

and NOTICES

The new date for the regular club monthly meeting will be the third Wednesday of each month, at the regular venue, The Airport Inn, Staverton. The meeting this month will be....

Following a recruitment drive, backed by Press advertising, to attract new members, there will be an Open Evening at the Airport Inn on Wednesday, February 18. Members are invited to take part in the welcoming and briefing of potential members of "D" Flight.

Aircrew will be published bi-monthly, in February, April, June, August, October and December..  
To save on postage, from the April issue, it will be published on the day of and available for collection  
at the appropriate monthly meetings.  
Members who do not attend meetings will receive their copies by post on the normal way.

February 18	Monthly meeting: Open Meeting, Airport Inn
February 25	New members meeting, Airport Inn
February 27	Invitation skittles match with Triumph Owners Club at Beacon Inn, Haresfield, Spw.
March 2	Airlaw lecture
March 7	Microflight Trade Fair, Popham.
March 9	Technical lecture
March 16	Nav/Met lecture
March 18	Monthly meeting: visit to Cotswold Restoration Group at RAF Innsworth
March 23	Air Law lecture
March 30	Flight Briefing
April 4/5	Ground Handling
April 6	Technical lecture
April 13	Nav/Met lecture
April 15	Monthly meeting: talk by John Hollings of Microflight, Shobdon
April 27	Airlaw lecture

(See inside for flying events diary)

For the projected visit to the Cotswold Restoration Group at RAF Innsworth, on March 18, the RAF has asked that names and vehicle registration numbers be submitted in advance. Would those intending to take part, please phone Dave Lewis (the monthly meetings officer) at Coombe Hill 202 at least one week beforehand.

Chairman	Secretary	Treasurer	Safety Officer	Training Officer
Roy Fisher	John Hamer	Ian Evans	David Read	Geoff Houlst
(Bishops Cleeve 4737)	(Hartpury 314)	(Tewk 298364)	(Lechlery 245)	(Glos 28391)

Events Officer: Graham Townsend (Dean 543475)  
Airscrew Editor: Norman Cuthbert (Chelt 526261)

## ANNUAL GENERAL MEETING — S.V.M.C.

The 1986-7 annual general meeting was held at The Airport Inn, Staverton, on January 21. It was attended by 32 members

The meeting was opened at 8.15pm by the chairman, Roy Fisher, who presented his report for the year. There was no secretary's report and the treasurer's report was presented by James Cairns-Terry, followed by the event secretary's report from Dave Read. The reports were accepted and the proposed new committee was voted-in en bloc.

The new committee is:

chairman - Roy Fisher; secretary - John Hamer; treasurer - Ian Evans; training officer - Geoff Hault; safety officer - David Read; events officer - Graham Townsend; Airscrew editor - Norman Cuthbert

It was decided that, to avoid conflicting with meetings of another club using the same premises, the date of the regular monthly meeting would be moved to the third Wednesday of each month, at the same venue (The Airport Inn, Staverton).

It was also suggested that The Airport Inn was not the ideal venue and it was accepted that a search would be made for an alternative meeting place.

Under "any other business", Dave Read put forward the need for further groups to take responsibility for or assist with some club activities — namely, an events group (under the events officer), a training group (under the training officer) and a publicity group.

The suggestion was accepted and the necessary members were co-opted.

The meeting was closed at 10pm.

### THE CHAIRMAN'S REPORT (Roy Fisher)

"At the end of 1985, the Severn Valley Microlight Club was in a parlous state, from the point of view of both finances and direction. Equally, there was very little motivation for the club to continue as such. At the commencement of 1986, the committee's objectives were initially to improve the finances, followed by increasing the membership.

The first objective was achieved by increasing the membership fee to £15pa and the second by advertising our existence to the general public in a local newspaper and inviting people interested in flying a microlight aircraft to an evening seminar at Gloucester Leisure Centre.

As you are aware, the response was almost overwhelming. It resulted in a total of 28 new members immediately, with the addition of 11 more later in the year.

To consolidate our position and make up for the lack of a club instructor, we put together a training package for the new members. This resulted in 17 passing their ground school exams — 16 of them at the first attempt, a quite remarkable achievement.

In addition, those new members brought 22 new aircraft to the club, which, in itself, produced the necessary motivation to other established members to attend meetings on a more regular basis, as well as to fly at our various flying events.

The club commenced the year using a field at Newent. Unfortunately, friction with nearby residents made it necessary to look for other flying accommodation. The response by members was excellent and resulted in some 12 possible landing sites being identified.

The offer of Robby Keene's field at Hartpury was accepted as the club's field — a most necessary acquisition from the point of view of focussing member's attention on a geographic area, which, in turn, drew members' attention to each other's requirements, as well as identifying the greater need for flying discipline — something we have yet to do efficiently.

You will hear the committee's proposals on this and other weaknesses later.

Communications both within the club and between the SVMC and other organisations has been less than perfect. In fact, I consider it to be almost a complete failure, particularly the fact that our club magazine virtually ceased from the middle of the year.

Again, you will hear our proposals in this field later in the meeting.

Finally, I would like to say that despite all the problems previously identified, I personally have thoroughly enjoyed the year and have certainly learned a number of lessons, not all of them painless..."

## TREASURER'S REPORT

"The club finished 1986 with 58 members, compared with 45 at the end of 1985. The principal inflow of new members was directly due to the recruitment drive at the beginning of the year. At the meeting following the recruiting drive, I can remember 21 people forming a queue to join up -- and I recall clearly watching the ever-growing pile of bank notes and cheques in front of me as I enlisted new members.

With the new-found capital from the membership fees, the club was able to buy stocks of training material: Brian Cosgrove's book "Microlight Aircraft and the Air", maps, logbooks and CAP 850. These were sold to members for less than the normal price elsewhere and most of the stock has been sold.

The club's building society deposit account earned £19.41 in interest during the year, compared with £7.03 through 1985.

On the expenditure front, there were the inevitable items such as postage, telephone, hire of venues, printing and stationery. Airfield rental was less than expected, as the club had none to pay between May and August. We are now hiring the Corse End facility at Hartpury for £75 a quarter.

For the benefit of members with engine problems, we have purchased a carburettor balancer and an exhaust gas analyser - two useful items, details of which were given in Dave Read's lecture entitled "How to blow up two-strokes with the aid of Silkolene and platinum-tipped plugs".

Entertaining expenses came to £153.31. The club held eight flying/social events and in most cases, the sale of food and drink covered other incurred costs.

An unexpected expense was the cost of the disco at the Hatherley Manor Hotel Christmas party. At the time initial inquiries were made about party facilities there, we were led to believe the £10 per head ticket price included hire of the disco facility. A few days before the party, we were informed the disco was £100 extra. It was thanks to the negotiating powers of Dave Read that we paid only £65.

The club started 1986 with cash assets of £71.34 and closed the year with £267.06. The surplus of income over expenditure was, therefore, £195.72.

In the light of the club's performance on the financial front, a rise in the annual subscription is not considered necessary and will, therefore, remain £15 and £5 for family members in 1987.

After three years as your treasurer, I am handing over the post to Ian Evans. And in closing, I would like to thank those members who have given me their help and support during my years as treasurer."

(James Cairns-Terry)

### INCOME AND EXPENDITURE ACCOUNT

#### Income

Membership fees.....	£740.00
Sales of books, CAP 85, etc.....	315.50
Sales of surplus stock from events....	13.90
Building society account interest....	19.41

£1088.81

#### Expenditure

Purchase of books, CAP 85, etc.....	£345.12
Telephone.....	30.13
Postage.....	55.22
Printing.....	3.10
Hire of venues.....	81.35
Hire of flying fields.....	155.00
Advertising and subscriptions.....	26.16
Stationery.....	3.00
Carb balancer and exhaust analyser.....	39.70
Social events, net cost.....	153.31

£893.09

Surplus of income over expenditure..... £195.72

Funds of SVMC at 1 January 1986..... £ 71.34

Surplus of income over expenditure at 31 December 1986..... £195.72

Cash assets at 31 December 1986..... £267.06

Stock (assets), at cost: "Microlight Aircraft and Air", three at £4.87..... £ 14.61  
CAP 85..... twelve at £2.03..... £ 24.36  
Aircraft engine/logbooks..... nine at £2.88..... £ 25.92

£ 64.89

## EVENTS OFFICER'S REPORT

The events of the year consisted of monthly meetings, flying events and social events.

events — always well attended — were intended as a forum for debate and for the dissemination of information and to hear guest speakers talking on subjects related to our activities.

These subjects included:

The Southdown Raven — R Venton-Walters

Hiway and its wings — J Ivers

Solar wings and Pegasus trikes — G Slater

The B.M.A.A. — E Cosgrove

Aircraft stress and the MW5 — M Whittaker

Propellers — J Romain

Engine oils and engine condition monitoring — D Read

The meetings — on the second Wednesday of most months — were initially held in the Creche suite at Gloucester Leisure Centre, a venue that became increasingly unsuitable as the year progressed. The meetings were then moved to The Airport Inn, Staverton, which proved suitable until October when we began to suffer competition from the Pony Club. The present situation is unsatisfactory.

The staging of flying events represent a major aim of the club. However, a significant number of people still view a microlight fly-in as a major display of civil disobedience and this, together with other reasons, made them difficult to organise.

The other reasons were: 1. poor and unpredictable weather, 2. availability of airfields and 3. shortage of licenced pilots and permissible aircraft.

We were forced to abandon our airfield at Highleadon (Bakersfield) in April due to increasing opposition from local residents. In July, many of our aircraft were grounded pending type approval. Also, many of our members were still without licences at that time.

However, in spite of these problems, we were still able to stage four fly-ins:

Farewell to Bakersfield — April

First Hartpury fly-in — June

Bromsberrow fly-in — August

Second Hartpury fly-in — October

These events were well attended, with visitors from the PFA, BMAC, Shobdon, Long Marston and Pegasus flying clubs. The last three were particularly successful, due in part to the excellent catering arrangements by Jill Sutton, Sarah Townsend and Norman Outhbert.

Evening events included an "Arabian Nights" party and the Passing Out Parade: both were enjoyable but would have benefitted from more participants. The Christmas dinner and dance was held at the Hatherley Manor Hotel in conjunction with the BMAC, Avon Eagles Parascenders and the South Cotswold Parachutists. It proved a popular and successful event.

On the training side, 28 new members joined the club at the beginning of the year. Four of them were already flying as pilot in command. Sixteen others and four existing members followed our training package. Seventeen went on to pass the written exams for their PPL. Twenty members started or continued their flying training. Nine have qualified for their licences, while a further nine have flown or have continued to fly as pilot in command.

Eleven new members joined the club at the end of the year. Six of these were already pilots. The increased membership resulted in 22 extra aircraft being brought into the club.

The ground training package was put on by our own people. It appears to have been successful and it is recommended that we repeat the exercise again this year. Assistance with flying training was also provided by some of our more experienced pilots acting as "godfathers" to the ab-initio pilots.

The flying training was less successful. There were initial difficulties with instructor availability and reliability. We also had difficulties finding a suitable field. However, many of our members did manage to get flying training, mainly at Long Marston, Shobdon and Brackley. Training also took place at Bakersfield.

It is clear the club needs its own instructor. To this end, Geoff Hoult is planning to train as an AFI.

It is also clear that we need more airfields and it is recommended we make a more dedicated effort to obtain the use of more fields.

I would like to finish by thanking all those who helped with the organising of events. In particular, I would like to thank Sarah Townsend, Jill Sutton and Norman Cuthbert, Robbie Keene and John Hamer for helping with the fly-ins.

On behalf of "C" Flight, I would like to thank those who assisted in their training. Particular thanks are due to the ground school instructors Tim Meager, Dave Young and Roy Fisher and to Tony Penny who supplied a suitable venue for the training. I would also like to thank the godfathers Roy Fisher, Colin Davis and James Cairns-Terry for helping our fledglings into the front seat.

Finally, I would like to thank James for the superb help he gave me and Roy for all his support and encouragement. (Dave Read)

#### THE NEW GROUPS

Events Group: social events -- G Townsend  
flying events -- R Keene  
monthly meetings -- D Lewis  
ground marshal and air cadet liaison -- J Hamer

Training Group: flying -- G Houlit  
air law -- R Fisher  
nav/met -- D Young  
technical -- T Meager and D Read  
accommodation -- A Penny

#### IN THE LAST THREE MONTHS

After a dismal November, a surprising amount of club flying has taken place this winter, at Hartpury and other fields, mainly by "C" Flight, despite prolonged spells of gloomy weather and overcast skies -- until, of course, the snow mid-January brought all activity to a halt.

The Christmas dinner and disco at Hatherley Manor Hotel on December 12 was attended by 78 people and was voted a successful rounding off to the year's events. Guest speaker was BMA "commodore" Brian Cosgrove, whose big message was "get yourself insured".

#### FORTHCOMING EVENTS

It is planned to hold three club fly-ins and four club fly-outs during 1987, says secretary John Hamer. A draft programme has been prepared but as the weather has such a significant influence in our sport, we are publishing only the first half. In principle, we have sought to have one club flying event each month, alternating between fly-ins and fly-outs.

It is planned to hold each fly-in at a different location in the county.

The fly-outs, it is hoped, will consist of a group of club members meeting at Hartpury and flying to various locations north, east, south and west and it is anticipated an overnight stay will be involved in the first planned sortie -- Fly-out North.

Further details on all events will be available nearer the time.

In addition to the planned events, the "Hartpury residents" -- Robbie, James and John -- will be flying at every available opportunity to various locations. So if you want to join in, give them a ring.

#### The Calendar -- first half

February 21-22	Sponsored fly-in to Shobdon
March 7-8	Microlight Trade Fair, Popham
April 11-12	Club fly-in (location to be decided)
April 18-19	National Championships, Shobdon
May 23-24	Fly-out North (overnight stay)
June 5-12	The Great Microlight Air Rally (entries close March 31)

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and **NOTICES**

**Flying Events Calendar**

April 18-19 National Championships, Shobdon  
 May 4 Frampton-on-Severn, display/fly-in  
 May 9-10 National Championships, Second Round, Davidstow  
 May 23-24 Fly-out North (overnight stay, Melton Mowbray)  
 June 5-12 Round Britain Microlight Rally (National Champs, Third Round)  
 June 13-14 Cotswold Vale Aero Mart, Staverton Airport (details below)  
 June 20-21 National Championships, Fourth Round, Hinton-in-the-Hedges  
 June 27-28 Fly-out East  
 July 4-5 or 11-12 Fly-in, Tewkesbury  
 (For further information, phone Robbie Keene, Glos 414975)

**"D" Flight Training**

The Training Officer is calling for "Godfathers" to help with the training of "D" Flight.  
 "Various people will be approached....and I hope they will be polite and positively responsive in their replies," he said -- hopefully.

**Hartpury Microdromes**

Hartpury now has two microdromes -- one at Corse End Farm, the other on neighbouring Catbury Hill.  
 Could this be to cope with the expected increase in summer traffic at Hartpury, with parallel runways in simultaneous use?.....shades of Heathrow....

On a serious note though, says secretary John Hamer, the subject of microlights using Hartpury has already been raised in the Parish Council due to local complaints. The council has been assured the club is a responsible organisation which is conscious of environmental problems and, to this end, has introduced a strict circuit pattern to the WEST of the field, regardless of wind direction.  
 The council has been assured that there should be no flying over the village (to the immediate EAST of the field).

In addition, it has been stated that the policy for the field is "fly-in/fly-out and away".  
 If flying in or out of Hartpury, please observe these regulations and, in addition, use the minimum power necessary. If you have any doubts about the circuit and the residential area to avoid, please phone Robbie Keene (Glos 414975) or John Hamer (Hartpury 314).

**Engine Servicing Equipment**

The club now has: an exhaust gas analyser a stroboscope a noise analyser  
 a carb balancing kit an oscilloscope

A charge of 50p is made for the use of each item. See the Safety Officer to hire them.

**Special Groups**

The following special groups were set-up at the a.g.m. but not given in the last issue of Aircrew.

<u>Airfield Search Group:</u> Colin Davies	<u>Publicity Group:</u> Nick Sutton
James Cairns-Terry	Dave Read
John Hamer	Ralph Davis

**CENTRAL COMMITTEE**

<u>Chairman</u>	<u>Secretary</u>	<u>Treasurer</u>	<u>Safety Officer</u>	<u>Training Officer</u>	<u>Events Officer</u>
Roy Fisher	John Hamer	Ian Evans	David Read	Geoff Hoult	Graham Townsend
(B Cleeve 4737)	(Hartpury 314)	(Tewk 298364)	(053.181.245)	(Glos 28391)	(Dean 543475)

Aircrew Editor: Norman Cuthbert (Chelt 526261)

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#### Company Still Trading

It is understood that Southdown International of Brighton (Sprint and Raven manufacturer) which was reported to have gone into voluntary liquidation on February 3, is still trading. It was reported that Mainair of Rochdale had offered \$50,000 for the company.

#### Barry Gordon and Aerolight

After a long wrangle, Barry Gordon lost a court battle to establish a tenancy right at Long Marston and it is understood he has three months, from the beginning of February, to quit. He is now examining other fields, including one at McBride's Farm in the Forest of Dean.

#### Events Diary (non-flying)

April 22 Ladies and gents skittle match at Canning Arms, Hartpury: 70p admission, with sandwiches laid on.  
April 27 Airlaw lecture  
May 11 Technical lecture  
May 18 Nav/met lecture  
May 20 Monthly meeting: Simon Baker on his Himalayas trip.  
June 1 Airlaw lecture  
June 8 Nav/met lecture  
June 15 "D" Flight: revision  
June 17 Monthly meeting: Brian Cosgrove.  
June 25 "D" Flight: exams  
July 17 Monthly meeting: Sqdn Ldr Caldwell, RAF co-ordinator of low flying activity in this area.

The Round-Britain-Rally has to date attracted entries from three SVMC members -- John Hamer and Robbie Keene will share John's Flash, while Graham Stallard has teamed up with a non-SVMC member from Long Marston. Confirmation of acceptance of their entries is expected shortly. Entries closed on March 31.

#### Open Meeting, February 18

The meeting, expected to produce 25-30 visitors interested in hearing something about the club, in fact drew about 80, plus a good showing of about 30 existing members.

After a welcome from Roy Fisher, Dave Read took over to give a briefing on microlights and "how to get your licence" and the evening ended with Ian Evans signing up 10 new members there and then.

As a sideshow, Tony "The day we went to Manchester by way of Beachy Head" Penny was presented with his white silk scarf.

A successful evening...John Hamer was smiling and club members wondered who had broken a leg...James ("Count the coppers and they'll make you a C&G branch manager") Cairns-Terry and Roy ("Count the Coppers and they'll make you a Superintendent") Fisher could be heard rhubarbing with the punters.. "I was taxying across the field and this hedge jumped out in front of me"... (rhubarb, rhubarb).. "Well, I'm sure that if you are really interested in buying this Flash that we could arrange a cheap mortgage on it".....

No less than 32 people turned up for the "new members signing-on evening" the following week. By the end of that evening, Ian Evans had signed on a total of 24 new members, including five women. On the books as at March 13, overall membership was 124. The Monday evening "D Flight" lectures are drawing an average of 20 people.

#### Committee Meeting

At a committee meeting held on March 13, Dave Read was authorised to conduct initial negotiations regarding the possibility of the club taking a lease on the airfield at Apperley.

Other matters discussed included the number of members late with their subscriptions. (If you are or were on the "blacklist", you should find there is a membership renewal form in the envelope containing your copy of Airscrew.)

#### Cotswold Vale Aero Mart

To be held at Staverton Airport, June 13-14, this event will take the form of an "air trading weekend" of interest to restoration groups, memorabilia collectors, militaria enthusiasts, RAFA & aircrew associations and microlight, glider or light aircraft pilots.

A dispensation has been negotiated to allow microlights to fly-in to Staverton over the weekend.

## Circuits and Bumps

1987  
IAN Evans passed his GFT On February 7 at Long Marston

TONY Penny did an additional cross-country exercise from Long Marston to Hartpury on January 31.....  
(via Birmingham International.....?)

POOR visibility and rotor over the Forest of Dean frustrated an attempt by John Hamer, Robbie Keene, Dave Read and Ken Cole to fly to Monmouth from Hartpury on February 1. They were forced to turn back only five minutes from their destination.

1987  
On February 14, Robbie Keene, flying a Raven with a 447 Rotax, ran into rain and put the throttle up to get home quickly. At 2,500ft he got carb icing and limped home at 4,500 revs.

Everest expedition pilot David Young has opened a new aero club, Clench Common Aero Club, at Marlborough, Wilts. Membership is restricted to 25 microlight aircraft operators and early in March there were 20 places to fill. The airfield has two, year-round grass runways.

John Hamer, with Graham Townsend as passenger, experienced a serious power reduction with occasional misfiring on their return flight from the Shobdon Fly-in, Feb 22. Despite extensive investigation, including head removal, fuel flow testing and firing adjustments, the fault proved elusive until removal of the flywheel revealed that one of the condensers was slightly loose in its mounting. Further examination showed fretting damage to the condenser, which also had traces of oil. This was obviously causing intermittent contact. (John says Graham breathed only once on the flight -- on landing!)

James Cairns-Terry and John Hamer visited the Popham Trade Fair on March 8. The cold weather, with snow on the ground, severely limited the attendance, public and trade. But despite poor visibility, there was some limited flying, including displays by the Chevron and the Thruster.

At the beginning of March, the field at Hartpury was sprayed with fertiliser -- treated sewage -- by Severn Trent, save for the actual landing strip. Anybody landing short will truly find themselves in the .....

1987  
100 UP -- On March 21, Robbie Keene and John Hamer both completed (survived?) 100-hours in microlights. John beat Robbie by a matter of minutes as he completed a century as he landed in the newly-acquired airstrip by his cottage as Robbie was preparing to take-off in the adjacent field at Corse End Farm.

## Accident File (by safety officer Dave Read)

1. A student pilot had been clocking-up solo hours under supervision of an instructor. At the end of the session, an otherwise perfect landing was marred by the pilot forgetting to straighten the front wheel before touchdown. The aircraft tumbled over after the front wheel came down, writing-off the wing and severely damaging the trike. The pilot suffered pain to pocket and person.

Cause: the pilot was probably concentrating on numerous details in his efforts to tidy up his landings. Commendable as this may be, it is not as important as the more obvious and basic requirement of keeping wheels straight.

2. An experienced pilot was preparing for take-off in a light tail wind. One of his actions was to rev the engine a number of times prior to roll. The take-off roll was normal, though the airspeed at rotation might have been slightly low. However, when a few feet above the ground, a sudden powerful force pulled a wingtip down and the whole aircraft fell to the ground. There were no injuries and aircraft damage was slight, though potentially the incident could have been more serious.

Cause: At the time, the cause of the incident was not known. But a later conversation with the aircraft manufacturer suggested the following -- The static engine testing prior to roll created a lot of prop wash. The disturbed air drifted downwind, which happened to be down the runway. This was closely followed by the accelerating aircraft, which caught it up at rotation.



## PHYSIOLOGICAL EFFECTS OF ADVANCED TURNING

By Geoff Hault

During normal steep-turn manoeuvres, the body will experience positive "g" loadings, which will usually be in excess of 2g. At 2g, a person weighing 75kg will experience a bodyweight of 150kg.

The body quickly adapts to the added g force and the effect will be hardly noticeable after several practice periods of advanced turning.

If the aircraft inadvertently gets into a nose low attitude during the turn and the pilot increases the load factor through the application of high forward pressure on the control frame, a further effect of g will become apparent.

This is the effect of the blood draining down from the head towards the feet. At high acceleration this can cause "greying out" and at even higher acceleration, complete "black out" of vision will eventually occur.

The latter, however, will normally be experienced only after the airframe of a normal or utility aircraft has passed its load limit factor, although it will also depend on the pilot's physical fitness.

However, it should be appreciated that, if a pilot

causes a sudden increase of g loading to occur, it is possible it could be increased momentarily in excess of 8g without the effect of blood being drained from the brain to produce a "blackout".

During normal application of g, a pilot will begin to see spots before his eyes at about 3g, as the "greying out" process begins and this is a signal forward pressure must be released and the aircraft rolled into an attitude where it can be returned to normal flight without any excess g force being exerted.

The g loading at which the individual pilot experiences "greyout" varies and such manoeuvres must not be used, in any way, to try to assess the load factor being applied.

"Negative g" is more uncomfortable than positive g but negative g forces are, generally, much more difficult to achieve, either deliberately or inadvertently. If it does occur, blood is forced into the head and a condition of "redding out" occurs. The body is resilient to sudden g loadings - but such loadings may well overstress the airframe.

### Who Does What?

Can you tune a piano or even an engine?

Can you cook a halfway-decent Yorkshire pudding or even a set of account books?

Are you any good at plumbing or perhaps setting up a still to make illicit hooch?

The club would like to put together a "directory of skills". While members occupations are known from their membership application forms, there will also be skills and aptitudes it does not know about.

If you have any particular skill or craft you are willing to place at the disposal of the club or fellow members, would you give details to secretary John Hamer.

A directory will be published later in the year.

### For Sale and Wanted -- Lost and Found

Aircscrew offers members with goods for sale or looking for specific items a free "small ads" service. While no definite publication date will be guaranteed, every effort will be made to place in the next issue after receipt.

Send them to: Aircscrew, 69 River Leys, Cheltenham, GL51 9SA

For Sale: Hi-Way Demon -- 250cc Skytrike slung under 175 wing

Full "Mot", etc. #1,200

Contact: Dave Read, Bromsberrow (053181) 245

### Spark Plugs and Two-Stroke Oil

The club has supplies of: NGK spark plugs B8ES -- 80p each

BR8ES/BR9ES -- #1 each

B8EV/B9EV -- #1 each

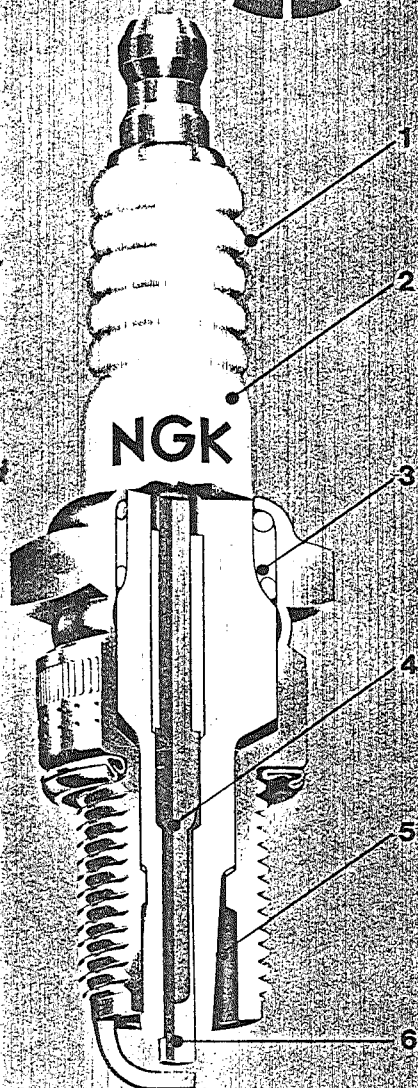
Silkolene (synthetic) 2-stroke oil

Comp-2 premix -- #12.50/5 litres

Comp-2 injector -- #2.40/litre

Silkolene (non-synthetic) 2-Stroke oil

Super Two -- #9.00/5 litres



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**mainair  
sports**

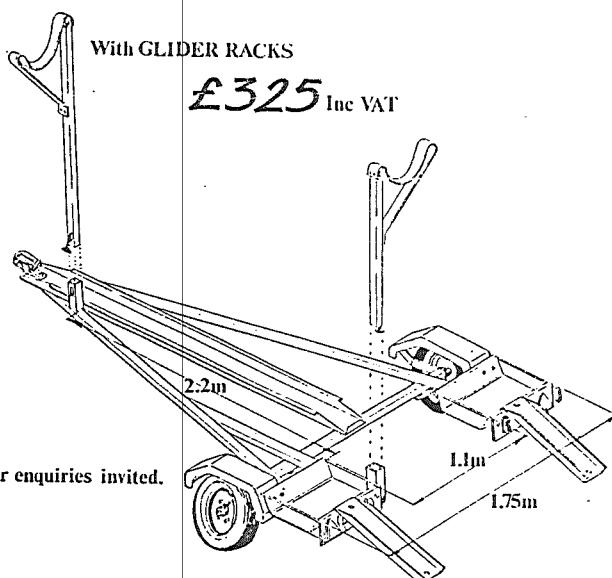
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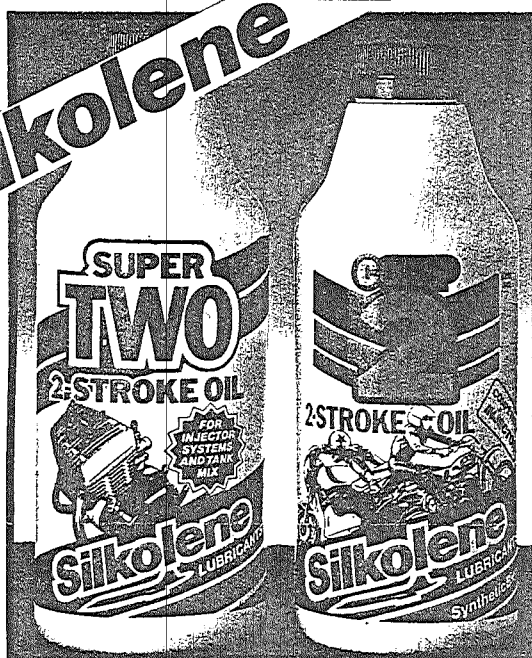
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A newly reformulated, intensively tested advanced two-stroke mineral oil for modern high-performance two-stroke engines. Selected additives provide five good reasons to buy SUPER TWO: reduced carbon build-up; resistance to ring sticking; prevention of spark plug fouling; protection from pre-ignition; cleaner exhaust emission. The new unique load carrying synthetic adds a sixth; it reduces friction even further, to make SUPER TWO superior to all the competitors in its price range.

#### COMP-2

The synthetic based two-stroke oil that's formulated for track, trials, MX and road bikes. Its low ash formulation minimises port blockage, ring sticking, plug fouling, piston seizure and exhaust smoke. So COMP-2 helps to conquer pre-ignition. Its superior film strength, cleanliness and octane stabilisation improve power output and performance, and boost reliability.

COMP-2 SAE 40 PRE-MIX is formulated to suit all high output competition motorcycles with pre-mix lubrication.

5

and N O T I C E S

The written exams for D Flight will be held on Tuesday, June 30, at Northgate House.

June 20-21	National Championships, Fourth Round, Hinton-in-the-Hedges
June 27-28	Fly-out East
July 4-5	Fly-in, Tewkesbury (Southwick Farm - turn west off A38 at the Odessa pub)
July 11-12	Fly-in, East Bach (Forest of Dean) (Phone Tony Penny - 0594.510.624 - for details)
July 25-26	Fly-in
Aug 8-9	Fly-out West
Aug 29-31	Fly-in at Popham
Sept 19-20	Fly-in
Oct 3-4	Fly-out South

(Additional events will be organised as locations/weather permit)  
(For further information, phone Robbie Keene, Glos 414975)

June 17	Monthly meeting: Brian Cosgrove.	
June 25	"D" Flight: exams	
July 17	Monthly meeting: Sqdn Ldr Caldwell, RAF co-ordinator of low flying activity in this area.	

To be held at Puckrup Hall, near Shuttonger, Tewkesbury, on Saturday, 12 December (19.30h for 20.00h).  
Xmas dinner dance and cabaret. Overnight accommodation available. Minibus "get you home" service.  
Tickets expected to be £12.50/head, with £1 deposit required by July monthly meeting. Contact: Dave Read.

The turnout by D Flight for lectures on Mondays has averaged 21....but their appearance at social events has been somewhat disappointing.

As at June 1, the total paid-up membership of the club was 70, of which D Flight makes up exactly half. However, it is believed that at least another dozen members from former years still consider themselves part of the club, even if they are rather recalcitrant in paying their dues. The "wastage" from earlier years is high: of those bearing membership numbers 1-50, only 12 remain. The latest membership number to be awarded is 135.

Tony Penny finds it's lonely up there on his own -- besides, without a long bungee, he doesn't know whether he will find his way home again!!!!

Tony says he would like to know who is flying regularly and likes to go places. Aircscrew stands ready to publish a list of names (and 'phone numbers) of such members. Details to Aircscrew or one of the club officers, please.

Graham Townsend has resigned as social events officer.

<u>Chairman</u>	<u>Secretary</u>	<u>Treasurer</u>	<u>Safety Officer</u>	<u>Training Officer</u>	<u>Events Officer</u>
Roy Fisher	John Hamer	Ian Evans	David Read	Geoff Houlst	*
(B Cleeve 4737)	(Hartpury 314)	(Tewk 298364)	(053.181.245)	(6los 28391)	*

Airscrew Editor: Norman Cuthbert (Chelt 526261)

NOTICES cont...NOTICES cont...NOTICES cont...NOTICES cont...NOTICES cont...NOTICES cont...NOTICES cont....

#### TIM MEAGER QUITS SENSATION

One of the club's earliest members, Tim Meager, is to quit flying microlights. He joined the SVMC when it was first formed in October 1982 (his membership number is 06) and had at that time already been flying hang-gliders for 10 years.

Reports on the antiquity of his machines differ. Some say they were developed from Leonardo da Vinci cartoons. But it is understood the Science Museum has turned down one as an exhibit because it cannot be proved to be one that Bleriot declined for his Channel hop.

His earliest recorded microlight was a 250 Ultra Sports Tripacer with a black Typhoon S4 wing, on which certain repairs used bits of old television antenna tubing. His later Hiway Skytrike, fitted with a three-bladed prop and a Robin 250cc engine, had all the extra weight removed, including the cooling blower, to keep it sub-70. To combat vibration, the carburettor had a length of car radiator hose attached and to stop the carb parting company with the aircraft, Tim — always a "belt and braces" man — used a piece of string.

TEE-SHIRTS bearing the club logo are on order and will be available shortly. The price is not yet fixed.

#### "Tony Penny — Master Navigator" (stirring background music please)

'Twas a Sunday in May, 20.22hrs. James Cairns-Terry, the brothers Houlst and Dave Read had finished flying and, in the gathering gloom, were about to enter the Canning Arms, when a high-speed bat came from the north-east, quite low and on a determined course for Hartpury Central.

As it screamed overhead, from features and form it was clearly identified to be Tony Penny.

Had he mistook Hartpury for Lydney? Or was he going for the "Poser of the Year" award?

He was already derigging when our quartet of investigators arrived back at the field. Sherrif Hamer was already there — telling Tony how he would have done it.

When Tony could at last get a word in, he explained to his bemused audience why he was at Hartpury.

He had been en route from Long Marston for Lydney, battling against a stronger headwind than expected, and at Tewkesbury realised he was not going to make it home before dark. Also, he had never landed in his field before.

His decision to divert to Hartpury was possibly the wisest he has ever made. And the quartet, quickloving themselves into an adjudicating panel, awarded him 10 poser points for the attempt at Lydney and another 10 for diverting.

In May, Tony did it again (some Wagner please)

Tony in his Flash and a flight of MW's flew to Yeovilton and harassed a motorcycle meeting: 10 more points.

The following weekend, he flew on his own to Cornwall — and back — the same day. (Bloody show-off)

#### Trouble in Toytown

One day those two mischievous elves James and Geoff were flying at Hartpury when they decided to do some circuits and landings, although they knew that Mr Hamer, the Policeman, had told EVERYBODY that they must not do such naughty things. But being mischievous elves, they did them all the same and as they were taking off for the fourth time, they saw the Policeman run onto the field, flapping his arms and trying to take-off without an aeroplane.

James and Robbie were VERY frightened and flew away a long way and did not come back for hours and hours, hoping the angry Policeman would go home. At last they crept back to Hartpury and landed VERY quietly. But they had just taxied back up the field when Mr Hamer and a Big Boss elf marched onto the field.

The Policeman shouted and gesticulated. He blustered and waved his arms about. He reprimanded them. And he told them off, too. Then, suddenly, he took a big pair of shears from his pocket and he cut off the naughty elves wings and told them they could NOT HAVE THEM BACK FOR A WEEK.

....And when all the other elves heard about it, they fell about larfin'.

#### NOTE FROM THE EDITOR

Please keep all reports/stories down to 250 words maximum — otherwise, I am afraid your efforts may have been in vain. Long items take a great deal of time to edit down and are inevitably spoiled in so doing.

If there are small items to hand, these will be used in preference and, in any case, there is a limit to the number of pages that can be produced for any one issue.

## Circuits and Bumps

Chris Whittaker got his licence in March. George Cole (C Flt) and Adrian Lloyd (D Flt) passed GFTs in May.

One April 13, Robbie Keene and John Hamer flew to Enstone to attend a Geoff Weighall competition course and undertook a BMAA competition task to fly round a course photographing various turn points and attempt to judge precisely a return time. Due to poor visibility, strong winds and rain, all four participants were forced to land out, short of fuel.

While most of the Severn Valley was shrouded in mist, on April 26 Tony Penny and Daryl Parsons managed to sneak out and attend the Badminton fly-in.

Phil Windsor Stevens (D Flt) went solo in April after some four hours training. He initially bought a Striker, but has now gone for a Flash-2 and is putting the Striker on the Market. He is flying from a field at Crudwell.

(In a note to Aircrow headed "A Dream of Flying", Philip writes: "I had always felt I had the ability to

fly something -- what it was, I was not sure until at Christmas I read a book by Richard Bach, who built a Pterodactyl from a kit. At that point I realised my dream flying machine was a microlight. After reading several books on the subject, I phoned the BMAA and they steered me toward the SVMFC, where I was made to feel at home in what was to me a totally alien world. One blustery Sunday morning, John Hamer took me up and there started my challenge. When the chance came to fly 'from the back seat', I found it all came quite naturally. I approached Pegasus at Marlborough for some professional tutoring from Dave Young and after 4hrs 40min, I was up there on my own. My thanks to everyone")

Honour was preserved when, on May 4, strong winds and an unsuitable landing site prevented Robbie Keene, Tony Penny and John Hamer landing at Frampton and they executed an overfly.

With the weekend fly-out to Melton Mowbray on May 25 cancelled due to the weather, the Bank Holiday saw a fly-in at Shobden. Five SVMC aircraft were seen neatly parked in a line on the grass there, without any other microlights around -- thanks to Geoff Hault, Tony Shwayes, Robbie Keene, Tony Penny and John Hamer.

Mike Smalley (D Flt) successfully converted to weightshift flying from his PPL(A) in April.

D Flight has two late entrants - Nigel Henry, who has piloted three-axis machines but never finished his training, and John Crote, who joined after a trial flight with John Hamer.

Nigel has a Stripling Sky Ranger, with 15 hours on it from new and still in primer. Nigel bought it slightly damaged. He is also building a trailer for the machine.

### Accident File -- by safety officer Dave Read

An experienced pilot started his take-off roll about halfway down a 200yd strip, which was mown grass and surrounded by long silage grass. The pilot rotated a few yards before the end of the strip but a strong crosswind pushed him sideways into the long grass and the drag from the grass was enough to tumble the aircraft onto its back, causing terminal damage to trike and wing. The pilot was unhurt but a passenger needed hospital treatment.

### REACHING FOR THE SKY -- by Adrian Lloyd

Ahead lay the gently uphill-sloping airstrip, in the distance lay the boundary, with small trees. Full power and we started to roll. As we staggered into the air it became obvious the climb rate was not what it should be. The boundary came closer, as did the point of no return. Brave or foolhardy, we kept the power on and cleared the trees by about 15ft. Slowly we worked our way from field to field, hopping power lines and looking through windows, until we finally arrived at 500ft and the airstrip was five or six miles behind. A few weeks earlier, I had noticed a reduction in the climb rate of my Tri-Pacer/S4 and had decided to investigate. It appeared the Hunting 260a engine was running a trifle lean. After consulting two-stroke specialists, I fitted a larger main jet. After many static runs, I decided one particular jet was doping the trick and the plug colour seemingly confirmed it....Hence the low-level test flight!

Calling in some high technology in Dave Read's driveway, a microphone was strapped to the monopole, feeding into a frequency analyser. (cont)

At length, witchdoctor Dave read the runes as: engine rpm - 5,650; prop revs - 2,456, no drive belt slippage and and no high vibration levels. Everything looked good and it was test flight time again.

Much better this time -- back to normal, with climb rate back to 100ft to 150ft/min.

However, feeling further improvement was possible, I decided to look closer at something I had long felt was not quite right -- the propellor. It is a Romain 54x27 and the tip thickness is three-eighths inch, which I felt was too much. I have been a model aircraft enthusiast for years and since the advent of big-model four-stroke engines calling for big, expensive props, I have made my own. From experience, I knew that thick tips were a rev killer. Thinning the tips gives useful rpm gains without affecting the pitch and, therefore, thrust increases. I proceeded to thin the Romain prop tips down to 0.18in, tapering it for about 10in towards the hub. Finished and varnished, it looked good. But would it work?

On a fine evening, the ground run sounded good and there seemed to be more thrust. Boot down and we were rolling and it was immediately apparent something was different. Acceleration was markedly more rapid and we fairly leapt into the air. One minute later on my timer we were at 250ft and at the four-minute mark we were at 1,000ft. A dramatic improvement over the earlier performance. We were able to maintain height at just above half-power setting.

My conclusion is that my thoughts about the prop tips appear valid. Thinning them does not alter the pitch. As yet, I have not determined the static rpm of the modified prop but the engine is revving more and getting closer to its max 6,000rpm. The increase in climb rate is marked.

#### For Sale and Wanted -- Lost and Found

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Send them to: Aircscrew, 69 River Leys, Cheltenham, GL51 9SA

For Sale: Hi-Way Demon -- 250cc Skytrike slung under 175 wing  
Full "MoT", etc. £1,200  
Contact: Dave Read, Bromsberrow (053181) 245

For Sale: Cayuna Eagle (L-MJNL), fully certified: offers. Hangerage and field also available.  
Dave Lewis (Chelt 680202)

For Sale: Eipper Quicksilver MX (G-MJTN), fixed-wing, two axis control, 450cc Cayuna; some damage to front end and one wing; spare engine; hangered at Hartpury. What offers?  
Norman Cuthbert (Chelt 526261 Ex225, office hours)

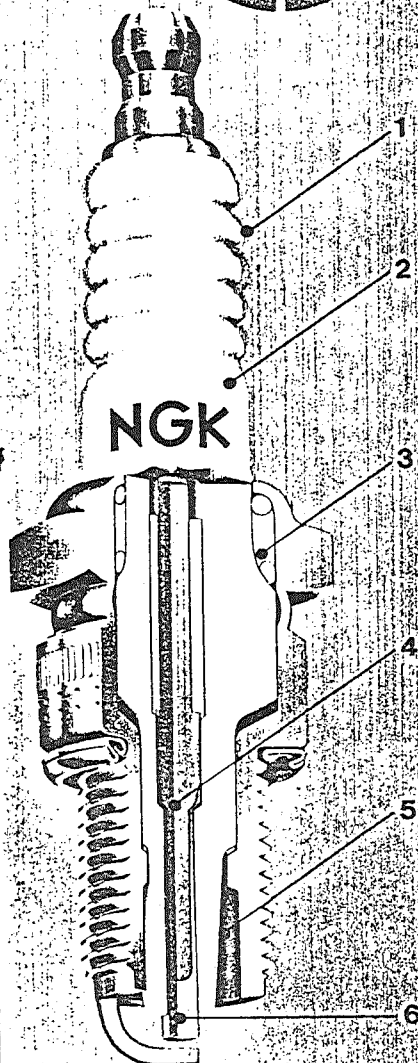
For Sale: Ultra-Sport Tripacer with Sealander wing: 330 Robin; new prop and flying wires; fully exempt  
Good condition. Fitted with parachute. £1,600 (or £1,700 with instruments)  
Philip Windsor (Crudwell (0666) 7687)

#### Spark Plugs and Two-Stroke Oil (see Dave Read)

The club has supplies of:	NGK spark plugs B8ES (nickel-iron)	.....£1.10 each
	BR9ES (centre electrode)	.....£1.10 each
	B8EV (platinum)	.....£3.20 each
	B9EV (centre electrode)	.....£3.20 each
	Super Two 30,40 premix (straight mineral)	5-litre cans....£1.60/litre
	Super Two Injector (straight mineral)	5-litre cans....£1.60/litre
	Comp Two Premix (semi-synthetic)	5-litre cans....£2.60/litre
	Comp Two Injector (semi-synthetic)	1-litre cans....£2.60
	Pro-boost (octane booster, turns 2-star into 5-star)....	£4.00/litre
	Chain lube (aerosol)	(600ml).....£2.50/can

The club has for sale: 1/250,000 maps.....£6.50  
Pilot's Logs.....£3.50  
Engine Logs.....£3.50  
Brian Cosgrove Handbooks  
CAP-85

(For these items see: Geoff (Poser) Houlst)



#### FEATURES OF NGK SPARK PLUGS

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- 4 Copper electrode core deeply inserted inside the nickel tip, vastly improves heat dissipation and prevents dangerous overheating.
- 5 Larger space between insulator nose and metal shell reduces fouling and misfiring and keeps plug cleaner.
- 6 Thick, anti-corrosive nickel alloy tip resists overheating, and extends spark plug life.

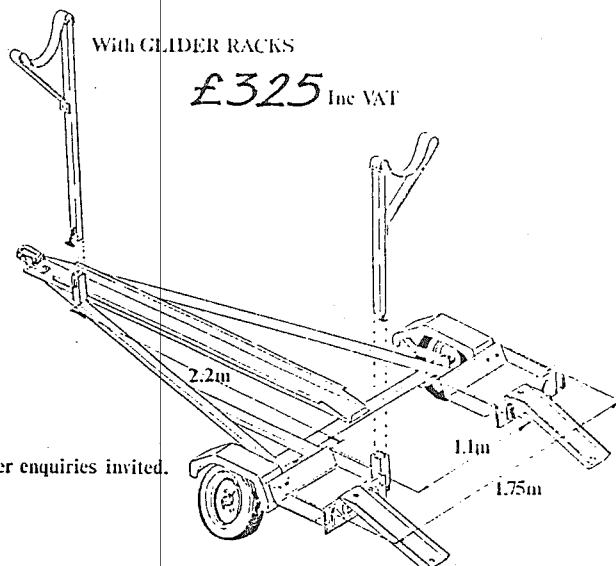


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Tel: (0706) 55134 England.

# Silkolene



#### SUPER TWO

A newly reformulated, intensively tested advanced two-stroke mineral oil for modern high-performance two-stroke engines. Selected additives provide five good reasons to buy SUPER TWO: reduced carbon build up; resistance to ring sticking; prevention of spark plug fouling; protection from pre-ignition; cleaner exhaust emission. The new unique load carrying synthetic adds a sixth, it reduces friction even further, to make SUPER TWO superior to all the competitors in its price range.

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COMP-2 SAE 40 PRE-MIX is formulated to suit all high output competition motorcycles with pre-mix lubrication.

## BROMYARD "FLY - IN"

There will be a "fly-in" at the "Whistance" field, Wild Perry Farm Edvin Loach, Nr Bromyard over the weekend of the 20th and 21st June. On site canteen facilities are provided and you can camp out overnight if you wish. All are welcome either overland or by air. There will be air traffic control by ground signals but no radio. If you wish to fly there, but aren't sure of the way, then join the main squadron at Hartpury who will leave at 10:30hrs on Saturday. If you are driving then take the B4203 heading north from Bromyard. Turn west at Tedstone Wafre and 1 mile later, and just past a stream you should be there. When you get lost ask for "Wild Perry Farm". Ring Stuart on Bromyard 82238 for more details.

### Airfield details.

Lat. 51° 14' 5"N. Long. 2° 29' 15"W. QNH 500' AMSL. Runways 06 & 18.

Field is about 600yds by 200yds of rough pasture with few surrounding obstructions. Bromyard Downs to the South (738' AMSL).



## Flying Events Calendar

(Additional events will be organised as locations/weather permit)

(For further information, phone Robbie Keene, Glos 414975, but see item Telephone Message Service below.)

## Social Events Diary

Telephone Message Service

Dave Read has been supplied with a telephone answering machine on which will be recorded details at short-notice of forthcoming events.

## D-Flight Exams

After being postponed a week, 18 members sat the exams, five at Long Marston and 13 at Northgate House, and all passed. Five pilots are now flying solo and four have their licences.

Attention D-Flight

Would all D-Flight members please supply Geoff Moulit with their solo dates as soon as they have soloed, in readiness for the Passing Out Parade, set for Friday, October 30, at Staverton Airport Inn.

Brian Cosgrove will be presenting the certificates and white scarves.

## New Members

Recently joined are: Chris Wong (training with Barry Gordon), Mike Jancey (already soloing and owner of a PegasusXL, training with John Hollings), Paul Gapper and Mark Taylor (who will both train with Barry Gordon) and R Randall (who is looking for an airplane and wants to start training right away).

## Video Evening

It is hoped that at the September monthly meeting members will produce as many home video tapes as possible, of fly-ins, fly-outs and the like, and that as many wives will come along as possible (says Dave Lewis)

Christmas Dinner and Dance

At Puckrup Hall, near Shuttonger, Tewkesbury, on Saturday, 12 December (19.30h for 20.00h).  
Xmas dinner dance and cabaret. Overnight accommodation available. Minibus "get you home" service.  
Tickets are £12.75/head, with £1 deposit required. Contact: Dave Read.

## Noise Tests

Barry Gordon is arranging a day to do noise certificate tests. Phone him on 0789.778811.

Pilots are reminded that this is now a requirement and those without that piece of paper will be grounded.

CENTRAL COMMITTEE

<u>Chairman</u>	<u>Secretary</u>	<u>Treasurer</u>	<u>Safety Officer</u>	<u>Training Officer</u>	<u>Events Officer</u>
Roy Fisher	John Hamer	Ian Evans	David Read	Geoff Houlit	*
(B Cleeve 4737)	(Hartpury 314)	(Tewk 298364)	(053.181.245)	(Glos 28391)	*

Airscrew Editor: Norman Cuthbert (Chelt 526261)

NEWS cont...NEWS cont...NEWS cont...NEWS cont...NEWS cont...NEWS cont...NEWS cont...NEWS cont...NEWS cont...

#### NOTE FROM THE EDITOR

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#### Pilots Register

The club would like to compile a register of pilots who are ready and willing to fly, possible at short notice, and are looking for other fliers (and volunteer passengers) of a like mind for non-events calendar sorties. Would anybody interested please 'phone Tony Penny or Dave Read.

#### Great Microlight Air Rally

Graham Stallard, Robbie Keene and John Hamer, along with 42 entrants from other clubs, travelled to Barton, Manchester, at the beginning of June to take part in the G.M.A.R. But such was the weather that for two days they sat in the windsoured clubhouse, waiting for the depression to move off. With little apparent prospect of better conditions, most contestants, including Graham, Robbie and John, returned home on Sunday.

In the event, 15 aircraft got away on the Monday but the conditions were so marginal that five withdrew before the end of the first day, which entailed a flight from Manchester to Northreps, Norfolk.

However, the weather on Tuesday promised to be much better and Robbie and John, determined not to be left out, decided to meet the rally aircraft on their arrival at Lands End. They left Hartpury mid-morning and after negotiating -- talking their way -- through Bristol Filton MATZ and Lulsgate SRA, arrived at Eaglescott in 90 minutes, in time for lunch.

As their track took them over Davidstow, they called in to investigate Ian Stoke's outfit.

They continued on their way through St Mawgan MATZ, flying directly over the airfield, and were the fourth microlight to arrive at Lands End, to be followed subsequently by five others.

The evening was spent in a local hostelry before retiring to a cottage arranged by the rally organisers.

On the following morning, John Hamer acted as official starter for the competitors before he and Robbie did some local flying and then flew north, via, Eaglescott, to Hartpury. Between them, they did some 12 hours of flying in two days.

#### Fly-In Bromyard, June 20-21

Steve Watkins, Graham Stallard, Tony Penny and Robbie Keene flew in to Bromyard and then flew on to Sleep which was holding a P.F.A. rally. John Hamer also flew in and on the Sunday James Cairns Terry left Hartpury for Bromyard but had to land out, position uncertain....Was he still on the downwind leg?

#### Fly-In at East Bach (Forest of Dean), July 11-12

Saturday dawned bright and clear but the extremely windy conditions produced two incidents early in the day. John Hamer flew in with his new Alpha and the wind carried the parked machine down the hill into "arrester wires" (an electric cattle fence), which cradled it quite well: no damage was sustained.

Later a freak gust tipped over Tony Penny's Flash 2 onto its back, producing minor damage to wind tip batons and wheel spats. A number of locally-based light aircraft came in.

The evening produced some fine flying weather, which was well exploited.

Sunday was a good day, but there were not many club aircraft in evidence, though many members came by car. About 12 visitors flew in, including John Hollings from Shobdon, and Mike Whittaker's "crowd" attended in strength. There was an extra-ordinary lack of support from D-Flight members.

Tony Penny arranged the whole event and the all-day barbecue was appreciated and well patronised.

Footnote: A couple of days later, two "Dept of the Environment" inspectors visited the site following up complaints from people outside (rpt outside) the immediate area about the number of microlights. No specific complaint was laid and the inspectors were apparently satisfied with the farmer's explanation that it was a "one-off" event. But the lesson is there to be noted.

#### Joint Fly-Out

The proposed overnight fly-out on August 1, joining with members of the Aerotech, Brackley, club, and flying south towards Taunton was "blown out" -- like so many flying events this summer.

## Circuits and Bumps

At the end of July, James Cairns Terry, who has now logged more than 100 hours, somewhat modified his aircraft when he tried his hand at ploughing. He is now in the air again after a speedy turnaround at Mainair.

### Who's Trying to Fly a Yellow Submarine?

One day a certain pilot flew over to Over, then all over Over and very low over Over and there were those in the congregation gathered who rather hoped he would end up flying under Over or get spread all over Over!

"A pilot he was flying out one fine but windy day  
And on the bar he rested as he travelled on his way,  
When all at once a yellow bird at zero feet he saw,  
Charging through a ragged sky, in defiance of the law."

"Yippee-i-ay, yippee-i-oooh. Yellow Alpha in the sky."

"The pilot he sat and watched and heard it call his name--  
'If you want to join me in hell, then come and join my game.  
For you must mend your ways today or with me you will fly,  
Piloting this yellow bird across these endless skies'."

"Yippee-i-ay, yippee-i-oooh...etcetera."  
(with apologies to the Ghost Riders)

### Club Eagle

Dave Lewis currently has the club Eagle in bits on a cattle yard floor. Anybody interested in helping assemble the plane, with the incentive of being able to fly it on completion, should contact Dave, who would be grateful for the help.

He has a couple of owner's manuals to help the would-be pilots prior to the conversion course. His address is: Copse Green Farm, Elmsstone Hardwicke (GL51 9TB)

### Accident File -- by safety officer Dave Read

1. A newly-qualified pilot was making a long, low, slow approach into an unfamiliar airfield. He flared just before the boundary hedge in an attempt to miss it and stalled on the airfield side. The front forks crumpled shortly afterwards, during roll (It was NOT a Pegasus trike).

The pilot had been trained on an airfield with a long runway and had had no training in short field landings and had had little experience of spot landings.

The lesson: Do not leave your training field until you are adequately trained and experienced to do so (hence the restricted licence system.)

Also, if you are not sure you can land in a particular field, don't try!

Above all, on short field landings, come in steep and fast. It is better to roll into a hedge at the far end than drop onto the hedge at the threshold.

2. An inexperienced pilot was sent off on his second solo flight in heavy turbulence and a moderate crosswind. His landing consisted of a panic routine of bar right in, bar right out, power on, power off, a repeat of the sequence, give up and stuff the nose into the ground. It was an expensive landing. Clearly, the instructor should not have sent an inexperienced pilot up in such conditions. He should also have briefed the pilot properly, i.e. come in fast, with power on and go round again if it's really bad.

3. A highly experienced pilot was returning to his home field, which consisted of a narrow taxiway extending to a slightly wider but short runway. The boundaries on both sides and ends of these manoeuvring areas were deeply ploughed and there was a slight crosswind.

He thought his ground roll would take him into the ploughed area at the end of the runway, thus risking damage to his aircraft. To avoid this, he attempted to land on the taxiway. On round-out, the crosswind blew the aircraft onto the adjacent ploughed land, causing considerable damage to the aircraft.

### Propellor Modifications

In the June issue of *Airscrew*, Adrian Lloyd reported on his technique for "fining" a Romain propellor. Essentially, it involves thinning the tips so as to allow the engine to rev higher. Since then, he has repeated the exercise on Romain props fitted to a Hi-Way Demon and a Cutlass. In both cases, the operation was successful and resulted in a considerable increase in climb rate. Adrian now offers, for a small fee, to modify and balance propellers carrying more tip thickness than the engine can cope with. Ring him on Bromyard 82504.

### Services and Skills Directory

Below is the first part of the directory of services, skills and aptitudes that club members are willing to put at the service of others. More will be added as received.

Carpet and floor laying.....Graham Townsend (Dean 543475)  
Computer hardware.....Tony Penny (Glos 500765)  
Computer software.....Ian Evans (Tewk 298364)  
Design/art work.....Frank Curtis (Glos 24707)  
Desk-top publishing/P.R. ....Norman Cuthbert (Chelt 526261)  
Fusion bonded epoxy coatings.....Tim Healey (Droitwich 776272)  
Kitchen fitting.....Andy Virgo (Glos 416180)  
Propellor work.....Adrian Lloyd (Bromyard 82504)  
Roofing.....Geoff Houlst (Glos 28391)  
TV repairs.....Ken Houlst (Glos 28391)  
Two-stroke engine repairs.....Clayton Williams (Dymock 240)

### For Sale and Wanted -- Lost and Found

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For Sale: Cayuna Eagle (L-MJNL), fully certified: offers. Hangerage and field also available.  
Dave Lewis (Chelt 680202)

For Sale: Eipper Quicksilver MX (G-MJTN), fixed-wing, two axis control, 450cc Cayuna; some damage to front end and one wing; spare engine; hangered at Hartpury. What offers?  
Norman Cuthbert (Chelt 526261 Ex225, office hours)

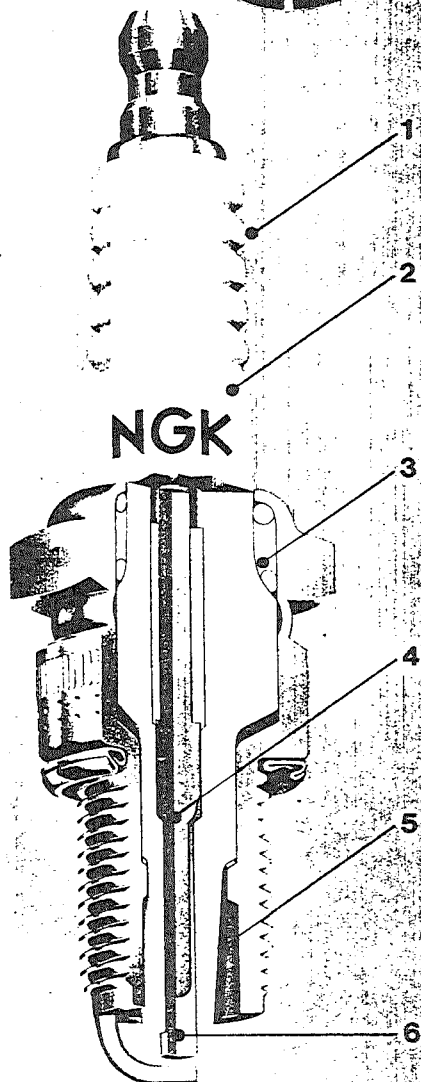
For Sale: Ultra-Sport Tripacer with Sealander wing: 330 Robin; new prop and flying wires; fully exempt Good condition. Fitted with parachute. £1,600 (or £1,700 with instruments)  
Philip Windsor (Crudwell (0666) 7687)

### Spark Plugs and Two-Stroke Oil (see Dave Read)

The club has supplies of:

NGK spark plugs B8ES (nickel-iron)	.....£1.10 each
B9ES (centre electrode)	.....£1.10 each
B8EV (platinum)	.....£3.20 each
B9EV (centre electrode)	.....£3.20 each
Super Two 30,40 premix (straight mineral)	5-litre cans....£1.60/litre
Super Two Injector (straight mineral)	5-litre cans....£1.60/litre
Comp Two Premix (semi-synthetic)	5-litre cans....£2.60/litre
Comp Two Injector (semi-synthetic)	1-litre cans....£2.60
Pro-boost (octane booster, turns 2-star into 5-star)	....£4.00/litre
Chain Lube (aerosol) (600ml)	.....£2.50/can
Propellor tape	.....£3.22/yard

Also available: heatshrink plastic, s.s. locking wire, fasteners.



#### FEATURES OF NGK SPARK PLUGS

- 1 Ribs eliminate flashover.
- 2 New ceramic insulator provides better heat dissipation, higher electrical insulation and greater resistance against thermal shock.
- 3 More gaskets and special powder sealing prevent gas leakage and provide a uniform heat range.
- 4 Copper electrode core deeply inserted inside the nickel tip, vastly improves heat dissipation and prevents dangerous overheating.
- 5 Larger space between insulator nose and metal shell reduces fouling and misfiring and keeps plug cleaner.
- 6 Thick, anti-corrosive nickel alloy tip resists overheating, and extends spark plug life.



**mainair  
sports**

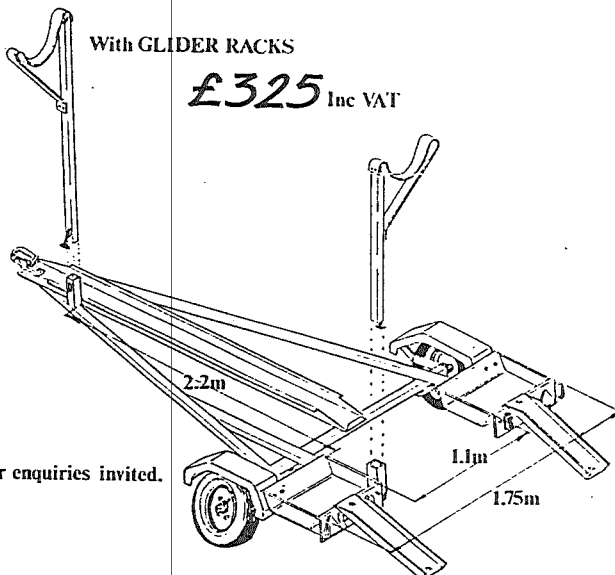
## Roadrunner

Complete with lighting, ramps and 50mm coupling

**£275 inc VAT**

With GLIDER RACKS

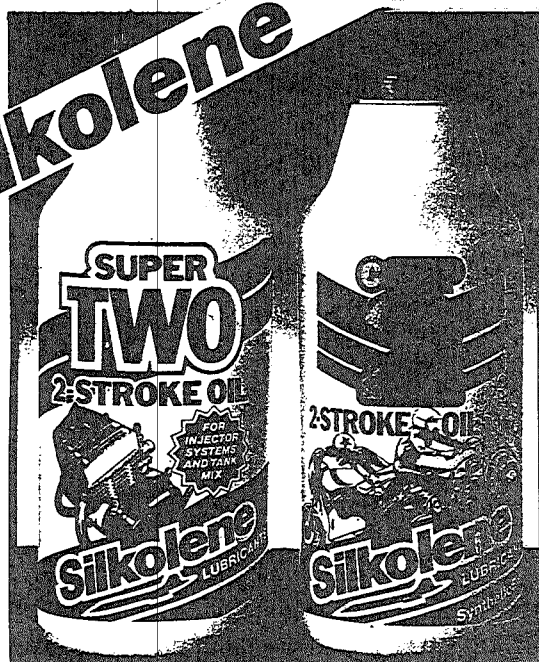
**£325 inc VAT**



Dealer enquiries invited.

Mainair Sports Ltd, Unit 2, Alma Ind Est, Regent St, Rochdale, Lancs, OL12, OHQ  
Tel: (0706) 55134 England.

# Silkolene



#### SUPER TWO

A newly reformulated, intensively tested advanced two-stroke mineral oil for modern high-performance two-stroke engines. Selected additives provide five good reasons to buy SUPER TWO: reduced carbon build-up; resistance to ring sticking; prevention of spark plug fouling; protection from pre-ignition; cleaner exhaust emission. The new unique load carrying synthetic adds a sixth, it reduces friction even further, to make SUPER TWO superior to all the competitors in its price range.

#### COMP-2

The synthetic based two-stroke oil that's formulated for track, trials, MX and road bikes. Its low ash formulation minimises port blockage, ring sticking, plug fouling, piston seizure and exhaust smoke. So COMP-2 helps to conquer pre-ignition. Its superior film strength, cleanliness and octane stabilisation improve power output and performance, and boost reliability.

COMP-2 SAE 40 PRE-MIX is formulated to suit all high output competition motorcycles with pre-mix lubrication.

**DR. J. N. Z.**

WITNESS?  
WARRIORS SPEAKS DISCO  
GRUBS BAR  
WELCOME.

— FLIGHT FROM THE  
HALL OF SHAME

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#### NOTE FROM THE EDITOR

Please keep all reports/stories down to 250 words maximum -- otherwise, I am afraid your efforts may have been in vain. Long items take a great deal of time to edit down and are inevitably spoiled in so doing.

#### Wanted: A Home of Our Own by Norman Cuthbert

Whatever else it may be, a club can never be more than an ad-hoc grouping of likeminded individuals until it has a "locale" to call its own.

Such is our sport that we are slightly suspect and environmentally quasi-lepers. While Americans and Aussies have seized the benefits of air travel with both hands, spurred no doubt by the great distances between centres, the Brits have mentally only just got down from the horse and buggy and climbed into the motorcar. Without going over the demerits of Hartpury, let me state the qualities the "ideal" airfield should have.

It should:  
be conveniently local -- within a ten mile radius of Staverton,  
be as isolated as possible from habitation,  
be served by an all-weather metalled road,  
have an unobstructed approach from most if not all directions (no pylons),  
be a large field, to allow take-offs and landings from all directions,

It will undoubtedly be farmland, probably of poor agricultural quality. If it is close to farm buildings, the farmer can make additional income over the rental payment from hangerage.

While we are looking primarily for land to lease, we may have to consider buying a tract. The funds to do this could be raised by selling bonds or by charging (possibly retrospectively to present members) a club "joining fee".

My remarks about a "locale" include a place to hold our regular monthly meetings. It is my contention that we will never "feel" like a club or generate enthusiasm among members until we have something more than the backroom of a pub, where, as I pointed out on September 16, they couldn't even be bothered to clean the room and wipe the tables before we arrived.

(Norman Cuthbert was writing here in his private capacity and as editor of Airscrew and was not speaking for the committee.)

#### Barry Gordon and Aerolight

Barry Gordon has apparently managed to prise the matter of his occupancy at Long Marston free from the clutches of the solicitors and is now engaged in drawing up a proper tenancy agreement for his premises there. It is now a case of "business as usual".

#### Ski Holiday

Barry Gordon is again organising a skiing trip for January. It will cost about £300, with all equipment supplied, plus instruction. Last year's holiday was a great success. For details ring: (0789) 299229.

#### Lots Register

The club would like to compile a register of pilots ready and willing to fly, possibly at short notice, and are looking for other fliers (and volunteer passengers) of a like mind for non-events-calender sorties. Would anybody interested please 'phone Tony Penny or Dave Read.

#### Accident File -- by safety officer Dave Read

1. An experienced pilot, who had been flying several hours in turbulent conditions after having had little sleep the previous night and nothing to eat that day, made an outfield landing to rest before the return journey. When he finally arrived over his home field, he was exhausted and confused. He grossly underestimated his height on roundout and stalled into the ground. The aircraft suffered some damage.

The lesson is clear: landing requires a considerable amount of concentration ... if part of the mind is numb from the rigours of a difficult flight and another weakened from lack of sleep and the rest starved of food then, it must be said, the odds are against you.

2. A pilot went to refuel his aircraft from a container in which pressure had built up under exposure to the sun. He failed to vent the can and a considerable amount of fuel sprayed into his face and onto the hot engine. Fortunately, nothing more happened ... but it could have done.

It is always advisable to open jerry cans well clear of faces and aircraft.



## Circuits and Bumps

PHIL Cotton went solo on August 8 and was then grounded for a period while he took some intensive (self)-instruction in the repair of deflated tyres...

His co-owner of a Pegasus XL, Rob Hinds, went solo on August 26.

Rob has a field on his farm at Newham that is being checked-out for a possible fly-in.

PAUL Gapper, who bought the Hoult's old XL, went solo on August 31.

### March of the Micronauts

On August 12 John Hamer took his yellow Alpha to Weston Park, near Telford, to attend a fly-in organised by North Staffs Microlight Club. He was the only SVMC member at the well attended event.

During the return journey, the weather was so good and clear he reached 10,500ft.

On landing at Hartpury he learned that the clear skies had tempted Robbie Keene to see how high he could fly. So...in an attempt to see who could become the first orbiting satellite microlight, John and Ken Hoult and James Cairns-Terry plus female passenger set off in pursuit.

In the event, John and Ken made 9,700ft, James 8,000ft ... and Robbie 13,000ft.

AT STAVERTON Air Show on August 22, Daryl Parsons flew in using radio and parked among sundry Havards, Spitfire, Hurricane and Lancaster, but retreated to the end of the line before the Harrier started up.

ROBBIE Keene took off from Hartpury to be confronted by another low-flying delta-wing aircraft which was infringing Hartpury airspace. The infringement was acknowledged (see John Hamer reports) ... and Concorde returned to the display at Staverton.

(note: The incident happened after the expiration of the official NOTAM warning for the air display.)

ON AUGUST 23 James C-T and John H flew the yellow Alpha to the Vale of Neath fly-in, where the only other microlight there was Mike Whittaker's MW6, flown by Eddie Chapman.

On the return flight, JH and JC-T ran into a downpour and had to take refuge at Talgarth.

THE PROPOSED trip to Popham on August 30 was frustrated by fog. However, a SVMC contingent went north instead and parked four aircraft on Shobden's pan.

A NAVIGATION error by Dave Read on August 31 while in search of a new club flying field led to two aircraft landing out at the Cotswold Farm Park. Some smooth talking and a trip in a microlight for the owner's daughter, led to an invitation to stage a fly-in there two weeks later.

Duly, on Sept 9, there was a warm welcome for Geoff Hoult, John Hamer, James Cairns-Terry, Chris Whitaker, Hugh Bethune and a couple of light aircraft pilots, including Bob Simpson, who had a very enjoyable day.

JOURNEY of 140nm, taking 4h 15m to complete in very reasonable conditions, took Dave Lewis and John Hamer north to the BMAA annual fly-in on Sept 18/19/20 at Broughton Hall, near Skipton, Yorks. They travelled via Manchester low-level route, which proved particularly interesting in that it involved flying over Warrington at less than 1,250ft.

The event, however, was marred by poor weather on the Saturday which restricted flying to a couple of hours in the morning. John damaged an undercarriage strut but Mainair came to the rescue and John Hudson personally took the part to the factory, an hour's drive away, where it was rebuilt and returned in time for the return flight to Hartpury on the Sunday.

This return journey of 130nm was done non-stop in 3h 35m in less than perfect visibility. (it was the same day that Tony Penny and Graham Stallard abandoned a flight to Upottery, south of Weston-super-Mare, due to deteriorating weather conditions.)

AT A fly-in at Edwin Loach, Bromyard, courtesy of Stuart Whistance, on Sept 26/27, ten of the 14 aircraft attending were from SVMC.

JOHN Hamer took his oldest passenger yet - Mr Teague, aged 88, from Bourton-on-the-Water - for a flight in a microlight. Mr Teague, who learned to fly in B2Es and Avro 504s with the RFC in 1918, reckons the microlight is the nearest thing to the old open-cockpit aircraft he once flew.

THE FLY-out south to Davidstow, with a party from Shobden, set for October 3 was abandoned due to poor conditions. But Robbie Keene and John Haner flew to Melton Mowbray via Long Marsden. They stayed overnight only to find themselves fogbound following torrential overnight rain.

The problem of finding a suitable runway for takeoff was solved by borrowing the use of a National Coal Board road. They launched into cloud to find zero visibility at 500ft — even the ground had disappeared. So they decided to let the train take the strain, with the 'plane stored in a grain shed until later recovery.

#### Club Eagle

Dave Lewis currently has the club Eagle in bits on a cattle yard floor. Anybody interested in helping assemble the plane, with the incentive of being able fly it on completion, should contact Dave, who would be grateful for the help. Contact him at : Copse Green Farm, Elmstone Hardwicke.

#### Services and Skills Directory

Below is the first part of the club's services, skills and aptitudes directory.

Carpet and floor laying.....Graham Townsend (Dean 543475)  
Computer hardware.....Tony Penny (Glos 500765)  
Computer software.....Ian Evans (Tewk 298364)  
Design/art work.....Frank Curtis (Glos 24707)  
Desk-top publishing/P.R. ....Norman Cuthbert (Chelt 526261)  
Fusion bonded epoxy coatings.....Tim Healey (Droitwich 776272)  
Kitchen fitting.....Andy Virgo (Glos 416180)  
Propellor work.....Adrian Lloyd (Bromyard 82504)  
Roofing.....Geoff Hoults (Glos 28391)  
TV repairs.....Ken Hoults (Glos 28391)  
Two-stroke engine repairs.....Clayton Williams (Dymock 240)

#### For Sale and Wanted -- Lost and Found

Send your ads to: Airscrew, 69 River Leys, Cheltenham, GL51 9SA. There is no charge.

For Sale: Hi-Way Demon — 250cc Skytrike slung under 175 wing  
Full "Mot", etc. £1,200  
Contact: Dave Read, Bromsberrow (053181) 245

For Sale: Cayuna Eagle (L-MJNL), fully certified: offers. Hangerage and field also available.  
Dave Lewis (Chelt 680202)

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