

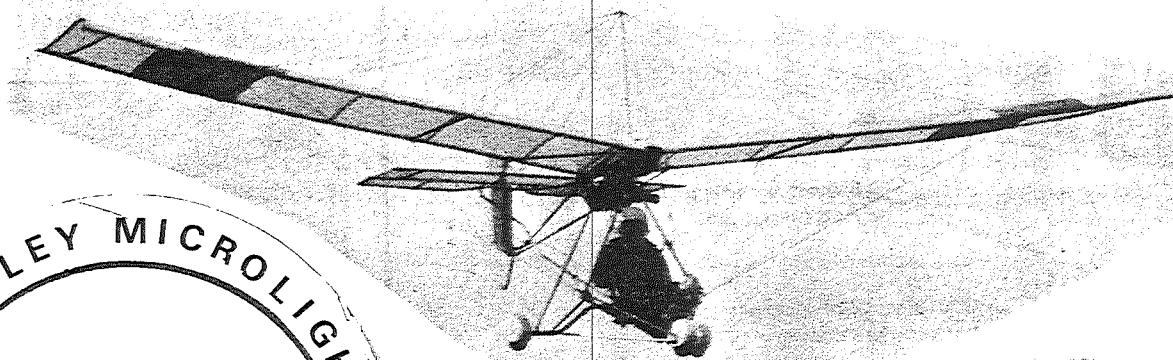
AIR

SCREW

Severn Valley Microlight Club Newsletter

MAY 84

No. 8



IT'S NICE TO BE BACK NOW THAT THE MEMBERSHIP NUMBERS WARRANT A CLUB MAGAZINE. TO ALL THE NEW MEMBERS OF THE 1984 FLYING SEASON - HELLO!

COMMITTEE MEMBERS

Secretary

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

Chairman

Jim Deane
14 Holthan Avenue
Churchdown
Gloucester
(712766)

Club Rep.

Bob Simpson
Chicory Crops Ltd.
Longhope
Glos.
(830639)

Events Officer

Graham Little
9/49 Shakespeare
Avenue
Gloucester
(501227)

Air Screw Editor

Ralph Davis
34 Theresa Street
Gloucester
(424903)

Treasurer

James Cairns-Terry
The Old Vicarage
Maisemore
Glos.
(27571)

AIRWORTHINESS

The C.A.A. airworthiness scheme which bites harder on June 1st and comes into full force on July 1st, seems set to make it very much more expensive to make and fly microlights.

As well as that, it seems likely that existing microlights may have difficulty in obtaining Permits to Fly by the deadline, if only because of the sheer numbers and different types involved.

There isn't even a team of inspectors yet to carry out the work, so the time may come when perfectly good aircraft are grounded whilst they queue for an inspection and a permit.

In the meantime, UK customers have stopped buying. No-one wants to spend thousands on aircraft which may or may not eventually get permits to fly.

One small freedom remains to us. If a microlight weighs under 70 Kgs (154.35 lbs) empty weight, it does not require a permit to fly.

The C.A.A. have said that this loophole will remain for at least a year and we feel that this is more likely to continue than not, provided that aircraft under this weight are air-worthy.

B.M.A.A. NOTICE TO ALL UK OWNERS AND PILOTS OF MICROLIGHTS

DO YOU WANT TO BE LEGAL AFTER 30 JUNE 1984 ? ? ?

ON THE ASSUMPTION THAT YOU DO, YOU WILL NEED A PERMIT TO FLY. IN ORDER TO OBTAIN ONE BEFORE THEN YOU ARE URGED TO WRITE A SIMPLE LETTER STATING YOUR NAME, ADDRESS, TELEPHONE NUMBER, AIRCRAFT REGISTRATION AND AIRCRAFT TYPE. THAT'S ENOUGH AT PRESENT.

When it's ready send this simple letter to one of the following 3 people:-

- a) Is your aircraft an Orphan type (see March Flightline) - SEND YOUR LETTER TO YOUR "GODFATHER".
- b) If a 3-axis aircraft with a UK manufacturer SEND YOUR LETTER TO HIM.
- c) If a Weight Shift or Hybred aircraft - SEND YOUR LETTER TO THE UK WING MANUFACTURER.

When you've sent off your letter, you should receive a reply which requests more details.

If you do nothing, you may well be unable to fly. You are urged to write now!

TRAINING at STOKE ORCHARD

The S.V.M.C. is now able to offer weight shift instruction on what I hope to be a reasonably permanent nature, this being held at Stoke Orchard.

The training is with Simon Baker on a Puma Sprint. The hourly rate is £35.00 plus £1.00 landing fee for the use of the airstrip. For those who have yet to sample microlight flying, Simon will take you up for ¼ hour at a cost of £10.00.

So far, we have held three successful training sessions at Stoke Orchard, in which eight club members have taken part. Personally, I found Stoke Orchard a very good airstrip from which to learn, the narrow runways calling for accurate flying from an early stage. The necessity for this will become evident later on in the year when the crop at Stoke Orchard is about two or more feet tall.

I have now had 2½ hours with Simon and have found his calm, relaxed manner of instruction most beneficial. The one day on which I flew, the wind was up to its usual tricks, providing gusts just as I was a few feet up attempting a landing. Fortunately, Simon in the back seat ready to take over and the Puma's ability to handle gusts prevented any mishap.

Anyone wishing to take part in a training session one Saturday can contact me on Gloucester 27571 (home) or Gloucester 25776 (work). To make these sessions worthwhile for Simon, at least 5 - 6 pupils are needed each time. One important thing to note is that Simon carries 3rd party insurance only, there being no insurance for pupils who fly with him. This means that you fly at your own risk.

Many thanks to David and Joanne Read for putting Simon Baker up overnight while he does the training at Stoke Orchard.

JAMES CAIRNS-TERRY - TREASURER

.....HEAVENS ABOVE!.....

THE heavens are blue from one horizon to the other. Good sky-writing weather, as was proved on a similar day down in Cornwall when I was visiting Dartmoor.

A happy RAF jet pilot, high above at 30,000 ft. used his vapour trail to draw a

particularly inelegant piece of graffiti, the unmistakable shape of the male private parts.

It was a still day. And the image above, small at first, vast with the gentle motion of the upper air. By late afternoon the thing had grown

some 12 miles wide by 30 miles long. The pilot found himself, later that day, facing a scalding reprimand.

What he didn't know was that his commanding officer had been special guest at a ladies' garden party, given by a West Country bishop.

E A S T E R W E E K E N D

CLUB FLY-IN TO LONG MARSTON

Successfully attended by nine flyers from the S.V.M.C. A damned good show, I thought, considering only fifteen aircraft flew in to Long Marston altogether - nine out of fifteen - not bad at all! Of course, some found it harder going, well one in particular - me. Like to hear a story? Hard luck, I'm going to tell you anyway.

The night before I had arranged with some of the lads that they would give me a heads start. That morning I took off from my own field, carrying extra fuel, and passed over them at Stoke Orchard spot on nine o'clock, giving them a wave to let them know that I was on my way to Long Marston. Looked back a few times on the way to see if they were catching me up. They gave me a heads start alright, I was at Long Marston for half an hour before they arrived and signed in at the bus. Not a lot of flying going on as the wind had picked up considerably.

Stayed all day, hoping that the wind would die down in the evening. I set off for home with Colin Davis at around six o'clock, wind still high southerly 15 knots headwind (just my luck). With the main tank full and plenty of reserve (or so I thought), I sat for what seemed like hours. About halfway, with fuel running low, I landed in a field, transferred the reserve and took off, heading once again for home.

Colin was already at Stoke Orchard when I passed over, he took off and quickly caught up. We flew alongside each other for a little while, then he gave me a wave, crossed my flightpath and headed for his own field at Newent.

Five or ten minutes after Colin had left, the main tank once again ran dry. Taken a little by surprise, I quickly found a field in which to land. An old man came to see if I was alright. I told him I was and when I told him where I was heading, he said he knew the place and would show me a short-cut across the fields, a route he often used when going to collect his pension. It's probably a very pleasant walk if you've got all the time in the world. Three quarters of an hour it took me, in full flying kit, through fields of growing corn and grass fields with young bullocks, frisky buggers. Eventually getting to the car and trailer at dusk, all I had to do was find the field that I had landed in - how I wished that I'd walked out to the main road and thumbed a lift.

I knew roughly where I'd come down, but you wouldn't believe the number of dead end lanes that are in that particular area. By chance, one of the lanes led to the old man's cottage, turned out I had landed two fields over, so I had to go back to the main road, up another little lane, through a five-bar gate and there, right at the top end of the field, was my kite. By the car headlights, I uncoupled the trike and laid the wing down flat.

I went back Sunday morning with the wife and packed it all up on the trailer, then went for a well-deserved pint at the Red Lion at Wainlodes.

PROGRAMME OF EVENTS FOR
MONTHLY CLUB MEETINGS IN 1984

AT THE CRECHE ROOM
GLOUCESTER LEISURE CENTRE

EVENTS START AT 20.00 HOURS
EVERY SECOND WEDNESDAY OF THE MONTH

We have already had two lectures, one by Brian Cosgrove, B.M.A.A. The second, given by Mervyn Hinge, was on Archeology. I thought that this was going to be boring, but as it turned out he had us all absolutely fascinated, no mad dash for the bar once the lecture had finished - most unusual. The slides he showed us on Aerial Archeology were very good and explained to us by Mervyn in depth.

Mervyn has also presented the club with a cup to be presented to the person who takes the best aerial photograph of ancient ruins (I've got a heads start on you lot as I took some of my house). There are plenty around this neighbourhood, Malverns and Crickley have very good Roman sites, so next time you fly, take a camera and see what you can do. Our thanks once again to Mervyn Hinge, perhaps we can get him to present the cup sometime this winter.

On to other events:-

May 27th/28th	WOBURN ABBEY RALLY, those of you who wish to fly up please contact Bob Simpson.
June 13th	No idea, it says "to be arranged".
July 11th	Visit to U.S.A.F. or R.A.F.
August 11th/12th	Hopefully a visit by Popham at Stoke Orchard.
August 15th	Dave Read on Pulse Jets, here's hoping that Dynamite Dave doesn't blow up the CRECHE the way he did the Aero's Club at Staverton.
September 12th	Roy Venton-Walter, one of the directors of Southern Sailwings.
October 10th	Simon Baker, Avon Microlights (Instructor).
November 14th	Dowty Duct Fans

From your B.M.A.A. Club Rep.

BOB SIMPSON

I have been asked to attend meetings between club representatives and the B.M.A.A. council. The first one was on Saturday, May 12th, and I shall report its conclusions - if any. We all have good reason to be dissatisfied with the way that the B.M.A.A. has handled both the pilot licensing and the shambolic airworthiness scheme which is likely to turn everyone who flies a microlight into a criminal. A lot of the reasons for this sorry state of affairs are historic - what is needed now are ideas on how the B.M.A.A. can take the initiative (if that is possible) in all negotiations with the C.A.A. From the track record, it is clear that initiative and ideas are unlikely to come from the B.M.A.A. - have you got any?

There is no point in moaning when even more bureaucratic bumph is thrust at us - YOU must think how it can be avoided before it hits the statute book.

NOTICE TO ALL AIRCRAFT OWNERS

IF YOU WANT TO BE LEGAL AFTER JULY 1ST, TURN UP AT THE NEXT MEETING. THE CLUB WILL SORT OUT TEMPORARY FLYING PERMITS FOR THOSE OF YOU WHO OWN KITES.

**SMASHED
RECORD**

BBLACKPOOL man Peter Davies smashed the world distance record for flying a microlight aircraft recently.

Peter, who's 27, flew his microlight - like a hang-glider with an engine - for 340 miles from an airfield in Suffolk to Land's End. His feat almost doubled the previous best, which was 180 miles.

**Micro-plane is blasted
by gunmen**

A FATHER and son in a microlite plane were blasted by gunmen 600ft. above the ground.

Buckshot tore into the propellor, narrowly missing the plane's two petrol tanks.

But the pilot, car dealer Dick Clegg, who had his 11-year-old son Andrew as a passenger, managed to bring down the damaged craft in a field.

The shooting, near Garstang, Lancs., was being investigated by police yesterday.

Dick, 33, of Longridge, near Preston, said:

"The plane rocked and I knew I had to get down fast. It was pretty scary."

Happy landing

HANG GLIDER pilot Mike Skinner, 35, fell 250ft on to a barn roof when one of his glider's wings snapped off near Malvern, Worcs. He escaped with a cut chin.

**Hang it all,
a flier gets
hooked**

STARTLED fishermen were left fuming yesterday as firemen reeled in the biggest catch of the day . . . a hang-glider.

The unlucky pilot crash-landed smack in the middle of a fishing pond.

The angry anglers let out cries of anguish because their fishing had been ruined.

The pilot was eventually hauled out of the gravel pit in Warwick Lane, Rainham, Essex, by the fire crew.

He was taken to hospital with a suspected broken thigh and bruising.

One of the firemen who rescued the hang-glider said: "The anglers were furious. He scared all the fish away and spoilt the day's sport."

"He was trapped waist deep in the water and couldn't move, so we threw him a line and pulled him in."

From your C.F.I. - CHRIS BISHOP

Following the success of the previous series, another course of lectures for Club Members covering the syllabus of the Ground Examinations of the Private Pilots Licence (Aeroplanes) Group D aircraft rating, will be held as soon as sufficient interest has been expressed.

A charge for the course will be made to cover expenses at a rate of £1.50 per evening. This amounts to £22.50 including the examination and will be due also for lectures which are missed. Charges will be payable direct to me.

Will members who wish to enrol for these lectures please fill in the form below and forward it to: Mr. C. Bishop, C.F.I. S.V.M.C., 88b Staverton Park, Bamfurlong Lane, Cheltenham, Glos. I can be contacted during working hours on 0452 856660.

Name :

Address :

Tel. No. :

I wish to enrol for:

(a) Air Law (b) Navigation & Meteorology (c) Technical
courses described above.

Signed :

HAVE YOU PAID YOUR DUES?

Your subscription for 1984 is now well overdue. Unless it is received in the next few days, it will be assumed that you no longer wish to remain a member and no further news or information will be sent to you. If you wish to rejoin at a later date a new joining fee will be payable.

If you have overlooked the payment until now fill in the details and return the form below with your subscription to the Treasurer, Mr. J. Cairns-Terry, The Old Vicarage, Maisemore, Gloucester.

Name :

Membership No. :

Subscription for 1984 - £7.00 is enclosed.

Signed :

SECRETARY'S NEWS

1. Membership Cards To avoid the need to issue members with new Membership Cards each year, the present ones will be revalidated when presented to Jim, James or to me.
2. Permit to Fly The following information has been received from D. Lessware, BMAA Technical Officer, and is summarised here for the benefit of members.

"The first task was to understand the nature and content of the U.K. Microlights which already exist. Back in November 1983 your Club received a questionnaire. Some of these have been returned and it is still not too late to complete them and return them to me if you have not already done so since they will constitute an invaluable data base".

This refers to a request published in *Airscrew* for data on existing members aircraft types, hours flown and defects, if any. So far I have received no response from any member.

"For the older types, the collection of design data will be important but we also hope to substantiate these aircrafts candidature for type approval on the basis of their track record. Whatever the age of your aircraft you are strongly recommended to keep flight logs and records regarding inspections, repairs, modifications and any defects - the success of your eventual application for a permit to fly could depend on it."

"The U.K. register reveals the most surprising aspect which is that more than half the registered aircraft, more than 700, feature Microlights which are not covered by any U.K. Microlight Manufacturer. Because these aircraft have no U.K. parent we have called them Orphan Aircraft and the manner in which type approvals and permits to fly will be obtained for them will be described in the March issue of *Flightline*.

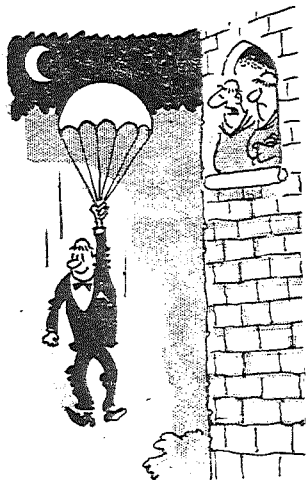
In the case of aircraft whose U.K. Manufacturer is still trading the picture is, fortunately, a little clearer. These U.K. Companies are currently compiling their approval data for consideration. On some aircraft types the CAA and BMAA are dealing with them as a joint exercise. Obviously U.K. Companies, concentrating on those types which they regard as their main source of revenue over the next 6 or 12 months, but they have also promised that they will do everything they can to assist owners of the older types, and older variants, to obtain approval. For the newer aircraft types the application for type approval will be on the basis of assessing design data, drawings, calculations and test reports. If you know your U.K. Manufacturer ask him to tell you about the progress he is making with his type approval application.

For every aircraft type or trike wing combination a fairly thorough type approval flight test will be carried out. Furthermore every individual aircraft, of that type will be subjected to an individual aircraft check flight.

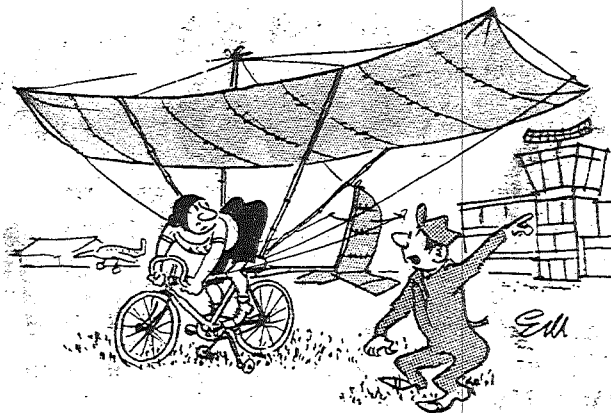
The BMAA's workload will increase in the next six months. It is understandable that members machines will be given the higher priority. Have you joined?"

I have a list of the U.K. Manufacturers, Home Builders and Godfathers - so any member who is in doubt who to write to should contact me.

3. BMAA Council Meeting Robert Simpson, representing this Club, will be attending the BMAA Council Meeting on the 12th May 1984, and will raise any matter on behalf of members. Contact him direct on Gloucester 830639.



"I see Brother Cornelius is suffering from cloister phobia again!"



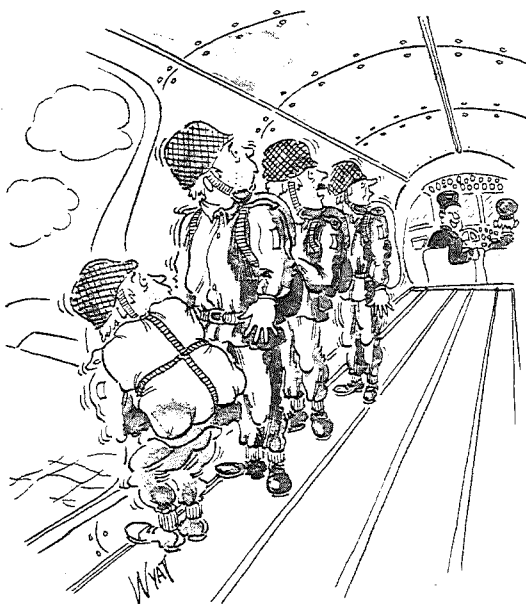
"You'll not get lost—the air traffic controllers will be following you on radar!"

Up, up and away . . . to jail

ARRESTS are soaring in California since the police there formed a real Flying Squad. There are now regular patrols over the skyscrapers of Monterey using 35mph ultralight planes - rather like hang gliders with engines. They are easier to handle than helicopters and can take off in just 23 yards of runway.

Since the idea was adopted by the city, a host of bandits have been put behind bars by policemen in cars called by their eyes in the sky.

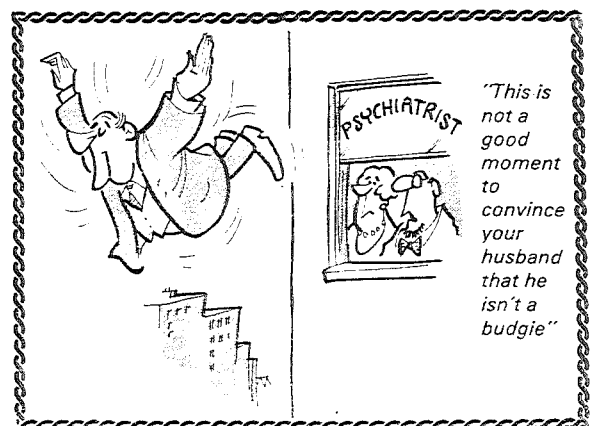
Another reason why crime isn't looking up.



"Would the last one out close the door?"



"I know I've got nothing on the rack, but you're violating my air space."



"This is not a good moment to convince your husband that he isn't a budgie"

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.

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.

PLACE YOUR ADVERTISEMENT NOW

SPARK PLUGS - BR&ES. WOULD THE PERSON WHO LENT THEM TO ROB SIMPSON AT STOKE ORCHARD, PLEASE GIVE HIM A RING AS HE WOULD LIKE TO BUY YOU A PINT!

EAGLE FOR SALE — MINUS ENGINES, CONTACT JAMES CAIRNS - TERRY.

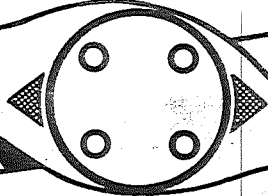
C.P. 16 — IN U.G.C. CAN BE SEEN FLOWN. CONTACT STEVE CHURCHILL.

SKYTRIKE WITH VULCAN WING, REGISTERED, ALSO TRAILER AND ALTIMETER, £1000 OR OFFERS. TEL. ROSS (0989) 64930

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:
With the trike or will separate 220 cherokee wing, gold anodised tubes
Red and White sail, unmarked
, including B Bar very stable combination.
Contact - Ralph Davis on Gloucester (424903)

AIR

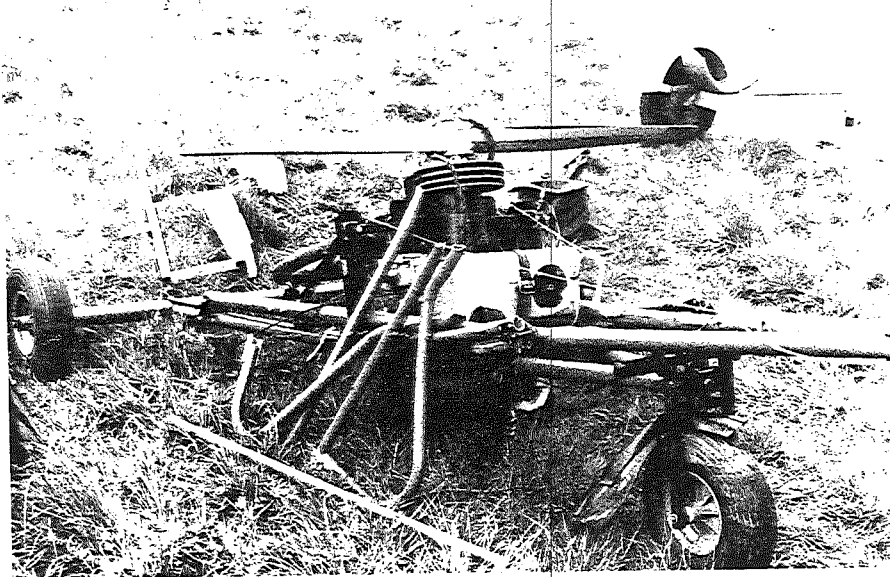


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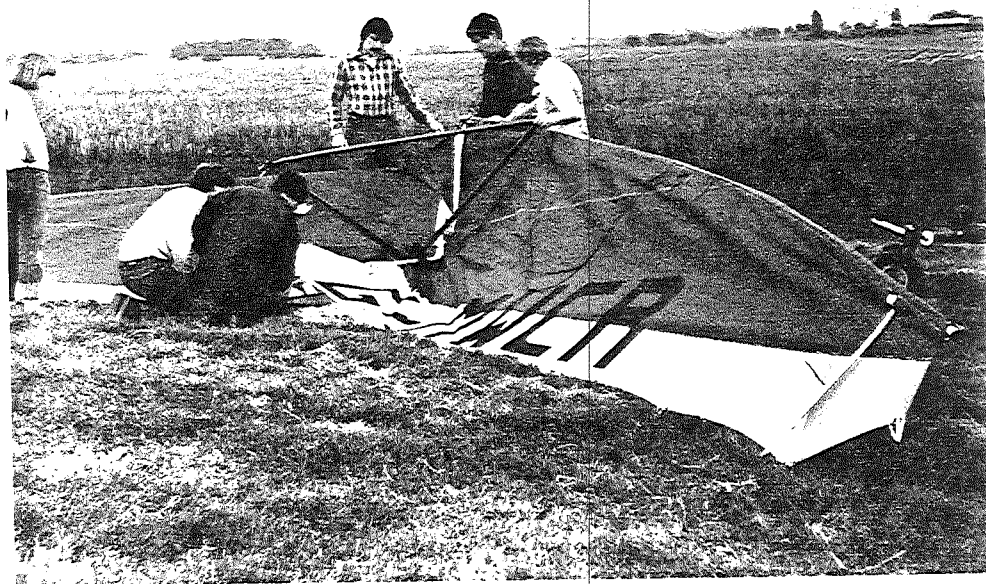
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SEPTEMBER 84

No. 9



OUCH !!!



COMMITTEE MEMBERS

Secretary

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Kerne Bridge
Ross-on-Wye
(Symonds Yat 890585)

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14 Holthan Avenue
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Maisemore
Glos.
(27571)

CONTROL OF THE AIRFIELD

The Chairman confirmed the agreement with Mr. Savoury to restrict the use of Stoke Orchard for microlights to Club members and guests. The Secretary gave the Treasurer a length of chain with which to lock the gate using the padlock he had already obtained. Keys will be available from him by members at 60p. The Secretary will arrange for two signs to be painted, one "Private No Entrance" for the Waterloo Farm entrance and one "S.V.M.C. Entrance" for the roadside gate with the padlock.

Also the need for a Duty Instructor or Duty Pilot to exercise some control and enforce the airfield rules and for Pilot briefing, particularly for visiting pilots was discussed. Jim confirmed that he had agreed with Chris Bishop that Simon Baker should be asked to do this when he is present on the airfield. The Chairman will organise some ground signals and blackboard for notices before the next main event.

The following changes to airfield rules was agreed; Rule 5, as agreement with Mr. Savoury has been reached to lift the flying restrictions on Saturday and Sunday mornings, this rule is now deleted, and replaced with - Rule 5 Low flying, beat-ups and other stunts are prohibited over the airfield. Rule No. 6 - Pilots must comply with any ground signals and with instructions from the Duty Instructor or Duty Pilot.

The above rules have only been introduced because of complaints about the noise of low flying over Stoke Orchard Church during Sunday morning services. Further irresponsibility is likely to lead to further rules. In view of this and to avoid more complaints, would all pilots endeavour to take off towards the dump whenever possible and to gain height over open ground.

SEVERN VALLEY DIARY

Seems ages since I last put pen to paper and needless to say, much has happened in our valley this year. Most memorable for me was the Clubs last fly-in at Stoke Orchard. A weekend where it was clear to all that a lot of people had given much time and put in a lot of hard work in making it an excellent occasion.

The club can be justifiably proud of what it had to offer. It was nice also to see visiting aviators taking full advantage of this superb amenity we have at the 'Orchard'. That's the good news!. BUT are you all aware that the club was criticised, yes criticised, on certain aspects of our weekend? It would appear that some of our visitors were, shall we say, unimpressed with the fact that there was no 'Airfield Movements Co-ordinator' - yes, quite, what's that? Apparently, such a bod directs aircraft movements prior to take off and nurses them to the duty runway! Nursing we don't need, for we are all Airfield Movement Co-ordinators. In fact, I was really impressed at the way we all worked in unison on the days, with Microlights taxiing one behind the other in a very orderly fashion ready for take-off and similarly using the 'new' hardstrip perry-track to taxi back to the parking area after landing. Full marks lads (and Joanna), take a pat on the back.

(Were you also aware that the width of the runway was criticised too? Most of our Club Members, however, are used to flying without any apparent difficulty out of fields far smaller than Stoke Orchard and consider the size of Stoke Orchard to be a positive treat. Ed.)

It was also brought to my attention that it was 'bad policy' not to have a car on stand-by throughout the flying hours ready to rush to the scene of any accident, should one occur within the airfield perimeter. Whilst this is very sound and reasonable prose, one had only to glance around at the multitude of vehicles present to realise that up to 20 such rescue ambulances were ready willing and able. Robin Reed can assure our critics of that! It must have looked like the charge of the light brigade going down the runway after he had finished doing cart-wheels in the corn!

No, the reason I rise to this unjust criticism is that I didn't hear it by word of mouth, but actually read it in another Club's magazine. Many will form the wrong opinion of the Club after reading such tripe. One would have hoped that the magazine's editor would have given the chance of our Chairman's answer and included it in the same issue - fair? You would have, wouldn't you, Ralph? (Yes, Daryle. Ed.)

On to lighter things. Our own Joanna (Dave's Missus) has gone solo. The first female to do so in the Club. Our own little piece of History! Super, Jo, keep it up. Which is exactly what Dave (Jo's Ubby) isn't doing. The Trike that is, it keeps plunging out of the sky you see. C'mon Reed, sort that bloody trike out. Ha!Ha! We've all been through it Dave.

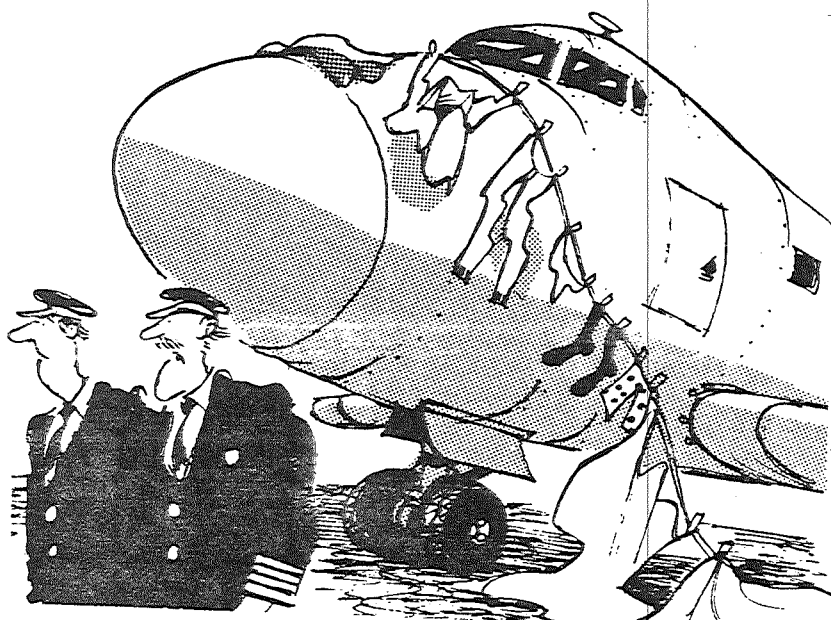
Had a phone call the other day from Ralphiticus Davis, apparently he's spreading his wings a little further up these days. Having got fed up with his usual traipse over to the Orchard from Twigworth. He's flown it so often that the dwellers en route don't bother to wave back any more. He decided to enter Simpson Country and tootle over to Preston Court via Ross-on-Wye. Now, the talk is in Ross that there's a funny bloke flying a Valmet 160 who flaps his arms to get more lift! (Wrong fellas - it's our Ralph waving to you).

Talking of waves has anybody experienced that Upleadon Down-trodden Tyrant Davis' private strip? No, well I have. Popped in there the other day for a cup of tea using Andy Goldwing Slee as ballast. It's so bumpy the surface is like a crinkle cut chip! Landing there is like riding the big dipper at Barry Island and, judging by the amount of sand Colin's used in filling in the dips in an effort to flatten it out, one could be forgiven in thinking that Barry Island is now happily residing at Upleadon. Actually, top of the list, where one numb with cold aviator can put his cold mitts around a hot mug of tea is at Arthritic Cook's field at Malswick, closely followed by Ralphiticus' field at Twigworth where, if he's feeling really cretinous, he will throw in a finest Golden Virginia roll up - yes, that's right - in the tea.

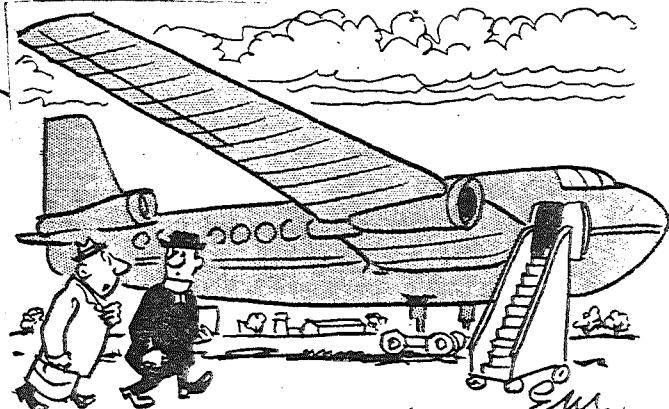
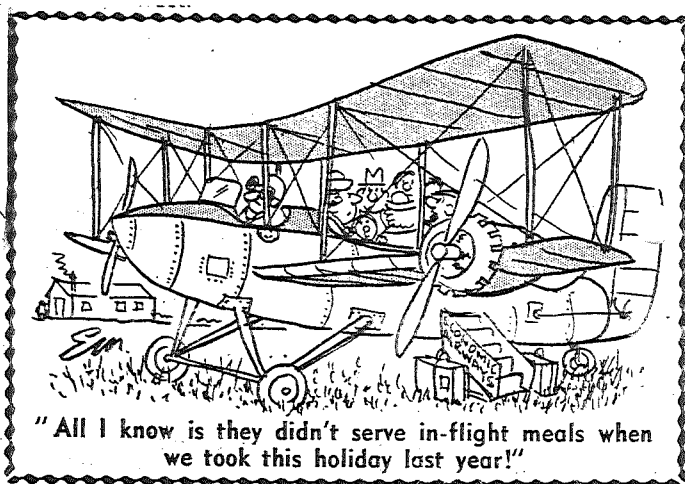
You wallies are a writer's dream - thanks for letting me fly with you. I wouldn't miss it for the world.

Tight Wires.

DARYLE



"They're building these high-rise flats TOO high if you ask me..."



"We'll have to make a couple of circuits. The in-flight movie hasn't finished."



TREASURER'S REPORT SEPTEMBER 1984

The training at Stoke Orchard is still flourishing with Simon Baker being kept fully occupied on flyable weekends. Most of Simon's current batch of pupils are ready to go or have gone solo with varying degrees of success, so more pupils are needed to keep Simon occupied on his visits to Stoke Orchard. Therefore, could all please make an effort to recruit more club members and those who would like to do a trial flight. Talk to anyone who you know who might be interested, your boss maybe, your grandmother, maiden aunt, window cleaner or your local GP. Offer them the opportunity to come along and watch what we all get up to. It is important to keep Simon busy at Stoke Orchard or we could face the ugly possibility of losing a very valuable asset to the Club.

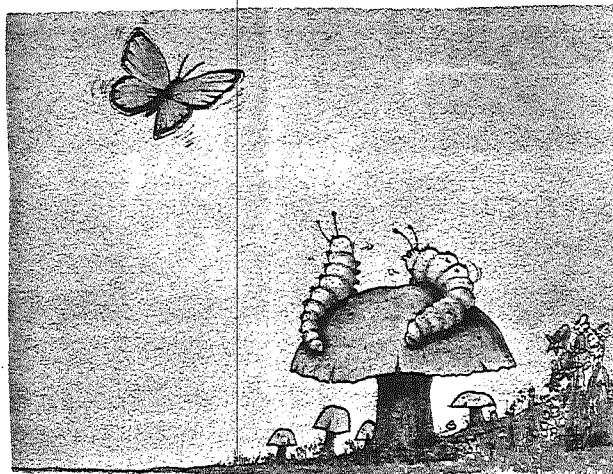
Anyone wishing to take part in a training session one Saturday can contact me on Gloucester 27571 (home) or Gloucester 25776 (work). To make these sessions worthwhile for Simon, at least 5 - 6 pupils are needed each time.

On checking my records, I see that a considerable numbers of landing fees are due to me. I do not wish to have to resort to unpleasant methods of extracting payment such as cash on the spot, taking names whenever I am at the airfield or passing among you with a magneto, booster coil and crocodile clips. So please search your conscience and Stand & Deliver.

To effect control over who uses Stoke Orchard access to the airfield is to be through the gate off the road and not through the farmyard. Signs to this effect will be going up very soon. The gate will be kept locked and those members who wish to use the airfield will need to buy a key for 60p off me.

The barbecue was considered a great success and was enjoyed by one and all. Much flying was done in the near perfect weather conditions and I feel that the loss sustained financially by the Club was a small price to pay for all the enjoyment of the event. It was also good to see so many family guests present and condoning what their menfolk do in fair weather, some even going aloft themselves. Maybe, we can look forward to more family members of the S.V.M.C.

JAMES CAIRNS TERRY



*"Well, you wouldn't get me up in
one of those bloody things!"*

CHAIRMAN'S REPORT

The Get-together/fly-in/barbecue which was held on the 11th/12th August was, I think, quite successful. We invited Popham and Bristol Clubs and, although the attendance was not as large as predicted, those who did turn up had a good time. The weather was excellent and plenty of flying was had by all.

We did have a couple of incidents - one quite embarrassing - pointing out that even the experts can be caught out! So beware.

The barbecue was a great success and was the result of hard work from Bob Simpson, Graham Little, Colin Greasley and their wives. Many thanks to all of you. Perhaps, next time, more club members will join in to lessen the load on the few who worked so hard.

I believe that some criticism was aimed at us from one of the visiting clubs. On reflection, perhaps we should try to widen the runways and have a proper peritrack installed, along with a control tower and controller, but remember, then we shall probably have to install radio too and take more exams in order to operate it! It would have been nice to have been able to use the side road; but it's too narrow for two way traffic. As it was, most pilots used their common sense and taxied back that way after landing.

I must congratulate the visiting pilots on their standard of flying and of their machines and envied some of them their super set ups.

We now have the winter months to cope with and during this period we usually try to organise some lectures given by Chris Bishop, who is quite happy to continue providing he gets enough support. Do remember, however, that once you have these exams under your belt you have 9 months in which to complete the 25 hours flying required to obtain the licence, so it may be prudent to complete the exams as near to, or during, the time of going solo.

Finally, may I welcome back Darrell Parson, one of the founder members of this club. I'm sure his return can only strengthen us. I hope to join the band of aviators in the near future in the shape of a brand new Puma Sprint, which is being sponsored by my friend, Jeff Edwards of Cardinal Design.

See you all in the air.

JIM DEANE



STUDENTS

To all Student Pilots who, considering the marvellous summer that we have had, must have accrued the necessary 25 hours to gain your pilots licence. Please use the enrolment form issued in the last "Airscrew" mag for the forthcoming series of lectures and exams to be held by the Club C.F.I., Chris Bishop.

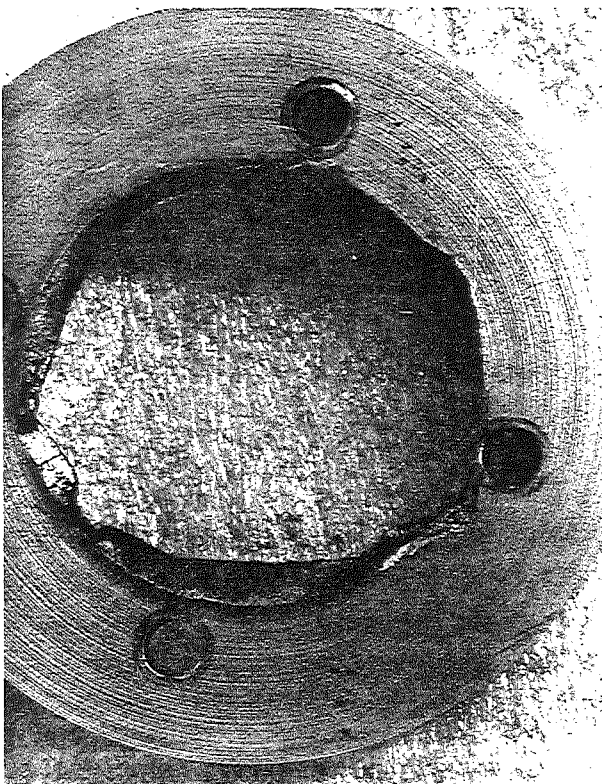
MEETINGS

So far this year, we have had several (in my opinion) very interesting guest speakers, but, unfortunately the number of people attending our monthly get-togethers has fallen far short of the potential turn-out. Thank goodness we have a hard core of enthusiastic flyers who do attend regularly. Some of our speakers have travelled many miles to be there on a particular night and it's a poor show that Club Members can't be bothered to arrange their personal life to fit in with club activities for a couple of hours one night a month, there is nothing worse than talking to a half empty room.

I like to think that our speakers are welcomed and well treated whenever they visit us, unfortunately the same cannot be said for other clubs, enough said.

CRECHE VERSUS AERO'S

Perhaps Club Members would let the Committee know how they feel about meetings held at the Creche, considering that Aero's now have a separate room. If we could get sole use of it, would this be a better proposition?



Propeller flange sheared in flight. A common problem.

I have in my possession a crack detection kit which is freely available to anybody who asks. Ed.

TANKS CRASHED TO GROUND

TWO fuel tanks, weighing a quarter of a ton each, crashed to the ground recently after a U.S. Air Force plane flew overhead.

Apparently, the plane's pilot pressed the wrong button and released the fuel tanks over North Herefordshire. Fortunately nobody was in the area when the tanks hit the ground.

BRITISH entertainer Peter Maxwell is claiming a world altitude record for piano playing in a hot-air balloon — 5,926 feet above Perth, Australia.

SEVERN VALLEY MICROLIGHT CLUB

CONDITIONS FOR THE USE OF THE AIRFIELD

1. ALL MOVEMENTS MUST BE REGISTERED IN THE BOOK PROVIDED INSIDE THE FIRST AID CABINET.
2. CARS ARE TO BE PARKED BY THE HEDGE BEYOND THE RUNWAY AND NOT IN FRONT OF THE HANGERS.
3. KEEP WELL CLEAR OF ALL BUILDINGS IN STOKE ORCHARD VILLAGE. NO OVERFLYING THE VILLAGE AT ANY HEIGHT.
4. WARNING - STAVERTON RESTRICTED AIR SPACE 3 MILES SOUTH OF STOKE ORCHARD TO THE WEST OF THE M.6.
5. LOW FLYING, BEAT-UPS AND OTHER STUNTS ARE PROHIBITED OVER THE AIRFIELD.
6. PILOTS MUST COMPLY WITH ANY GROUND SIGNALS AND WITH ANY INSTRUCTIONS FROM THE DUTY INSTRUCTOR OR DUTY PILOT.

mini marvel

A RED TAPE wrangle has forced a British designer to build his new, world-beating microlight plane abroad.

David Cook has had to scrap plans for 100 extra workers at his factory with a potential £3 million turnover ... because he can't escape a maze of Civil Aviation Authority regulations.

And, ironically, his business is slap in the constituency of Tory chairman John Selwyn Gummer — the man who encourages enterprise.

Redundancy victim David won world-wide praise when he designed the Shadow microlight.

He took on five people at his CFM Metal-Fax firm at Leiston, Suffolk ... and international inquiries poured in.

Booklet

But now he will probably have to build his dream plane in France, where there are fewer regulations.

It took David four months to build the craft in the basement of his home, where his wife and two children lived on £25 a week. Then a private backer stepped in.

But David's hopes took a dive when the aviation authority sent him a 56-

page booklet with 517 separate requirements for microlight planes.

The new rules follow nine deaths in 1982 and a CAA ban on the Scorpion microlight.

But businesses say the regulations are killing off firms — because they have no relevance to microlights.

David said: 'The CAA had to do something after the deaths — but it over-reacted.'

'It based the rules on the powered sailplane or motor glider which is much heavier. The microlight is vastly different.'

'As a result, many firms have gone out of business — including some that were given Government grants to set up.'

Before getting type approval and an airworthiness certificate, there are tests which include dropping the plane from a hangar roof to gauge its strength.

The Shadow is a two seater, three-axis machine, controlled like an ordinary aircraft. And it just makes the regulation weight of 150kg as a microlight.

But it goes faster — a claimed 95 mph — and costs £6,000.

David, 43, said: 'They do not like us because we can go so fast. But the Shadow is for sport and commercial use.'

'Microlights are a cottage industry but the CAA treats us like British Aerospace. I have come out with probably the world's best microlight and I wanted to build it in Britain. But I can't with all the red tape.'

Another company, Mainair Sports, of Rochdale, has also been trying to cut through the CAA regulations.

But boss John Hudson said: 'I think we are going to have to live with them.'

A CAA spokesman said the rules were brought in to protect the public and pilots after the crashes.

'It was Parliament which said these aircraft must be legislated for.'



CHASING A SHADOW: David Cook with his microlight

aviation bureaucrats force him to build abroad

ANYBODY INTERESTED TO A TRIP TO SOUTHDOWN
SAILINGS?, PLEASE CONTACT GRAHAM LITTLE
ON GLOS. 501227.

ARCHAEOLOGY

REMEMBER THE LECTURE THAT MERVYN HINGE GAVE
US, WELL YOU'VE HAD ALL SUMMER TO TAKE YOUR
AERIAL PHOTO'S, PLEASE BRING THEM ALONG TO THE
NOVEMBER MEETING FOR ASSESSMENT, THE WINNER
WILL BE ANNOUNCED AND THE CUP PRESENTED AT
THE DECEMBER GET-TO-GETHER.

TENT ERECTION

IT COST US TOO MUCH IN BEER, FOR THE CLUB
MEMBERS WHO PUT IT UP, NEXT TIME LADS
SWEAT MORE AND DRINK LESS! THE TENT WAS
BIG, BUT DID IT REALLY TAKE 25 PEOPLE TO GET
IT UP!

THANKS.

MANY THANKS TO THE BAILEY BROTHERS FOR
THE BLACK & WHITE PHOTO'S, THEY TOOK THE
TROUBLE TO SEND TO ME. ANY MEMBERS WHO
HAVE PHOTO'S CONCERNING MICROLIGHTS, PLEASE
LET ME HAVE THEM AS IT WOULD BE APPRECIATED.

PROPELLERS

CLUB MEMBERS HAVE SEEM TO HAVE GOT THROUGH
A GREAT DEAL OF THESE, REG PEAKS OF THE
LEICESTER MICROLIGHT CLUB MAKES A VERY NICE
PROPELLER FOR A REASONABLE PRICE. ANYBODY
WISHING TO BUY ONE CAN CONTACT REG ON
MARKFIELD 243466. (DAVE AMATEUR PROPELLER
BREAKER, JIM DEANE HAS A 52 X 25 SUITABLE
FOR YOUR 250) (ED!)

6th July, 1984

**URGENT ANNOUNCEMENT
TO AIRCRAFT OWNERS**



Dear Owner,

An extension to the 1st July, 1984 Deadline will be granted for Aircraft which were flying prior to the 1st January, 1984

The Exemption to fly such aircraft after 1st July will depend on evidence acceptable to the C.A.A. that we are pulling our weight in the 'Permit-to-Fly' marathon.

The extra time to 31st December, 1984 is not a relaxation but an allowance of time to complete realistic data-gathering to avoid being grounded.

Permits-to-Fly depend on the type having been granted a Type Acceptance. The latter depends on the Type Data Package being acceptable to the CAA. The Type Data Package will include Design Data and Type Track Record Data.

TO BUILD UP THE TYPE TRACK RECORD THE MAIN ITEMS OF INFORMATION REQUIRED FOR EACH INDIVIDUAL AIRCRAFT ARE:-

1. THE REGISTRATION AND TYPE OF YOUR AIRCRAFT (IN CASE OF TRIKES, STATE TRIKE MANUFACTURER, TYPE OF WING AND TYPE OF ENGINE).
2. HOW MANY HOURS HAS YOUR AIRCRAFT FLOWN.
3. WHAT DEFECTS/INCIDENTS HAVE BEEN EXPERIENCED, IF ANY, AND HOW WERE THEY RECTIFIED/AVOIDED THEREAFTER.

MOST OF YOU POSSESS AIRCRAFT WHICH WE HAVE TERMED 'ORPHAN' AND THEREFORE YOU HAVE A 'GODFATHER' (SEE "FLIGHTLINE", MARCH-APRIL & MAY-JUNE 1984 ISSUES). IT IS TO THE LATTER THIS INFORMATION MUST GO URGENTLY PLUS ANY OTHER DATA THAT YOU FEEL WILL HELP FORM A PICTURE OF YOUR AIRCRAFT TYPE; IF YOU HAVE NOT DONE SO ALREADY, THAT IS.

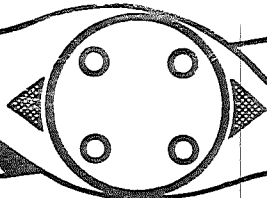
The Track Record will be all-important in the granting of a Permit - Please do not underestimate this fact.

In the meantime, the process can be starting by obtaining a C.A.A. Form 3 - 'Application for Issue of Permit-to-Fly' from B.M.A.A. Office in Deddington and sending it back to that office when completed. At least you are establishing a place in the Queue!

Yours sincerely,

Derek A. Lessware
BMAA Technical Officer

AIR



SCREW

Severn Valley Microlight Club Newsletter

DEC 84



MERRY

XMAS

AVIATOR'S

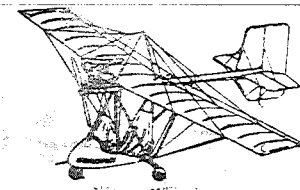


FLEDGLINGS PARTY

Here are just a few of the S.V.M.C. soloists holding the S.V.M.C.'s Solo Certificates, presented to them by Simon Baker C.F.I., complete with Mortar Board and Gown. A good time was had by all, the party went on until the early hours of the morning.



S V M C



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

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The Old Vicarage
Maisemore
Glos.
(27571)



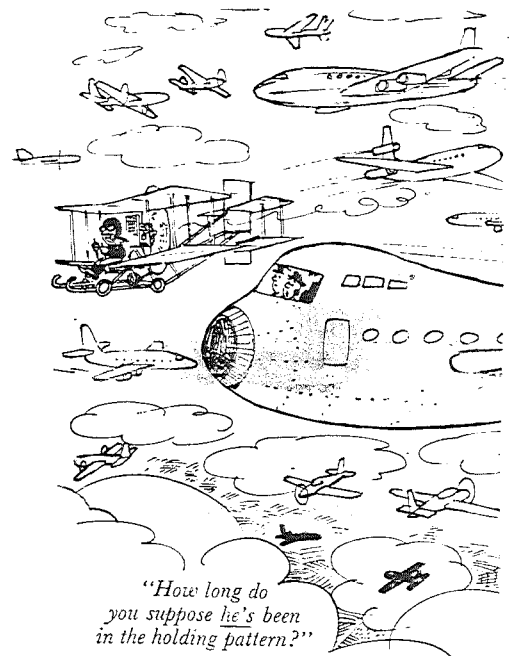
Colin Davis, pilot extraordinaire and general P.A. Early hours of the morning minus trousers. Colin, if you want the other photo's - it's going to cost you more than a pint!

Plane escape

A PIPER Cherokee plane carrying four people veered across a road after failing to take off near Cheltenham yesterday. No-one was hurt.

STOP PRESS

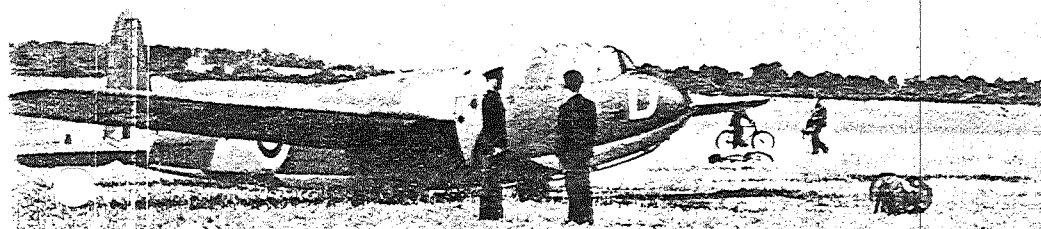
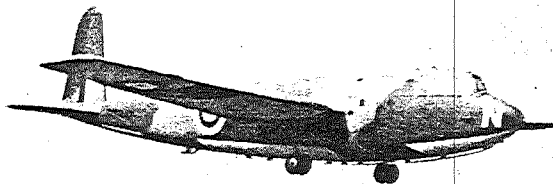
COLIN GREASLEY, THE CLUB SECRETARY IS NOW A B.N.A.A. APPROVED AIRCRAFT EXAMINER. LET YOU KNOW MORE LATER!



PHOTO'S

For the Marvin Hinge Cup, please bring what you consider to be you best aerial shots to the next meeting. Give it to the Secretary who will lay them on a table, then drag some unsuspecting bloke off the street and ask him to judge what he thinks is best photo and whoever owns that photo will be the one who wins the cup.

STOKE ORCHARD
THE CLUB FIELD
AND
SOME OF ITS WARTIME HISTORY



Hotspur II training gliders at Weston-on-the-Green in 1942



Stoke Orchard photographed on November 14 1942

July 1941 brought a decision that 10 EFTS, Weston-Super-Mare would move to Stoke Orchard when that airfield became available, expected to be in September. To Stoke Orchard the first of the Tiger Moths moved on September 23 1941 then 38 Course on September 27. By then 54 Tiger Moths had arrived where already Gloster Aircraft had a dispersed factory site. Under 50 Group still, 10 EFTS closed on July 21 1942 after plans for the airfield had been discussed.

Required expansion of glider pilot training brought concern in 1941. Selection of suitable airfields for glider training so that such activity would not

interfere with conventional flying was difficult. It needed to take place away from operational airfields—yet brought complications to regions reserved for training. Glider training routes were studied and Stoke Orchard appeared a possible choice, although there was concern over the dangerous proximity of Cleeve Hill. To assess the situation a Hector brought a Hotspur to Stoke Orchard. Fully loaded, the glider was flight tested on March 10 1942 and there seemed no reason why a glider training

Before that came about 10 EFTS trained intensively. An alarming accident befell the crew of N9492 which hit HT cables at Boxham Ferry before crashing in the River Severn, an accident which the crew survived.

Stoke Orchard was, on June 19 1942, informed by FTC that the EFTS's closure would be followed by the formation of a new No 3 Glider Training School, which could absorb some personnel. Formation commenced on July 21 1942 and Hotspur IIs arrived over the next few days. For towing, the unit equipped with Master GT IIs so that from inception 3 GTS proved more efficient than some schools.

Airfield surface conditions and intense flying, caused detachments of the GTS to operate from Northleach, Aldermaston and Wanborough. Training was all the time taking place from Stoke Orchard and continued, using some Hotspurs modified into Mk III trainers, until mid-January 1945 when 3 GTS towed itself to Exeter leaving Stoke Orchard to be held on Care

Stoke Orchard, Gloucestershire

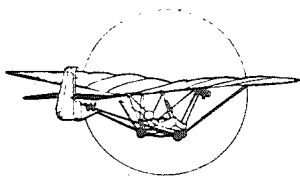
SO925275. 2 miles W of Bishop's Cleeve

There are two vantage points for viewing Stoke Orchard. One is from Cleeve Hill at the foot of which the low flat land of the Severn Valley spreads far to view. An alternative is from a railway bridge by the side of this one-time airfield, revealing a scene little different from when Stoke Orchard was an airfield.

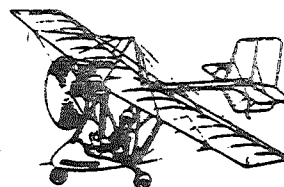
I first visited the station on August 22 1945. By then flying had ceased. Nevertheless it was a satisfying afternoon with interesting aircraft flying over, indicating the variety at that time. Barely had I left Bishop's Cleeve, my diary relates, when a Mosquito IX flew over alongside two camouflaged Mustang IIIs. Soon I recorded an Anson I, more Mosquitoes probably from Defford, a Tiger Moth, Wellington X, Oxford and a Mitchell III. More uncommon was a grey-green Sky Barracuda carrying an aluminium cylinder outboard of the undercarriage below the

port wing. Chasing it was a Lysander, followed by another Oxford and a 'silver' B-17G. Recalling Stoke Orchard's former days came a quartet of Master IIs towing Hotspur gliders. A turreted Liberator VI circled, then one of those wartime delights appeared—an impressed civil aircraft, a genuine Puss Moth still camouflaged. An Avenger passed, then a trio of Mustang IIIs. Then it was a sign of the times as a Wellington X in night bomber colours displayed PF962 in white below the port wing—obviously in the process of being painted. A Dominie trudged across, then a Wellington X could be seen playing around with a white and grey Beaufort 1 over Tewkesbury. A Wellington XIII came to observe me and, by the time I was back in the 'bus queue at Bishop's Cleeve, a naval Reliant, FL163, had paid its respects. Just a normal afternoon. I suppose, in the middle of which I had sandwiched a look across a very pristine Stoke Orchard.

Here was an unusual airfield. Four Bellman hangars (6411/39) and rows of assorted huts filled the south east corner. Barrack huts Type X or Y (9003/40) each accommodating an NCO and 57 other ranks, 16 sergeants or eight officers were close by. WAAFs were billeted in 60 ft long, 18 ft wide, Laing huts, or in Seco huts (3497/43). The Sergeants' Mess could accommodate 122 RAF Sergeants and five WAAFs (9002/40) and the Officers' Mess. 50 RAF and five WAAF officers. Workshops, stores, SHQ and MT Section were placed in temporary brick buildings of 1940 style. Around the airfield were assorted Blister hangars, the largest a Triple E0 (12532/41). There were six Double E0s, one single E0, two standard Doubles (12494/41) and three standards. A 30 ft compass swinging platform was provided.



NEW PILOTS



Congratulations to Steve Churchill, Andy Dorling, Les Fowler and somebody else (but I can't read my own writing), anyway you know who you are. Well done in obtaining your wings.

SOCIAL EVENTS FOR 1985

(A) JAN 9th	A.G.M.
(B) FEB 13th	Len Gabraiels Skyhook Sailwings.
(C) MARCH 13th	Skittles Match with Bristol Micro-light Club.
(D) APRIL 13th or 14th	Trip to R.N. Yeovilton (Sat or Sun).
(E) MAY 8th	Nick Low on Fuji Robin.
(F) JUNE 15th or 16th	Trip to Lynham (Sat or Sun).
(G) JULY 10th	Nigel Beale - Typhoon Hovercraft.

Anyone wishing to take part in events for 1985, fetes, steam fairs, etc. Please contact Graham Little. Displayed, static or flying. A small fee is usually paid and it also helps to advertise our Club.

Notice is hereby given that the third A.G.M. will be held on Wednesday, 9th January, 1985, at 8.00 p.m. at the Creche, Gloucester Leisure Centre.

ELECTION OF COMMITTEE MEMBERS

All posts are open. If you feel that you could make a worthwhile contribution towards the Club and its running, please make your feelings known to the present Club Secretary.

EVENING LECTURES

Chris Bishop is now running the evening classes on Navigation, Meteorology and Air Law, every Wednesday night 8.00 p.m. till 10.00 p.m. at Staverton. Ring Chris on Churchdown 713605 (home).

AIRSHIPS ARE BACK

THE airship has finally made its official return to commercial aviation in Britain, after more than 50 years.

The Skyship 500, belonging to Airship Industries, was given a certificate to carry passengers by the Civil Aviation Authority. It's the only airship in the world to gain the certificate.

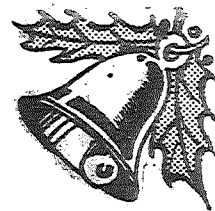
Greenland
with envy

ONE of the more thrilling stories of the week concerned the discovery in the arctic ice of the perfectly preserved body of a British explorer who died 138 years ago.

As we all know the great ice masses conceal all manner of historical treasures. And next year, we have just been told, an expedition led by an American airline pilot, one Capt Russell Rajawi, will dig deep into the frozen surface of the Greenland ice-cap.

Eighty feet down are a flight of aircraft, six American Lightning fighters and two B17 bombers. Factory new and being flown to Europe, they all came down in the greatest mass forced-landing of the second world war.

The machines, whose crew were rescued, are in perfect, preserved condition. Enthusiasts will doubtless join me in offering their right arm to be included in such a schoolboy's adventure.



S.V.M.C. CHRISTMAS PARTY

Will be held at "The Silent Whistle", Oakle Street, on December 14th. Tickets will be £1.50 each, this will be for the food. The Club will not be laying on a barrel as the Landlord has donated the room free.

REST ROOM

At our last Club Meeting a suggestion was put forward that we purchase an observation trailer, to be parked at Stoke Orchard for the use of Club Members throughout the year as a rest room. This was thrown out as impracticable because, as usual, this time of year, the Club is broke.

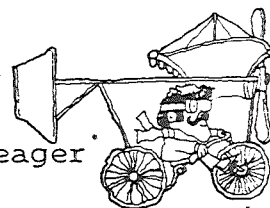
Mr. Savery, earlier in the year, kindly offered us use of part of his hangar, for just this purpose, Andrew Slee offered to do any alterations necessary. Because this is the cheapest option, the Committee intend to approach Mr. Savery once more, and work out costs.

SWEAT SHIRTS

If you would like a sweat shirt with the Club motif printed on it, please let me know (Ed.). The price will depend on the quality of the shirt, the printing will cost £2.50 per shirt, that's on a minimum order of ten. It gets cheaper the more we order.

MICROLIGHT BITS & PIECES

Altimeters, wheels and other odds and ends - ring Tim Meager on Witcombe (3268)



FOND FAREWELL!

To Tony Price, as older pilots leave to go on to other things so the fledglings come up to take their place. I would like to take this opportunity to say a fond farewell to Tony Price, one of the founder members of the S.V.M.C. Anytime you feel like flying, Tony, even if only to maintain your licence you are more than welcome to use my kite. Thank you for being a good flying partner over the last three years and good luck in you boating endeavours.

From all your friends in the S.V.M.C.



FLEDGLINGS PARTY



Having done some acrobatics on the morning of the 'fledglings' passing-out do, one cannot be condemned for wondering if the ill-luck may proceed into the evening. However, I am sure that it can be safe to say that a really good time was had by all. It was a pleasure to Dave and I to open our doors to you. Our evening was really turned into a great success by the incomparable gesture that was made by Ralph in the form of the certificates issued to our new solo pilots - good thinking! This must set a worthy precedent for the future and gives recognition to a success achieved by a determined group who could not have managed this without the patient guidance of a superb instructor.

Heartfelt thanks, Simon, from me and I am sure all other fledglings.

Joanna.



What are we getting up to at Christmas then?

How about skittles and hilarity at the Silent Whistle?

(I've printed it on the back "Jo", okay. Ed.)

THANK YOU

To all the women, who have helped to keep the Club active, throughout 1984, in particular, Di - our regular typist for the mag, my wife, Glen, - for putting up with all the mess and taking my dictation, Denise and the rest of the girls - for organising the food and beer at the Bar-B-Q's and, finally, to all wives and girlfriends who have given so much support to their menfolk. Here's hoping that their patience and enthusiasm will continue throughout the forthcoming year and long into the future.

Merry Xmas Girls

X X X

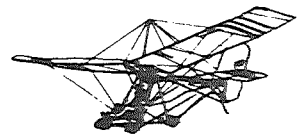
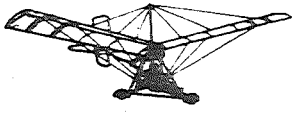
From (Ed!)

and the 1984 S.V.M.C. Committee

GUEST SPEAKERS

We have quite a few other people to thank. In particular, the Guest Speakers who have attended our monthly meetings to give us all sorts of interesting lectures.

Lads, you know who I'm talking about, I don't think there's any need to list their names. Let us just say a big thank you to all of them, who travelled so far to inform and entertain. (Note: couldn't find the list. Ed.)



DAMSEL IN DISTRESS!

Well, it finally had to happen! A triple 'crunch' for the Read family members of the Severn Valley squadron!

Bar Well in, battling against the onslaught of a strongish, devious wind, your intrepid heroine (?) circled Stoke Orchard a couple of times, thinking how tremendous it was to once again be airborne, revelling in that marvellous, indescribable escapism that one can only derive from microlighting, (well, this 'one' anyway!).

One more circuit, then in she thought - Hang about! This craft doesn't appear to relish the prospect of coming back down to earth yet! Well flying machines I suppose only want to fly! Must be a bit more masterful then - dropping height, coming in fast, hang on aren't I suddenly just a bit low? Am I going to make the runway? Should do, just about. ER! Going too slow, bit of throttle, not enough, oh hell! Feeling of tumbling out of air. That's really done it! Impact in Mr. Savory's ploughed field, nose-down! Now what's Dave going to say? I've really torn it this time, and the wing!

Here comes the cavalry, at last! Thanks Tim, Dave - I'll murder you Ralph!! - am about to metamorphose into a camera saboteur!

Thanks guys for the help and sympathy - not to worry though, have launched myself back into the skies once again - a bit wary of landings but with Simon's assistance will soon be a-okay once more.

Joanna (I'm no kiwi!) Read

An ensuing thought:

If I should fly
Think only this of me,
That there's some corner
Of an English field
Where I might choose to be'.
Guard you heads,
Raise your eyes,
I might just tumble from the skies!!

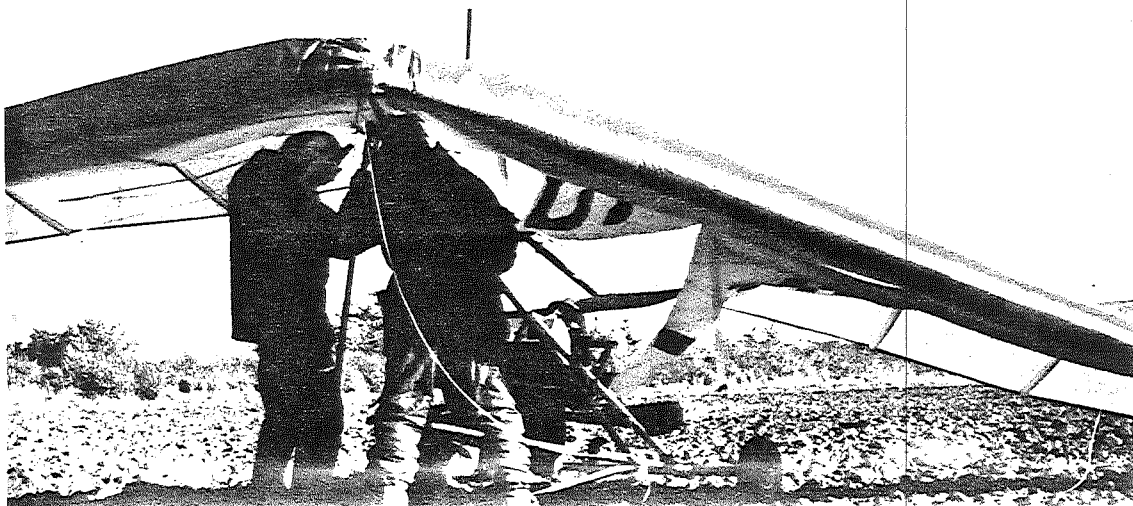
(apologies to Rupert Brooke!)



"I've been looking for that
for two months!"

IS THIS THE PICTURE
YOU'RE ON ABOUT JO!

DAVE + TIM
DISMANTLING WHAT'S
LEFT, AFTER YOU'VE
STUFFED IT INTO THE
GROUND.



THE SEVERN VALLEY MICROLIGHT CLUB

invite you and your "other halves"
to their
**XMAS PARTY and
SKITTLES EVENING**

to be held on FRIDAY, DECEMBER 14TH at
"THE SILENT WHISTLE" (OAKLE STREET)
8.00 PM. off GL10 1GS - Ross Rd.

BUFFET, BEER and BAR EXTENSION

COST PER HEAD £1.50p (advance)

to be paid
no later than 11 DECEMBER 1ST to

JAMES CAIRNS TERRY: "THE OLD VICARAGE", MAISEMORE, GLCS.

JOANNA M. READ: "CROPTHORPE", BROMESBERROW HTH, LEDBURY HOSRD.

Please detach and send to either of the above:

I wish to reserve places for the
S.V.M.C. Xmas Party, and enclose £ _____.

NAME:

