problem, and we hope to have an assistant instructor in the future who can at least be present at the airfield to legalise the student pilots flying their own machines, sooner or later it is obvious that we shall have to offer some sort of two seater training to the new members who are becoming more numerous as the weeks pass.

Inevitably asking what we the club can offer in the way of training.

Did you approve of the latest venue for our monthly meeting? if so then it is possible for the club to have it permanant with the promise that we can have exclusive use on that evening, the catch' we must be associate members of the aero club at the cost of £2 per member per year. The committee felt that this was the best offer since the days of the C.E.G.B. and have provisionally accepted on your behalf.

Incidently this allows you full use of the bar any time see you there Chris'.

As saftey officer of the club I wish to make one more request that all persons who have had an incident however small would please send me a written report, sothat I can have something on the file, my address is 14, Holtham Ave, Churchdown, Glos. Failure to receive your report will leave me no alternative but to resign the post, so it is up to you.

Finally congratulations to Colin Davis who successfully completed his cross country pity it ended with a heavy landing, (Report Colin please)

See you at Stoke Orchard,

Safe Flying '

JIM DEANE.

G.F.T.

General Flying Test

Chris Bishop, our C.F.I., expressed an interest in taking members on this test. Since this Club was formed only one member has got around to doing it, so come on all you flyers, ring up the Secretary and arrange through him the next reasonable flying day, for Chris to be available at Stoke Orchard so that you can all do this test in one go, it takes between 45 minutes and 1 hour. More information can be obtained in the July Cap 53 Supplement. Pages 29-30.

Reprint from one and only CFI's CHATTER ever received from Chris, this is what he said back in January

"I hope in the coming few weeks to have more time to spend out on the flying fields and be able to undertake some training of students, and even a few flight tests for those requiring them, the usual format for the flight test is as follows:

A full set of pre-flight checks, taxi out, take-off, climb to a suitable height, position yourself down sun of the examiner, do a couple of stalls and recoveries, descend to the airfield. Carry out two 360° turns, level centred exactly over the examiner and then complete a circuit and landing. For the next part, an obstacle clearance take-off, return and carry out three figure-eight turns, bisected by the runway, crossing exactly over the examiner, at 500 ft; climb to 1000 ft and carry out a forced landing from overhead starting on the runway heading. For the third part of the test, a normal take-off, closing your engine down at 250 ft and doing a practice engine failure after take-off, climb away and carry out another forced landing as before. Finally a few circuits to include an overshoot of one approach, and glide approaches as required.

This may sound a lot but only takes about 45 mins to complete, so now you know what to do, get out and practice it.

And lastly remember to fly in a safe manner and more important be seen to fly safely." The fee for this test will be between

£8 - £10.

"UNSTUCK" FOR THE FIRST TIME

At the time of this tale, I wanted to fly. I don't remember a time when I did not want to. There may have been a time when I did not have any clear idea what "flying" was about but I don't remember that either. This "wanting to fly" had led to many fruitless journeys to neighbouring Air Force Stations, hours waiting in damp rooms with the same service furniture, the same charts and posters on the walls and the same unique lingering all pervading atmosphere of a service crew room, only to be told that the promised flight was off for one of a hundred reasons.

This time it looked more promising, for one thing I was with the rest of the cadet squadron at camp for a week at R.A.F. Valley on Anglesey, and if only it would stop raining and the cloud base lift we stood a good chance

At last, excitement mounting, four or five cadets are on the tarmac; climbing through the door into the aluminium body of the Anson; door shut; numbing noises of engines; vibration; aircraft moving. Pilot turns to check his cargo is properly strapped in, - notices me without a seat, keeping quiet in fear of being off-loaded; signs for me to sit forward on the main spar crossing the cabin behind the pilot and co-pilot's seats. We're racing down the runway; this is terrific; the strapped-in cadets have a bit of window, a good view of engine, wing and each other. My view is second only to the pilot's, even better when I stand up! Airborne! Ground rumbling stops, runway drops away then fields getting smaller, the shore and the sea, growing vast. We turn towards land and the mountains under leaden skies; a few bumps; elation realising I'm actually in the air, detached from the moving ground below. I look round at my fellow passengers, two looking nervous and a little green already. Now we're skimming over the shoulder of a hill, horses in a field scatter and gallop, one jumps a fence, then Lynn Qwellyn slides, black, underneath, mountain tops above are cut off by the roof of cloud. We part from the road and villages, cross Nant Gwynant, land familiar from numerous climbing outings; the next feature recognised was Trawsfynydd and on to Bala, a left turn along the valley, another over unknown hills, a glimpse of a bit of familiar road, more hills and suddenly out of the greyness ahead the sea again. With Conway just visible, a turn round a lighthouse which appears to drift up above the wing tip temporarily and we are scudding over the flatter fields of Anglesey to land after an hour and a half flight.

The memory of these sights, sounds and smells is still vivid, particularly the apple green interior and the smell of a mixture of paint, fabric, lubricant and I don't know what else which is unmistakably that of a service aircraft, though this first flight must have been thirty-five years ago.

(Colin Greasley)

FLYING:- MY STYLE

Like most Micro-Pilots, I am always looking at the weather, to find a reasonable day, some days are more reasonable than others, and then I'm away, takes about $\frac{1}{2}$ hr. to rig, quick puff on my roll-up and then I'm gone. The Severn River is a wonder to fly down or up at any time of the year, no matter how many times I fly the same course I always see something different, changes in colour through the year, this time of the year is always a smokey one, as the farmers burn off stubble before ploughing. DAVE TIGWELL told me of this danger a couple of years ago, the turbulence coming up from the fires below are really something else.

Dave did it on a MANTA FLEGE, I tried it on a CHEROKEE with a 160 TRIKE, went up and down like an elevator, with a mad-man pushing the buttons, but mostly up, have you ever noticed when flying over corn how much lift you can get from it when the sun is out?

A lot of weight shift machines now go so fast that lift to me is just rough, for them all well and good if you have places to go.

We, in this area, have little choice, except LONG MARSTON or ENSTONE, even then I'm not sure how much longer ENSTONE will be there or in what form, if any. Mind you, you don't even need these two places unless, of course, you wish to meet up with other Microlight fliers, there are plenty of farmers' fields around suitable for our needs - all you have to do is ask permission, farmers in general are a friendly lot, but you do get the odd exception as in the case when we flew into a field at the back of the "Red Lion", having obtained permission from the Landlady to land in her field adjacent to the pub, we found that we could not, because of campers wandering all over the field, so we went into the next one, the farmer didn't like it very much, I ended up getting my "ear chewed off", most of the time farmers are glad to see us, because we are novelties, so don't forget, ask around where you live, you might be pleasantly surprised by the reception you get.

Going back to stubble burning, last Saturday evening, I decided on a quick trip to Long Marston, and just about every farmer in the Severn Valley had fields alight, the smoke seemed to be hanging just at the height I was able to obtain with full fuel tanks, my ordinary one plus another for my return trip, even the birds overtaking me were coughing.

I returned at dusk, and because I was lighter, having burnt my fuel, was able to climb above the smoke, to see all those burning fields and the smoke trailing away in a westerly wind was certainly a spectacular sight.

Be careful when flying this late, because on coming in to land you might find it pitch black on the ground even though you could see perfectly alright when in the air, judging the time to flare is interesting because you have a job to tell your height from the runway.

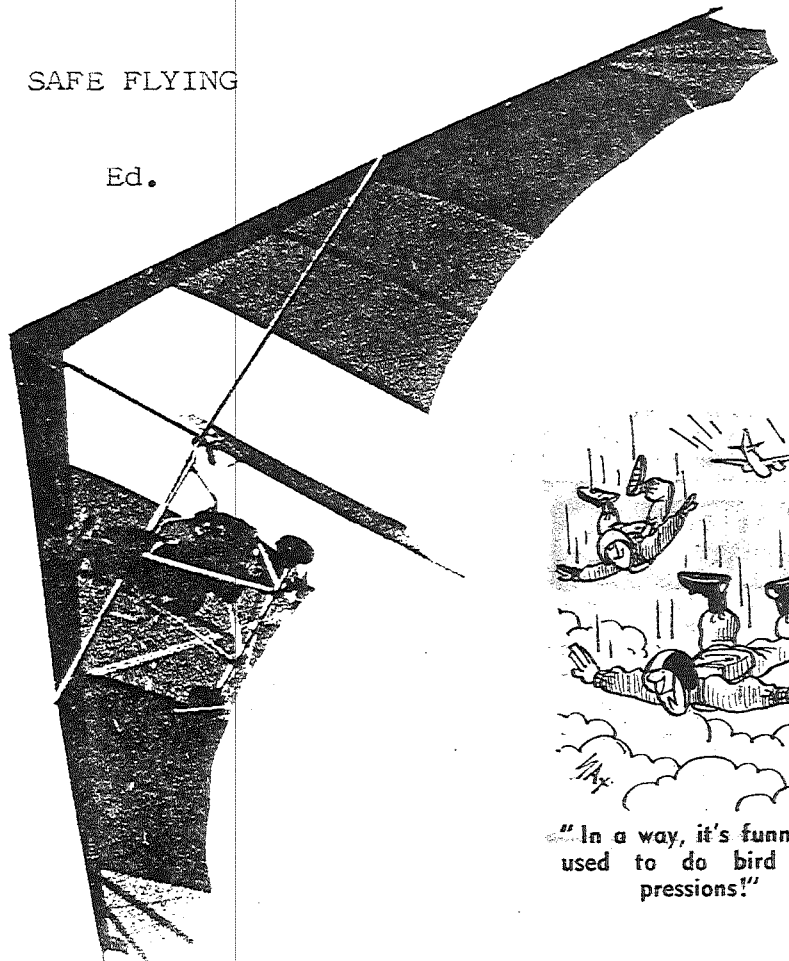
I will be missing from the next meeting as it coincides with my hol's!

SAFE FLYING

Ed.

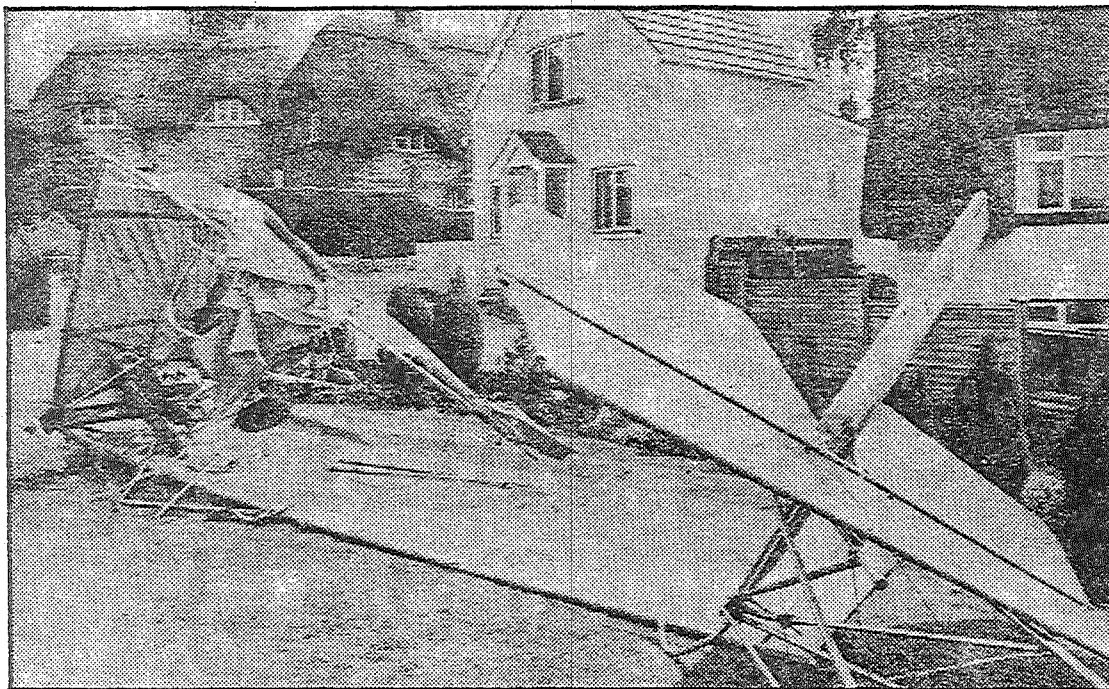


"It's none of my business, but frankly I don't think you're cut out for hang gliding."



"In a way, it's funny—I used to do bird impressions!"

Crash! A pilot hits the roof



The wrecked hang-glider in the garden of April Cottage.

COMPANY director Jack Tuttiett dropped in for Sunday lunch yesterday — and missed!

His powered hang-glider nose-dived into the roof of a cottage after a herd of cows prevented it landing.

The aircraft crashed into the 300-year-old April Cottage in the village of Little London, Hampshire, at midday.

Mr Tuttiett, aged 54, had been on his way to visit David and Joan Rogers, who live next door to April Cottage.

But the cows prevented him landing in a nearby field and he crashed into their neighbour's roof.

By Tim Miles

Mr Tuttiett, who had flown 15 miles from his home in Oswlesbury, near Winchester, was taken to the Royal Hampshire hospital in Winchester suffering from leg, arm and back injuries. His condition was satisfactory last night.

And Mr John Holman, owner of April Cottage, was left surveying a six-foot hole in the roof of his cottage.

Mr Holman said he and his 16-year-old son Jeremy were working in their garden when they heard the hang-glider scream overhead.

"It smashed straight into the tiles and then slid down the roof, breaking the lounge

window where my daughter, Melanie, was having a cup of coffee," he said. Melanie, 17, was not hurt.

Mr Holman ran to help Mr Tuttiett out of the harness of his machine, which was still hanging from the roof, and called an ambulance.

Mr and Mrs Rogers who had invited Mr Tuttiett to dinner, watched helpless as he crashed.

"Jack wanted to land in the field about a quarter of a mile away as he has done before, but some cows got in the way and my husband drove off to direct him to another field," said Mrs Rogers.

"But there was no wind and he was losing height. As he circled to try to regain height he flew straight into the roof."

UP..

● **DAREDEVIL** great grandmother Anita Foster, 83, looped the loop when she was taken for a glider flight at an airfield near her home at Newark, Notts. Now she wants a trip in a submarine.

AND..

● **GRANDMOTHER** Alice Atkins, from Penzance, has just won her aircraft pilot's licence at 60.

DOWN

● **DOZENS** of hot-air balloons crashlanded yesterday after they took off in Bristol's Balloon Fiesta. One just missed clergymen leaving Bristol Cathedral.

MICROLIGHTS

are you
adequately
insured?

If this
happens to
you . . .

Civil Aviation Authority

DEVELOPMENT Flawed flyers?

Fatal accidents have cast a blight over the sport of microlighting — but are they the fault of the engineering or the pilots?

Birdman lands in a cage

By MIRROR REPORTER

HANG glider Mark Haycraft touched down on a football pitch — and found himself inside a prison.

Mark was christened the Birdman of Eriestoke after his flight into the middle of the jail, near Devizes, Wiltshire.

"The goalie shouted that I had landed in a prison and I didn't believe him at first," said stonemason Mark, of Old-field Road, Bath, yesterday.

"Then I saw the perimeter fence. The prisoners and staff thought it was a huge joke."

Mark landed close to the football pitch because he wanted the players to act as witnesses to the distance he had flown.

PILOT LOOPED PLANE

TO RAISE

CASH 155 TIMES IN ONE HOUR

TRYING to raise money for charity recently left one man flying round in circles—literally.

For 35-year-old Ken Ballinger from Painswick in Gloucestershire flew 155 loop the loops in one hour to raise money for handicapped children.

Ken runs the "Aero's Flying Club" at Staverton ~~port~~ and the members agreed they wanted to hold a fund-raising event.

"I don't know how we came up with the idea of flying the loops, it just seemed a novel suggestion," Ken told The Weekly News.

So one sunny Saturday afternoon Ken took off solo in a 150-h.p. Citabria aerobatic plane over Staverton.

Not asked

"I had to fly between 2500 and 3000 feet to keep out of the way of other planes using the airport."

In all, Ken finished 155 loops in the set hour which he thinks could be a record. Unfortunately, as it was just a fund-raising event, the club didn't think it was worth inviting an official to verify the attempt.

Hates flying

But at the end of Ken's "loopy" afternoon he had raised nearly £1500.

Ken has been flying for twelve years, and in running the club spends a lot of time in the air.

"My wife, Anna, wasn't there to see the loops because she was working but, apart from that, she hates flying," said Ken.

AND THIS IS THE BLOKE WHO'S CLUB WE THE S.V.M.C. INTEND TO AFFILIATE WITH AND HE THINKS WE'RE NUTS FLYING WHAT WE FLY, WHEN IN ACTUAL FACT NOTHING COULD BE MORE SEDATE OR SERENE,

IT WAS A dream come true for Andrew Slee the day he finished work on his very own microlight aircraft.

For the 27-year-old aviation fanatic has had to be content building model planes and sit back watching others take to the skies.

There is still one major snag to overcome — Andrew has not yet got his wings. In order to get the microlight pilot's licence, he will have to go to Cornwall for lessons — likely to be a rather costly business.

However, the determined young man is not to be defeated now he has got so far, and hopes to have his passport to the clouds within a year.

"It's a bit depressing not being able

to fly but I shall persevere," said Andrew.

"I've always been interested in flying since I was young. I suppose it runs in the family," said Andrew of Pennine-road, Cheltenham.

Back in the 1920's, one of his relations designed and built a pedal-powered plane for a national competition.

Although the plane did not win, it was tried out on Cleeve Common and managed to get about 30 feet up, said Andrew.

At the moment, Andrew's £2,800 plane is being stored at the mushroom farm in Southam where he works as a horticultural assistant.

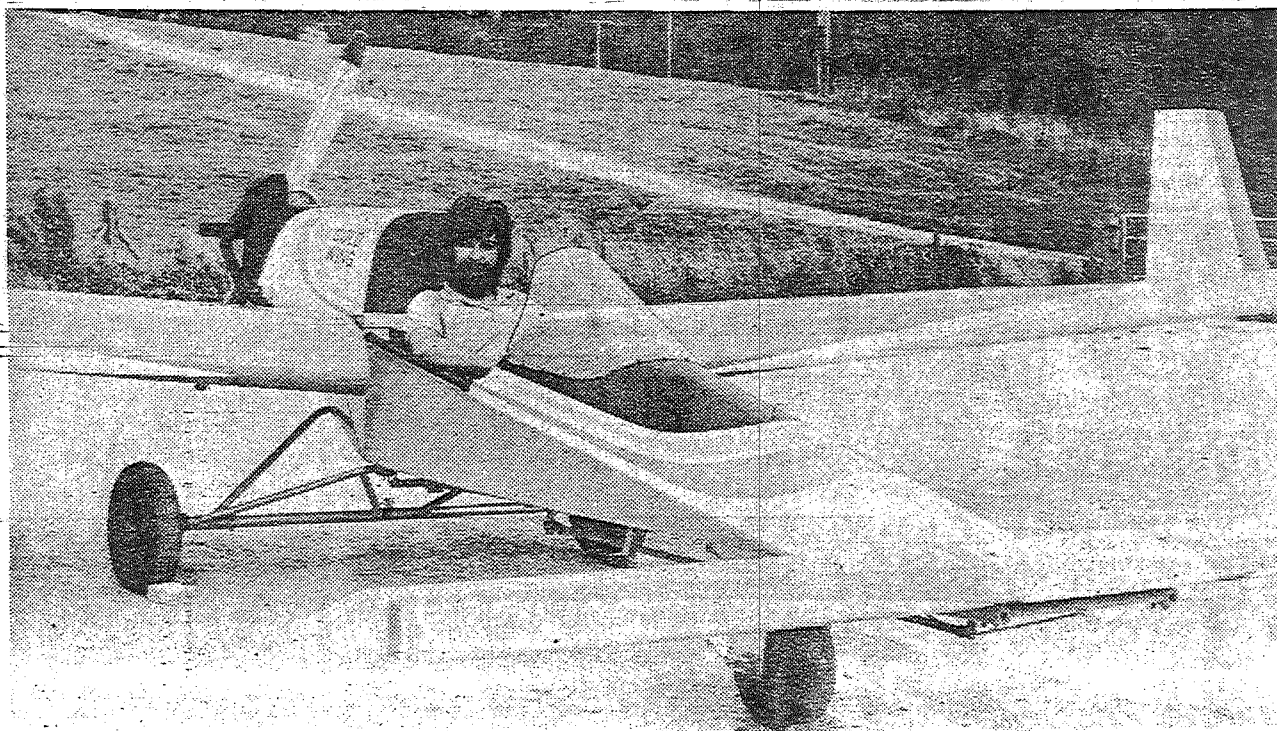
"But it has been taken up on a test flight and it was fine," he said.

With the help of friends and relations, Andrew has dedicated the past 12 months to building the aircraft, and has taken great pride in his work — down to the paintwork which he claims many people overlook.

Although he once had four-and-a-half-hours flying lessons, he reckons he will have to start again from scratch as tougher rules and regulations have recently been introduced.

At the moment he is busy saving up for the lessons and making do among his model and radio controlled planes that fill his room at home.

Andy's way to the sky



PLACE YOUR ADVERTISEMENT NOW

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Remember the funny hats we got when the club joined the B.M.A.A. well here they are, if interested :
PLEASE ASK THE CLUB SECRETARY.

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Large (with BMAA Logo) 75p
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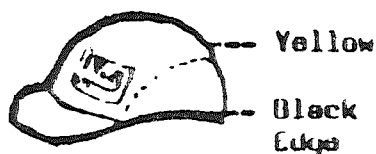
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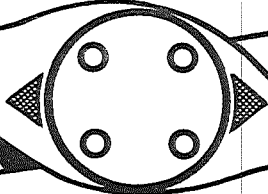
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ALL CLUB MEMBERS ON SHOWING THEIR CARD WILL GET A
HEAVY DISCOUNT ON ALL PURCHASES.

AIR



SCREW

Severn Valley Microlight Club Newsletter

DECEMBER 83

No 7

SEASON'S & GREETINGS



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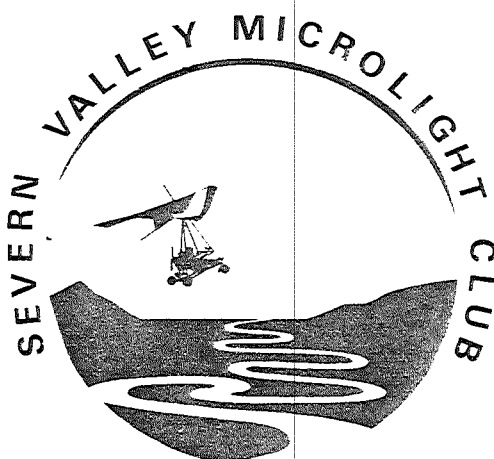
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SECRETARY'S REPORT AND NEWS

DECEMBER 1983

The Club has now started on its second year and with the first A.G.M. due shortly it is an appropriate time both for a short report including the present position with membership and to raise again the matter of training for Club Members.

I was asked to take over this job in June, after Daryl's dedicated work during the formation and establishment of the Club. I have tried to continue his good work and this would have been impossible without the very practical assistance with the necessary typing from Gordon's office secretary. There has been a steady flow of correspondence with members and respective members, the BMAA, Flightline Technical Committee, other clubs, the Sports Council, etc., as well as work on the constitution and the Club programme.

Since June there have been enquiries from over thirty prospective members, twelve of these have joined, bringing the membership total to forty five. Many others would have joined if flying training had been available within the Club. As may be expected, a higher proportion of members now joining are complete beginners than was the case with the earlier members.

Now, nearly 70% of members need flying instruction. There has also been a trend for new members to prefer three axis control and the proportion of expressed preferences are now 13 three axis, 14 weight shift, 2 for hybrid control and 15 don't know.

In response to the demand for training we have made efforts to make available contacts for weight shift training but judging by the poor response this has not proved a satisfactory solution for many members.

The decision to be taken is whether the Club should get involved more directly with flying training, and if so, how deeply, or whether we should continue to leave members to find their own source of training.

It is hoped that members will discuss the pros and cons and be ready to vote on these questions at the A.G.M.

Mr. Bakewell has recently joined. He is a farmer just west of Worcester. He has on his farm an airstrip which he has invited the Club Members to use, including using the strip for training. This provides a very welcome addition to Stoke Orchard with considerable implications for the future. I have seen the strip and can report very favourably on the suitability of the location for training.

There is a proposal by the Tewkesbury Borough Council to develop a sports complex in the area of the tip and old hangers next to Stoke Orchard field. I have asked the relevant committee for our Club to be included in its plans to leave the door open for the Club to consider having a club room with possible landing strip in the tip area, and/or access to Stoke Orchard airfield. This is still no more than a proposal.

There have been a number of developments recently which with the other background information set out mainly for our new members, may influence your choice. These are set out in the following paragraphs and give the picture at the moment, although the situation with instructors seems likely to continue to change.

There was strong opposition from many of the earlier members against the Club getting involved in buying an aircraft and selling flying instruction. Because of the financial commitments this would entail the lack of sensible insurance available and the uncertain availability of proven safe and durable two-seater machines.

I have obtained from John Wincotes the Chairman of the Leicester Microlight Club, a summary of his Club's experience over the last nine months of operating flying training. They are:

Aircraft used - an MX with a Rotax engine, two - axis control.

Finance - by a bank loan.

Insurance - for second seat, limited to £20,000.

Instructors - 3, within the club, 1 dedicated former owner of the machine plus 2 part time.

Charges - £25 per. hour to club members.

The operation is self supporting from these flying fees.

Fuel consumption claimed - .2 gallons per. hour.

Operation - from various fields not airstrips. The MX does not like crosswinds.

Flying in the 9 months in excess of 100. h.

Active pupils - about 10. Several nearing 15 hours, one nearing 25 hours during this 9 months, Not all these hours dual of course.

Booking - lessons are pre - booked for a time and place.

Summary - The club is very satisfied with the viability so far. After the running costs, minor repairs and interest has been paid, the capital is slowly being paid off.

Simon Baker has offered to bring his Puma to a club field to give instruction to club members, by arrangement at £35 per. plus expences (e.g. travelling). Anyone intending to take advantage of this offer please let me know.

Gordon has a contribution on subscription for 1984.

Nominations are requested for Chairman, Secretary, Treasurer, and 3 members of the committee.

It has been suggested that membership of the B.M.A.A. should be a condition of club membership next year, this will be revised at the A.G.M.

Airworthiness - from the B.M.A.A.

" Without Type Approval and a permit to fly, any Microlight which takes to the air after 1st. July 1984 (or 1st. Jan. 84 if it has'nt flown before). will be breaking the law as it stands at present.

To gain Type Approval from the C.A.A. means proving compliance with Section S' which calls for proof of Aerodynamic Structural Integrity together with an Engineering Assessment including the inspection of individual aircraft already flying.

The B.M.A.A. Technical committee intend to use the history of service of existing types to support claims for type approval on your behalf.

They require: Type of aircraft,
Registration number,
Total hours flown,
Number of incidents,
Number of accidents,

Please let me have your data right away and I will collate and forward to the Technical Committee who undertake to treat the information in strict confidence (that goes for me too). It is in your own interest to reply to help gain Type Approval for your machine.

It remains for me now to bring to your attention that the BMAA have asked for our opinion as a Club on the direction we would wish to see them develop. Will you please let me know what your opinions are and I will formulate a reply.

Colin Greasley

Secretary

CHRIS BISHOP'S REPLY TO COLIN GREASLEY'S QUESTIONS
ON TRAINING AND INSTRUCTION.

As C.F.I. of the Severn Valley Microlight Club I feel I must reply to our secretaries comments.

The figures Colin gave I feel are correct and I think typical of many clubs throughout the country. Before I discuss his comments a few points to put things in perspective.

1. 20% of members fly or are learning to fly 3axis aircraft.
2. 60% fly, or are learning to fly weight shift aircraft.
3. 20% don't fly either and don't know what they want to fly.
4. The Club has NO aircraft on which dual training can take place.
5. I am the Clubs only instructor and at this time only fly 3 axis, and am currently teaching those members wishing to fly 3 axis aircraft, using a light aircraft, as I am a Group A instructor. We do offer winter ground school, which most people take up and continuation training for solo students and GFT's.
6. Weight shift training is available, there are 5 instructors within 40 miles who have dual trikes and will give instruction at a price of £35.00 - £ 50.00 per hour.
With regards to his comments:-
 1. Those in groups (a)&(b) got their licences because they bought a machine, went to an instructor and took the time and trouble to learn to fly properly and are all now flying safely and happily.
 2. Those in (c)& (d) haven't got their licences because they could not be bothered, saying they were flying before the regulations came in. Most, by the time this is printed, will have their licences or will have given up because an obstacle was put in their way.
 3. Those in (e) fall into two groups:-
 - (i) Those with their own aircraft, who have never bothered to fly them. The reasons being they can't be bothered, or they say they can't afford proper training. A few years ago these people would have gone out to a field alone, to teach themselves 90% would have crashed and given up and 10% by some miracle would have learnt to fly, but at what cost? Some are armchair fliers, preferring to buy expensive extras rather than pay for training.
The main comment is the cost of training, saying it's cheaper to fly a light aircraft at the local flying club.
They're right, but you can't get a licence to fly a Cessna 150 in 15 hours.
Good Microlight training is not cheap, about £200 for approx. 5 hours dual should get the average person to solo standard safely, and then they can finish the hours and other requirements for the licence on their own machine, within the club.
 - (ii) Those with no aircraft at all. Most of the above points can also be applied to this group, but it is further complicated by the fact they have no craft of their own. Hopefully some will buy second hand machines and carry on flying.
Most will become disheartened they see others flying and enjoying themselves, while they stand and watch, with no apparent way for them to enter into the sport.

CHAIRMAN'S REPORT

We are gradually getting nearer to the end of our first year as a Club. So, what have we to show for it? Some will reply: "NOT MUCH!". I'm not so sure. We certainly have a lot more trained or partly-trained pilots than when we started. One or two have dropped out, but the number of licences are proof that things are moving in the right direction.

You will soon be asked to nominate a new Committee. Please take an active part in this procedure. The future of the Club may depend on it.

I have assumed that the post of Safety Officer is not required, so I am resigning this position forthwith.

Thanks to Chris's efforts, the lectures have started again. With a bit of luck we should see a few more licences before the end of the year. Rod Jakeway, who was our Engineering Officer, has decided to retire from the post - Surf Sailing has now taken preference. However, Andy Slee has agreed to fill the position and we hope to get him authorised to examine micro-light for the PERMITS TO FLY, when they are required.

See you at the A.G.M. Please attend - it's VERY important!

CHAIRMAN.

From the Treasurer

I will report at the A.G.M. that the Club has a cash balance and an income and expenditure account will be issued to all Members. With the current membership at 44, it is inevitable that the numbers will drop at the beginning of 1984. I am hopeful that the membership will not drop below 25 and based on this number I am suggesting a subscription of £7.00 per member for 1984.

If we continue to affiliate with Aeros Flying Club, an extra £2.00 per member will be required.

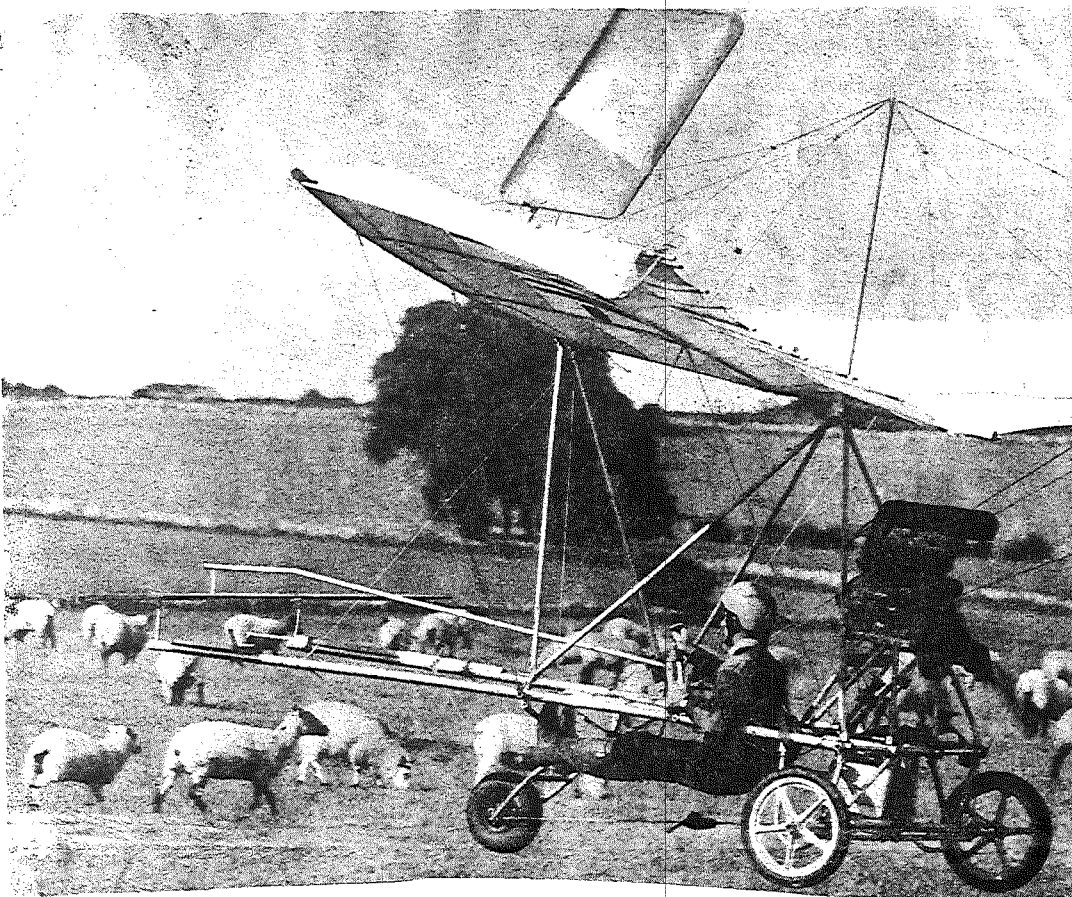
I suggest that the joining fee for new members be increased to £2.00 to cover the initial paperwork.

For those of you who didn't go to the B.M.A.A. A.G.M. I regret having to inform you that the financial position of the Association is serious. A suggestion to increase the subscription was rejected in the hope of attracting new members. I feel we as a Club, should support our governing body in making membership to the B.M.A.A. compulsory for all S.V.M.C. members. More members will help to keep subscriptions stable and safeguard the publication of Flightline.

I am not standing for re-election to the Committee and would welcome written nominations, by any two Club Members, of prospective officers. Naturally the proposed candidate must be in agreement to the nomination. Without your support the Club will cease to exist.

Gordon Gould

JOHN'S ON TOP OF THE FLOCKS



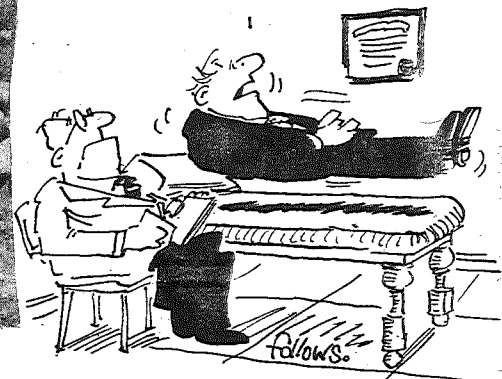
WHEN John Small takes to the air in his microlight aircraft, he usually starts counting sheep—but it's got nothing to do with sleeping.

John is simply checking on his 1,200 sheep above the Cheddar Gorge in Somerset.

"The land really gets rough towards the gorge and the microlight really comes into its own," says John, 40, who runs a 750-acre farm.

In the winter he fits skis to the aircraft and can land on deep snow for sheep rescue missions.

Now he's working on a plan to do crop spraying with the aircraft—if he can get permission.



"I keep thinking I'm a hovercraft"

IS THIS YOU?

Will the 'Person' who wantonly took advantage of my good nature at the last Staverton Air Display by borrowing all of my 'Flight Line' magazines please return them immediately to the address shown below as was agreed. It has for some months now caused me great inconvenience in not having them for reference purposes!

The only thing known of the borrower is that he was last May employed at Gloucester Technical College as a Building Trade Lecturer.

Please don't send an explanation, just the magazines will do.

Thank you,

Daryle Parsons,
41 Brimsome Meadow,
Highnam,
Gloucester, GL2 8JW.



"I call it the ultra-ultralight."

Sky-high granny

WHEN 83-year-old Australian widow Rebecca Vincent learned that her teenage grandson had joined a hang-gliding club she went along to see if it was a dangerous sport.

Then she decided to have a go herself and now, after a course of instruction, she is an honorary member of a Queensland club and goes hang-gliding every weekend.

Letter from your Committee

Dear Member,

At the first Annual General Meeting on the 5th January 1983, it was recorded; that obtaining an aircraft for the use of members should be a long-term goal.

Since then, membership has more than doubled and the wishes of all the members need to be known before the next A.G.M. You may find the information on the accompanying Newsletter helpful in deciding your answers.

Please complete the questionnaire and return it to the Secretary right away.

Name.....

(a) I intend to remain a member next year YES/NO

(b) I feel we should have next year:

i. No Club aircraft YES/NO

ii. A single seater YES/NO

iii. A two seater YES/NO

iv. The aircraft should be: W.S./3.A./EITHER

(c) If there was a Club aircraft of your preference, how much would you use it next year at economic rates?

i. Not at all

ii. Up to 5 hours

iii. More than 5 hours - state how many.

PLACE YOUR ADVERTISEMENT NOW

B.M.A.A. GOODS FOR SALE

Remember the funny hats we got when the club joined the B.M.A.A. well here they are, if interested :
PLEASE ASK THE CLUB SECRETARY.

Training on Microlight Aircraft
by Ann Welch £1.00

CAR STICKERS

Large (with BMAA Logo) 75p
Large Oblong - Various
wording 50p

STICK ON BADGES (BMAA LOGO)

Large 50p Medium 25p
Small 10p

CLOTH BADGES Oblong - Red Rim - £1.00

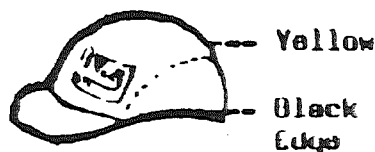
FUN BADGES 35p

CLOTH CAPS - Great for the kids - £1.50

TASK FORMS A and B 20p a set

BMAA Log Books 80p

SYLLABUS - for PC OF C - 20p



FOR SALE

Hiway Skytrike I60 valmet.
Rebuilt Engine, new prop
Extra Padding professionally done on seat
Tie down straps for holding extra fuel can.
Carrying pouch, built in to back of seat for Thermos, sandwiches
Tools etc: £450
With the trike or will separate 220 cherokee wing, gold anodised tubes
Red and White sail, unmarked
£450, including B Bar very stable combination.
Contact - Ralph Davis on Gloucester (424903)

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TAPER LOCK BUSHES

ALL CLUB MEMBERS ON SHOWING THEIR CARD WILL GET A
HEAVY DISCOUNT ON ALL PURCHASES.