

JAN 86

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**YOUR
CLUB
NEEDS
YOU**

Editors Note

As you can see we have a new committee for 1986, so lets not forget the effort put in by the retired members who I'm sure will continue to play an active part in the club.

A lot is planned for '86 and as long as the weather is good, there will be plenty for all to enjoy and get involved in.

See you all at the next meeting at the Creche on 12th Feb.

Chris.



Severn Valley
Microlight
Flying Club

Chairman's Report

As the new Chairman of Severn Valley Microlight Club I would firstly like to say thank you to those members who proposed and voted me into the position, which I consider to be an honour after such a short time in the Club.

The new Committee have held their first meeting and I am very pleased to see that members have approached their tasks with vigour and enthusiasm, as will be evident by the results published in this edition of Airscrew. You will all notice that the Subscription has risen to £15 per. annum and those of you who were present at the A.G.M. will know the agonising that went on over the increase. However, I would ask all members to consider what we get for our money.

First and Foremost is the right to be a member of a group of people who are relatively rare, people who enjoy the pure and unforgettable excitement of flying and controlling a machine in the air, an activity where you have to rely on your own skill and judgement, a situation which concentrates the mind marvellously and occasionally the other end of the body!!

Secondly you can meet and talk with those people and discuss problems and experiences which are peculiar to flyers.

Of course, a large portion of the Subscription will go towards maintaining a fixed geographic location where Club members can meet and Fly. I would draw your attention to the definition of a Club, namely "An Association of persons united by some common purpose, meeting periodically and having premises for resort". I feel that without a common place to meet and fly we would be like so many dry seeds scattered by the wind and that is the reason why I argued so strongly for the retention of B Bakersfield, until we can find something better.

Remember the saying 'United we stand, Divided we fall' - So lets unite for that common purpose.

Safe Flying

Roy.

PROVISIONAL EVENTS FOR 1986

FEBRUARY

12th. 'Fly Microlight Aircraft in 86'
R.Fisher, B.Parsosns, D & J Read.
At the 'Creche', Glos Leisure
Centre. Public meeting/Recruit-
ment Drive.

19th. New members meeting, R.Fisher,
D.read, J.Cairns-Terry at the
Creche.

26th. Start of training programme.
Ground School, Air Law,
R.Fisher, Bishops Cleeve.

MARCH

5th. Ground School. Nav/met
D.Young, Longdon.

12th. Intelligence gathering, reduc-
tion and interpretation
R.Fisher, Creche

19th. Ground School. Technical
J.Dean, Gloucester

22nd. Arabian Nights Party
Bromsberrow Heath

29th. Popham Trade Fair.

APRIL

2nd. Ground School. Air Law
R.Fisher

5th) Ground School

6th) Ground Handling-Practical
skills. A & B Flights -
Bakersfield

9th. Aerial Thermal Scanning
D.Read, Creche. Joint
meeting with Smiths Ind
Aeromodellers Club (SIAMC)
& Severn Strut of the
Popular Flying Assc (PFA)

12th) Flying Training

13th) S.Baker Bakersfield/
Biddlecombe

15th. Ground School. Nav/Met
D.Young

16th. Ground School. Technical
T.Meager, Witcombe

19th. Flying Training

20th. S.Baker, Stoke Orchard/
Apperley

23rd. Skittles Match against
Malvern Hang-Gliding Club
(MHG) and the (PFA)
Canning Arms, Hartpury

APRIL

26th. Fly-In Bakersfield with PFA

27th. Flying Training. Stoke Orchard
/Apperley

30th. Ground School. Nav/Met
D.Young

MAY

7th. Ground School. Technical
D.Read

14th. Skittles Match with South
Cotswold Para Club.(SCPC)
Cotswold Parascending Club
(CPC) and Bristol MAC at
newport Towers, Bristol Rd,(a38)
Berkley.

17th) Fly Out to Brackley

18th) Flying Training. Nav Exercise
Exams in Air Law, Nav/Met, Tech
Landing Training
S.Baker, M.McBride - Brackley

21st. Ground School. Preparing for
Solo Landings, A & B Flights
Rising Sun, Hartpury

24th) Flying Training

25th) Landing Exercise - Brackley

28th. Ground School. Aerial and
Terrestrial Good manners
Canning Arms, Hartpury.

31st. Flying Training
Landing Exercises/Solo
Authorisation - Brackley
Fly out to Badmington

JUNE

4th. Ground School. Practical Air
Rules/Club Rules/Buying a Trike.
A Flight. Rising sun, Hartpury

7th) Fly Out to Long Marston

8th)

11th. Solar Wings/Pegasus Trikes.
G.Slater, Rising Sun,
Hartpury with MHGA

14th. Round Britain AIR RACE

21st flying Training

22nd Solo flying. C.Bishops,
M.Mcbride, Staunton Court

28th. Flying Training

29th. Solo Flying, C.Bishop
Staunton Court

JULY

- 5th) Aircraft Inspection/Check flights. Flying Training
- 6th) Solo Flying, C.Bishop
Staunton Court
- 9th. The BMAA. B.Cosgrove
Rising Sun, Hartpury
- 12th) Round the Fields
- 13th) Navigation Exercise
- 19th Barbecue
- 20th village Hall, Staunton Court
with PFA, SCPC, CPC, SIAMC,
MHGA, Worcester Gliding Club
(WGC) Hot Air Balloonists

AUGUST

- 2nd) Flying Training
 - d) Local Navigation Round the Fields. A Flight, C.Bishop
- 9th) House Warming Party
- 10th) C.Davis, Newent
- 13th. Propellers. Rising Sun,
Hartpury with PFA & SIAMC
- 23rd) Popham Fly In
- 24th)
- 25th)
- 30th) Fly Out to Badmington
- 31st)

SEPTEMBER

- 3rd. Ground School. Practical
Navigation. Air Law
R.Fisher.
- b) General Flying Tests
- 7th) C.Bishop. Staunton Court.
- 10th. Aircraft stresses and MW5
M.Whitaker. Rising Sun,
Hartpury with MHGA, PFA
and WGC. Cotswold Gliding
Club.
- 13th) Fly In with PFA,
- 14th) Staunton Court
- 17th. Skittles Match against
WGA. HAB, Rising Sun
Hartpury
- 20th. Flying Training
- 21st. Qualifying X Country
Exercises. C.Bishop.
- 27th. Flying Training
- 28th. Qualifying X Country
exercises. C.Bishop.

OCTOBER

- 4th) Fly Out to Shobdon
- 5th)
- 8th. Stress Corrosion Cracking
D.Read, Rising Sun, Hartpury
with PFA, MHGA, WGA, etc.
- 15th. Skittles Match against
Cotswold Aircraft Restoration
Group (CARG) and SIAMC at
Rising Sun, Hartpury.

NOVEMBER

- 12th. Sub 70 kg Machines,
Rising Sun, Hartpury
- 15th C Flight fledglings passing
out parade, Cropthorne,
Bromsberrow Heath with
PFA, WGA, HAB, MHGA, CPC, SCPC
- 23rd. BMAA AGM. Wolverhampton

DECEMBER

- 10th. Aircraft Textiles. ICI at
Rising Sun, Hartpury with
MHGA, HAB, SCPC, CPC.
- 12th. Christmas Dinner and Dance.
Hatherley Manor, Gloucester
with PFA, WGC, MHGA, HAB, CARG
SIAMC, SCPC, CPC.

JANUARY

- 14th. Awards of the year. AGM.
Rising Sun, Hartpury
- 29th. Aircraft Inspections.
Check Flights.

Note: A. Flight consists of
D.Parsons, B.Simpson, R.Davis, C.Davis
T.Meager, G.Gould, C.Greasley, etc.

B. Flight consists of
R.Fisher, J.Cairns-Terry, A.Cooke,
D.Read, D.Young, A.Dowling, G.Little etc

C Flight - New Batch of
Trainees

Also to be fitted in
Fly Out to meet Popham at Hungerford
Fly Out to PFA Field at Defford
Formation of Tech.Group. sub 70 kg
group, Training Group, & Flying Team
Radio Communication Group, etc.

F O R S A L E

TRIFLYER 250/CHEROKEE MEDIUM TRIKE COMBINATION
IDEAL EASY-TO-FLY AIRCRAFT FOR FIRST TIME BUYER.
SMOOTH RELIABLE ENGINE. GOOD CONDITION
£750 - ONO

CONTACT: JAMES ON GLOS 27571 (HOME)
TEWKS 294055(WORK

HORNET EXECUTIVE TRIKE WITH DEMON WING.
ROBIN 330, ELECTRIC START. GREEN POD/SIDE PANELS
WITH COMPASS, REV COUNTER, A.S.1, IGNITION SWITCH.
4.5G.TANK. SKYMASTER. BALL ALTIMETER/VARIO.
EXEMPTION CERTIFICATE. POSSIBLE SPONSORSHIP IN
RETURN FOR WING ADVERTISING (LOCAL)
£2350.

CONTACT: GORDON GOULD. COOMBE HILL 579.

Two way Radios

Jim Dean is looking into the feasibility and costing of Two Way Radios for Club Aircraft. If interested please contact Jim on Glos;712766

Training

Those ready for GFT and Exams please contact Dave Read A.S.A.P.

Engine Repairs

Clayton Williams is a Two Stroke Engine Mechanic and can take on our engines for repair and tuning(CHEAP) Phone: Dymock246.

Aerial Photography and Filming

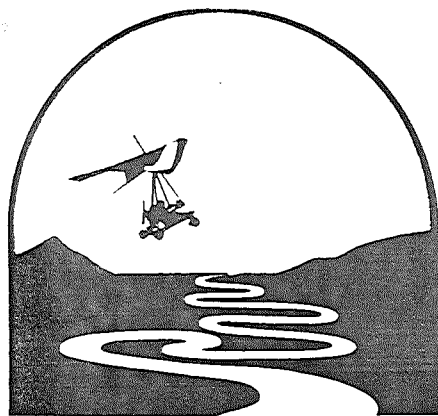
Ralph Davis and Andy Sullivan are into it. If you are interested
Phone: Glos 424903, 416987.

Aircraft Bits

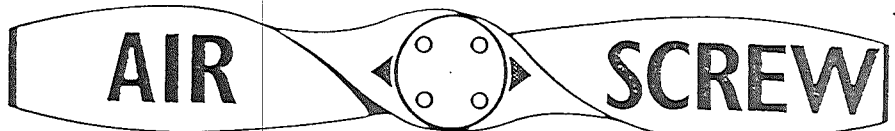
Rupert Sweet. ~~Essex~~ of Flight Research is setting up a workshop in Newent and will be selling various aircraft bits. Would members please advise him of the type of parts they may require in the future, so he can work out what stock he can justify carrying.
Fabrication can also be undertaken at a competitive rate.
Phone: Rupert Sweet. ~~Essex~~ Ross-On-Wye 66186

Public Events

If you know of any Public Events at which we can Display our Machines contact Dave Read A.S.A.P.



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WESTERN TELEGRAPH, Wednesday, October 16th, 1985



Microlite flier Colin Davies, with his sister Mrs. Christine Gunn, at Blackmore Farm, Ludchurch. (Telegraph picture)

Colin drops in for lunch ... on record flight

BY HOWARD JONES

Colin Davies made a surprise visit to his sister's farm when he dropped in to say hello during a record microlite flight on Saturday.

The 49-year-old former hang glider pilot was out to beat his club's 150 mile distance record. So early on Saturday morning, he set out on a 180 mile round trip from Newent in Gloucestershire.

To his sister Christine Gunn's

delight he arrived at her home at Blackmore Farm, Ludchurch, in time for lunch. Then it was about turn and back to his wife in time for tea.

Said Colin: "I wanted to break this record as I already hold the club's high flying record, with a height of 5,100 feet.

"My sister and her husband are shortly due to return to live in Gloucester, so it was a question of now rather than later," he said.

What's more remarkable about Colin's flight is that nine years ago, while hang gliding, he crashed into the side of a hill and cracked his hip and pelvis.

"I gave up flying for two years, but I could not forget the experience. Three years ago I started to fly microlites and I get as much fun from them," said Colin, before heading back east to break the club record.

Editors Note

There has been an influx of new members. So come on you Old Hands, lets give them some encouragement.

Also, to those it may concern, your 1986 Subscription is Over-Due.

See you all on the 12th March.

Chris.

FORTHCOMING EVENTS

ALL MEMBERS

Wednesday 12th March
Roy Venton Walters of
Southdown Sailwings
Glos. Leisure Centre

Saturday 29th March
Shobdon Fly-In
Anyone interested in Flying In
Contact Colin Davis
Tel: Newent 820953
(That's him on the Front Page)

Wednesday 9th April
John Irvin of
Hiway Wings at Creche

GROUND SCHOOL

Wednesday 5th March
Nav/Met at Creche
Glos. Leisure Centre

Wednesday 26th March
Technical at Creche

Tuesday 8th April
Air Law at Creche

Wednesday 16th April
Technical at Creche

Friday 18th April
Nav/Met at Creche

Wednesday 30th April
Nav/Met at Creche

Wednesday 7th May
Technical at Cropthorne
Bromsberrow Heath

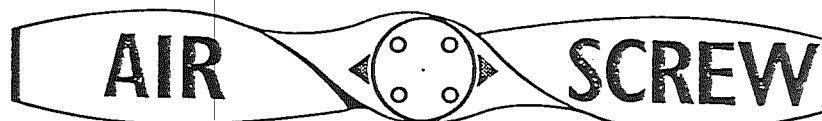
NOTE: No Smoking or Drinking in the Creche Please

Anyone interested in the following contact Dave Read ASAP:-

1. G.F.T. & Exams & Cross Country.
2. New 2 Seater Trikes, discount available
3. Christmas Dinner Dec 12th. Numbers required.
£11 per head or £1 now and £9 at time.



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CHAIRMAN'S REPORT

We have now moved out of our field at Newent and have still to locate a replacement as a permanent location. I went to see Mrs. Sheila Savory on her return from Australia. The farm has been taken off the market and will be operated by her brother-in-law. Both declined to have the Club use the runways this year and I had to listen to a few caustic comments about our failure as a Club to honour promises. In future any contract agreed must be carried out and your committee are determined that this will be so. Tony Penny has discovered an area in the Forest of Dean which may be suitable and he and I will visit the owner shortly. I have spoken to a farmer with land near Tewkesbury and it may be possible to get permission for occasional use. The rest of the committee are working equally hard and we are looking to the Sports Council for funds if we can locate an area which will be suitable.

The committee have agreed to make a contribution to Flight Safety Bulletin so that we will receive copies quarterly. I was very interested to note that last quarters report contained 29 reports of light aircraft crashes, 2 helicopters, 14 gliders and 12 hang-gliders. There were no microlight crashes reported only up-dates on the two last year (one nomad one puma-sprint). The Bulletin will go to our Technical Safety Rep. Tim Meager who will report anything of interest to us.

Speaking of safety - are your silencers tied on???. I was glad mine was last Sunday. The Manifold fractured about ten minutes out and I was lucky to stagger back. I've seen what happens to the prop. when a spring hits, let alone a complete silencer !!!

Safe Flying
Roy.



THE ARABIAN NIGHTS PARTY

PHOTO COURTESY OF
RALPH DAVIS

Editors Note

The Club has defect reports on the following:-

1. Dual and Solo Striker, Sealander Modifications.
2. Cutlass Wings on Dual and Solo Trikes.
3. 130 SX Wings(1985 Series)
4. Defect Report No.026. External Back Up Cable on Puma.
5. Defect Report No.029. Quicksilvers with Cuyuna 150cc. engine.
6. Defect Report No.050. Rotax 503 engines Fuel Pump Connections.
7. Defect Report No.051. Rotax Gearbox Assembly.

XXXXXX

These reports are available to anyone who needs a copy.

Chris.

A man amid a Golden Age:

LONG MAY IT LAST

CONFLICTS of interest between hang gliders and the power people seem to feature ever more often in the pages of Wings! In Britain and abroad a wedge is being driven between the two interests. Here, long-enduring hang glider pilot, triker, es club chairman and diplomat extraordinaire NOEL WHITTALL argues for a sane approach before it's too late.



Noel savours the Golden Age — Tim Taft

IT is rare indeed that one can be part of a Golden Age while being aware of it at the time. Yet here I find myself slap bang in the middle of the Golden Age of Microlight flying — triking in particular.

Now there seem to be two basic requirements for an era to qualify as genuinely 24-carat:

- FIRSTLY, and obviously, the activity involved should be intrinsically pleasurable.
- SECONDLY, but more subtly, it should have developed only to the state where it is still a little short of perfect.

Think of railways. Few will argue that the golden age died with the passing of steam, quite forgetting that a ride on one of Gresley's masterpieces could reduce a white shirt to dappled grey between London and Birmingham.

Or consider jazz. New Orleans 1909-1929 — a band in every bar pumping out fresh classics each week, but what a shame about the dirt and the poverty and those awful acoustic recordings.



So with triking. Free-and-easy, simple motorcycles of the air. Almost unregulated. Nip in and out of any friendly farmer's field at will. People are actually still keen that you should fly nearby.

No doubting the pleasurable side of the game. Also the less than perfect aspect is not hard to appreciate — the average trike is about the crudest, most underdeveloped piece of equipment ever to venture into

Power

the air commercially.

But they do work, and rather well at that. So enjoy them for what they are now. Be prepared to replace drive belts at ridiculously frequent intervals. Don't moan about the way the spark plug is always gooped-up when the engine has not been run for a few hours.

Don't crave weather protection or streamlining or electric starting or variable pitch propellers — they'll all be along soon enough, as, no doubt, will licences, permits, inspections, restrictions, landing fees and all the other stigmata of progress which when they arrive will make you realise that the Golden Age finished yesterday.

Don't think for a moment I am advocating the arrest of progress: not at all. Now that we have discovered that a couple of hundred CCs are enough to fly on, there can only be progress along the classic lines, of faster, further, higher — and inevitably — more expensive!

The gulf between the Super Scorpion chugging along courtesy of a hard-pressed Valmet 160, and the sleek efficiency of something like the ultra-streamlined Vari-eze will gradually close.

I just feel that we need to be alive to the pressures which will be imposed upon us, and by the way we conduct our flying during this Golden Age we should be able to postpone the disadvantages while retaining the freedoms for as long as possible.



The requirements are ridiculously simple really: fly your trike in such a way that it doesn't upset other people. Know and respect your air law. Avoid the herd instinct. Four or five trikes using a field may well be entertaining for the locals — 14 or 15 will probably be irritating. Similarly, a site used once a week may be quite OK, while every evening is too much.

Please keep clear of hang gliding soaring sites. I know all your mates will be up there, and yes, of course they'll be pleased to see you and "oh and aaah" at your consummate skill in getting there, and the occasional visit probably won't lose them the site.

BUT, it removes the biggest argument that the soaring hang glider pilot can put forward when negotiating with landowners and gamekeepers. No longer can we claim to be silent and non-polluting if powered machines visit our sites, even if only occasionally.

As far as the hang gliding clubs go, here's a suggestion you may not have considered: start an informal trike section and actively encourage the development of sites. Use your club newsletter to circulate power information, rather than

letting a "Them-and-Us" situation develop at this early stage.



Above all, fly defensively. By this I mean always have in mind what you would do if the power was to fail NOW! Nobody flying a trike driven by a two-stroke motor with single ignition is entitled to assume that the motor will run indefinitely.

My experience is such that I can assert that it almost certainly will not. Plugs do fail: gaskets do blow: carb. needles do drop: plug leads do come loose: throttle cables break.

Sooner or later, one of these inconveniences will afflict one of us just as we're concluding a beat-up of our mate's house, and a mildly illegal bit of fun will suddenly become a full-blown set-piece CAA-involved disaster. The the Golder Age will very soon be back to base metal again.



FORTHCOMING EVENTS

MAY 14th Skittles Match at Newport Towers, Berkeley. against
South Cotswold Parachuting Club, Cotswold Parascending
Club and Bristol MAC.

May 17th/18th Fly Out to Brackley, Whole club invited however you
get there. (There will be no exams)

June 7th/8th Fly Out to Long Marston
Contact Graham Little. tel:Glos 501227

June 11th A talk by Graham Slater of Solar Wings, Pegasus
at the Rising Sun, Hartpury

June 25th/29th Popham Meet
More Info contact Colin Lark. tel:045 389767

F O R S A L E

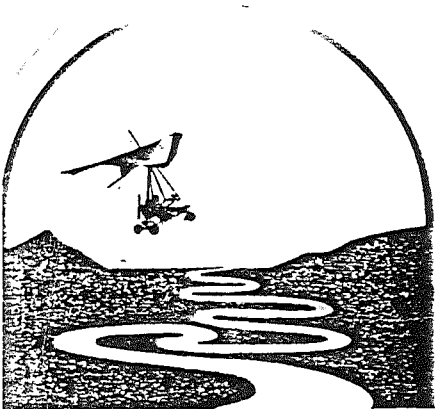
CUTLAS/SKYHOOK under 70kg £750)
HIGHWAY SKYTRIKE & DEMON £950) Dave Read

PODS & WHEELSPATS to suit most Trikes now available through
Ralph Davis. Tel:Glos. 424903

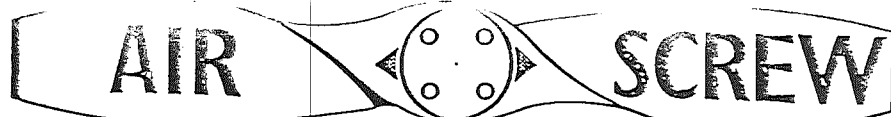
SYNDICATES.

ANYONE INTERESTED IN FORMING A SYNDICATE LET ME
KNOW AND I WILL PUT YOU IN TOUCH WITH OTHER INTERESTED
MEMBERS.

CHRIS.



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There have been a number of Engine Failures due to incorrect Carburation. This problem shows little sign of going away therefore the Club now has access to some Engine Test Equipment to help reduce these problems.

1. Gas Analyser.
2. Carb Balance Kit.
3. Stroboscope.
4. Oscilloscope
5. Noise Analyser etc.

A small charge of 50 pence for the use of the equipment (cheap eh!). Other items available Cable Crimping Prop Balancing, Spark Plugs, Bolts, Bearings, etc.

An instructor is now available to continue Flight Training. C.Bishop is also going to do more Exams and G.F.T. etc.

Anyone interested in the above contact:-

D.Read for more info. Tel: 0531-81245

WORLD FESTIVAL OF AEROBATICS SATURDAY 16 AUGUST

The culmination of the World Aerobatic Championships 86 will be the award of the Gold, Silver and Bronze Medals for each programme and the presentation of the coveted men's and women's World Champions trophies to the two overall winners.

This will be just part of a spectacular air and ground display - an exciting, full day out for all the family, packed with entertainment and interest:-

FULL INTERNATIONAL FLYING DISPLAY with

- CONCORDE
- LANCASTER, SPITFIRE and HURRICANE
- AEROBATIC DISPLAYS
- RAF FALCONS PARACHUTE DISPLAY TEAM
- BALLOONS, MICROLIGHTS and GLIDERS
- FINALE - THE RED ARROWS

ON THE GROUND:-

- WORLD AEROBATIC CHAMPIONSHIPS AWARD PRESENTATIONS and CLOSING CEREMONIES
- 50 AEROBATIC AIRCRAFT ON STATIC DISPLAY
- THE WESTERN BAND OF THE RAF
- MODEL AIRCRAFT AEROBATIC DISPLAYS
- EXHIBITION AND TRADE FAIR
- FUN FAIR

and many other attractions and displays.

ADMISSION

OPEN 9am to 8pm

ADULT (15 years and over)

£3.00

CHILD (8 to 14 years)

£2.00

INFANT (under 8 years)

FREE

CAR AND COACH PARKING

FREE

FOR SALE

HORNET EXECUTIVE TRIKE with DEMON WING.

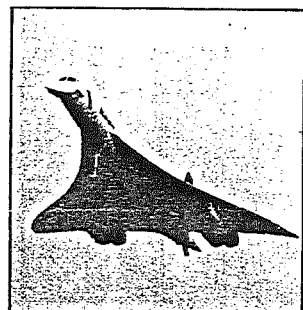
Robin 530, Electric start. Green Pod/Side panels with Compass, Rev. counter, A.S.I., Ignition Switch. 4.5 G Tank. Full Harness Only 22 hours. £1,800.

Skymaster and Ball Altimeter/Vario extra.

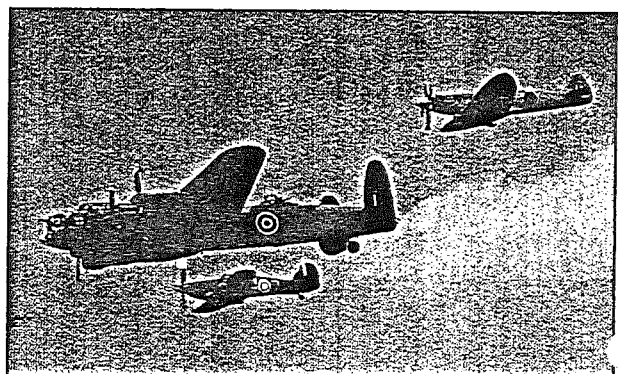
Gordon Gould. tel: Coombe Hill 579.



Peter R March



Daniel March



Pe March

STORY TIME

Starting up again, I strapped myself in and opened up on the throttle, cautiously at first to check whether there was anyone about coming from behind the hangar. I managed to get halfway down the runway when I discovered the handlebars were jammed, where I had adjusted the twist grip throttle! That'll teach you to check for full and free I told myself, taxiing back to the hangars.

Having re-adjusted the throttle I re-started and taxied out along the crossing runway to get used to the engine. To start with it was strange. As I throttled up the engine hit a rough patch and the whole airframe vibrated, wobbling the nosewheel although not alarmingly. I turned just in front of a go-cart racing circuit and opened up just enough to feel a slight pressure, indicating the tip draggers were working. I did this again and again, getting more and more confident then after $\frac{1}{2}$ an hour I went back to the hangars.

Barry was still training on the Quicksilver and when he came down he suggested I try taxiing over on a grass patch the other side of the runway. I made my way over, avoiding other aircraft and the big american cars of the drag racers. I bumped my way across the field checking for obstructions, the little nosewheel being banged one way then the other over the seemingly smooth grass. Finally jerking over a mole drain ridge I decided to give the grass a miss, for a while anyway, and made my way back to the hangars. The runway was a little clearer now so Barry told me I should practice just easing the nosewheel from the ground. I taxied back down the runway and opened up but wasn't really prepared to give it enough, so she stayed firmly on the ground. I tried again and again, finally ending up by doing a few five foot hops off the ground. Then back to the hangars again.

Barry was still training so I asked Ian Lewis who had been up in his Zenoah Eagle what conditions were like. "Oh a bit bumpy, but quietening down". I decided to go for more hops. It was obvious I wasn't going to be able to go solo today as the light was disappearing fast. I went down to the end of the runway, opened up the throttle and before I knew what had happened I was airborne, close the throttle quick, we're running out of runway and I bumped down to earth, putting my foot on the wheel to brake as I turned to taxi back again. The next run could be longer as the go-cart had disappeared down the main runway. I opened right up and the plane started to move, faster and faster. Then I was airborne, close the throttle. HECK, I'm a bit high. Pull in for airspeed SUGAR, she's drifting into the corn. I was now pointing nose into the runway and hadn't much hope of correcting without adding a little power. I pulled right back with the throttle, full power and she lifted up again in the nick of time but I had run out of runway. This is it boy, You're flying.

The ground began to drop away as I made a shallow turn to bring me flying parallel to the active runway. What had I done. Below to the left the Quicksilver was parked by the side of the runway and a small figure looked up. I was free - free as a bird, loose of the earth at last, just my Eagle and me. Throttle back a bit as I turn onto the crosswind leg above the tents and caravans of the drag racers. Am I high enough, sure to be, but I hadn't got my altimeter with me, so I ~~did~~ didn't know. Downwind now, there is a trike in front, watch out for wake turbulence. I trundle through the sky, green fields below, a barn, some powerlines, all moving slowly below. Come to think of it, this is a slow little plane really, I'm not going very fast. The trike is beginning to turn now, I'll have to lengthen my downwind leg to get some clearance behind him. Remember wake turbulence. I turn slowly onto finals, line up with the runway, wait until I am over the road, then hit the power, pull in, nose down, knees under the tribar, the wind whistling around the wires. I'm heading straight for the runway should land just on the dotted line of the arrow there. I jiggle the handlebars to correct as the wings wobble a bit. About seven feet from the ground and check, float. Remember to keep looking down that runway. Float, Float, keep that nosewheel up. The wheels skid as they hit the ground and the nosewheel touches down. PERFECT LANDING.

Now for the sparks to fly. I taxi in behind the Quicksilver on the grass, to see my instructor. He walks up trying to keep a straight face, as I am. "I ought to bollock you" he says. After a pause I sheepishly grin at him "Yeah, Good Landing though". "I suppose you want to do it again" he asked. I nod my head and rush off to get my altimeter before he decides it is too dark.

The other trikes have disappeared now, so I start up again and go to the end of the runway. "You landed downwind last time, this time, take off into wind". Ian Lewis is coming into land, downwind so I wait until he has landed. But what is this. The whole plane tips down onto one tip dragger then rights itself before coming to rest. Did a sudden gust hit it or what?. What a bad omen, my feet shake as they often do when I'm nervous.

Feet on the back bar. C.H.I.F.T.A. open up the throttle, push back, she lifts off, now pull in for speed and once more I am airborne climbing up above the road, glance at altimeter. It's not unwinding very fast, perhaps it doesn't work. Gradually still climbing I reach 300 feet and turn downwind, but over the now familiar landmarks, over the camp, line up with the runway and pull in, power off. Is that a man walking up the runway? No, only a tyre, but why that high? Oh, because its perched on a fence. FENCE, I'm heading straight for it in the gloom of twilight. Power on to zoom up over again then back to float gently to the tarmac. Bump, landed home and safe.

MY FIRST OFFICIAL SOLO

David Lewis

The Airfields

Attached is an incomplete list of 'airfields' in the area. If you know of others please tell me. Also I would be grateful if you could check and correct the numerous mistakes I'm bound to have made.

Please don't assume that the presence of a 'field' means you can use it. Most of them require prior permission. Misuse of an airfield may cause difficulty for the present occupier. Therefore please be very considerate when flying at other people's fields.

Shuttonger, Tewkesbury

Lat. 52° 0' 50"N Long. 2° 10' 40"W. QNH 50' AMSL. Runways 01 and 19. Club field, no PPR.

Very long (800 yards). Narrow strip with barn in the middle!!! Adjacent to east bank of River Severn. Next year surrounding fields should also be available.

Tewkesbury to south, M50 to north, M5 to east, River Severn to west. Access from A38 near petrol station at Shuttonger.

Staunton Court

Lat. 51° 57' 30"N Long. 2° 17' 10"W. QNH 100' AMSL. Runways 0 and 18. PPR from Mr. R. Padfield. Staunton Court 227.

North-south field used for silage grass or corn. Village to the west but no houses in immediate vicinity. Surrounding fields excellent for emergency landings.

Stoke Orchard

Lat. 51° 57' 0"N Long 2° 06' 30". QNH 100' AMSL. Runways 05, 11, 23, 29. PPR from Mrs. Savory, Coombe Hill 304.

Old wartime airfield. Grass runways in good condition used for hay production. Set in very large field used for corn. Village to the west which must not be overflowed. Firing range to the east which is inadvisable to fly over. Staverton airport to south west. Surrounding fields suitable for emergency landings.

Field now closed to microlights

Grahamsfield, Hardwicke

12/82 Lat. 51° 48' 25"N Long 2° 15' 55"W. QNH 50' AMSL.
Runways - omnidirectional. Do not use without PPR from G. Little,
Glos. 501227.

Rough field used mainly for silage grass and cattle. Gloucester
to north, M5 to south, railway track to east. Many houses in the
vicinity.

Knightsbridge, Coombe Hill

Lat. 51° 56' 15"N Long 2° 09' 00"W. QNH 100' AMSL.
Runways - omnidirectional. PPR from D. Lewis, Coombe Hill 202.

Dave Lewis' field. Silage field available occasionally to
microlights. Nearby village. Refreshment and fuel available. 2.7
miles north of Staverton boundary.

16/75 Oakle Street, Churcham

Lat. 51° 50' 40"N Long. 2° 21' 30". QNH 50' AMSL.
Runways 09 and 27. PPR from B. Brooks, Minsterworth 289.

Short field used for silage and cattle. Power transmission
lines nearby.

Preston Court, Dymock

Lat. 52° 0' 30"N Long 2° 28' 30"W. QNH 150' AMSL.
Runways 08 and 26. Do not use without PPR from Mrs. Alexander,
Dymock.

Smooth runway set in very large field usually used for corn.
It is used by a few light aircraft and microlights (Bob and Chris).
Local 'anti-fun' groups complain regularly so circuits must be
avoided. If you need to use the field try to find somewhere else. If
you have to, fly straight in, or out, avoid overflying houses to the
east.

Sandhurst

21/34 Lat. 51° 53' 20"N Long. 2° 14' 20"W. QNH 0' AMSL. Runways 09
and 27. Do not use without PPR from R. Davis, Glos. 424903.

Ralph's field. Try not to use it unless you have to. Small
rough field. River to west, stream to south, Gloucester to south.
Power transmission lines nearby etc.

The Airfields

Apperley

27/87 Lat. 51° 56' 30"N Long. 2° 11' 10" W. QNH. 0' AMSL. Runways 08 & 25. PPR from Mrs. P. Bidmead, Brimscombe 882648.

Rented by the South Cotswold Parachute Club. Next to the Coombe Hill canal and waterlogged November to April. Smooth strip with usable surrounding emergency fields. Trees and canal at SW end. Staverton airfield to the south.

'Bakersfield,' Highleadon

Lat. 51° 54' 40"N Long. 2° 18' 10"W. QNH 50' AMSL. Runways mainly 13 and 31. PPR from K.E. Baker, Tiberton 209 but field now closed to microlights.

Next to B4215 and two petrol stations. West dipping shallow decline. Fairly rough field used mainly for sheep and sometimes silage. Numerous houses to the north. Power transmission lines to the south.

'Berrow', Sledge Green - Eldersfield

Lat. 52° 0' 10" N Long. 2° 17' 10" W. QNH 150' AMSL. Runways - omnidirectional. PPR from K. Shail, Malvern 62499. Old wartime field. Now split into smaller fields. Used for silage, cattle and horses. Power transmission lines in the area.

Biddlecombe, Upleadon

25/ Lat. 51° 55' 10"N Long 2°. QNH 50' AMSL. Runways - omnidirectional. PPR from W.C. Biddlecombe, Tiberton 365.

Next to Upleadon - Highleadon road. Cluster of fields mainly used for silage and grass keep for horses. Nearby stables for horses. Fairly smooth fields with surrounding trees.

Bromesberrow

Lat. 52° 0' 10"N Long. 2° 22' 40" QNH 250 AMSL. Runways 04 and 22. PPR from D.C. Read, Bromesberrow 245.

North-south smooth ridge used for sheep grazing. Woods to south, Malvern Hills to north. Land falls away sharply to west, north and east. Surrounding fields suitable for emergency landings. Refreshment and fuel available.

Bromesberrow Heath

Lat. 51° 56' 30"N Long. 2° 11' 10"W QNH 200' AMSL.
Runways 09, 13, 27, 31. PPR from D.C. Read, Bromesberrow 245.

Silage and cattle field not always available. SW facing slight slope. Woods to the north. Village to the east. Numerous overshoot fields. Refreshments, fuel available.

Bromyard, Edwin Loach

Lat. 52°, 14' 0"N Long 2°, 29' 0" W. QNH 500' AMSL.
Runways 00 and 18. PPR from S. Whistance, Bromyard. Smooth field mainly for sheep grazing. Stream to the east. Surrounding high land. Refreshments available.

Colinsfields, Upleadon

26/75 Lat. 51° 56' 05"N Long. 2° 21' 50"W. QNH 150 AMSL.
Runways 13 PPR from C. Davis, Newent 820953.

Extremely short but smooth field. Very experienced pilots only. Not suitable for fast wings. Land falls away to west of runway. Trees to the east. House to the south. No overshoot possible. Refreshments available.

Compton Green, Upleadon

Lat. 51° 57' 10"N Long. 2° 23' 0"W. QNH 300' AMSL.
Runways 04 and 22. PPR from L. Pinnock Glos. 415885 short smooth field. Land falls away to the Sw with many possible emergency landing sites. Trees and houses to the east. No overshoot possible on runway 04. Refreshment available.

Corse, Staunton Court

28/80 Lat. 51° 56' 50" Long. 2° 17' 45". QNH 50' AMSL.
Runways - omnidirectional. PPR from D. Read, Bromesberrow 245.
Club training field only. One aircraft present at any one time. Otherwise we're likely to get complaints and loose it. Large smooth triangular field used for sheep grazing. Village to north. Escarpments to east. Houses to east. Bakery and petrol station to south. Many surrounding fields suitable for emergency landings.

Corse End Farm, Hartpury

25 Lat. 51° 55' 40"N Long 2° 18' 10"W. QNH. 100' AMSL.
Runways 16 and 34. PPR from R. Keene, Glos 414975.

Short narrow rough strip set inside large field used for silage grass. Hill to the south. Houses to west.

MICROFLIGHT

SHOBDON AIRFIELD

HEREFORDSHIRE HR6 9NR

(056881) 8864

42.

SHOBDON AIRFIELD FLIGHT PLANNING DETAILS

EGBS

328 ft AMSL

52 14 12 N 02 53 35 W

SHOBDON

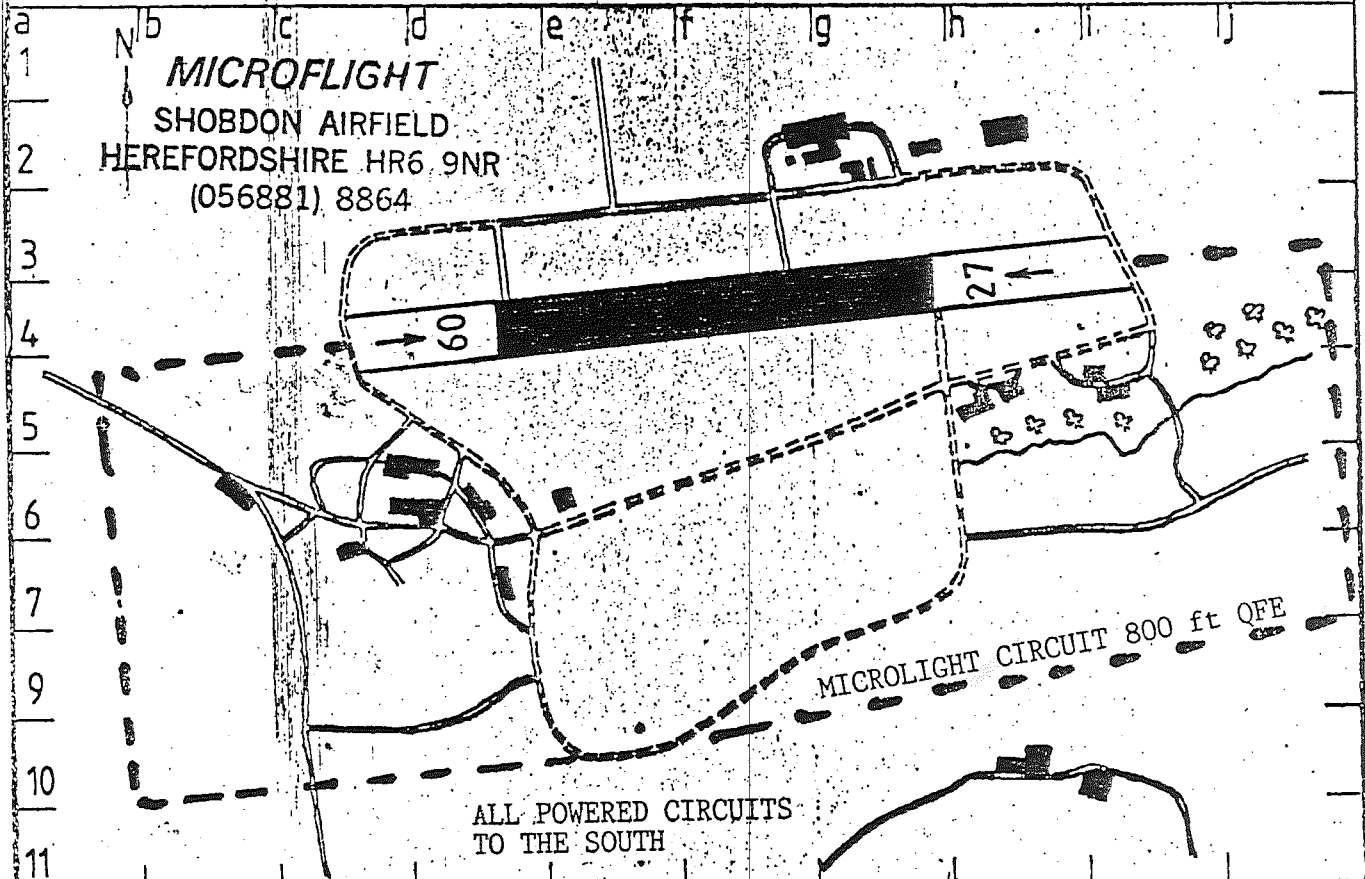
6 NM W of Leominster

HON 112,9 268 46

BCN 116,3 032 33

NDB 'SH' 275,5

c/s 'Shobdon Radio'. A/G 123,5. NDB 275,5 (Nav.only).



Rwy	Dim(m)	S'face	Take-off	Landing	Lighting
09/27	909x30	Tarmac	09-903m 27-903m	09-903m 27-903m	Thr Rwy LITAS 3 1/2° Thr Rwy LITAS 3 1/2° ABn Wht

Op. hrs: PPR

Customs: Nil

Landing Fee: Quote 0/R

Hangarage: Available

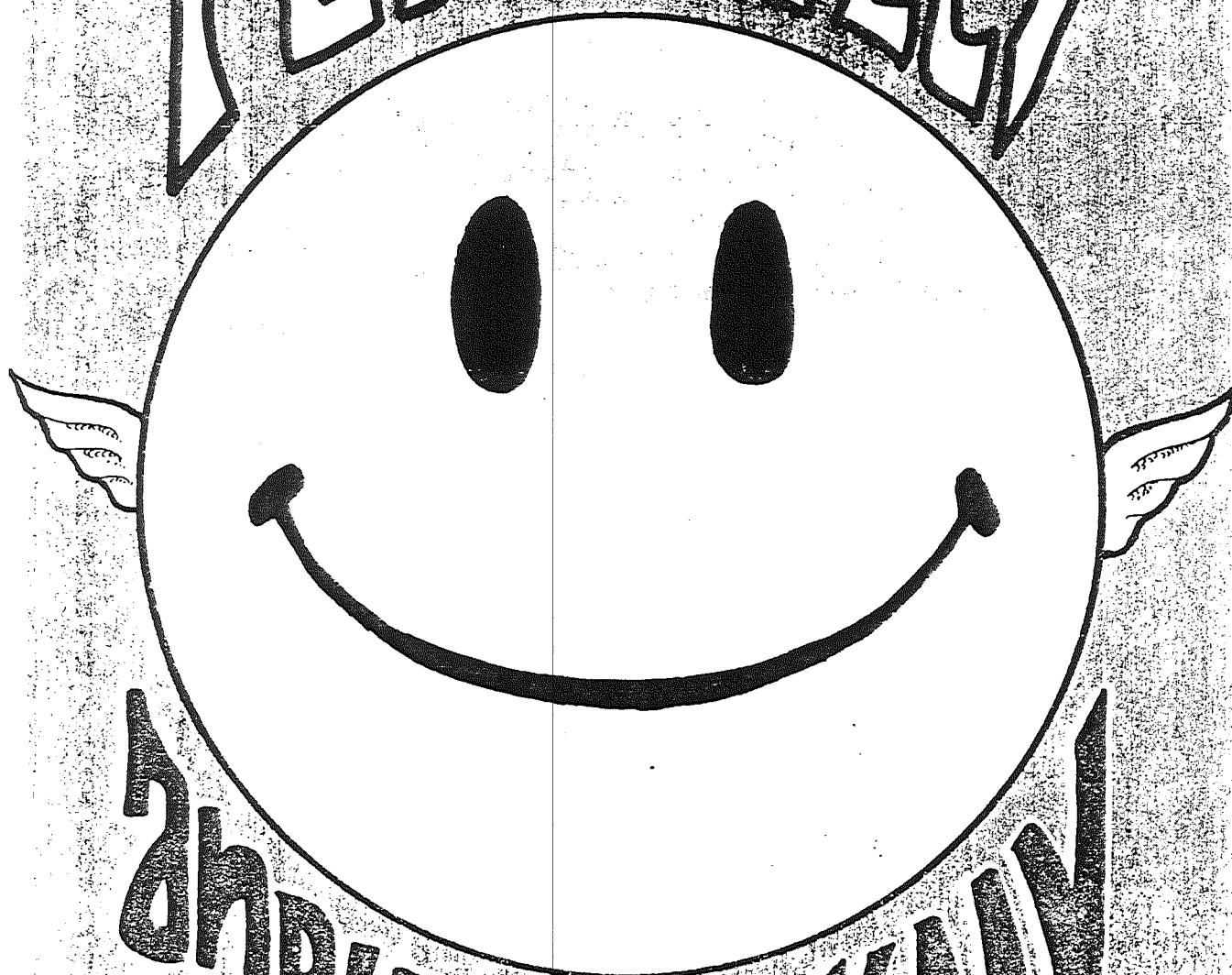
Maintenance: Available

Fire Drill:

WHEN THE CRASH ALARM IS ACTIVATED, DUTY CRASH CREW IS TO MUSTER AT THE FIRE STATION FOR BRIEFING.

ON ARRIVAL, ALL THE SCRAMPER EQUIPMENT SHOULD

FLY SAFELY



HAVE A HAPPY DAY

