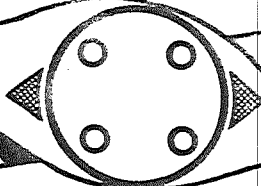


AIR



SCREW

Severn Valley Microlight Club Newsletter

Jan 85



LANDLORD, JO AND STRIPPERGRAM.



STORY BY JOANNA REED INSTEAD.

HERE'S A COUPLE OF PHOTO'S THAT FLIGHTLINE WOULDN'T PRINT.

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CHRISTMAS PARTY HELD AT "THE SILENT WHISTLE"
by J.R.



"A good time was had by all". I feel sure that is true of our most recent social event, namely the Christmas Skittles Match and buffet, held at "The Silent Whistle". A very big thank you to Steve and Erica Royce for laying on a wonderful spread, manning the bar and giving us use of the skittles alley.

It was very pleasing that so many of our club members and their wives supported the function. Hopefully, even more of you will now follow suit at our next event. With any luck those skittles stalwarts who 'smashed hell' out of the rest of us will (had better!) turn out for S.V.M.C. v. B.M.A.C. in March.

Anyway, I know what you're waiting for! My mother told me never to go near little men in long mackintoshes, but on this particular evening one thrust himself on me!! He arrived very unexpectedly in the bar of the "Silent Whistle" with something for me - oh good - chocolates, I thought! Like a lamb to the slaughter, I signed for the present you lot had arranged for me and WHAM!! - flashing (pun!) lights, streamers, etc. exploded around me as he unbuttoned his brown mac to reveal - ***** if you weren't at the party you'll never know!! Unless our treacherous editor does as he's threatened and publishes the incriminating photographic evidence - I believe he had a problem with his flash!!

Thanks for your appreciation though - I enjoyed every minute of the organising - besides it made a good excuse to visit the "Whistle" - did quite well for free drinks!

See you all in the air very soon,

Joanna

P.S. What do you think to Microlight kissograms? (Only a thought!) Jo.

Santa's pilot charged

HELICOPTER pilot Robert Smith is to appear in court next week for dropping off Father Christmas to hand out presents. He airlifted ex-mayor Gerry Hughes—dressed in red robes and flowing beard—to jolly up guests at an hotel in Malden, Essex last December. Now Captain Smith of Edgemonde Ken's



TREASURER'S REPORT FOR YEAR ENDING 31st DECEMBER 1984.

As shown in the accounts, the club at the end of the year had a surplus of income over expenditure of £50.78, the membership at that time standing at 43 including 2 honorary members, Simon Baker and Jeff Edwards. During the year, we have seen 17 new faces in the club, most of whom have either benefitted from tuition offered in the club or at least have had a 15 minute Air Experience Flight.

The major source of income has come from membership and joining fees collected throughout the year. Another unexpected but very welcome source of income came from lecture expenses collected for Simon Baker and Roy Venton-Walters which were kindly donated by them back to the club.

The two social events held at Stoke Orchard, although enjoyed by members and visitors alike, met with varying degrees of financial success to the club. The aim at each event was to sell food and drink on offer at not too much above cost price so as not to put people off buying it. Drink was also bought on a "Sale or return" basis as a way of ensuring that the club was not left with a large stock of goods at the end of the events. As it turned out, any leftovers were sold to the highest bidder. As a result of these events, a great deal has been learnt by the club in the preparation and running of such events.

A large item of expenditure is the printing of the S.V.M.C. magazine, Aircrew, which this year cost the club £90.25. Members should be made aware that beside the copy printed for each member, at least 10 extra copies are printed each issue. These are either sent to the B.M.A.A. or other clubs to keep them abreast with what is going on in this club. A few copies of the magazine are also kept to be handed out to new members when they join.

I have compiled a budget statement for 1985 and this tells me that a rise in the membership fee for 1985 is not considered necessary and is to remain at £7.00. Concessionary rates will still apply for provincial and family members. The rates, I will set out later in this report.

Many members took part in the training sessions at Stoke Orchard on the print with Simon Baker. So far ten people have gone solo with more on the way. Simon aims to continue his regular Saturday visits in 1985. However, he will be undertaking a visit to South Africa during which time it is hoped another instructor will be taking his place.

In closing, I would just like to add that if any member of the club wishes to inspect or look over the club accounts and books to see how the financial side of the club is administered, they are welcome to do so.

FEES FOR 1985.

Annual membership subscription	£7.00
Joining fee	£2.00
2nd and subsequent family members	£4.00
Provincial members	£5.00

A provincial member is a member who lives more than thirty miles from Gloucester in any direction.

EXTRA CLUB MEETING

Flight Safety - April 17th at C.E.G.B. Barnwood (Lecture Theatre). A talk about flight safety, regarding hazards of R.A.F. Fairford. Guest Speaker Major Samuel (Ike) Stokes. Lecture starts prompt 20.00 hrs.

INTERFIELD FLY-IN

Round trip of members' fields, starting and finishing at Stoke Orchard, on the 31st March, weather permitting.

7th April Easter fly-in to Long Marston.
13th April Badmington and Marshfield (Bristol)
28th April Long Marston
5th May Enstone
16th June S.V.M.C. Bar-B-Que and fly-in, other clubs will be invited.

Plus other meets with the Madly crowd, Shobdon and Bristol, etc. etc. All to be arranged, so come on all you fledglings - if you don't want to miss out on all the fun - get your licences fast!

TRAINING

Thanks to James, we can offer training within the Club, but it's not good enough if the people that have asked for instruction can't be bothered to turn up once James has arranged for the instructor to be there. The new instructor, Jeff Weighell, has to have five or six people waiting for instruction to make it worth his while to fly down from Long Marston. So if you've asked for instruction, turn up! Jeff has taken over from Simon Baker for the next few months.

VISITORS TO STOKE ORCHARD

On Sunday, 24th February, John Kinsley and Jeff Weighell over-head, Steve Comdun (Typhoon) en-route Moreton-in-the-Marsh and the only S.V.M.C. Members present, Tim Meager, James Cairns Terry.

RON BOTT'S BOOK ON MICROLIGHTS

The secretary spoke to Ron Bott at the B.M.A.A. A.G.M. and was informed the Club would not continue to be publicized in the new edition of Ron Bott's book without a contribution of £5.00. The Committee approved the expenditure of this sum for this purpose.

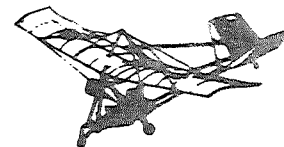
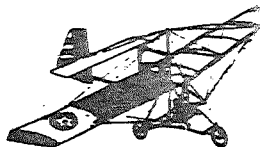
FUJI ROBIN SPARES

Small engine parts Brockworth, the lady that runs the shop sells most spares for the 250 Fuji Robin.

MEDICAL CERTIFICATES

If your medical is due, left in the Clubhouse are a new batch of F.C.L. 150/AB forms, please help yourself!

CHAIRMAN'S REPORT



First, let me say how pleased I am at becoming your Chairman for this coming year. I thank those who had faith in me to uphold this position and I can assure all, that like my flying, I take this post very seriously. I am sure that with your support 1985 can be a very successful and enjoyable year for all those connected with the S.V.M.C.

What did you think of the A.G.M.? "Not much", I hear you say. But it is easy to mock such tradition, personally I found it absorbing. Yes, even whilst discussing the 'ever popular' Constitution, although I can well remember many moons ago feeling very pleased having finished the first draft of the document and thinking that the worst was over. Like a lot of things, I suppose its okay in small doses, which presumably is why its written in such small type!

Anyway, back to the A.G.M. What a pity more members didn't turn up, for I believe it was their loss. The proceedings were a showpiece for enthusiasm, debate and democracy all rolled into one. It is a fine constitution (no pun intended) that we have when a group of individuals such as ourselves can suggest, ask, argue and decide on our common denominator, and still be talking to each other at the end of the evening!

My over-riding aim this year is to make the Club a little more appealing to you than it has been in the past, but at the end of the day, you, the members, will ultimately get the Club you deserve. By that, I mean you will only get a little less out of it than what you first put in. In essence what that means is be prepared to put in 10 dollars worth and take two in return - tough deal? Well, being a member of a Microlight club can be much worse, for having met the above criterion, don't forget it can still be rained off on the day!!

The other day I had the unfortunate experience of having to listen to a rather provocative statement come accusation levelled at the S.V.M.C. from a well known personality in the Microlighting World re the amount of illegal flying taking place at Stoke Orchard. I ask, "is this true?" If so may I draw to the attention of all those who stray from their license limitations Rule No.3 in our now famous constitution. It states (to save you squinting): Any member who infringes any legal requirement of Microlighting automatically ceases to be a member of the S.V.M.C. for the duration of such infringement.

Incidentally, is it my imagination, or could it be that the 'Fledglings' having done so much to get so far (as was acclaimed at Dave and Joanna's Christmas do) are seemingly reluctant to proceed through to 'unrestricted' acclaim? Come on you lot and get those qualifying cross countries sorted out, it is much easier than you think. Still unconvinced? Then might you not be happier behind some sooper dooper 6 channeled Futaba than your 'A' frame?

Happy legal flying.



Daryle.



PILOTS' REST ROOM

As you know, over the last couple of Club Meetings, we have been discussing ideas on what to do about a pilots' rest room. One was that we purchase an observation trailer to be parked at Stoke Orchard, but this was vetoed because of costs. The other was that we convert part of Mr. Savery's hangar, which we did intend to do but in the meantime Chris Bishop's mobile home became vacant, Chris said that if we pay disconnection fee's, etc. and organise for it to be towed away, we could have it for the Club's use at Stoke Orchard. Thanks to the effort of Colin Greasley and Daryle Parsons and numerous helpers, we now have our rest room. Andrew Slee and some other S.V.M.C. Members have been busily painting and decorating it out, ready for our use, so when you turn up at Stoke Orchard, please bring your own mug and perhaps a drop of tea, coffee and powdered milk, and of course sugar. Andy has donated a gas bottle, so we have no worries about boiling a kettle. The key to the caravan is in the first aid locker along with aircraft registration book. Please remember to sign it. Now, if you've forgotten what the combination number is, just to remind you it is 1510.

THANKS

My thanks to the Bailey Brothers for all the old aircraft magazines which they kindly let me cut to pieces, and to Bob Simpson for taking me to the Microlight Fair at Popham on the 9th March, and to all the contributors to this magazine, without who's help I would have found doing this mag very difficult.

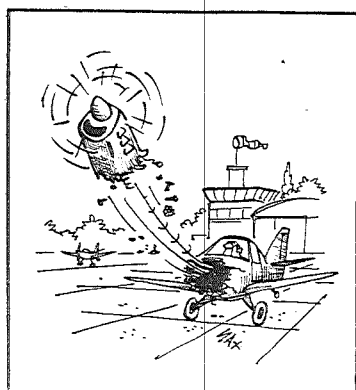
AIRCRAFT AIRWORTHINESS

Colin Greasley, Daryle Parsons and Tim Meager have agreed to charge £2.50 for aircraft inspected and £2.50 for it to be test flown. This is to cover any cost incurred. £5 isn't much to pay for peace of mind.

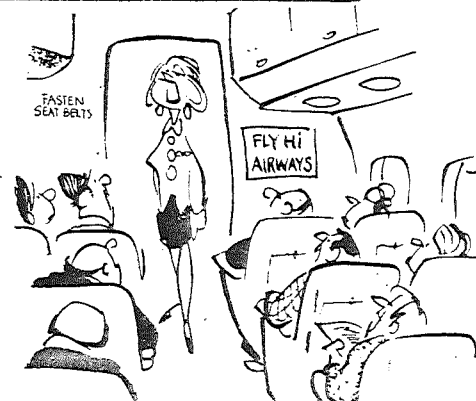
SKITTLES MATCH HELD AT NEWPORT TOWERS - S.V.M.C. v B.M.A.C. ON WEDNESDAY, 13TH MARCH, 1985

Splendid turn out from both Clubs, considering the distance that some members had to travel. Let's hope it's not too long before we meet the B.M.A.C. again, flying or socially.

Photo's and story to follow in the next edition of the "Airscrew". (I'll leave it up to you, Cherry, to do the write up for your magazine, then all I have to do is copy it! Ed.)



"Has anyone seen the pilot?"



SHOBDON AND RETURN

December 9, 1984
Parsons Residence 06.30 Hours

Alarm rings.



Crikey! Time to get up already? I hardly slept a wink all night! Excitement I suppose - I had been mentally planning this trip for ages and now at last the day had arrived. Quick telephone to Andy Dorling and advise him 'situation go!'. Great, this is it. Perhaps I should say now this this will be my 4th attempt at reaching Shobdon, the other 3 in the 'early days' with my faithful old Cutlass. I was beaten back by the weather twice and my flying partner on the other occasion had mechanical trouble with his Manta Fledge - happy days those.

Rigged and operational by 10.00 hrs - OK, OK, but have you tried rigging a Sprint with cold hands! My new $7\frac{1}{2}$ fuel tank certainly looked the part hanging mean, dark and fully charged to the brim beneath the keel tube - but would it work. Let's find out. Having undergone a rigorous ground running programme I was confident of its ability as I let go my 50 horses at Churcham that morn. Charlie India surged forward and soon I was winging over the Glos/Chepstow railway line and up into the blue yonder. I eased back on the throttle to establish a respectable climb out, no need to succumb to the Robins intractable thirst, especially whilst flying solo anyway. Circling now at 1000 ft, "should be high enough to try some rate 3 turns". First port, then starboard. "Christ, it works! After what seemed ages of preparation, I was now able to entertain some decent X countries with this beauty underneath me - and my own design too. Mmm, wonder if it'll work two up? Where are you Andy? By 11.00 I was back down, kitted out and taxiing to the far corner of the field with my passenger for that long awaited adventure.

December 9, 1984
11.00 Hours.

Once more turned on the power and accelerated smartly away, rotated nicely, but keep the power on until well clear. O/H Churcham at 1000 ft, I set course to rendezvous with Colin Davis's O/H Upleadon. With visibility virtually infinite. I had the most marvellous view of the Malverns; pointing the way to the industrial Midlands. Soon we were cruising at 2000 in the rendezvous zone, but no sign of Colin. A quick check at his field told me that he wasn't even rigging. "Probably gone on, we'll meet him there". Andy and I had decided to navigate separately on this occasion as we thought we needed the practice. So there was a strict 'no conferring' rule on board during the flight. The route we chose would be strictly I.F.R. (I from Roads) passing through Simpson country on the ...

At $\frac{3}{4}$ hr into the journey, I knew that we must have been flying against a virtual headwind as our ground speed looked painfully slow. I decided to drop down to 1500 ft to see if it was any better at that level when at the last moment (or what could have been) I noticed a Cherokee 140 fly diagonally across my track from the left at about 200 ft higher. We sat and watched, transfixed as this uninvited visitor passed uneventfully by, without so much as a wing wave.

"Bloody Hell, did you see him coming?" "No, did you?" "CHRIST NO. I wonder if he saw us" "Shouldn't think so, I only saw a woman with sunglasses on .." WALLOP. "What was that?" Yes, you have probably guessed that by then we had flown into his wake turbulence! "Let's go down to 1500 Andy, I think everybody might be flying at 2000 ft today!"

At 1500 it was smoother, I could see the Sunday Morning car cleaners on the drives, spit'n'polishing their tin Gods.

Still on track, now let me see ... holding the B bar with my left hand I traversed my right index finger slowly across the $\frac{1}{2}$ mill which was taped to my right thigh, and I stopped at what I thought was my present position. I looked up to get a fix and knew instinctively that I was not alone! Dorling was peering over my left shoulder, bloody cheating! Laugh, it was incredible, my sides ached and ached. What a super moment that was, I wanted to share it with the spit'n'polish brigade and tell them just what they're missing. But no, how could you express to anyone other than a m/lighter that hanging below a $35\frac{1}{2}$ ft wide kyte, frozen to the bone at 1500 ft somewhere above Herefordshire and laughing your head off, is a magical moment? No, they just wouldn't understand. "Would they Andy" "Inshune sco" "Dorling, you are completely and totally incomprehensible, what's up?" Poor old Andy, when I looked behind, it was obvious by his colour that the wind rushing arounds my helmet was meeting him absolutely 'full frontal' and by now his lower jaw had seized up practically solid! Oh God, please don't, my guts won't take much more of this hilarity! Soon we had settled back down to flying an aeroplane and pinpointed our position as that of being about $\frac{1}{2}$ way to our destination. As I said earlier, the 'viz' was excellent. To the S.W. I could see Hereford and beyond that the huge aerial dishes on Medely airfield. Having now left the A417 in favour of the A49, Leominster was dead ahead. I turned port and followed the River Arrow until it met the A4112 and from here on it was easy.

With an increase in aerial traffic, it wasn't long before we had established which a/c were on the circuit and which were not. The row of Poplar trees that align Shobdon's main runway had now come into view - I had made it!

Of all the truly unique feelings one experiences with aviating, this is the best. I felt a great sense of achievement in having accomplished my goal for that day. I well remember having the same feeling the first day I arrived at Stoke Orchard from Cranham. It is contagious, and addictive, my craving only being satisfied by my cross-country fixes. It is no wonder that I suffer withdrawal symptoms as the weather deteriorates.

Still, on with the job. Now let me see, left hand cct in practise on R/W 27 which means that at this height (1500) I will need to give Shobdon a very wide berth in order to get to the safety of the dead side on the runway in order to let down. Rather than that I think I will climb to 2000, no 2500, to be safe and cross over the top and do a rapid descent to circuit height. Well, that was the plan - but would it work. Climbed up and over O.K., can't say I like mixing it with the Cessnas, Cherokees and the like. Right, close the throttle now and let down on dead side of duty R/W. Um - I say carburettors, will

you please stop sucking so strongly, now, er, please, thank you? - Nothing - Bloody Nothing - the Robin hummed and sang its popular raucous song, probably entitled "I happy, aggressive and content, so leave me alone".

"I say Andy, old boy" (mustn't let the passengers know you're concerned) "be a good fellow and switch off the Master switch will you? Think the carbs have a teensy weensy bit of ice in the don't you know". Without so much as a "have you got you Skymasher aboard" Andy executed his task perfectly and the prop 'heaved too' and left the singing to the wind in the wires, and there we were, from one extreme to another, from noise and more noise to peace and tranquility. So this is what the Hanglidersmen go on about? Mmm, not bad, but if I don't think of something quick there will be another extreme to pass from - that of High to Low.

Steady descent speed, easing the A frame into chest, Charlie India falls out of the sky nicely at 45 mph. Keeping a good look out, I descend in R.H. No, not in ever decreasing circles but with nice descending turns, much like that of base leg to approach sort of turn. I remember at that point thanking my former instructor, Len Gabriels of Skyhook fame, for preparing me for just this sort of occasion. By now the engine heat may have melted the ice, so with switch on I fired up Robin yet again but no, she is most persistent in letting me know that climbing to 2500 in high arctic conditions was something she wasn't going to forget lightly, so I turned her off to sulk alone and concentrated on getting us down the other side of the airfield perimeter fence.

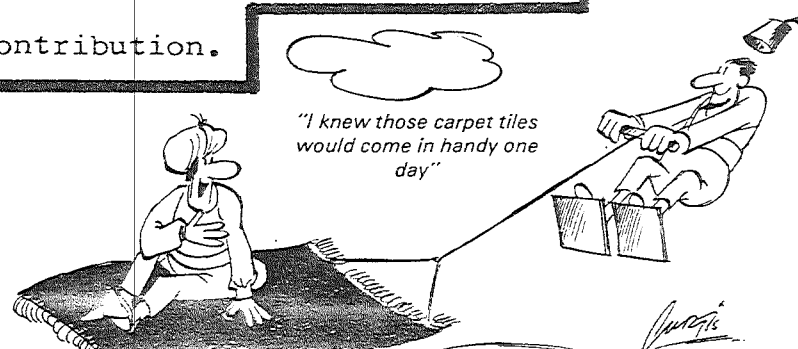
Needless to say we got down okay, yes, and the right side of the fence as well, pity really, for they charged me £3 to land on the correct side but it was worth it, and to think my day out was only half over as we had yet to get back. Unfortunately space doesn't permit, there was so much more to tell. Like Colin arriving 10 mins after us, the purchase of AV gas at £2.50/gall (and that didn't include oil). Needless to say we had no iceing up on the way back, and OH what a joy to use that tarmacadam runway - ask Colin, he did it three times and only left the airfield once (work that one out!).

Yes, Andy's jaw thawed out in the end and gave me earache all the way back which, incidentally, only took us 45 mins, as opposed to the 1 hr 35 mins to get there.

Conclusion: I'll do that again sometime.

If it only took you 45 mins to get back, Daryle, does that mean that the next story will be shorter! Ed.

Only joking, thanks for the contribution.



HAVE YOU PAID YOUR DUES?

Your subscription for 1985 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. :

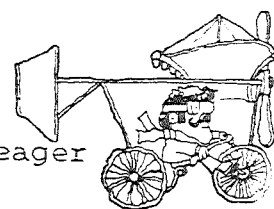
Subscription for 1985 - £7.00 is enclosed.

Signed :

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Wake turbulence effects and dangers

by David Acton of National Air Traffic Services

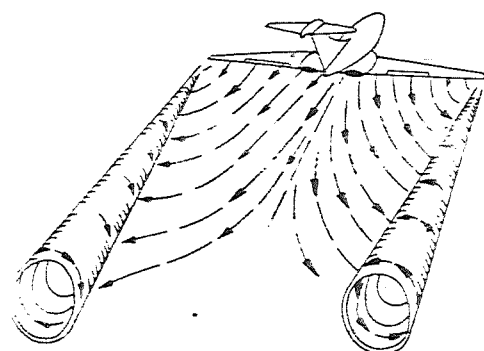
Wake turbulence and its associated possible hazards have been known for many years, but it is the introduction of the 'Jumbo Jets' some 12 years ago that highlighted the risk to even fairly small aeroplanes operating close to these very large aircraft. It was recognised that some form of protection should be provided and the International Civil Aviation Organisation recommended its member states to issue guidance to pilots on the dangers involved and the separation criteria to be applied by the air traffic services.

So how does turbulence affect microlights? By their very nature microlights are very susceptible to any major disturbance of their flying environment and as such could be at risk from the turbulence generated by larger aircraft. Most microlight activity is separate from other operations, but there are bound to be occasions when they operate around larger types, so pilots must be aware of the danger. A close association between even a Cessna 150 can have undesirable sequences.

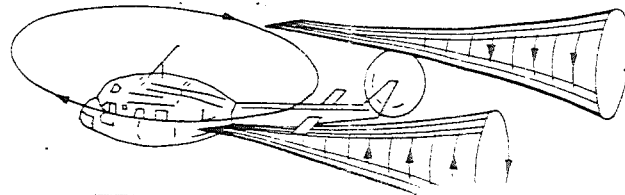
Before discussing wake turbulence in detail, it is important to understand the different effects of jet blast and propeller slipstream (prop-wash). Jet engine-generated effects are a hazard for a comparatively limited distance directly behind

the aircraft. For instance the jet blast from a Boeing 707 on maximum take-off power can be in the order of 100kt (185kph) at a point 100ft (30m) behind the engine and 25-30kt (46-56kph) at 250ft (76m). This is sufficient to invert something like a Cessna 150 especially if it is broadside on. For a propeller driven aircraft of the size of say an HS 748, the prop-wash on full power can reach 40kt (74kph) about 140ft (43m) behind the engine. Scaling this effect down to a light aircraft, it can be seen that even the prop-wash from a Cherokee is enough to upset a microlight operating fairly close behind, so beware.

Wake turbulence, also referred to as wake vortex, is quite different. It is generated by the wings of an aeroplane or the rotor blades of a helicopter and is a direct consequence of producing lift. Wake vortices are thus present behind every aircraft which is in forward flight, from the moment the nose wheel lifts off the runway until it touches down again. They are particularly severe when generated by heavy aircraft and are most hazardous to aircraft with a small wing span during its take-off, initial climb, final approach and landing.



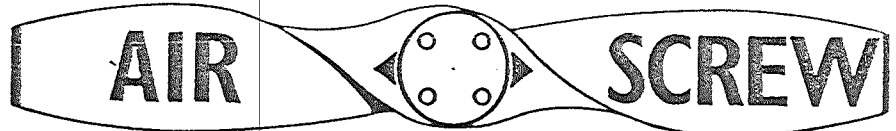
The greatest chances of meeting wake turbulence are when flying in the circuit area and especially in the vicinity of a runway. Most wake turbulence incidents happen when a smaller aircraft is approaching to land behind a larger one. A number of such incidents occur each year and unfortunately there have been some fatalities. The obvious solution would be to separate microlight operations from larger aircraft.



July 85



Severn Valley Microlight Flying Club



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Dear Members.

Having become the Editor of AIRSCREW I shall take this opportunity to voice my opinion on the Club as it now stands.

The S.V.M.C. was formed by a small group of early Microlighters so they could meet regularly. Since that time the B.M.A.A. and C.A.A. have made it even more necessary for clubs to be formed to pass down information and keep contact with as many Microlighters as possible. Our Club started out quite well but this year things are not so good.

The loss of Stoke Orchard has been a major setback, but I know you are all out there trying to find another flying field. Our Committee cannot see eye to eye with each other. Our monthly meeting places vary from month to month and are very poorly attended even though some interesting people have been invited along. Those who do attend are the same loyal core of Microlighters that make the effort to sustain a Club of 40 or more, of which less than 25% ever appear together at any one time and also when we do meet instead of you more experienced Microlighters huddling in a corner talking about your latest adventures pay attention to newer members who know very little about the club and probably less about getting into Microlighting.

So come on, we must all make more effort to attend meetings, Fly-Ins etc. or else apathy will overtake us all and it will be back to a small core of members and S.V.M.C. will stand for SEVEN VETERAN MICROLIGHTERS CLUB.

Chris.

Sadly time has run out and we must depart from our beloved Stoke Orchard which has been our home since the Club started. However, by the time you read this I am hoping that we will be located but a few minutes flying time away from the Orchard at a new C.A.A. approved Air Strip at Apperley. I have already had discussions with the owner and barring any disapproval from the existing tenants (Bristol Parachute Club) the go ahead has been sanctioned. Watch this space for further details.

The Club caravan is shortly to have it's much needed 'Face Lift', our thanks being directed to Ray Little (father of Graham), so please do your utmost to respect this fine gesture by keeping the caravan neat and tidy at all times.

On the training side our congratulations to David Reed and James Cairns-Terry who are the latest members to have dispensed with the services of their flying instructor. Well done both of you for passing the G.F.T. and gaining your restricted P.P.L(D).

Our Fly-In was enjoyed by all those who participated over the two days and I would like to thank all the members who helped in the preparation of the event, in giving up their spare time so that others could benefit.

I have just completed my new insurance proposal form for cover against third party liabilities whilst flying for the next insurance year. It really is important that all flying members participate in this B.M.A.A. run scheme, for not only does it provide us with that much needed financial back up but the greater number of Microlighters that are insured will deter any increase in the annual premium.

Finally I would like to wish Macnamara a speedy recovery from his recent illness and look forward to seeing him at our monthly meetings.

TIGHT WIRES

Daryle.

FORTHCOMING EVENTS

Aug 14. PULSE JETS/ROCKETS
by DAVE READE

AT. CROPTHORNE (DUE TO LIVE DEMONSTRATION)
BROMSBERROW HEATH
LED BURY TEL 81245

Aug 24TH / 26TH FLYING & CAMPING WEEKEND (POPHAM)

Sept 11TH SEVERNSIDE AVIATION SOCIETY AT
(WARTIME A/C RECOVERY GROUP) C.E.G.B.

Oct 9TH VISIT TO COTSWOLD AIRCRAFT
RESTORATION GROUP (RAF INNSWORTH)

BE THERE

Army plans microlight spy missions

TWO-MAN portable flying machines that can be quickly assembled and flown in over battlefields undetected by enemy radar are being evaluated by the Ministry of Defence.

The machines are based on commercial microlights — the latest engine-powered versions of the popular hang-glider. Two £5,000 models are now under-

going extensive field testing by the army for battlefield reconnaissance and as disposable transport for secret strike missions.

The main attractions to the army are their versatility, low cost and lightweight foldaway construction. A one-man operated microlight could carry a range of video recording and other spying equipment, or some small arms.

According to Pegasus group company, Solar Wings of Marlborough which has supplied the machines, a microlight can get in and out of rough terrain as easily as a helicopter but at a fraction of the £1,000 an hour or so operating cost of, say, a Lynx.

Constructed of a lightweight aluminium framework slung from a massive fabric covered wing, the Pegasus microlights can carry up to 200kg. By shielding the small petrol engine, they are virtually silent and radar invisible. Reaching heights of up to four miles, they need less than 150 yards to take off and land.

Such is the army's interest that Pegasus is now developing a Kevlar reinforced floor pan for the army microlights to protect pilots against shrapnel.

According to John Fack at Pegasus's flight training operation at Old Warden airfield in Bedfordshire, the company is also talking seriously to one or two police forces who see the



The army's latest weapon

microlight as a cheap alternative to the Optica observation light aircraft for traffic patrols and security work, around nuclear missile bases.

John Dunn

See feature, page 22

AS Bob Calvert glides gracefully down out of the skies this week in an attempt to beat the world altitude record for a microlight, he can thank the latest developments in materials technology for a safer ride to earth.

His powered Pegasus hang-glider took off from Old Warden aerodrome in Bedfordshire suspended from a wing specially stiffened against severe buffeting by a new fibre reinforced plastics material that is just beginning to make its way out of the R&D labs.

The material is nylon reinforced with Kevlar. Both nylon and Kevlar (Du Pont's synthetic high strength fibre) have been around for some time. But what helped keep Calvert in the air was the way the two have been brought together by a unique British development that promises to produce a family of exciting new high performance materials — continuous fibre reinforced thermoplastic composites.

Thermoplastic materials — those plastics that can be softened and shaped by the application of heat — are making something of a comeback as engineering materials. New products have appeared recently that show greatly improved working temperatures, bending strengths and resistance to solvents and abrasive wear. Typical ones are ICI's PEEK (polyetheretherketone) and PES (polyethersulphone), and Ryton (polyphenylene sulphide) from Phillips Petroleum.

But what is really grabbing the attention of design engineers and production engineers are the reinforced grades coming onto the market now. In these, glass, carbon, Kevlar and other fibres are impregnated with the plastics to produce tough, strong, lightweight components that can in some applications compete favourably on cost with items made from aerospace quality aluminium alloys. Weight savings can be substantial.

Main advantages of reinforced thermoplastics over their better known cousins, the thermoset epoxy resin composites, are better flexibility, better resistance to cracking and better wear and tear properties.

But where they really score over their epoxy rivals is in the way they can be manufactured. No longer do mats and strands of fibre have to be coated in messy, sticky, chemically aggressive resins and hardeners and then be put in moulds to cure in autoclaves.

Instead, the new thermoplastics can be reinforced with short fibres and injection moulded in conventional equipment. They can also be laid up in sheets interleaved with mats of woven fibre already impregnated with the stuff and then simply heated and pressed to shape.

Or, as in the case of Calvert's microlight, loosely braided tubes of continuous fibre impregnated with thermoplastics can be stretched over a component and shrunk on by the application of gentle heat. The result is a great increase in strength with negligible increase in weight.

The heat shrink nylon/Kevlar composite used on the Pegasus microlight has been

Thermoplastics — the new high fliers

There is a resurgence of interest in thermoplastics following the introduction of new reinforced grades. Their high strength and light weight offer a range of applications from aerospace to defence, writes John Dunn.

developed over the past two years by Raychem of Swindon.

Known for its introduction 25 years ago of heat shrinkable plastics tubing for wiring and cable harness manufacture, Raychem is now claiming a world first for the application of heat shrink technology to the production of thermoplastic composites.

Ribbon development

The patented process uses narrow ribbons or tows, 2-4mm wide by 0.1mm thick, containing thousands of fine fibres impregnated with thermoplastic. They are braided on specially developed machinery into loosely woven continuous tubing.

Lengths of this are placed over a component, say an aluminium spar, and a standard Raychem heat shrinkable plastic sleeve slipped over the whole lot. As heat is

Above: trying for a record. The Pegasus microlight, a flying test bed for British plastics technology

applied by hot air gun or flame, the thermoplastic in the braid starts to melt.

Careful choice of viscosity keeps the thermoplastic in place around the fibres as the heat shrink 'driver' sleeve shrivels to a third of its original size. This consolidates the plastic and fibres into a solid homogeneous matrix and bonds it to the component. The shrivelled driver can then be cut off.

The result is a negligible number of voids and air bubbles in the matrix and the maximum transfer of stress from the thermoplastic to the fibres — in other words, a good composite.

The combination of nylon and Kevlar is just one member of a family of thermoplastic composites that Raychem is developing for use with heat shrink drivers. Others ▶ 24

22 ◀ being investigated are combinations of continuous carbon, glass and Kevlar fibres in PEEK, PVDF (polyvinylidene fluoride), nylon and Ryton thermoplastics.

Already, ICI Plastics has started to produce PEEK reinforced with 68% continuous carbon fibre in narrow tows suitable for braiding. Launched at last year's Farnborough Air Show, APC (aromatic polymer composite) is also available in tapes up to 8 inches wide for laying up or in consolidated sheets ready for pressing to shape.

According to Harry Pentney, market development specialist at Raychem, early indications are that the new composites will find a major market as reinforcing products in the weight conscious areas of the aerospace business. Typically, he says, they will be used to strengthen tubular structures. The braid can be slipped on where it is needed and built up in layers to strengthen the component without adding significantly to the weight.

Indeed, Raychem is currently talking to Pegasus about reinforcing the aluminium airframe struts in future microlight models.

Another likely application is in the repair of battle damaged military equipment, particularly control rods and helicopter rotor shafts.

Since the angle at which the tows are laid over each other in making a braid affects the composite's strength, composites can be designed with the angle chosen to give maximum strength in any particular direction, says Pentney.

Pentney sees a big market for his new materials in the in-situ formation of cable ducting in aircraft.

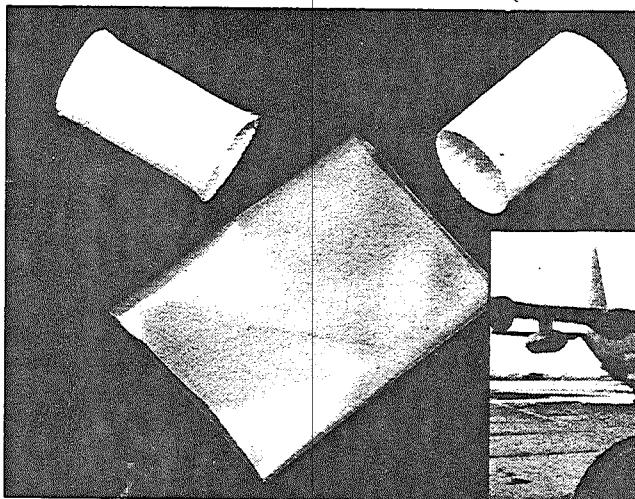
Injection moulding

The use of long, continuous fibres is not, however, the only way to reinforce thermoplastics. In Runcorn in Cheshire, Bridon Composites is beginning a major two-year government funded project to perfect the use of injection moulding techniques for reinforced thermoplastics. The aim is to produce strong, tough, lightweight components reinforced with carbon fibre.

Nylon filled with short glass fibre strands (0.2-0.4 mm long) has been successfully injection moulded for some years for products as diverse as gear wheels, car fan blades and bearings.

More recently ICI's PEEK and PES have been supplied in glass fibre filled grades for injection moulding. And already the weapons equipment division of Ferranti is using a 20% glass fibre filled grade of PES to mould small gears and shafts for missiles and submunitions. Ferranti reckons it has achieved considerable cost savings by this one-shot moulding operation compared to machining the parts from solid metal.

However, there is one problem limiting the full exploitation of the high strength, low weight potential of injection moulded fibre reinforced thermoplastics. That is the tendency for the tiny fibre strands to line up in one direction (anisotropy), following the



How heat shrink sleeve turns loosely braided fibre tubing into tough composite (left). Heat moulded reinforced radome for Hercules aircraft (below)



direction of flow of the plastics in the mould.

This can be used to advantage for long thin components where the fibres need to follow the long axis of the component to give good bending strength. In this case the mould is designed to inject the plastics at one end.

In general, however, components require the strengthening properties of the fibres to act equally in all directions (isotropy). This can be difficult to achieve where components have moulded-in features such as holes and bosses. Here, the fibres tend to flow round the hole or boss, producing weak spots at the weld line.

Bridon has recognised that if this problem is solved there could be major economic advantages for aeroplane and textile machinery builders in swapping certain lightly stressed components from die-cast, closed forged or machined aluminium to carbon fibre reinforced injection mouldings. Westland Helicopters is already doing work with Brunel University on measuring fibre orientation in carbon fibre reinforced components.

Bridon's £50 000-plus project in conjunction with Liverpool University will analyse component and mould design in an attempt to improve the accuracy of components and reduce the uncertainty about fibre orientation between one component and the next. Aim will be to achieve maximum tensile strength and rigidity combined with high impact strength and good repeatability in production.

The company is particularly interested in ICI's newer 'long fibre' injection moulding compounds containing fibres around 3 mm long. These can make an appreciable difference to the strength of a component, says Bridon. And last month, ICI announced the launch of what, for the injection moulding industry, is a very long fibre grade indeed — Verton glass fibre reinforced nylon with 10 mm fibres. This is the first in a range of long fibre injection moulding grades that ICI intends to introduce.

Perhaps the biggest example of a fibre reinforced thermoplastic component is the radome covering the underbelly radar on the RAF's Hercules transport aircraft. Nearly 1 m in diameter and 6 mm thick it only weighs 10 kg. It is made from very thin PES film

interleaved with PES impregnated glass fibre cloth, subsequently hot moulded in a closed die.

The PES sheets, chosen for their impact resistance, are typically less than 100 microns thick and up to 60 of them can be used in a radome alternating with layers of glass fibre.

This method of film stacking prior to moulding has been developed at the Royal Aircraft Establishment in Farnborough and is now used under licence by Specmat of Leominster to produce the radomes following a £300 000 development programme supported by the defence ministry.

Stones and debris thrown up off roughly made runways can cause quite a bit of damage not only to aircraft radar covers but also to landing gear wiring and hydraulic lines. Even a microlight is not safe. Its lightweight wooden propeller can be badly chipped by flying stones as it thrashes along backyard runways.

The answer is thermoplastics. Not composites this time, but heat shrinkable woven fabric tubes containing high wear and impact resistant fibres such as Kevlar, PVD, polyester and glass.

Developed by Raychem, these recently introduced fabrics incorporate heat shrink fibres in the weft and the non-shrink protective fibres in the warp. Slipped over a cable harness, for example, they shrink down to a quarter of their size to form a tough outer tube.

Already the British Aerospace 146 jet has Kevlar based heat shrunk fabric protecting its undercarriage cables. Radar umbilical cables on RAF fighter aircraft are similarly protected against chafing.

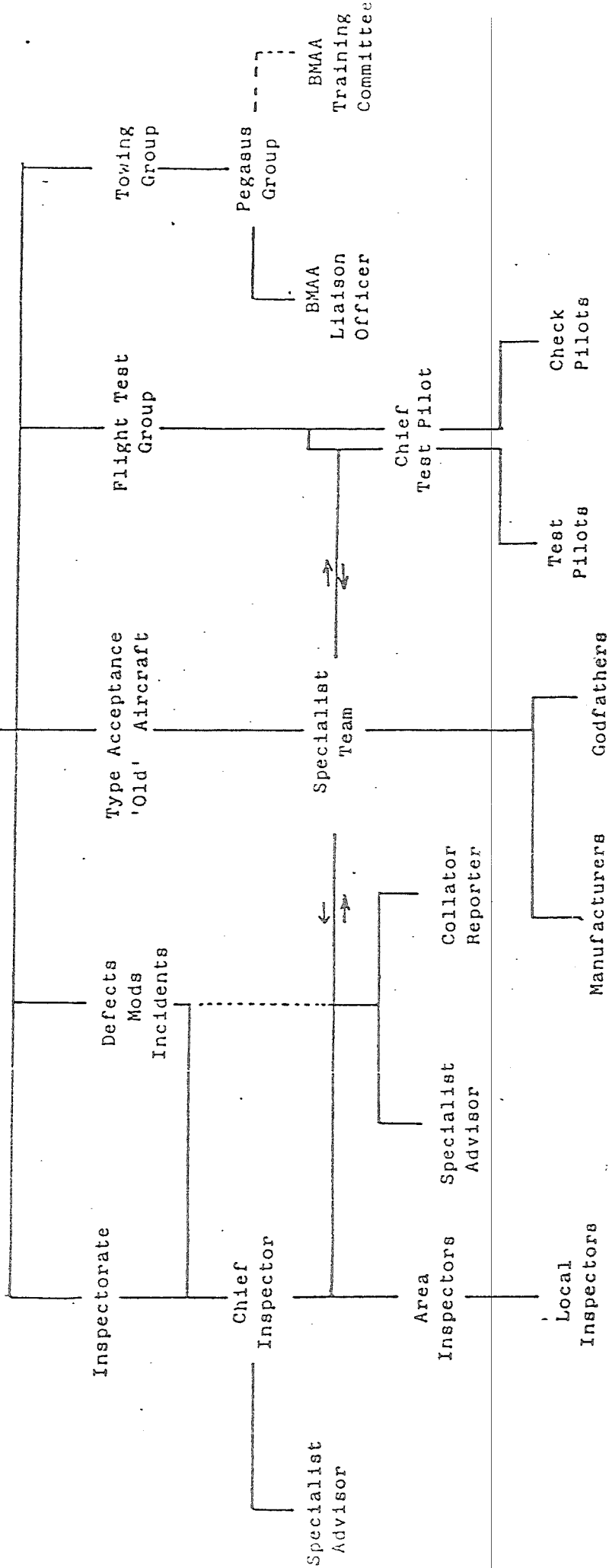
Meanwhile back at Old Warden. Next time Calvert takes out his microlight to attempt a record, its propeller will have been fitted by Raychem with a heat shrunk protective sock incorporating polyester fibres. There's more danger from flying stones than from flying high, it seems. **E**

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Collator/

Reporter: D.Simpson

Type Acceptance

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P.Owen

R.Stratton

L.Welch

M.Whittaker

Flight Test Group

Chief Test

Pilot: P.Davies

Test

Pilots: (To be selected)

Check

Pilots: (As Listed)

Towing Group

BMAA Liaison

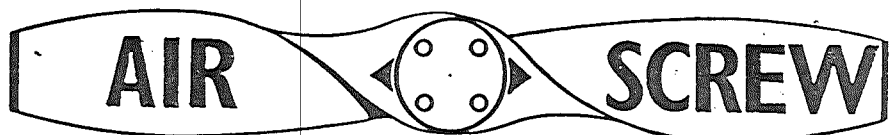
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B.Brooks

Managing Chairman.

B. Cosgrove.

SEPT 85



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Editors Note

On behalf of the Club I should like to thank Dave Read for an entertaining talk and live demonstration on Pulse Jets, and for allowing us into his home and garden.

All we want now is for Dave to fit one to his Trike.

The next meeting is on Wednesday October 9th at The Creche in Gloucester Leisure Centre.

Please be there at 7.30 p.m. PROMPT as there are some important matters to discuss before we are joined by The Cotswold Aircraft Restoration Group. I have been informed they will be bringing along some interesting exhibits, so please lets ALL do our bit and make the effort to ATTEND.

Chris.

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Chairmans Report

At the August Club meeting I mentioned that we had secured another Flying Field adjacent the Newent/Gloucester Road near Highleadon. Since then the Caravan has been sited there and by the time you read this I am hoping that the field will have been cut allowing us to make it fully operational.

To date and to my knowledge, nobody has flown IN or FROM Bakersfield. (aptly named as Mr. Baker owns the land). WHO WILL BE THE FIRST?? Remember that there will be no landing fees payable for daily usage of the field by members, as per the Stoke Orchard arrangement. However, the Club must find £20 per month regardless if the field is used or not, so lets have a good turn out on flying days to get our monies worth. Incidentally, if the field is U/S due to long grass (It is a farm first and airfield second) the amount we pay will be reduced pro-rata. At this early stage it is important that all parties are flexible so that a satisfactory and workable situation will result.

As was discussed at the August meeting, the Club will pay the first onths rental, but then after if Bakersfield is a satisfactory alternative to Stoke Orchard, to cover any costs we incur, at least until the next A.G.M. in January, we will all need to dig into our pockets. I imagine that approx. £3 per member should be expected. The Treasurer will advise all in the next issue.

I know of at least one member, there may have been more, who quite rightly turned up at the C.E.G.B. for the September meeting, for it was there that it was reported to have been held in the last Airscrew. Circumstances prevented this venue from being available as was disclosed to everyone at the August meeting, so upon reflection if you miss out on our monthly get-togethers it is prudent to contact the Events Officer graham Little, Glos 501227 to ensure that your time is not wasted. Apologies all round if you were inconvenienced.

Although quite a bad year so far weatherwise, our own modest records of distance and altitude flying have been broken, namely Messrs. Simpson and Davis (Bob and Ralph) achieved the distance record this year of 70 plus miles from Preston Court to Charterhouse (Mendips) and return in Bobs own design' trike and Colin Davis levelled out at 5100' above Bakersfield (I bottled out at 4500', two up) Well done, all three.

Congratulations to Roy Fisher to being one step nearer the unrestricted ~~★~~ licence with a cross country from Long Marston, Enstone and Shotaswell. A timely example on how to do it and a member of the S.V.M.C. at the same time.

We owe much to the efforts of Roy Fisher, Tim Meager, James Cairns-Terry and Dave Read in dealing with moving our Club Caravan to Bakersfield and to Authur Cook and Colin Davis for umpteen other tasks associated with the new field and the farmer. Thank you all on behalf of the Club.

Finally, welcome to the S.V.M.C. Jeremy Taylor of Citizen Fame, perhaps you can give us the benefit of your prowess of a journalist through the pages of 'Airscrew' whilst saving for that Microlight.

Tight Wires

Daryle.

Treasurer's Report. September 1985

We are now entering the last quarter of the year and, as we are all no doubt aware, it has been an appalling year for flying due to one weekend after another being rendered unflyable by high winds, rain, fog and other meteorological hazards.

This stagnation in aeronautical activity has given us all the chance to take stock of the current situation of the Club, financial and otherwise.

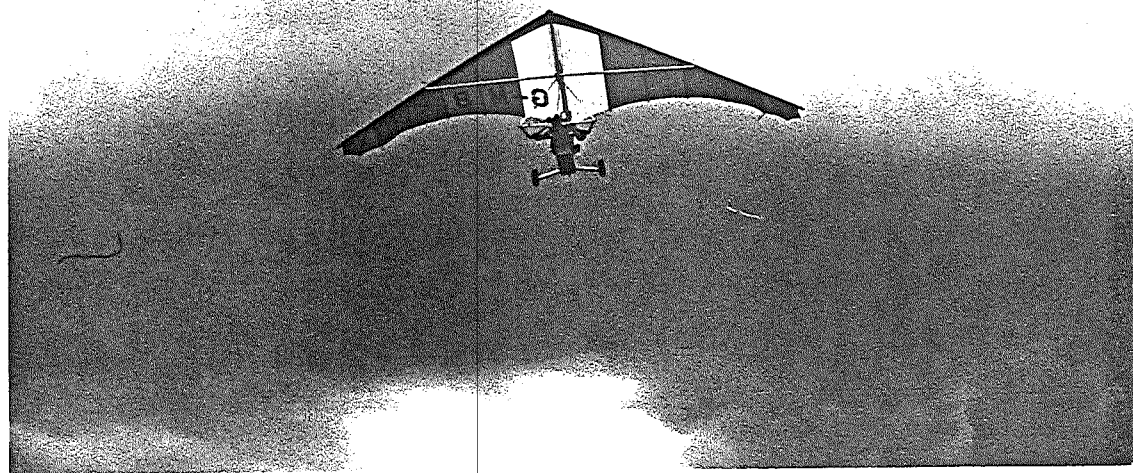
The major blow to the Club this year has been the loss of Stoke Orchard due to the sad and untimely death of Ray Savery, the owner. However, largely thanks to extensive efforts by Daryle and others, a new flying field and base for the Club has been found. The field is situated on the Newent Road out of Gloucester, near the turning to Hartpury, behind the petrol station and the antique shop. The good news is therefore that the club now has a new base from which to operate. The not so good news is that such facilities do not come free of charge. I have just paid the owner, Mr Ken Baker £10 to cover rental for the caravan from 18th August to 30th September. During that period the field was unusable as the grass had not been cut. At the same time I paid a further £20 to cover usage for period 1st October to 31st October. I would mention that the grass has now been cut and the field is now ready to receive the attention of our undercarriages. The £20 rental will be payable at the beginning of every month to cover Caravan rental and landing fees, so by the end of the year a total of £70 will have been paid. As the Club funds stand at £72.02p. it does not take a doctorate in mathematics to indicate that the Club will be out of funds by the end of the year, unless a solution agreeable to all parties can be found.

In this connection, at the next meeting of the Club there will be an open discussion, in which the members present will have the opportunity to express their views. So between now and that meeting, please take the time to think about it and let us hear your ideas and opinions. To finance the field next year, it seems likely that a rise in the subscription of at least £6 is indicated. Looking over my records, I see that a number of us paid nearly double that amount in landing fees in one flying year. Therefore I feel that the club is well able to foot the bill with this rise in subscription next year, and for those who fly regularly, their costs will in fact be reduced. So please come to the meeting with your ideas, as the Committee will meet soon after and make a decision based on what they hear from YOU, the members.

Safe Flying

James.

RALPH →



An account of the flights to and from Bristol & Avon M.C. Field.

The previous week Bob Simpson and Steve Churchill had flown down in worsening weather conditions. Having got there the weather remained unflyable and so Bob and Steve, after waiting a while decided to stay overnight in their Clubs Caravan. Bob left his Trike there. Anyway after a week the weather had improved enough for the flight back and I rashly offered to fly Bob's Microlight back. I was up at 4.30 a.m to be at Preston Court for 6.00 am, so Bob could fly me down in his Condor.

When we arrived over the field there were sheep grazing on the strip so we had to do three low passes (a bit of One Man and His Dog) to clear them.

I was airborne by 8 a.m, having taken off first to clear the sheep again. Bob flying the faster aircraft overtook me in order to radio Lulsgate and Filton, to warn them that I would be flying approx. 15 minutes behind. I had been flying about 20 minutes, at 2,500 ft. approaching Lulsgate on my right, when I noticed a smoke trail and as I became level with ~~the~~ the end of the runway a second Red Flare was fired. Looking down there was a Boeing 737 waiting to take off. I dived down into one of the valleys out of his way, (knowing the reliability of its engines) I gave it plenty of room.

I passed over Filton with no problems. Headed up the river and over the Severn Bridge. Crossed over at Sharpness then round the back of May Hill, waved to Bob so he could come back to Preston Court to pick me up.

Quite an eventful morning.

Ralph.

Woman dies as mini plane ploughs into fete crowd

AN inquiry was under way yesterday to find what caused a microlight aircraft to crash into watchers at a school fete, killing one person and injuring eight others.

The plane was one of three giving an aerial display over Fordingbridge junior school, Fordingbridge, near Salisbury, when it plunged out of the sky.

It scythed through parents and children, badly injuring Mrs Mary Kelly, 30, who later died in hospital.

Eight others, including the pilot and four children were taken to hospital.

Last night 24 hours after the accident, three people, including the dead woman's husband, were still detained.

Witness, Trevor Rogerson said: "All I saw were children's bodies being hit and thrown about the field. It was appalling.

"Fortunately, the pilot passed a sledge ride, crammed with children, but then he hit a building. The plane raced off and people ran like hell.

"The pilot turned one way to miss a lot of cars, but instead ploughed into people at a clothing stall."

Mrs Kelly's husband, Roger, 33, and daughter Ruth, four, were later released from Salisbury General Infirmary.

Pilot Stephen Warburton-Pitt, of Ringwood, escaped with minor injuries and was released from hospital. His passenger escaped injury.

An inquest will be held into Mrs Kelly's death.

MICROLIGHT TO ATTEMPT CAPE FLIGHT

An attempt to fly the longest ever journey by microlight aircraft is to be mounted by a British adventurer, Richard Meredith-Hardy, 28, this week.

He will leave London on Aug. 28, with a two-man backup crew who will travel by lorry, to start a six-month, 14,000 mile journey which will take him across Europe and down the length of Africa to Cape Town.

It is expected that a string of microlight records will be broken, including the longest ever unaided sea crossing from Crete to Egypt.

Plane crash riddle solved

POLICE rushed to a field at Apperley after reports came in that a light aircraft had crashed into a hedge.

But the call was a false alarm. Chief Inspector Mike Bullock, head of Tewkesbury police, told the Echo this morning.

He explained that microlight pilot Mr. Dave Parsons, of the Severn Valley Microlight Club, had touched down at Apperley to see if a field there could be used by him and his fellow fliers.

PROTECTED

"These aircraft are so light they have to be protected against the wind to stop them blowing over. And to do this Mr. Parsons tucked his machine into the hedge.

"When the passer-by spotted the plane he thought it had crashed. It was a natural mistake and he was right to report it but we were only too pleased there hadn't been a crash after all," he said.

TWO KILLED IN MICROLIGHT

An inquiry was launched by the Civil Aviation Authority yesterday after two men died when their microlight aircraft broke up after taking off from a field at Spondon, Derbyshire, on Saturday.

They were named as Mr Adrian Clark, 38, of South Avenue, Spondon, the pilot, and his passenger Mr Paul Bradley, 24, of Moulton Avenue, Spondon.

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FORTHCOMING EVENTS

Oct 9TH 7.30 p.m.
COTSWOLD AIRCRAFT
RESTORATION GROUP. (MORE INFO P.T.O.)
AT THE CRECHE GLOS LIESURE CENTRE.

Nov 13TH
BRIAN HAYES
OF
HAZE SAILS
AT THE LIESURE CENTRE.

WHAT ABOUT CHRISTMAS. ?

LETS HAVE SOME IDEAS
BY THE NEXT MEETING.



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A Member of the British Aircraft Preservation Council

The Cotswold Aircraft Restoration Group was formed in April 1979, from a nucleus of Skyfame Aircraft Museum Supporters and Volunteers, with a view to plugging the hole left over the Cotswold area with the departure of the Skyfame Aircraft Collection to the Imperial War Museum at Duxford, Cambs.

The Group has its Headquarters and Workshops at Royal Air Force Innsworth, Glos. where a number of restoration projects, large and small are being worked on. At the present time the Group have two major restoration projects, the rebuild to full flying condition of "Miles Messenger G-AJOE/RH378" (a single engine RAF communication aircraft built in 1947) and the restoration to static exhibition standard of Gloster Meteor T.7. VW453 (a twin engine RAF jet trainer of the 1950's, VW453 is the oldest T.7 Meteor that survives and the 43rd example of the trainer variant built), when finished the aircraft will be placed alongside the guardroom at RAF Innsworth as a gate guardian.

Other aeroplanes in the Groups care include: Auster AOP.9. G-BJXR/XR267, for future rebuild to flying condition, Auster AOP.9. XK421 (spare airfram for use in rebuild of XR267). Pou du Ciel "Flying Flea" G-ADRG/BAPC 77, used as a travelling exhibit.

The whole Cotswold area is being scoured for aviation relics of all kinds and many have been located, acquired, restored and passed on to numerous organisations and Museums within the B.A.P.C. e.g. Lancaster bomber parts have been supplied to the RAF "Battle of Britain Memorial Flight" for use on the Lancaster PA474, "Lanc" parts have also been supplied to the RAF Museum at Hendon for use on the Lancaster R5868 "S for Sugar", Bl7 parts have been supplied to the I.W.M. at Duxford for use on the "Fortress" "Mary Alice". In June 1983 Auster AOP.6. TW536 was donated to the Museum of Army Flying at Middle Wallop to be restored and join the collection of Army aircraft at Middle Wallop. The group hold many more aircraft parts awaiting restoration:- Gun Turrets from: Lancaster, Whitley, Blenheim and Botha, Cockpit section from a Halifax bomber, Ejector seats, Propellers, Instruments etc.

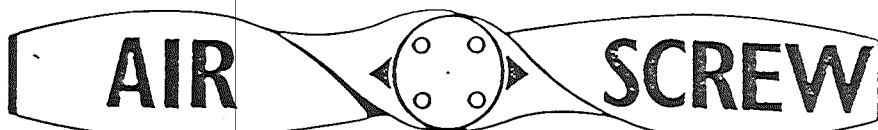
In addition to its restoration work the Group publish a regular 16 page illustrated magazine which includes news of the Group's work, Aircraft Preservation News, Historical Articles, Staverton Airport Movements, and World Wide Aircraft Museum Reports.

If you would like more information about the Cotswold Aircraft Restoration Group and details of Membership, please contact the Chairman at the above address.

THANK YOU FOR YOUR INTEREST



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CHAIRMAN'S REPORT

The other week-end I attended a Check Pilot seminar at Long Marston. It became obvious to the forty or so candidates who attended that because of the sheer number of Aircraft requiring Check Flying more Check Pilots will be needed to spread the load and to make it easier for Aircraft owners to obtain the necessary certification. We require at least one other Check Pilot in the S.V.M.C. so all you 100 hour plus types - How about it?. Up until now all flight testing for compliance to Section 'S' and/or Permit to Fly Exemption Certificates have been carried out by individuals whose name appeared on the 'Provisional' Check Pilot List. This list is soon to be dispensed with and it will now be necessary to attend at least one seminar in order to retain or add one's name to the new Official Check Pilot Listing.

This theme of spreading the load not only applies to the acquisition of another Check Pilot within our ranks but also to many other activities within our Club. The S.V.M.C. is soon to enter its 4th year and it seems the handful of people concerned enough to get and keep the Club going for the benefit of Microlighters throughout this County are still the only ones who up to now take this active role. So I appeal (and what Chairman doesn't at this time of the year?) to ALL MEMBERS, no matter how old or new to our Microlight fraternity to come to the A.G.M. in JANUARY with the intention of at least being prepared to take office or help out in some way or another. The future of your flying and monthly meetings will undoubtedly depend on this.

As you will also read later in this issue David and Joanna have once again come to our assistance and opened up their home for this Year's Christmas Party. Do make sure that you ring the date in your diary as this is going to be an incredibly funny ha-ha evening, where we intend to present a number of awards for various deeds (dastardly or otherwise) which ~~have~~ have been performed by various members throughout the year.

Until then

Tight Wires

Daryle

PARKIE BOOKS A BAD BIRDMAN

BIRDMAN Stephen Barcroft, 27, caused a flutter when he made an emergency landing in his microlight plane in a park near Bristol. A keeper stopped him taking off again and called the police.

Barcroft was jailed for seven days by Bristol magistrates for having no licence and flying an unlicensed aircraft.

MICROLITES RULED OUT

THERE is no room for microlite aircraft at Staverton Airport, councillors agreed yesterday.

The Gloucester and Cheltenham Joint Airport Committee made its decision after manager Mr. Ray Darby reported that there was a plan to sell a former flying school building to microlite enthusiasts.

Mr. Darby said that the experience of other airports with microlites was not good.

They were slow in the circuit and impeded other aircraft.

Several recent fatalities in other parts of the country could be repeated at Staverton and this would not look good for the safety record.

Fields

Mr. Darby pointed out there was very little income for the airport from microlite fliers and they really did not need an airport to fly from — they could operate from fields and farmland.

The chairman, Coun. Jeremy Hilton (Lib., Kingsholm) agreed.

"We must concentrate our efforts on developing Staverton for aircraft that must use an airport and its facilities," he added.

Growing business looks to old airfield

AN OLD wartime aerodrome will get a new lease of life if a Bristol firm decides to move to Gloucestershire.

Donath Seeds Ltd., want to leave the grimy, chemical-laden atmosphere of Avonmouth and move to Stoke Orchard aerodrome.

They would restore the derelict wartime buildings to house storage and pro-

cessing plants for their top quality grass and clover seeds.

If they come they will offer local farmers substantial growing contracts and local hauliers will be employed to handle transport arrangements.

Tewkesbury Borough

Council are with them all the way.

Coun. Roger Western, chairman of the planning committee, told members this was an ideal use for the site which would create minimum nuisance to anyone.

There were no objec-

tions from the county surveyor or county planning officer, and Tewkesbury planners have voted the firm be given every encouragement.

Chief planner Mr. Bill Strachan suggested, the firm be asked for full details of which buildings they would use because the council need to ensure the whole site was tidied up.

FOR SALE

MODEL AIRCRAFT COLLECTION.

BLERIOT'S TO CESSNA'S

TEL DAVID LEWIS

COOMBE HILL 202

EDITOR.

ONLY A SHORT AIRSCREEN THIS TIME, THE LAST ONE FOR 1985. ALL HAVE A NICE CHRISTMAS

CHRIS.

FORTHCOMING EVENTS

6th DEC

Party

AT

- "CROPTHORNE"

BROMESBERROW, HEATH,
NR LEDBURY.

MORE INFO
P.T.O.

8th JAN

A.G.M.

AT

GLOS

LEISURE CENTRE.

XMAS PARTY RECIPE.



Ingredients:

- 1) Newly licensed pilots. (silk scarves presentation)
- 2) Beer.
- 3) Great company
- 4) Frivolity
- 5) Music, atmosphere, etc.,.

Method:

Combine above for tremendous S.V.M.C. Xmas party on recently licensed fliers. Simmer very briefly, then bring to rapid boil at 8.00 p.m. in hot environment [CROPTHORNE, Bromesborough Heath] on DEC. 6TH.

SILK SCARVES TO BE WORN BY
LICENSED PILOTS.

BRING A BOTTLE, PLEASE

JOANNA

