

FEBRUARY ISSUE 1988

Severn Valley Microlight Club

A.G.M. REPORT

The AGM was held at Staverton on Wednesday 20th January. The Club offered its thanks to Roy Fisher, retiring Chairman, who was unable to attend. On his behalf, John Hamer reviewed the events of 1987. In brief he outlined that the Club had seen an expansion to 89 members from 58 the previous year and 45 in 1985.

1987 also saw the SVMC hold seven fly-ins at different locations around the area (four in 1986), and the Club particularly wished to thank the Organisers and land owners for their assistance. However planned fly-outs did not fare so well with most being blown off or fogged off. However members were seen flying all over the Country, with visits to Lands End, the Isle of Wight, Weston Park, Cranfield and the BMAA Rally at Broughton in Yorkshire. In addition, a member was arrested for landing on an American Airfield and someone else stopped a motor race !

Dave Read, in his capacity as Safety Officer, was pleased to report that there had been no serious accidents to club members in 1987 although a few had minor brushes with terra firma. However, he stressed that with more aircraft now entering service, statistically the

last year, to attract new recruits, and continued every Monday night at Tony Penny's establishment (Milequip Computer Systems) in Gloucester. As a result 28 people took the exams and passed. It was pleasing to note that very favourable comments have been made on the standard of training and thus a special thanks goes to all those who freely gave their time to teach recruits. It was also noted that 12 of 'D' Flight have now got their licences and several others are only held up because of adverse weather conditions. R/T training was undertaken by 22 members recently and as a result over 8 people now have their licences, while others are awaiting their test.

The following members were elected to the various offices as follows:-

Chairman - Tony Penny
Secretary - John Hamer
Treasurer - Ian Evans
Training Officer - High Bethune
Safety Officer - Dave Read
Flying Events - Dave Robinson
Social Events - Phil Cotton
Aircrew Editor - Annie Shays.

Following discussions, it was agreed to increase the membership fee to £20 with a £10 rejoining fee. Fees are due from January 1st. 1988. It was also decided to retain Hartbury airfield for club use until such time as a more suitable field becomes available. The members were reassured that acquisition of

members was arranged for Wednesday 17th February at Staverton, and the following Wednesday 24th, new pilots would be signed up, with training starting at Twining on Monday 29th February.

The meeting was advised of a proposal to make a publicity film during the coming season. It was agreed that the project would be supported assuming that the costs were not prohibitive.

MEMBERSHIP FEES

Members are reminded that subscriptions were due **JANUARY 1ST** and that the membership fee is now £20 plus £10 joining fee. Because of the difficulty in obtaining subscriptions promptly, the committee has decided that those still outstanding by March 31st will automatically incur payment of £10 rejoining fee.

Application / renewal forms and pilot survey are included with this issue, and will also be available at open evening.

OPEN EVENING

Staverton Airport, 17th
February 7.30 pm.

1. Chairman: Welcome and evening program.
2. Brian Cosgrove: What Microlights are all about.
3. John Hamer: The Severn Valley Microlight Club.
4. Hugh Bethune: New Entrant Training Scheme.
5. Tony Penny: Summary.
6. Question Time.

'E FLIGHT SIGN-UP

This will take place a week after the Open Evening on **WEDNESDAY 24th FEBRUARY at the FLEET INN, TWYNING at 7:30**. Please would as many members as possible attend this first meeting to ensure a welcome to the new recruits. **Training will then commence on Monday 29th February.**

NEXT CLUB MEETING

March 16th at Staverton Airport 7:30pm.

The meeting will be addressed by John Hudson, Managing Director of Mainair.

TRAINING

The following programme was suggested:

1. The Open Evening would be advertised in the Echo the Previous Friday.
2. Complete training schedule and machine purchasing schemes would

ALTERNATIVE FIELD

An alternative field has been located at Fiddington near Bishops Cleeve which is available for twelve months. It has the possibility of two runways 200 Yds long and 20Yds wide, maintained in useable condition for £400 per annum. However at present no vehicles are allowed on site unless otherwise stated. Members are particularly asked to observe this ruling as failure to do so will almost certainly result in our losing the use of the field. There is adequate space along the verge for parking and trailers can be manoeuvred into the field. As it was decided at the AGM to retain Hartbury until the end of March, the Committee has decided, in view of 'E' Flight's training, to start on the new field from 1st. March. Sunday training will then be promoted as microlights have not been able to fly at Long Marston on Sundays due to the Sunday Market.

FLYING EVENTS

Thanks to Dave Robinson for agreeing to become Flying Events Officer and to James Cairns-Teiry who will be organising events at the various venues. Events will be published in advance in Aircrew with contact phone nos., location directions by air and road and alternative date in case of poor weather conditions. Names of persons in charge will be published and at each site it was agreed that someone would be standing by

links with the farming fraternity are to be encouraged.

SAFETY

The following items were proposed:

1. Aircraft inspection: how to avoid failing.
2. CAA member to talk about flight safety.
3. Film - Safety.
4. Accident reports.
5. Articles in Aircrew.
6. In view of the new noise restriction regulation, Dave Read was asked to monitor noise levels at fly-ins.

SOCIAL EVENTS

1. Skittles Evening - The Fleet Inn, Twyning, Nr. Tewkesbury. Friday 18th March 7:30
2. Treasure Hunt - May
3. Barbeque at Dave Read's - June
4. Cheese & Wine - July, at Bob Hine's swimming pool.
5. Passing Out Parade 29th OCT.
6. Dinner Dance - December.

FILM

Richard Marsh has offered his time and video camera for the making of the publicity film and is also prepared to arrange for the editing to be carried out at a cost to the Club of around £300. The BMAA has been approached for funding.

COMMITTEE MEETINGS

Committee meetings will be held at Tony Penny's offices (Milequip Computer Systems) in London Road, Gloucester on the first Wednesday of each month.

The next committee meeting will be 2nd March at 7:30 pm.

Aircrow will be distributed monthly at Club meetings.

STOP PRESS

1988 GREAT MICROLIGHT AIR RALLY.

STARTS SAT. 18TH JUNE 88.

ENTRANCE FEE £40

ENTRY CLOSE DATE 1ST MAR

ENTRY FORMS AVAILABLE FROM TONY PENNY AT OPEN EVENING.

TRADING UP

Tony Penny was last seen heading off in the direction of Shobdon to collect his Brand New Flash IIA (ALPHA) (Editors comment "POSER") after the 1988 photo call session. It is understood that John Holling's of Microflight Ltd. is offering a super deal, including training on Tony's old FLASH II.

Tony says that the new ALPHA has exceptional low speed handling capabilities

PHOTO CALL 88

An on the spot report by Tony Shaves

Probably the first day in the year when we had a spot of dry, beautiful weather - Saturday 6th February.

I dragged out my trusty machine from its hibernation and arrived at the Hartbury field fairly late, as John Hamer had already gone and Robbie Keen was rigged and ready to fly the odd five minutes North to a field at Staunton, where we had been asked to congregate for this year's photo call.

Robbie left me at Hartbury frantically rigging away with a promise that we would inform "those" at the Staunton field that I would be along in twenty minutes or so.

Having rigged, pre-flight checked and started the engine, I climbed in and taxied for take off. It was only then that I realised that the field had been ploughed either side of the runway, and also I had left my map board behind. The first of these was to cause me some concern on arrival back at the field some two hours later.

Anaway a check at the wind sock, full and free movement of flying controls, wings level, power on, rolling, rotate speed and away with a fairly gently climb out. Hurray! my first flight of the year - what a glorious feeling.

Now, turn to the North, trying to remember what the surroundings to the field at Staunton looked like. At least there should be two more aircraft in the field - ha! there they are! The field looks small from up here.

Join the circuit at 500 feet: gentle

myself.

Dave Read greets me by marshalling me into the right position, and almost immediately the photo session starts with the press photographer placing us for the best shots.

After taking a number of static photographs, it is requested that the four flying aircraft 'on show', that is John, Robbie, Tony and myself, do a formation fly over at around 250 feet. This leads to a discussion as to my aircraft's flying speed compared to the others and it is decided that I am to lead with Tony Penny on my left and John Hamer on my right, with Robbie Keen above and behind.

Off we all go, on after the other, feeling a bit like the Red (Pink) Arrows.

Looking around, the other chaps seem to be miles away from me. Anyway by this time I have reached 1000 feet and am doing my best to keep straight and level (has anyone noticed how hard it is when you concentrate on doing it?).

Slowly the others catch up with me and manoeuvre into position. I see the field off to my left and start descending slowly in a gentle circle so as not to disturb the formation. From what I can see it looks good. Field dead ahead, around 500 AGL and I must descend to half this height. Quick look left and right at the others, (Robbie has to look after himself, don't know how close he is).

300 feet and the edge of the field just slides underneath me. Keeping straight, but again the wind is trying to force me around to the right, holding my course for grim death. I arrive over the camera's and the formation peels away right and left.

We have been signalled to go round again, which we do in a similar fashion, and on landing find out that it looked so good the first

by the look of the sock, is strong. So with thoughts that I may have to overshoot I'm ready with a bootful of throttle, and because I am approaching at such an acute angle, I have slight left input on my steering wheel which hopefully I can straighten up on touch down. As I flare out the ground seems to be coming at me from the left; a slight twist and I'm down and running, gradually bringing the nose wheel into the straight position.

I roll to a stop and then start taxiing back, with a tremendous sense of achievement and knowing that it is these very sensations that make me enjoy the sport so much. Here's to the next time.

NEW CLUB FIELD

FOR SALE

TRI-FLYER 250 / FUGA WING
G-MJLM
JUST PASSED ANNUAL INSPECTION AND FLIGHT TEST.
WITH STEVE COMBEN (QFI) AT LONG MARSTON.

ENGINE RECENTLY OVERHAULED.

FULLY LEGAL WITH ALL PAPERWORK.

SAFE AND SIMPLE SOLO MACHINE.

PRICE INCLUDES:
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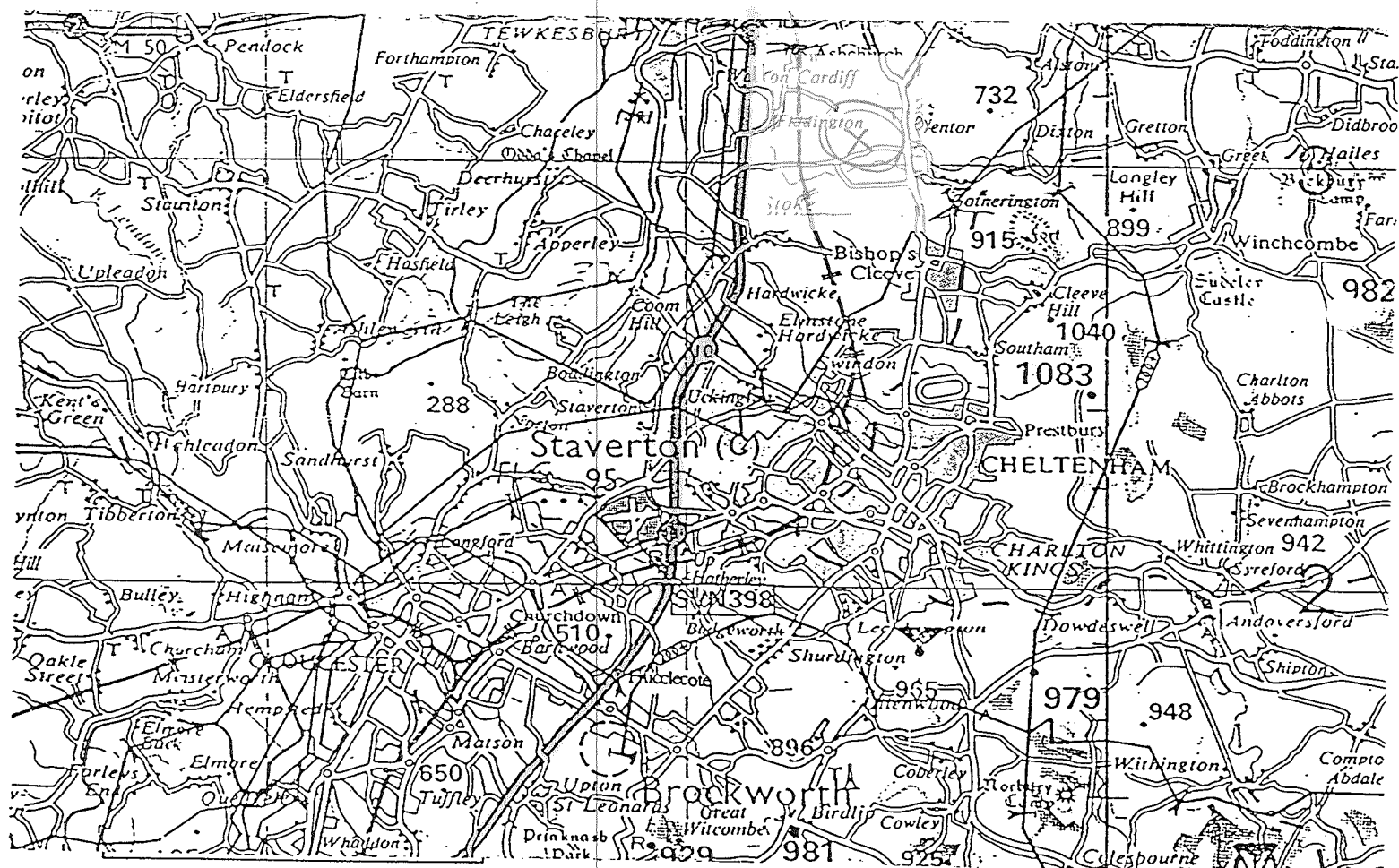
INTERCOM ; HELMETS

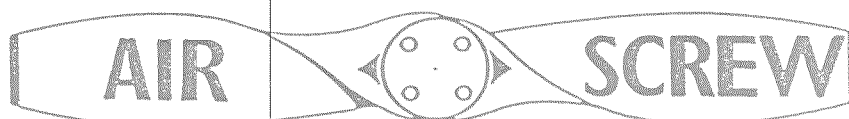
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TEL: D. PARSONS

(0452) 503591





OPEN EVENING. 17th February.

They saw the advert and they came in their droves!. Over 200 people attended the Open Evening held at the Airport Inn to find out more about microlighting.

Tony Penny welcomed the gathering and there was standing room only as Brian Cosgrove expounded the history of the sport from its early days to the present date. His talk was excellently illustrated with slides as he held the audience spellbound with his aviating stories and dry wit.

John Hamer followed to explain the activities of the club and Hugh Bethune detailed the requirements to become a pilot and the proposed training programme.

The evening was rounded off with a question and answer session.

SIGNING-UP-NIGHT Wed 24th February.

Following the previous week's open evening, about 22 'new recruits' i.e. around 10% of the open evening attendance, which is an excellent response, ventured forth to learn more and find out what was required to become a microlight flyer.

A detailed talk on the training programme by Hugh Bethune (Training Officer) was followed by a lively interrogation of the club officials, following which, twelve new members were enlisted, while others promised to think about it.

'E' FLIGHT TRAINING

By 'E' Flight member, Chris Wales.

Flight ground training has got off to a good start, being well attended and snug at the 'Fleet Inn'.

It is encouraging to see a wide age spread and two female recruits. I hope the latter will press on to swell the ranks of flying members and take their places in the front seats.

Everyone seems to be coping with the lectures, which I find useful in conjunction with a well thumbbed 'Cosgrove'.

MEMBERSHIP FEES

At the time of writing, thirteen new members have joined the Club, but only thirty-three 'old' members have renewed their membership for 1988.

Please be reminded that the fee of £20 annual subscription is now due and failure to renew by 31st March will incur the additional joining fee of £10. Failure to renew membership will mean that this will be your last Airscrew (until you rejoin) and also suspension of the other club benefits that the club offers.

R/T LICENCE AWARDS

Fourteen people have now successfully passed their R/T examina-

tions and their will be a passing out parade at Staverton. At the same time a presentation will be made to Staverton Flying Club of a clock in appreciation of their help and participation in R/T training SVMC member.

A CAUTIONARY TALE by Bloggs

Yellow Leader, Yellow Leader, BANDITS Twelve o'clockhigh.....

Golf-Mike Mike, Alpha Alpha, this is Golf-Mike Mike, Charlie Charlie. Use correct R/T procedure. Repeat, I say again, repeat your message, over.

'Roger, Golf-Mike, Charlie Charlie. This is Golf-Mike Mike Alpha Alpha. Be advised the enemy is shooting up your tail - I did try to warn you earlier but pity!

Moral - keep R/T/. short and to the point??

FLY-INS

By Dave Robinson

I was volunteered for the daunting task of arranging a programme of fly-ins for this year.

can you help?

Do you fly from a suitable field?

Would you like to host a fly-in?

If so, contact me on Upton-on-Severn 3291 and I will send you a request for information sheet to help you organise, and keep me informed.

For fuel, transportation a jerry can should suffice.

Catering could range from nothing at all to snacks from the Club caravan or even a mobile hot-dog stand.

Signs - the site should be signposted from a road.

Landing lights - hopefully for some fly-ins Jensen Jones will oblige.

Location and hazards - by air, exact longitude and latitude, by car, a photo copy or free hand road map.

Special Events - like spot landings, contact James Cairnes Terry.

Most important is to agree on a date which does not clash with other events.

I will ensure that your fly-in is published in Aircrew.

Go on - Try!

PROP. REPAIRS

For all prop. repairs, balancing and re-laquering jobs, Contact: Adrian Lloyd TEL 0885 82504.

MAPS AND BOOKS

Hugh Bethune can supply the following:-

Air Maps (plastic covered)

CAP' 85- Air law book

Brian Cosgrove's Microlighting book.

Log books

Medical Certificates (unsigned of course!)

WOOLSTONE OPEN FOR BUSINESS

The first Saturday in March saw the new field occupied by no less than eight aircraft for the first fly-in of the season.

Although the conditions were cold and blustery, Tony Penny, Hugh Bethune and John Hamer initially flew in and gave many members of 'E' a taste of things to come with various sortie around the locality.

Graham Stallard arrived in his Alpha in time to enjoy the fish and chips that one excellent member generously provided for the attendees.

Later in the day, several other visitors arrived from Long Marston and Defford, but undoubtedly the blustery weather conditions kept others away from Woolstone's opening party.

SAFETY RULES ON THE NEW FIELD

It has been brought to the attention of the committee that the weekend after recruitment, many visitors turned up at the Hartpury field and caused a safety hazard mainly because of accompanying children who were not kept under sufficient control. As a result, the Safety Officer, Dave Reed, has stressed the need for more careful attention to be given to flying safety and ground rules in general.

The following recommendations were made:-

That children should remain with a responsible adult at all times on the new airfield, and that all visitors should keep clear of aircraft and manoeuvring areas unless with a pilot club member.

All exhibitionist flying such as low flying, silly manoeuvres etc. or anything that could be said to bring the Club into disrepute, be outlawed within sight of the Club field.

To help spread the load of Safety Officer, Tony Shays has been elected 2nd. Safety Officer. With his background of RAF aircraft engineering, Tony has also been asked to take on the responsibility of 2nd. Aircraft Inspector.

THE FILM

Things are getting exciting. Geoff Holt has written the story line and commentary and some preliminary filming was done at the photo call fly-in.

Now the script has to be edited and a copy sent to the BMAA for approval after which a full 'Storyboard' job has to be completed before the main filming can get under way.

Requests for Club participants will shortly be made, and the Committee has requested regular reports of proceedings so as to be able to keep members in touch with this exciting venture.

SOCIAL

All members please note that the skittles evening at Twynning on Friday 18th March (Next Friday) has most unfortunately had to be cancelled due to unforeseen circumstances at the Fleet Inn. However, do not despair, Long Marston have thrown down the Gauntlet and challenged us to a dual!

Phil Cotton is at this moment arranging a convenient venue about halfway - on neutral ground. So polish up you best skittles arm everyone - Club honour could be at Stake here!

COMMITTEE MEETING

The next Committee Meeting will be held at the Fleet Inn, Twynning on Monday 11th April beginning at

7:30 and ending promptly at 10:00pm.

JUST CALL ME 'HOT FINGERS'

' An eyewitness report.

Tony Penny, winner of the coveted 1987 Poser of the Year award, in his continuing efforts to maintain his image (on the grounds of increased creature comforts) acquired a pair of heated motor cycle gloves for cold day flying.

These garments are electrically heated taking their power off the engine. Tony arranged for the heating elements within the gloves to be operative on contact with the control bar. I.e. parts of the control bar formed the electrical return to the power source.

Initially Tony utilised the regulator but found that while his fingers didn't get cold exactly, they might be warmer if he could harness more power; thus following the manufactures instructions he connected up directly to the instrument lighting coil on the magneto.

On the next flight Tony was seen to land rather rapidly, alternating his hand holds on the control bar. He then proceeded to throw his gloves off and blow furiously on his fingers - He certainly had found more power - for not only did he burn his fingers but he has also burnt the elements out!

Nice try Tony! - But it looks like you'll have to stick to ordinary gloves like the rest of us!

HOW TO GET YOUR FINGER BURNT IN FEB.

An exciting documentary by flying correspondents Tony Penny and John Hamer (all right reserved!)

GETTING PREPARED

It's late February already and the weekend approaches. Good news, high pressure holding the recent

howling winds is lingering promising a full weekends flying ahead. I have been working like a fiend for the past few days preparing to be fully operational by Saturday; building and painting a suitably positioned radio bracket.

Having just discovered my new Alpha has been supplied fitted with a 44X62 propellor, one cannot be surprised that climb out has been comparable to that of an overweight chicken!. By Wednesday the desire to fly with a decent fan at the back led to a significant overreaction when I found Myself ordering a three blader.

Friday dawns, surprise, surprise, the three blade prop has arrived more quickly than expected, winging its way into my offices courtesy of the Great British Postal Service. Things are really looking up, my R/T licence arrived on the doorstep at home the very same day. Only one problem now, I did not order the prop setting and balancing tools.

Determined that this should not be an obstacle to progress, that evening I set about producing my own. Thanks to a protractor, plastic ruler, metal tube and square, by midnight the angles conformed to the stated 107 degrees and excessive layers of prop tape on one tip corrected a massive out of balance.

READY TO GO

I has already arranged with John Hamer to accompany him on a visit to Weston Zoyland which meant an early start on Saturday if I was to properly install all my goodies. By 9:30am with radio installed, new prop run up and checked out, plus hot gloves wired in, the sight of two hot air balloons persuades me to take off for Hartpbury. With any luck, John Hamer would not have left, and the promised prop tools were now of secondary interest.

HEADING SOUTH

On arrival at Hartpbury Secretary Hamer is fully rigged and ready for departure. Having discussed our

best route and check R/T communications we headed South. John having the greater R/T experience, was delegated the task of talking us through Filton and Bristol.

I agree to do all the R/T as Tony has only just got his licence. Take off - airborne radio check with Tony and Geoff Holt who are also flying to Hartpbury - readability five. Change to Filton frequency and monitor. Severn bridge looming up - time to call Filton - wait I hear a banner towing aircraft approaching the bridge from the South - cant see him. Call Filton, advise position and the fact am not in contact with the banner towing aircraft - presently the aircraft reports "He's seen the chaps in the microlights" - didn't see him - apparently passed to the North of us. Fly on over Avonmouth docks - past to Bristol approach - no problems - asks which route we want - no other traffic - opt to follow the motor way - Pass Weston Super Mare airfield - gliders don't appear to be flying - final call abeam Cheddar Reservoir - Bristol advises no wind, asks where we have come from 'for his records' and wishes us a good trip. Weston Zoyland appears under the nose - spot on navigation - advise Tony I will over-fly and land, notice model aircraft activity but all landing as previously advised - note thruster on East end of runway. Land - nice runway surface. Receive warm welcome from Will Knowles and girl friend.

After coffee and snack provided by Tony's in-flight catering system, decided in limited time available to visit Up Ottery.

PITY ABOUT UPOTTERY

Sad to say, the local populous have elected to through the flying school off the airfield even though the flyers claim to be keeping well clear of the housing in the region. The pity for us is that we will lose a stop off point in the future. Another snack and time is now going rather more quickly than appreciated so we decide to return to Weston Zoyland before making tracks back home.

HOMeward BOUND

We arrived at 3:00pm and decided on an alternative route via Bath and the Badmington airfield.

Things did not go so well from this point. My hot gloves over heated on climbout and in my hurry to get airbourne, the map was inserted inverted in the map board (due to anovel method of securing the map board to the trike!). I called John up on the R/T "Golf India Lima - This is Golf Tango Mike - You navigate, my map board is in a mess. So onward to Bath - dead on track. Then North to avoid Bristol controlled airspace.

TROUBLE

Suddenly "Oh no" the engine dropped from 5700 rpm to about 4500 rpm, then gradually slower and slower. We were no in the region of Charmy Down, but I did not know it. Hills were all around. I decided to head for the high ground where a number of fairly large fields would provide adequate landing space. Not much time to ponder now, I picked a field and went for it. Well it looked better from 1,000 feet I thought, as a very stony surface rushed up to me.

Well, I was down, kicked the radio, jammed on the transmit switch with the cable tie holding the unit in place while getting out. Dropping the float chamber, forcing some fuel and giving it a few minutes just in case of icing, I try the engine again. Excellent! - full power - get up and out of these horrid stones, hold off the power for prop damage limitation.

The M4 Stroud interchange quickly passes below, John has gone ahead. Well, you probably guessed, it happened again. Back on the blower to John and down I go, only one suitable field in sight, power pylons on one side and the M4 on the other - go for it, no choice. Wall coming up fast - get it down - break on - commence a wide turn to the right just in case, - Bar hard back for extra braking - not a good landing but I'm O.K.

Where are you calls John but by now the batteries are too weak to transmit so I'm on my own, John now heading for home. If I give it some time to warm up surely it will not happen again? - Wrong! It did - the air is very wet in misty conditions, just VMC, with the evening drawing ever closer and the temperature falling.

Tony call's he's got an engine problem - unfortunately my radio batteries going flat, communication difficult - large airfield ahead - Colerne, hope he doesn't put in there - Good, he thinks better of it - Tony radio's he's spotted a field and going in - he radio's he down in a stony field - actually he's landed at Charmy Down - a war time Spitfire dispersal site - I fly round to wait for Tony. After Ground runs etc. Tony takes off and heads initially West - can advise of error for his R/T button has stuck on - I head up the main road towards Badmington - IFR flying (I Follow Roads). Good Tony is following - Raven passed below us and try's to follow - no chance we've reheat engaged!. Tony calls he's down in a field and O.K. - That's surprising he was only just behind two seconds ago - retrace steps can't see him - can't communicate with him, he's still got his button stuck - Daylight failing, thirty miles to go - am sure Tony can fend for himself - turn for home, engage reheat. Land just before dark after just under 200 miles and four hours and twenty minutes flying.

GROUNDLED

Up I go again, ten minutes later, back to low power, only woodland and cropland below, not a grass field in sight. I go for a side road turning with two houses opposite a young crop field. Choosing a landing run parallel to the road and near the edge of the field so as to keep any crop damage to an absolute minimum, in I go.

What a rough field, thank goodness for the Alpha Suspension. Coming to a shaky and rather rapid standstill I am soon surrounded by the locals and, taking advantage of their kind offer to keep the machine in one of the houses front lawn, I

phone for assistance from a friend in Tetbury, who kindly drives me home to wonder what to do the next day.

SORTING IT ALL OUT

Arriving back at the field the following day, wife in tow and full set of tools, I decide to clean out all filters, and change to the rear tank. Extended ground runs convinces me that it's O.K. to go for a launch.

My trusty team of highly amused locals man handle the metrology to the top of a stoney slope in the field on the same side as the house to avoid prop damage while taxiing and using convenient tractor tram lines to avoid any annoyance to the local farmer. Down the slope, full bore, up, up, up. Circling for the next ten minutes just to be sure, everything seems fine, so I set course for home.

The visibility approaching the Severn is terrible, so descending to 1,000 feet I continue in hope that thing will not get worse. Suddenly the Severn comes into view. Taking no chances now, I climb to 3,000 feet for the crossing. All went well.

Soon Eastbach farm came into sight. All I want to do is get down, de-rig and call it a day - I have had enough for one week.

POSTSCRIPT: -

Tony suffered a power loss and put in a grass field near the motorway. After further power check's we took off only to have the problem re-occur some ten minutes later, one again necessitating landing. (With daylight failing, he was forced to abandon his aircraft in a nearby garden and summon transport home.) He recovered the aircraft the following day and exhaustive checks revealed nothing. The conclusion was he had suffered from carb icing.

AIRCRAFT SUPPLIES

The club has been in the habit of bulk purchasing items which are likely to be in demand, such as nuts and bolts, oil, spark plugs etc.

Dave Read handles distribution, so for all your aircraft spares needs, try phoning Dave on (0531) 81245 before you despair.

R/T LICENCE AWARDS

At least fourteen people have passed their R/T test and there will be a 'Passing Out' party at Staverton to celebrate. The presentation will be made at Staverton Flying School of a clock as a thank you for their participation in R/T training of SVMC members. In future it has been suggested that SVMC do basic training and then pass pupils on to Staverton R/T school

FLY-IN PLANNING

You will have received a FLY-IN request for information from Dave Robinson (Flying Events Officer). Please give as much detail as possible, leaving blanks where you are unable to offer a facility. If you would like to hold a Fly-In at your field or if you require further guidance on how to get things moving then please write to Dave at: 23 HamView, Upton On Severn WORC. WR8 0QE or telephone UPTON(06846) 3291

STOP PRESS DAVE READ RESIGNS

Dave Read has decided that the new style, regular meeting, committee is not quite his cup of tea. To quote Dave's words: "It's clear there is a new way of working an

I would not fit in as easily as I used to". Dave is one of the founding SVMC members and as many of us know has much to offer the Club in his own unique way with much charismatic charm. Dave is fully committed to the Club and intends to continue his good work although he will of course be missed as a very experienced member of the club committee. We all look forward to seeing a great deal of Dave at this year's activities, both Social and Flying (Hurry up and get flying-Dave).

Dave's committee responsibility as Safety Officer has been taken up by Tony Shays. Otherwise, Dave remains as the Club 'Aircraft Inspector', Lecturer for 'Principles of Flight' and 'Engine and Airframe'. Dave has plenty of oil, nuts, bolts, and spark plugs if anyone is interested in purchasing.

He is very involved with the Microlight film planning along with Geoff Holt, James-Cairnes-Terry and others and this project seems to be coming along very well.

WHO TO CONTACT

-
Hugh Bethune -
Training Officer

Hugh is the organiser of 'E' flight training and certain other club training such as R/T introductory training.

Work Number - (0905) 25541
Home Number - (0386) 750135

Graham Arthur -
(Assistant Training Officer)

Graham will soon be on the look out for R/T students to attend his classes in addition to helping Hugh in the training program.

Home Number - (0242) 522754

James Cairnes-Terry
(Club Check Pilot & Flying Events)

James is a competent and experienced pilot on a wide range of weight shift aircraft. If your aircraft needs a check flight then get in touch with James.

James is also organising flying events to complement the fly-in activity, such as treasure hunt planning, and navigation route plan-

ning. This will greatly enhance the over all pleasure and fun of the club fly-ins and James will clearly need some assistance with this task, so whether or not you are an aircraft owner, get in touch with James to find out how you can help.

Home Number - (0684) 299695
Work Number - (0684) 294055

Phil Cotton -
(Social events)

If you would like to know more about this year's social calendar or you would like to throw a party add your suggestions then contact Phil.

Work Number -(0242) 680 581
Home Number -(0242) 221 221

Ian Evans -
Club Treasurer

Anything to do with money, subscriptions, excuses etc. contact Ian
Work Number - Tewkesbury
(0684) 298600 X461

Home Number - Tewkesbury
(0684) 298364

Norman Frost -
(Flying Awards Administrator)

Norman is the man who has the task of keeping club flying records. These are to include:

Spot landings, Fast cross Country, Slow precision Cross Country, Treasure Hunt, Tidy Plane, Poser Award.

Look out - Norman could be awarding you Poser points for your outrageous deeds.

Home Number - (0452) 863777

John Hamer -
Club Secretary
(Mainair Team Pilot)

John is full of useful information and has good connections with a certain manufacturer.

Work Number - Cheltenham
(0242) 533 628

Home Number - Hartbury 314 (Not after 21:00hrs please)

Dave Lewis -
(Monthly Meeting Planning)

Dave is beaver away in the background, persuading those prominent people in the aviation world to give the club an interesting presentation. If you have any special interests, influence or ideas then Dave is keen to know about them.

Home Number - (0242) 680 202

Adrian Lloyd -

(Propellor Repairs)

Adrian is a very useful man to have around, especially after attending a fly-in at a stony field. Adrian teaches wood work for a living and is definitely the answer to your damaged prop problems, especially if you have just run out of prop tape.

Home Number - (0885) 82504

Annie Shayes -
(AirScrew Editor)

If you ever get the chance to be AirScrew Editor, then you will know the problem of getting material for the next publication. The more the membership contributes to the club the better the club will become. So let's have your input, controversial or otherwise, and let's live things up a bit.

Home Number - (0452) 76 341

Tony Shayes -
(Club Safety Officer)

When it comes to safety Tony Shayes is a member with considerable experience. Tony is responsible for formulating the club's policy on all safety related matters. There have to be rules and we have to be seen to be a safety minded club, so please give Tony your fullest support and co-operation.

Home Number (0452) 76 341

Steve Watkins -
(Assistant Safety Officer)

Steve will be working with Tony to ensure this year is a safer flying year.

Home Number (0746) 821015

Tony Penny -
(Chairman)
(AirScrew Publisher)

If you are unsure of who can help you get in touch with Tony.

If you wish to advertise in AirScrew Tony is the chap to contact.

Work Number - Gloucester (0452) 500765

Home Number - Dean (0594) 510624.

Christine Penny -
(AirScrew Distribution)

Christine has the latest mailing list for the club. If there are any problems over distribution please give Christine a ring

Work Number - Gloucester (0452) 500765

Home Number - Dean (0594) 510624

Dave Read -
(Club Inspector)

If you need to get your aircraft inspection done then Dave will save you a small fortune. If you are thinking about purchasing an aircraft why not ask Dave for an opinion.

Home Number - Bromsberrow (0531) 81245

Work Number - (9267) 3361

Dave Robinson -
(Flying Events Officer)

If you want to hold a successful fly-in then Dave is your man to help you get things organised.

Home Number - (06846) 3291

Work Number - (0531) 2717

Adrian Lloyd - (Assistant Flying Events Officer)

Home Number - (0885) 82504

CHAIRMAN'S VIBES

For an almost totally new committee, thrown in at the deep end, progress so far, in these early formative stages is very good. We have a new 'E' flight consisting of 22 members, which by any reckoning is a great success, and we would not wish to cope with many more.

The 'E' flight training is off to a cracking good start under the guidance of Hugh Bethune at the Twynning Fleet Inn and this is already proving to be an enjoyable gathering place for other members to drop in for a chat and a drink. A good deal of the basic ground work in establishing responsibilities has been completed, and a list of members for useful contacts is in this issue. This must develop further as more members are asked to make a contribution to the Club's future success. Your committee is therefore quietly working towards a maintaining situation where all the elements which go towards making up a successful club are in place. As many of you would agree, there is a need to build up a feeling of a total club entity. Of course this cannot be totally realised without a permanent site, but much can be done to eliminate this nagging problem by making Twynning

a focal point for the Club while other low key moves are being pursued.

The new club field at Woolstone is quite magnificent, the approaches are almost totally clear in all directions. It is an ideal field for our new members to gain flying experience. Our first fly-in of the year was exceptionally attended. At one point I counted 7 aircraft on the ground and it was a rather cold blowy day with a number of other aircraft wanting to come along but with conditions not quite good enough.

Quite honestly I think the Club is going to have its best year ever, all its needs is your support.

Tony Penny.

ADVERTISING

If any member wishes to place an advertisement there is no charge for this service.

Manufacturers and dealers are also invited to submit adverts to AIRSCREW for which there will be a small charge

FOR SALE

Pair motor-Cycle gauntlets - leather palms. Very Good condition

£100

ALSO

ULTRASPOTS TRIPACER 250 (Hunting 260A engine-electric start) Typhoon wing S4. Fully modified for triking (sleeved uprights) Compass, altimeter, a.s.i. All paper work supplied. Under 40 Hrs.

£850 o.n.o.

TEL Adrian Lloyd 0885 82504

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TRI-FLYER 250 / FUGA WING G-MJLM

Just passed annual inspection and flight test with Steve Comben (QFI) at Long Marston

Engine recently recently overhauled.

FULLY LEGAL with all paperwork

Safe and simple Solo machine
PRICE INCLUDES

Compass; Altimeter; New wing skin (with letters); and trailer
£750 O.N.O.

For details contact
Ian Evans
 Home Tel (0684) 298364

FOR SALE

ULTRASPORT 440/SPRINT
 WING
 G-MMCI
 Instruments
 Intercom
 Strobe
 Parachute
 Helmets
 Trailer
£3,600
TEL D. PARSONS
(0452) 503591

SHOPPING LIST

Have you seen the price retailers charge for oil, spark plugs and other bits we use for our aircraft? Here is a cheaper alternative.

OILS

Two stroke straight mineral oil
 (Silkolene super two) **£1.60/litre**

Two stroke semi synthetic mineral
 oil (Silkolene comp-2) **£2.60/litre**

Four stroke oil (Silkolene super
 four) **£1.50/litre**

Castor oil (Castorene R40) **£3.00/litre**
 Gear box oil **£2.20/litre**
 Straight Synthetic **£4.20/litre**
 Chain lube (600ml spray on can) **£2.75/can**
 Foam filter oil **£1.45/bottle**
 Pro boost, octane booster **£4.50/can**
 Pro prep
 (Silicone surface conditioner
 Spray it on to clean surfaces. Forms
 a low adhesion transparent coat-
 ing. Mud, grease and dirt won't
 stick to it)
£2.90/can

SPARK PLUGS

NGK

BR8ES copper cored
 BR9ES **£1.10 each**

B8EV platinum tipped
 B9EV **£3.25 each**

AIRCRAFT QUALITY BOLTS

1/4" UNF from 1" to 4.5"
 Other sizes available
mostly £0.35

each
 nyloc nuts **£0.65p**
each

Washers **£0.02p**
each

Other fasteners available

OTHER ITEMS

Stainless steel locking wire
 Mineral insulating sleeving
 Springs
 Tape
 Ties
 Bunges
 Etc

See DAVE READ
for any of the above
items (0531)81245

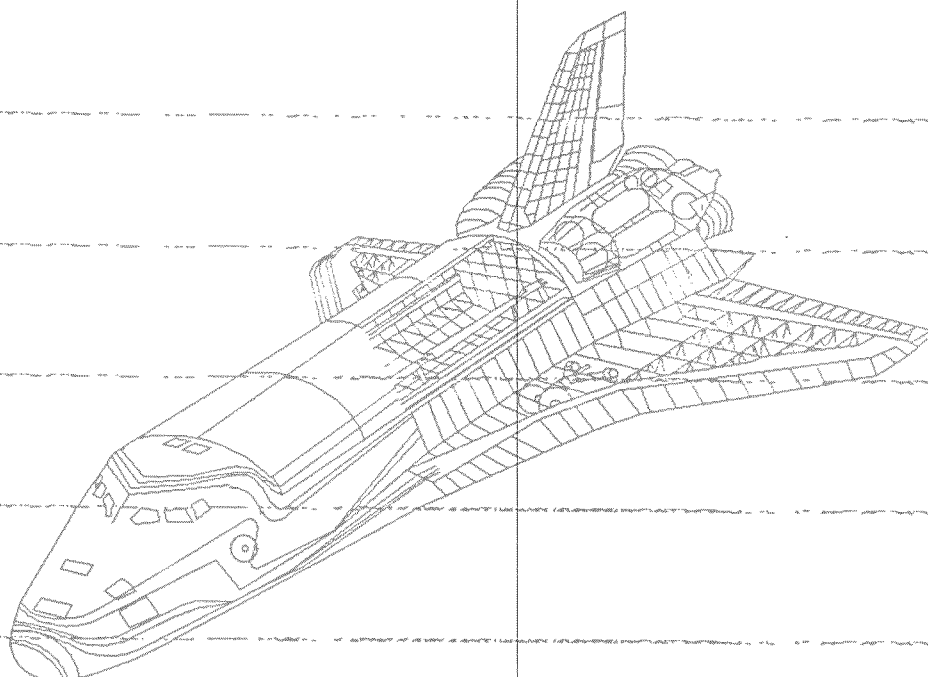
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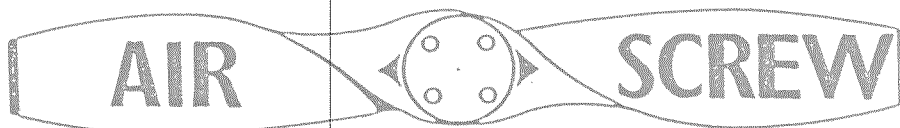
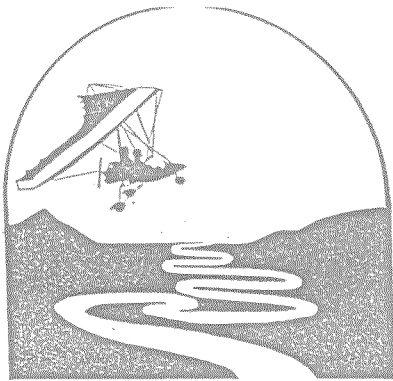
In future, propellor tape will be supplied by Adrian Lloyd who will also take on propellor repair, balancing and modification work.

Shortly other microlight bits will be available. If you need something, just ask and we'll try and get it.

ADVERTISEMENTS

THIS COULD BE YOU AD
PLEASE SEND ALL AD. TEXT
TO ANNIE SHAYES
(0452) 76 341





Severn Valley Microlight Club

APRIL EDITION 1988

Jottings from the Log Book and Report on the Microlight Trade Fair at Popham

By John Hamer and James Cairns Terry.

"Lyneham, this is Golf Mike Tango India Lima, request zone transit, over". "India Lima squawk 4136 mode Charlie".

"Negative Squawk... I'm a microlight at 2000 feet over the lakes at Somerford Keynes....." so began the brief encounter with the RAF that John Hamer and James Cairns Terry had on their recent trip from Hartpury to the Trade Fair at Popham via the Lynham Special Rules Zone. A long pause on the R/T was followed by "Golf India Lima .err... we're looking for you on the radar um where exactly are you?". After explaining precisely which signpost they were over, the RAF pointed out that one of their aircraft was directly in front and would they mind flying over it with a 1000 feet to spare. They duly obliged, thanked the RAF for their cooperation and made their way to Popham.

Overhead Popham they suddenly realised that no microlights were flying, and they soon found out why on the approach. The turbulence / windy conditions made for an "extremely interesting landing"

The weather was once again the major talking point of the Microlight Trade Fair. Last year snow lay on the ground and visibility did not extend beyond the

circuit; this year the visibility was good but there was a strong wind which made manufacturers concentrate as much on stopping their creations leaving the ground of their own accord as on selling them.

To those present it was very noticeable that there were more three axis aircraft on show than there were trikes. They were also able to handle the conditions well and were aloft most of the day giving air experience flights. Mac Smith seemed to spend more time in the Thruster doing this than on the ground.

Other two seat three axis aircraft on show included the Duet, which first appeared in 1982, the AMF Chevron and the elegant looking Swallow. Solo three axis were represented by the Rotax powered MW5, Lazair and Jim Romain's KFM powered Cobra biplane, which did seem rather expensive at £14,000. The prototype on show looked rather tatty as prototypes often do but I shall look forward to seeing the production version before too long.

Inside the display tent was the Air Command Autogyro which attracted much attention. It has been some years since there have been autogyros on the market. This Rotax powered example looked well built and good value at £6500 in kitform. For an extra £300 the kit can be factory assembled. Sky rider Aviation of Coventry are importing the Autogyros and will see to the necessary conversion training.

Weight shift aircraft were well represented by manufacturers such as Mainair, Raven International, Pegasus and Ariel Arts. Mainair

had an Alpha with a four stroke version of the Rotax 503 on show. Because of the conditions it did not go aloft but John Hudson started the engine so that we could hear it running. At most r.p.m. settings it sounded rather like a BMW motorcycle. The four stroke Alpha does not have the same performance as its two stroke counterpart. At present the climb rate is 500 fpm dual and 750 fpm solo. However the power unit is still very much in the prototype stage and has some way to go yet.

Apart from two visiting Alphas, the only weight shift aircraft to brave the conditions was the Ariel Arts Chaser which is powered by a Rotax 377. On take off it assumed the identity of a Harrier Jump Jet and almost left the ground vertically. However its meteoric ascent into the upper atmosphere was premature as the engine cut out soon after lift off. After a short check over, it took off again and carried out some local flying coping well with the weather.

As the wind showed no signs of relenting, the flying remained restricted throughout the day leaving the three axis brigade out in front both in numbers and ability, to meet the adverse conditions. Most of the time light aircraft were taking off and landing. They too were having fun when it came to touchdown neatly and in one piece!

Despite the weather, the fair was well attended and Joe Public had a good deal to choose from. It is inevitable that legislation has put prices up with little to buy for less than £5000. For his money, Joe Public will get a safe, well

proven aircraft contrary to the earlier days of the sport.

I still feel that there is space in the market for an inexpensive weight shift aircraft with similar performance and handling to a Striker or Highway Demon and powered by a Rotax 277 or 377. I am sure such an aircraft would be a winner as not everyone can afford the new state of the art dual machines at £7000 or more.

Maybe such an aircraft will be on show at the November BMAA AGM or Popham 1988? Safe Flying!

• Post Flight Thought:

If the RAF can't see microlights on their radar, why are the Americans spending billions on developing STEALTH aircraft to avoid radar detection, when we Brits already have the answer???

EAGLES TO WOOLSTONE

Calling all pre-Section S aircraft! Following a request from Barry Gordon, it has been arranged that Eagles and other exemption machines will fly in to Woolstone on 21st May. (All aircraft to be flown by BMAA members and carry insurance). Readers of Flightline will know that this weekend is the first ever Eagle and Vintage Microlight Rally at Long Marston organised by the Eagle Owners & Pilots Association in conjunction with Aerolite Aviation.

It is intended that the Club Eagle be on display and for sale at Long Marston (Interested parties contact Ian Evans on 0684 298364) and it is hoped that as many "oldies" as possible will put in an appearance from the SVMC at Woolstone on Sat. 21st. May. If you can't fly in, then trail and set up on arrival. The main thing is to have as many Club vintage aircraft present as possible.

Anyone wanting to fly-in to Long Marston, help with this event on the ground, please contact Barry Gordon (0789)299229 or Dave Lewis on (0242) 680202. This should be the most fascinating fly-in of the year so please give it your full support.

NOISE TEST

Members still without noise certificates should send a completed noise test form to Peter Kearsey of CAA, Brabazon House, Redhill, Surrey RH1 1SQ; tel. 0737 765966. He will check your aircraft details against machines that have passed and if yours corresponds you may not need to take a test (it will need to correspond not just in wing but also as regards power unit) Ref. Flightline Mar-April letters section "Dorset Decibels"

From Club records it would appear that there are at least six older machines belonging to Club members which almost certainly require individual certification. To minimise costs, it would seem sensible to try and arrange for all these aircraft to be tested at the same time. Peter Kearsey would prefer this arrangement also. Because of pressure of numbers of aircraft requiring noise tests, he is unable to carry out any further tests until after the end of April, however those who have already approached the CAA about testing have been granted exemption until this time. (Those who have not are officially illegal until noise tested since April 1st)

Annie Shays has undertaken to make the necessary arrangements with the CAA for all Club aircraft to be tested on the Club field at the earliest available date. This has to be a week day unfortunately and Peter can test up to nine aircraft, weather permitting. May I suggest all interested parties telephone me on 045276341 as soon as possible so that we can agree a mutually suitable date and alternative. I can then book with CAA.

FLYING EVENTS

Following last issues plea by Dave Robinson, we are delighted with the enthusiastic response. We now have fly-ins booked for weekends from May through to September. Well done all concerned, it should be a good summer. However, there are still weekends free in each month for anyone else wishing to host one. In the mean time, we will keep you posted with the

most immediate fly-ins in each issue of Airscrew.

FLY-IN CALENDAR (so far)

Next Fly-in:

Sunday 24th April Fly-in at Badminton - (no landing fees - no PPR) - shown on airmaps. All welcome

30th April/1st May Deford

14th/15th May Cotswold Farm Park, Temple Guiting.

Everyone welcome to this - by air or road - lots to see - BUT if you want to fly-in, it is imperative to contact John Hamer for an instructional briefing beforehand. Tel. 045270 314(home) 0242 533628 (work).

25th/26th June. Stuart Winstance

9/10 July Robbie Keene

24th July Hereford MFC (at Much Marcle) Adrian Lloyd

10th/11th Sept. Steven Watkins

24/25th Sept. Stuart Winstance.

DEFFORD 30th April/1st May

PLACE;

Croft Farm, Defford, Worcester.

DATE; 30th April/1st May

I/C NAME; Hugh Bethune
Sat. Steven Watkins

Sun.

PHONE NO;

H. Bethune Evesham 750135

S. Watkins Worcs. 821015

SAFETY OFFICER; S. P. Watkins

FUEL; 50:1 *: Comp 2

CATERING; Local Pub Meals - Drinks and rolls on site.

LOCATION AND
HAZARDS;

BY AIR:

SO 903440

North of A41404, South of RSRE
on old Defford Aerodrome

Grass Strip 27/09

Do not overfly village of
Defford or RSRE

Circuits to South of runway.

BY ROAD:

Off A4104 Upton/Pershere Road.
Take Western entrance to Defford Village. Before railway bridge take dirt road to left. At end of road park on mowed area.

THE "BIGGY"

The Great Microlight Rally, the Air Race, the Round Britain Rally are all names for the foremost cross country expedition in microlighting. This year the event is due to start at Barton Airfield (Manchester) on Saturday 18th June.

The first leg of the course goes due north to Great Orton near Carlisle before turning east to Hexham. From there there is a very long run south to the first scheduled stopping point at Sandown on the Isle of Wight. Obviously pilots will not make this point in one day and thus will be expected to fend for themselves somewhere along the course for one night.

After a party on Sunday night, the second leg takes the aviators north to that well known landmark, the Severn Bridge before turning west to Haverfordwest and north again to Caernarvon for a night stop.

The last leg is back to Barton via the north of Liverpool. The whole journey is around 800 miles.

This year the Club has had four entries accepted - Graham Stallard, Tony Penny and John Hamer in Alphas and Robbie Keene in a Raven.

CONTACT!

We noticed that no contribution to Contact, the Club news section of Flightline, was being made by SVMC. To rectify this situation, John Hamer has been talked into

contributing to the next issue. Look out also for an article by Steven Watkins. SVMC should be making its mark in Flightline May/June.

JOHN JOINS THE MAINAIR TEAM

One of the foremost builders of flex-wing microlights, Mainair, have invited John Hamer to be one of their team pilots for 1988.

John, who first acquired a private pilot's licence for 'Flying Machines' in 1966 (yes, that's what a group A licence was called in those distant days) is to promote their products by flying around the country giving displays and taking interested people for flights.

As a former RAF Officer with an aeronautical engineering background, he is also ideally suited for the research and development function they have asked him to perform, for he will be feeding back problems to the factory as well as testing their latest modifications. John has in fact been carrying out this function for some time and has been known on occasions to test their products to destruction - to date he's survived these ultimate product evaluations!

John, who now has over 100 hours on his Alpha and nearly 300 hours flying Mainair products, extends an invitation to all who would like to try this excellent aircraft to ring him on Hartpury 314 or catch him on the field - if you can!

E FLIGHT TRAINING REPORT

By Hugh Bethune

The first four lectures, Nav. and Met. with Dave Young went down extremely well. Everybody seemed to be there in mind and body. Several times when Dave wanted to go home on time, the questioning waylaid him. The proof of the pudding will of course be shown by the excellent pass rate after the exam at Staverton on April 20th with Barry Gordon.

Thank you Dave Young
for all your help.

The next series of lectures started on April 11th with Air Law by Roy Fisher.

Our new venue, the Fleet Inn at Twynning, has many good points. E Flight like it, so it must be good. It is very nice to see other Club faces there, giving moral support and advice to the new crew.

A few flights and tentative probes towards purchasing flying machines have taken place with E Flight. Do not leave it too long, summer will be upon us sooner than you think.

Thank you Godfathers for your help so far. Some of you I have not yet informed as to who is placed under your wing. I apologise and thank you in advance for your help to come.

Here's looking forward to seeing plenty of E Flight at Fly-ins.

ATTENTION ALL PILOTS

Graham Stallard informs us that it is strongly recommended by doctors that a blood donor should not fly as 'pilot in charge' for at least 7 days. Please note.

CONTRIBUTIONS PLEASE

An Aircrew's function is to keep you up to date with Committee decisions, Club functions etc. but without contributions from members it becomes a somewhat boring document. At present we seem to be relying heavily upon one or two members to provide interest and variety. Everyone has the same problems - pressure of work, lack of time etc. - but if you belong to the Club you must have some opinions, experiences, queries, moans, or groans to contribute. Please feel free to do so.

Remember, Aircrew depends on YOU!

SOCIAL

The R/T Passing out Parade will take place at Staverton on Saturday 14th May. There will be a disco and "nibbles" available.

NEXT COMMITTEE MEETING:

Wed. 4th May at The Dog at
Over.

FOR SALE

NEW AND USED AIRCRAFT
SALES
USED from £1000

AEROLITE 0789 299229

FOR SALE

TWO helmets complete
with Sonic Intercom.
Centurion Pilot -7,1/8-7,1/4
Size 3 58/59 and 7 3/8-7 1/2
Size 4 60/61.
Full Face, Visors etc.
£175.00 the pair
ONE helmet Open Face -
Size 4. Stadium Project.
Fitted Visor£10.00

ONE Griffin Helmet Full
Face with Visor - Size 4/5
£10.00

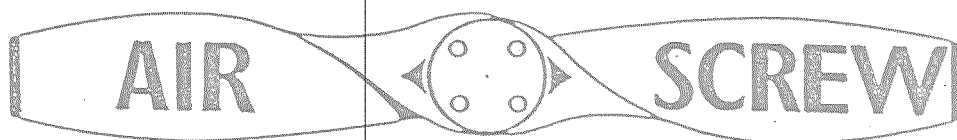
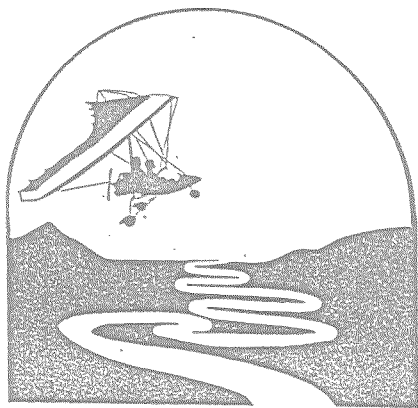
ONE Intercom (not sonic)
complete £25.00

ONE Silver Compass new
£45.00

Contact Graham Stallard,
The Old Forge, Aston-on-
Carrant, Tewkesbury. Tel
Office hours: Glos 712021
Evenings: Bredon (0684)
72103.

"COME OUT OF THE CROWD"





Severn Valley Microlight Club

MAY EDITION 1988

FLY - I N C A L E N D A R

WELLAND - 4th June (Sat)

SVMC has been invited to a Fly-in near Welland (south end of Malvern) by the Malvern Hang Gliding Club. This is a charity event organised by the nurses of Worcester to raise money for a body scanner.

The intention is to have a fly-in by day and a barbecue and disco by night. Highlight of the day will be the wet T shirt competition of which we understand Dave Read is to be the judge!

Directions:

By road, drive through the village of Welland and at the next crossroads take the road signposted Malvern Wells or Little Malvern. Continue on this road until you come to the Marl Bank Inn. There is a big field opposite - (about 1/2 mile long and 1/4 mile wide, Dave informs me.) There will be a landing T laid out and fuel is available nearby.

Hazards:

Watch out for Radar Station RSRE Malvern and helicopters from Malvern.

NB. no flying or props turning while parachuting in operation. Please note that in a strong westerly wind it is not possible to land at Welland due to curl over wind effect caused by the hills.

HINTON-in-the-HEDGES

30th May - Bank Holiday Monday

This is a general fly-in being organised by Aerotech - Malcolm McBride, tel.0295 811939, and follows the second round of the National Championships being held on the previous two days.

DEFFORD FLY-IN

Saturday 30th April did not dawn as hoped. Eventually Hugh Bethune braved the "light breezes" blowing at right angles across the field, and managed half an hour with Brian Bastin (E Flight) hanging on. Graham Stallard managed to make it from Long Marston and we passed the day discussing the usual things.

Sunday was even worse. Steven Watkins leapt into orbit only to have to land on 18? (There is no 18 at Defford!) After only six minutes in the air he was heard to say it was not f-f-flying weather.

It was a great shame as he had gone to great lengths organising everything, including the first Microchase, which sounds great fun. However, he assures me he will keep it in readiness for another occasion. We all look forward to it.

BADMINTON Fly-in. By Tony Shayes.

We took off for the Badminton fly-in from our Blaisdon field at around 11.30 on Sunday 24th April. The weather was fine with a fresh easterly wind which gave us a very bumpy flight of some 47 minutes to the Badminton field.

We were amazed on arrival to see so many people and aircraft. Lining up for the approach was a bit like Heathrow - especially when a Cessna flew straight underneath us when we were on finals.

It was good to see some other Club members there with their aircraft - Steven Watkins, Tony Penny, and Paul Gabber who trailed his aircraft in, as well as Chris Wales and Graham Stallard who had driven there with their families. So SVMC was well supported. Several other members of BMAA were there and for Annie and I it was especially nice to see some of our old friends like Geoff Weighell and Jim Romain (complete with his exquisite Tiger Cub and assorted propellers) and others whom we had not seen for over two years.

Aircraft on the field were too numerous and varied to itemise -

from space age specials (one of which came to grief in an adjoining field) to the real oldies. I think the Tiger Club's formation flying deserves a special mention however, and the RAF was represented by two Hercules doing a low fly past (thank God I wasn't in the circuit at the time) followed by an even lower fly past by one of them a second time round.

Organisation by the ground marshals was brisk and excellent considering the number of displays which took place plus non-stop landings and takeoffs the entire time.

We enjoyed a barbecue lunch with Chris and Anette Wales, Paul and Jenny Gabber and visiting friend and glider pilot Ken Brown from Bristol Gliding Club, Nympsfield.

We decided it was time to take our leave at around 1500 hrs and after holding with engine running for ten minutes or so, we were finally waved onto the runway by marshals and faced a multitude of enthusiastic cameras from the spectators lining the runway as we took off.

We took up a course due west across the Severn just north of the Severn Bridge, over Berkeley Power Station. We were heading for a tea stop at our friends' farm at Stowe, Forest of Dean. At 1700 we took off again and wended our way across the Forest to Blaisdon once more.

It was a memorable day and we hope all enjoyed it as much as we did.

STOP PRESS - Phoenix Rises from the Ashes!

In the past month a shape from the distant past has been seen lurking in the Gloucestershire skies and has been spotted coming out of the fog occasionally to alight on the hallowed earth. Such has been the rarity of the sightings of this bird that keen aviation watchers were forced to resort to the archives at the BMAA (British Museum of Aviation Archives?) To discover when this machine last took to the skies. For those in the know, we are delighted to record that Dave

Read is once again airborne with his Sprint.

WORLD RECORD?

Both Steven and Hugh have landed inside the castle (now only earthworks) on top of Bredon Hill, altitude 960 ft. Is this the highest known landing and take off in Worcestershire?

WOOLSTONE UPDATE:

The week 3-6th May, owner Mike Hocken was utilising the excess of grass on the runways by strip grazing his cattle on them. The resultant cow of pats on the runways is why people buy enclosed pods!

The Club caravan is now situated by the windsock for your convenience. To open the door, open the window nearest to it first, then use the internal handle.

NB. The owner has reported to me that persons and a machine have been seen way off the rented area. Do we have to lose this airfield also for people to appreciate how good it was?

E FLIGHT TRAINING REPORT

March 28th was an exciting evening for E Flight training. It was the Ground Handling lecture by Jensen Jones. Late comers thought they were at a disco as so many coloured lights were flashing. However, it was only the Bromyard Aldis Lamp doing its stuff - instructing those incircuit in the lecture room to sit down.

Thank you Jensen for your total control.

Eighteen E Flighters sat the Nav. and Met. Exam and sixteen passed. Congratulations to the lucky ones and better luck next time to the others. Remember, ask if you don't know, and read that Cosgrove.

Air Law is going well under the firm command of Roy Fisher. Anybody failing the exam at Staverton on May 18th will have a ducking in the Avon. (I wonder

how we can get Liz or Anne to fail?)

One E Flight lecture was seriously disturbed by a Rotax 503 very nearby. The culprit landed on the river bank opposite the Fleet. Several boats were unsuccessfully hailed and eventually the flying machine took off again to land on the Fleet side of the river. Pilot Steven Watkins was awarded one Britvic orange as his "E Flight best excitement" award.

SAFETY REPORT by Steven Watkins

Choosing a safe landing site is of great importance, be it for fun, precautionary, or for an emergency situation.

At this time of year, a ground inspection is advisable, as we are all aware of the rapid growth of vegetation. A safe field one week may not be safe the next.

If you are faced with a precautionary or emergency situation then there are a few factors to bear in mind. Assuming you have sufficient altitude to choose a field, the choice should combine some of the following points. Their importance will vary according to the pilot's ability and the weather - primarily wind strength and direction.

Having initially selected the field for size, lack of obstacles (powerlines, fences, trees, etc.) then the next factor to consider is the crop. The largest field may not be the most suitable. As a general rule, the darker the colour, the taller the crop. Fields with grazing animals will be shorter, those with sheep the shortest. If you are in a predominantly arable area, choose a field in which you can land parallel with the tramlines or wheel tracks. I recently witnessed an accident at the Badminton Fly-in where a pilot landed at an angle to the tramlines

Having crossed the first pair, a wheel dug into the second pair of tramlines and the ensuing ground loop extensively damaged the aircraft, so please try to land with any wheel marks.

Safe landings!

THE SECRET LIFE OF YOUR PROPELLOR by Adrian Lloyd

It breathes, moves, needs tender loving care and is very much a work of art and very aesthetic to the eye. No! It is not the female of our species, but the wooden propellor as fitted to your Microlight and countless other light aircraft.

What do you really know about it, other than that it gets you airborne? Well, let me tell you a few things about it:

Usually your Microlight propellor is made from two or more laminations of timber. This timber is invariably Brazilian Mahogany, which has excellent strength-weight ratios as well as being consistent regarding straight grain. It is also hard and rigid. Sometimes a lamination of Ash may be included which helps to reduce weight, the Mahogany providing the necessary rigidity. Propellers made entirely of Ash have been known, where the flexibility of this timber has been exploited in the design to provide a certain degree of "automatic variable pitch" with rpm changes

The propellor designer / manufacturer then works his or her skills on the timber blank, and the resulting form is the means whereby your engine power is converted into thrust to get you airborne. Of course various types of protective finish are added and you purchase the finished product. That product is only as good as the designer / manufacturer makes it. (Yes, there are lousy propellers around, but I won't name names here!)

From purchase onwards, you are now in charge of the well-being of your propellor. Let me say here and now:-

They are NOT a "fit and forget" item. If you do, you will regret it, either through avoidable damage or simple loss of performance.

Timber is not "dead" just because it is no longer a tree. It will absorb moisture and expand, or it will give up moisture and shrink - it moves, and this movement can be considerable. This moisture transference is dependent on the atmospheric water content, which

of course is continually varying. (After felling, timber is converted and seasoned - dried to an average moisture content of around 10-15%) To help reduce this moisture transference, a protective coat is applied. This can be varied ranging from ordinary varnishes, polyurethanes through to the 2 part plastic lacquers and epoxy coatings. However all of them still allow moisture to pass in varying degrees. A "ding" in your propellor, left untreated, will allow moisture in or out - usually in! The grain can swell locally, fine cracking the finish to allow even more moisture in. Imbalance of course is a natural follow on.

• LESSON 1.

Re-seal "dings" sooner rather than later.

A propellor blade has an aerofoil section. Dents, lumps, accretions of cow muck etc. will do nothing for the improvement of this section! In the gliding world of high performance glass ships with very accurate wing sections and glide ratios in the order of 50-1 plus, even a thin layer of "bugs" will destroy the super efficiency of the wing. Flying in rain and the water droplets have a devastating effect on the wing efficiency. Yes, I have polished bugs off a glider wing before flying it, and I have also flown in rain!

• LESSON 2.

If you "ding" your prop in any way, particularly at the leading edge, repair it, fill it or whatever, but DO something about it. Of course, I am assuming that you do use prop tape I have repaired a propellor used for flying out of a stubble field, without the use of prop tape, and it was an awful mess. An axe would not have done much more damage! Even simple grass has a wonderful glass papering effect on an unprotected leading edge. Also of course, the fine balance of the prop will be affected.

We now come on to "BALANCE". This is very important because without it your flying machine feels rather like a flying road drill! Your propellor needs only a fractional imbalance, the high r.p.m. "magnifies" it and the effect is unpleasant, annoying and can, and will, cause per-

manent health damage to your engine and airframe.

Your propellor should come to you properly balanced and it is up to you to keep it so. It is a simple matter to do and the following hints will enable you to keep it so:

• LESSON 3.

When you finish flying, rotate your propellor to the HORIZONTAL position. Moisture in the prop will drain under gravity into one blade if you don't. If you have flown in the rain or the prop is wet, wipe the water off - remember moisture can still be absorbed through the protective layer. Cover your propellor with a good propellor bag. It helps keep bugs off, moisture out, and can help prevent small "hangerdings". If damage occurs to the propellor, do something about rectification. Check your propellor balance at the beginning and end of the season - I do and it gives me peace of mind.

Of all the propellers I have dealt with, only one when checked was imperfect balance, the others ranging from mediocre to poor.

Finally, to bring home the importance of propellor care and maintenance, I will relate the following story which occurred less than two months ago:

I was asked to refinish a good quality propellor and check for balance as it "may be a little out". The prop had been well cared for but unfortunately the many layers of varnish added from time to time now accounted for a surface finish that resembled the rippled surface of abeach after the tide has gone out! On checking the balance, the "may be a little out" was a trifle optimistic to say the least! A wet and dry rub down produced a glass like surface finish and a fair sized weighted slug in the hub resulted in a correct "all round" balance.

On replacement and starting engine, the trike kept creeping forward and concern was expressed the throttle cables having stuck. After the owner had carefully checked, it was found that the throttle cables had not jammed, the carburettor barrels were fully closed. The increased r.p.m. was the simple result of the super smooth surface finish. After resetting the throttle stops, a two-up cross country was undertaken. On return the owner-pilot found he had consumed much less fuel than usual for the trip, and various other by standers noted that the aircraft now seemed to be much quieter in operation. Also the owner said that he felt the engine to be running a lot more smoothly. (No tachometer-fitted.)

I hereby rest my case!

Ps. Prop tape is now available 2" wide at 86p. Per ft.

W H O T O C O N T A C T

Hugh Bethune

Organiser of 'E' flight training and certain other club training such as R/T introductory training.
Work Number- (0905) 25541 Home Number- (0386) 750135

Graham Arthur

Graham will soon be on the look out for R/T students to attend his classes in addition to helping Hugh in the training program.

Training Officer

(Assistant Training Officer)

Home Number- (0242) 522754

Phil Cotton

If you wish to know more about this years social calendar, organise a party, add your suggestions then contact Phil.

Work Number -(0242) 680 581

Social Events Officer

Home Number -(0242) 221 221

James Cairnes-Terry

James is a competent and experienced pilot on a wide range of weight shift aircraft. If your aircraft needs a check flight then get in touch with James.

Work Number (0684) 294055

Club Check Pilot

Home Number (0684) 299695

Ian Evans

Anything to do with money, subscriptions, excuses etc. contact Ian

Work Number - (0684) 298600

Club Treasurer

Home Number - (0684) 298364

Norman Frost

Norman is the man who has the task of keeping club flying records. These are to include: Spot landings, Fast cross Country, Slow precision CrossCountry, Treasure Hunt, Tidy Plane, Poser Award. Look out - Norman could be awarding you Poser points for your outrageous deeds.

Home Number - (0452) 863777

Flying Awards Administrator

John Hamer

John is full of useful information and a Mainair team pilot. John requests that you do not phone his home number after 21:00 hrs please.

Work Number -(0242) 533 628

Club Secretary

Home Number - Hartpurpy 314

Dave Lewis

Monthly Meeting Planning

Dave is lucky enough to be going to Canada for a year so we have unfortunately lost him. However Sally-Stallard has been approached and offered the job. Sally has extensive experience of organising motor racing meetings and has agreed to meet the Committee to talk it over.

Adrian Lloyd

Propellor Repairs

Adrian is a very useful man to have around, particularly after attending a fly-in at a stony field. Adrian teaches wood work for a living and is definitely the answer to your damaged prop problems, especially if you have just run out of prop tape.

Home Number - (0885) 82504

Annie Shayer

AirScrew Editor

If you ever get the chance to be AirScrew Editor, then you will know the problem of getting material for the next publication. The more members contribute the better AirScrew will become. So let's have your input, controversial or otherwise.

Home Number - (0452) 76 341

Tony Shayer

Club Safety Officer

When it comes to safety Tony Shayer is a member with considerable experience. Tony is responsible for formulating the club's policy on all safety related matters. There have to be rules and we have to be seen to be a safety minded club, so please give Tony your fullest support and co-operation.

Home Number (0452) 76 341

Steve Watkins

(Assistant Safety Officer)

Steve will be working with Tony to ensure this year is a safer flying year.

Home Number (0746) 821015

Tony Penny

S.V.M.C. Chairman & Airscrew Publisher

If you are unsure of who can help you get in touch with Tony.

Work Number - (0452) 500765

Home Number - (0594) 510624.

Christine Penny

Airscrew Distribution

Christine has the latest mailing list for the club. If there are any problems over distribution please give Chris a ring

Work Number - (0452) 500765

Home Number - (0594) 510624

Dave Read

S.V.M.C. Aircraft Inspector

If you need to get your aircraft inspection done then Dave will save you a small fortune. If you are thinking about purchasing a second hand aircraft why not ask Dave for an opinion.

Home Number (0531) 81245

Work Number - (9267) 3361

Dave Robinson

Flying Events Officer

If you want to hold a successful fly-in then Dave is your man to help you get things organised.

Home Number (06846) 3291

Work Number - (0531) 2717

Adrian Lloyd

(Assistant Flying Events Officer)

Home Number - (0885) 82504

CONTACT DAVE READ FOR THE FOLLOWING ITEMS

OILS

Two stroke straight mineral oil

1.60/litre

(Silkolene super two)

Two stroke semi synthetic mineral oil

2.60/litre

(Silkolene comp-2)

Four stroke oils

1.50/litre

(Silkolene super four)

Castor oil

3.00/litre

(Castorene R40)

Gear box oil

Straight mineral

2.20/litre

Synthetic

4.20/litr

Chain lube (600ml spray on can)

2.75/can

Foam filter oil

1.45/bottle

Pro boost, octane booster

4.50/can

Pro prep

2.90 / can

(Silicone surface conditioner)Spray it on to clean surfaces.
Forms a low adhesion transparent coating
Mud, grease and dirt won't stick to it)

SPARK PLUGS

NGK

NBR8ES	copper cored	1.10 each
BR9ES		
B8EV	platinum tipped	3.25 each
B9EV		

AIRCRAFT QUALITY BOLTS

1/4" UNF from 1" to 4.5" mostly 0.35 ea.

Other sizes available

Nyloc nuts 0.06p each

Washers 0.02p each

Other fasteners available

OTHER ITEMS

Stainless steel locking wire

Mineral insulating sleeving

Springs

Tape

Ties

Bunges

Etc

See DAVE READ for any of the above items (053181245)

ADVERTISEMENTS

For Sale:

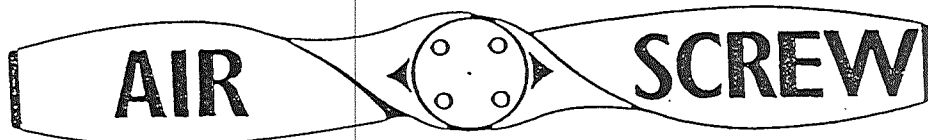
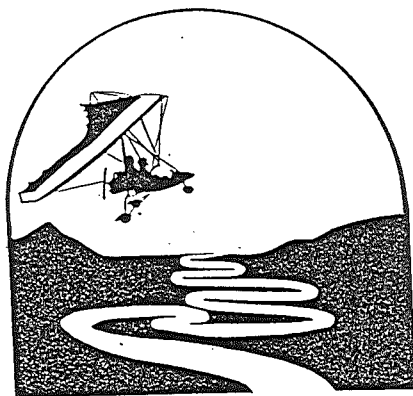
DESERT EAGLE .Up to exemption standard .Fully legal. 250 Zenoah -(needs some attention)
Flies beautifully. Owner leaving country for a year - hence sale. Dave Lewis. Tel. 0242 680202.

For Sale:

SPRINT Wing ULTRASPORTS 440 PUMA Trike. Exemption; Noise Certificate; 140hrs ;
Skymaster Parachute; Wing/TrikeTrailer, 2 full face Helmets with built-in Sonic Intercom; Strobe;
Winter Instruments: £3050 ono. Tel. Glos. 503591

For Sale:

New and Used AIRCRAFT. Used from £1000 AEROLITE 0789 299229



Severn Valley Microlight Club

FLY - IN CALENDAR

NEXT FLY-IN

WILD PERRY FARM, EDVIN LOACH. Bromyard

Date: 26th/26th June
(Alternative date: last w/end in Sept)

I/C Name: Stuart Winstance
Address: Wild Perry Farm,
Edvin Loach, Bromyard.
Phone No: 0885-82239
Ground Marshall: Jensen Jones
Landing Lights/Signs: Lights
and landing T
Safety Officer: Dave Read
Fuel: Small amounts
Catering: Snacks available.
Location: 3 miles North of
Bromyard.

Hazards: Power cables on East
side of field. Trees.
Look out for ground signals.
Overnight camping.

PARK FARM TEWKESBURY

Date: 9th/10th July
I/C Name: Robbie Keen
Address: Over Farm, Over,
Glos.
Tell No: (0452) 414975
Location by air: - 51.59N 2.11W

1/2 mile East of River Severn. 1
mile West of A.38.

2 miles S.W. of Tewkesbury.
Largest field in the area.

Tewkesbury Golf Course to
N.E. Field 600yds x 350yds.

No flying before 1 pm. as cows
grazing in morning.

Location by road: Two miles
South of Tewkesbury, turn West
off A38 opposite the Odessa Pub.
1 mile down a small road to the
end.

Safety Officer: to be arranged.

Fuel: Please contact Robbie
Keen if fuel required.

Catering: Barbecue and coffee.
No ground marshal required as
field 50 acres of grass.
No reported hazards.

MUCH MARCLE

- By invitation of the Hereford Model Aero Club.

Date: 24th July (or 31st. Alterna-
tively)

I/C Name: Adrian Lloyd
Address: 24 Lower Westfield,
Bromyard.

Tel No: 0885/82504.

As this event takes place after
the date of our next Club meeting
in July, full and exciting details
will be included in the next issue
of *Airscrew*.

FLY-INS FEED BACK

COTSWOLD FARM PARK

Fly-in 14th/15th May.

Although visibility was not
100%, the wind was blowing, the
Cotswold Farm Park received
some airborne visitors on Satur-
day 14th May. John Hamer with
Agnes Kupai hanging on in the
back? were the first to arrive
after a long slow flight into wind
from Hartpury. On arriving over-
head, John noticed that the
ground crew (Liz Crellin) sent
ahead to erect the windsock, had
done so in a small paddock near
the usual field. With due
precision John dropped his
Alpha over the guardian
Cotswold stone wall to enquire
whether this really was the right
field. After ascertaining that this
was a mistake, the operation was
transferred to the neighbouring
huge field that had been emptied
of sheep for the occasion. In due
course Hugh Bethune and
Graham Stallard hove into sight
in battle formation but avoided
the planned formation landing
due to the wind conditions. After
lunch in the neighbouring res-
taurant - yes, this site has all mod
cons - Chris Whittaker and his
Sprint arrived from Preston-
Court. Regrettably no other
visitors braved the weather, but
the few members of E Flight that

came by road got quite a lot of flying in, thanks to Hugh, Graham and John. The return home with the wind was quick and John had the advantage of being talked into Hartpury, where conditions were very blustery, by Geoff Hoult. John's passenger, Agnes, commented immediately after landing that the conditions being described over the R/T were much more horrific than were actually experienced. (Old Smoothie's flying perhaps?)

It was planned that the event extend across into the Sunday, but the weather precluded anyone getting airborne.

It is hoped to have another fly-in at this location later in the year as the owner has always made us most welcome and has positively encouraged our return. Smooth talking? - or was it because John bought a donkey from him?

WELLAND:

There is no way we can claim that we have been well blessed for weather at fly-ins so far this year. Welland was no exception. Although it was fine, there was too much wind for all but John Hamer and Robbie Keen to brave it. However Eddie Clapham flew in his MW6 because he had read about the wet T shirt competition. Several power gliders took to the air and microlights were able to give rides to many interested visitors. By evening it was calm enough for a hot air balloon ascent - but Eddie Clapham was still heard to complain about the lack of evidence of any wet T shirts. We can only assume that this event had to be cancelled to avoid the risk of pneumonia. Condolences to

Dave Read who was to have judged it!

HINTON -IN-THE-HEDGES

was of course Bank Holiday Monday, so naturally it poured with rain and blew a gale. Nevertheless Graham Stallard managed to make it and we are informed that there were thirteen intrepid entrants for the competition which Simon Baker won.

LONG MARSTON:

This was the exception - it was an absolutely perfect weekend. The Eagles all made it on Friday night and an excellent day flying was enjoyed by all on Saturday. What a wonderful variety of vintage aircraft, not to mention pilots, turned up to make this one of the most colourful and enjoyable events of the microlighting year. Our thanks to Barry Gordon for an excellent event; to the ground marshals for their hard work and efficiency; and to Norman Frost for organising refreshments both at Woolstone, for those who flew in, and back at Long Marston for anyone who was dying of thirst. For all those who were unfortunate enough to miss this exciting event, here is a report on the highlight of the day:

Gloucestershire Air Ace Hits the Target:

"Left a bit, right a bit, ...up a bit...hold it...hold it..bombs away!.....right smack on target!" So was heard the chatter that drifted across the country side as a delta winged bomber completed its attack on a concrete runway.....

No, it wasn't the RAF practising for another Falklands conflict or someone reliving their wartime experiences, but our very own James Cairns-Terry piloting Tony and Annie Shays's Cutlass to a superb victory in the water bombing competition at the Eagle and Vintage Aircraft Fly-in at Long Marston.

Well done James. SVMC honour is upheld.

(It is worthy of note that it was nearly 45 years to the day that the Dambusters performed their feat with the same pin point accuracy and there was a lot of wet concrete around after their effort too.)

THE GREAT ROUND BRITAIN MICROLIGHT AIR RACE;

By the time most of you read this newsletter, Severn Valley's Air Race entrants will almost be on their way round the country as part of the Great Microlight Rally that starts at Manchester on Saturday 18th June.

The course - nearly 1000 miles long initially - goes North to Carlisle turning both East to Newcastle and then South to the Isle of Wight for the first official stop. On Monday 20th June the competitors will wind their way to Caernarvon via Bristol and Haverfordwest. After an overnight stay they will continue the race back to Manchester.

How will our four crews fare? Well, they have been practising, though none of them will admit it directly (frightfully un-British!) but they have been seen all over the country and surprise, surprise - close to where the route goes. Three crews were recently seen in the Isle of Wight, at least one has been seen around Caernarvon and Haverfordwest, two are known to have visited Leicestershire while one well known team was identified North of Preston last Sunday.

To remind you of the SVMC crews, they are:

Graham Stallard in an Alpha.

Robbie Keen in a Raven.

Tony Penny and Tony Shays in an Alpha.

John Hamer and Chris Wales in an Alpha.

We wish them all well.

OVER AND OUT

Dave Read's R/T Passing out party took place at Staverton Flying School and was a very pleasant evening for all present. Congratulations to Phil Cotton on the food which was fantastic. Thanks for all your help Phil.

CLUB CARAVAN

Volunteers are sought to bend an elbow in aid of repainting the Club caravan. Paint, brushes and cleaning materials will be placed inside the caravan so please, anyone arriving there with half an hour to spare, feel free to release all those hidden tensions etc. etc. by expressing yourself all over the Club caravan (tastefully of course!).

E FLIGHT REPORT.

At last the better weather is having the desired effect - more of the flight are flapping their wings. It seems all schools are getting some share of the action.

There is great talk of the imminent arrival of new, super-duper aircraft, however there is still a good market for vintage machines (and how about our year-old Flash 2? plug, plug.) There is even the possibility of yet another Pegasus XL joining the Club.

The Air Law exam was taken last month and this month's treat is the Technical exam. Dave 'Two-Stroke' Read is an excellent lecturer and will be ably assisted by Tim 'Weight-Shift' Meager. Soon the mysteries of three-axis will also unfold before our eyes through the eloquence of Phil Thompson.

Many thanks to Stephen Watkins for organising a treat for us at Twynning. Six pilots braved the windless conditions and gave flights and a flying display of superb quality. Such was the keenness that as the machines headed homewards, the only way we could tell what was above us was by the sparks coming from the exhausts!

AIRMET FORECASTS

The subject of weather always appears to be the foremost topic of conversation amongst microlighters, and no more so than in recent weeks, when it seems to have been constantly windy and stormy. Well the cause behind this change in the weather pattern must undoubtedly be due

to the fact that the Met Office have changed their method of forecasting and this has undoubtedly confused the weather makers!

In principle, the forecasts have now been simplified (as has the weather to just breezy and wet) and are supposedly of more use to light aviation now giving winds down to 1000ft. However, just as when you purchase a map, we don't i.e. nicely in the centre of the map, for we are on the boundary of four regions (1, 2, 9 and 10) and on the border of two areas (North and South). (Ledbury is the approximate intersection of all the above mentioned regions and boundaries.)

Forecasts are available by ringing the following numbers:-

Airmet South :- 0898-500-693

Airmet North :- 0898-500-692

Please note that the charge for these forecasts is at BT's "m" rate and thus not cheap.

Further information is available from the Secretary John Hamer. Tel. 0452-70-314.

CLUB STATISTICS

73-38-41 ----- No, they are not the vital statistics of the Club's latest female member! They reflect that the Club now has 73 members of whom 38 are aircraft owners and 41 are BMAA members. These figures are based on the returns made when members renewed their subscriptions and thus we request that you keep the Secretary - John Hamer - informed of any changes to your details e.g.:- purchase of an aircraft, gaining a licence etc.

One of the interesting aspects of the figures is that only a little over 50% of members belong to the BMAA. We must strongly recommend everyone to join even if only to gain the benefits of membership. This is essential if you want to gain a licence or own an aircraft as the BMAA fees for licensing and issuing permits are substantially less than the CAA, but as you would expect, these privileged rates only apply to BMAA members.

Application forms are available from John Hamer.

INSURANCE?

A more worrying aspect is that although there are 42 aircraft owners (as opposed to aircraft) only 38% (16) carry third party insurance. We can only recommend that all pilots consider this question seriously and remind them that only last week an Electricity Board made a claim against one of our flexwing friends for blacking out a village. Remember that in an accident, your liability could be millions, especially if you pick on the wrong thing to damage - (a Tornado, £17million a copy - and they usually come in twos!)

There aren't many Club members who can afford substantial claims and it is interesting to note that those who could possibly do so are insured. Can you afford to fly uninsured?

COMPUTER

Following complaints from the stone masons that the Aircrew publication was becoming difficult to manage and produce, the Club has utilised some of its gold to update and modernise the editor's fountain pen and ink stand. With dynamic foresight and with the invaluable help of one of the members who knows about these things, the Club has purchased its own computer. This will enable the compilation and production of the monthly newsletter to be done progressively through the month at the editor's convenience instead of the last minute rush and dependence upon the good will of several individuals to be able to borrow company equipment for a few hours at a weekend. (Good flying time?)

The editor will now be pleased to accept articles on disk to IBM format!

DAVE READ HITS THE HEADLINES - (What? Again!)

Last month we were pleased to record that Dave Read was once more back in the air. Well, we

now note that everyone in Gloucestershire knows, for Dave was the subject of a feature in the local papers when he took an 81 year old woman for a flight. Well done Dave.

However we note that is not the oldest passenger to be taken aloft by aSVMC member. One of our well known members last year took up an 88 year old man who had learned to fly with the Royal Naval Air Service (they were disbanded in 1918!) Is this a Club record?

ANOTHER PERFECT DAY By Hugh Bethune

When Pilot Magazine carried a story about a "West Country Microlight Expedition of Vast Proportions" - like 20 miles - I was uptight because it made Microlights look rather pathetic to the readers of that paper. It also had photos of the target aerodrome, Eaglescroft, which fired me with ambition. I resolved that one day I would go from Defford to Eaglescroft and back in one day, and show what our machines are capable of. However, I had not anticipated the hardest part of the whole exercise, that is, to produce evidence of the whole exercise, I have to write about it. Anyway, here goes.....

Would you believe it, the day was planned way back in February. Yes, I would go to Eaglescroft on 21st. May. On 19th Weathercall said conditions would be favourable and so sidekick Graham Stallard was informed and instructed to rig on the evening of 20th for take off at 07.00 on 21st.

We could hardly believe it when, yawning and freezing to aluminium, we carried out our preflight in perfect weather. 07.10 lift off and away we went South over a misty, sleepy Hartpury, Gloucester and made a circular tour of the Severn Wildfowl Trust.

At the Severn Bridge, nature dictated a stop and Graham followed me down into a convenient field. Whilst "looking upon the hedge" we were met by the farmer, who only turned out to be

the uncle of the lovely lady instructor at Staverton.

Onwards, Southwards, over Avonmouth Docks in disgusting, fume-filled fog...if anything goes wrong over that area, the only thing to do is land on a container, Harrier fashion. Once into Somerset, however, visibility was superb. I enjoyed flying the first bend over the mouth of the River Parrett, because by road you always have to go around - Bridgewater the wrong side. This track took us over the highest part of the Quantocks to a field at Stoodleigh where Will Knowles sometimes trains. He couldn't see us because he had been persuaded by his girlfriend that a legal contract of their relationship was the best thing, and they were away discussing terms with the vicar. The field is behind my sister's cottage where breakfast was planned, but she had also decided to go out - to the Devon County Show. By this time Graham was suffering hunger pangs, so we started the last leg

I now know why they call it the rolling Devon countryside - because we did! Along with the thermal activity, it makes cross countries somewhat bumpy. Nevertheless, in three hours flying there, bang on the nose, was Eaglescroft, and after a classic check-the-square cross runway at right angles and 09 touchdown, Graham and I proudly tied down in a very fresh, hot 160.

What a lovely place it was! Confirming everything that was said about it in Pilot. Loads of fuel, super planes, turkey salad, helpful people, sunshine and tea - what more could one want - made us feel like phoning home and saying we were staying the night. However, we were programmed to be somewhere else the next day and so very reluctantly we said our good byes to everyone including Barry (owner/manager) and took off on 18 (micros. Only) following a character to his home base at Uppottery.

Things were rough up there by now and our tracks deviated so much that all three of us lost contact over Tiverton. In conversation earlier, we had decided to go to Weston-zoyland and Cheddar, so I flew to Cheddar and of course, Graham went to Weston-

zoyland. We both waited for the other - myself watching MW6's cavorting and Graham watching - caravans?

A solitary journey then for each of us, back to Defford, followed by a union and a derig and a debrief. A glass and a half of Moselle brought the colour back into our cheeks and we relived that fantastic day - 6 hours flying, five new venues visited, four new characters met.

Who says, "Life takes off in a Flash?"

SAFETY NOTES

Under present Airworthiness Legislation, it is not permitted to intentionally exceed a bank angle of 60 degrees on a pitch of 30 degrees, unless the machine you are flying has been certified to perform aerobatics, (and to my knowledge no microlights have yet)

Microlight pilots should realise therefore that anyone flying outside the legally defined envelope is actually liable to prosecution

Legality apart, a really good humdinger of a wingover requires a hefty whip stall to get the speed required to set it off, and whip stalls are extremely dangerous on flexwings, because of the possibility of tucking. This may be unlikely if the wing luff lines are properly set, but nevertheless, just because the aircraft has always behaved normally in the past does not mean it will not occur if such a dangerous manoeuvre is attempted.

SOCIAL EVENTS

SKITTLES for all!

Date: Mon 20th June

Place: The Fleet Inn, Twynning

Time: 9 - 10.30ish - after the lecture.

BARBECUE

Place: Tony Penny's place - Glory Bee, Brierly Way, Oldcroft.

Time: 5pm. onwards. 16-88

Please note - this is not a fly-in barbecue (Tony's garden isn't quite big enough to make a landing strip)

Will anyone with garden boles, or croquet, or etc. please bring it along to add to the amusements.

To help cover refreshment costs, would members please bring a bottle and purchase a ticket for just £1 from Tony Penny or Agnes Kupai. These will be available at the Club meet or Tel the following:

Tony Penny : 0594-51062

Agnes Kupai : 0594-36031

FLY-IN BARBECUE

Place: Bob Hinds' farm - The Staure, Newnham-on-Severn, Glos.Tel:0594-516256

Please bring food and bottle - and swimming costume as Bob has kindly offered us the use of his swimming pool. Also, field games will be organised. Sounds like an event not to be missed.

Any queries on the above to the new Social Secretary please:

Agnes Kupai ; Tel. 0594-36031

COMMITTEE NEWS

Following our article in last month's Airscrew to the effect that Sally Staliard had been approached to take over the office of Monthly Meetings Planner, we are happy to announce that, after attending the last Committee meeting, Sally has accepted.

Phil Cotton has regrettably had to stand down as Social Events

Officer due to pressures of work, and we are therefore delighted to welcome Agnes Kupai to this onerous position. Agnes is doing an excellent job of providing us with plenty of variety on and off the flying scene, so please show your appreciation by attending as many functions as possible

If anyone has any suggestions, requests etc. to make in either area, please contact Sally or Agnes who will be pleased to hear from you.

Next Committee Meeting - 6th July at The Dog at Over.

ADVERTISEMENTS SECTION:

For Sale:

DESERT EAGLE Up to exemption standard. Fully legal. 250 Zenoah -(needs some attention) - Flies beautifully.

Owner leaving country for a year - hence sale.

Dave Lewis Tel. 0242 680202.

For Sale:

S P R I N T W i n g
ULTRASPORTS 440 PUMA
Trike

Exemption; Noise Certificate;
140hrs ; Skymaster Parachute;

Wing/Trike Trailer, 2 full face Helmets with built-in Sonic Intercom; Strobe; Winter Instruments: £3050 ono. Tel. Glos. 503591

For Sale:

New and Used AIRCRAFT.

Used from £1000

AEROLITE 0789 299229.

For Sale:

GEMINI FLASH II ALPHA -
Brand new!

2 x 1/3 shares available at only £2900 each.

To include:-

462 liquid cooled engine;

3 blade prop;

Full instrumentation;

Long range fuel tank.

Tel. Dean 36013

For Sale

ALPHA 462 liquid cooled.

Kept fully rigged.

Well instrumented.

John Hamer. Tel: Hartpury 314

For Sale

HIGHWAY SKYTRIKE -
Super Scorpion wing

Tel. Philip Gregory

Malmesbury (0666) 860562

Intrepid granny takes off

INTREPID granny Kathleen Lutman (81) has her feet firmly back on the ground after her maiden flight in a microlight aircraft.

Mrs. Lutman, a widowed grand-mother of six took to the skies over Gloucestershire on a machine that is little more than a motorised hang-glider — and enjoyed every minute.

“It was lovely, the countryside below looked like a table top map,” she said from her home, Sandale, Bromesberrow Heath.

She was given the chance to get airborne by the clerk of Bromesberrow Parish Council, Dave Read.

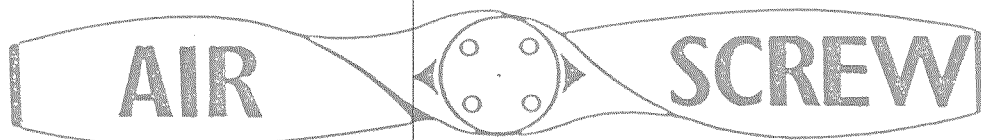
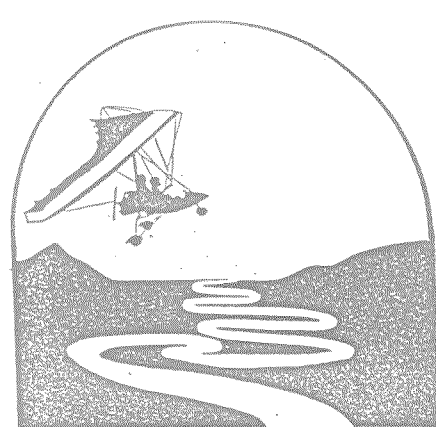
“For a long time he has been asking if I’d like to go up and I just happened to meet him while I was walking my dog. I dithered but he said you can only die once and I have always said I would try anything.

“It was wonderful to see all the buildings and to recognise them. It was marvellous, I would certainly do it again,” she said.

Never say die



● Back on terra firma . .
Kathleen Lutman



Severn Valley Microlight Club

July Edition The Great Microlight Rally

As you recall from last month's newsletter, the Club were represented by four aircraft in this year's Air Race. Well how did they do? They all completed with is more than some of the 38 starters did, and all have stories of their adventures along the way. Robbie Keene's is told in detail in *Airscrew*, so it is sufficient to say that he put in an excellent performance to finish 17th particularly as he was flying on his own!

Tony Penny & Tony Shayes, without doubt the heaviest crew in the race, suffered an early set back in the race and took the wrong turning at Carlisle (were they looking for a feeding station?) and ended up somewhere in the Yorkshire Moors. When eventually their position of uncertainty had been confirmed -(admitted?) - they resorted to retiring to the local hostelry near Hexham to drown their sorrows and seek refreshment. This left them a lot to do on the second day to get to the Isle of Wight. This they duly did although there were a lot of anxious searching of the skies by colleagues already at the Isle of Wight as the intrepid couple did not arrive until tea time - significant? However thanks to a rapid fuel stop at Haverfordwest, (arranged? tut,tut,) they fared much better on the next leg to Caernarfon and eventually finished in overall 21st place.

Graham Stallard was unfortunate on the first day to run out of fuel on and end up in a cornfield in Yorkshire. However a kind farmer extracted him from his plight and put him up for the night. Such hospitality meant that after a delayed start - (apparently farmer's don't get up early,) Graham was obliged to give joy rides before eventually setting off for the Isle of Wight where he duly arrived just before the compulsory cessation of

flying for the day. The next two legs proved uneventful even though the visibility was extremely marginal up the Welsh coast to Caernarfon. Graham finished 28th overall.

Our other crew of John Hamer and Chris Wales also had their adventures. Their policy of a single fuel stops per leg paid dividends, for following a 20 min stop in the middle of Yorkshire dales meant they were able to reach Hinton in the Hedges on the first day, over 350 miles in just over 6hrs flying - club record?. They completed there - remaining 95 miles in 1hr 20mins to arrive in the Isle of Wight at 20 past nine on Sunday in eighth position. On the next leg, a single fuelstop in an extremely tight field at the end of the M50 in Wales meant they reached Caernarfon in ninth position. They were able to pass the aircraft in front of them on the final run home to Buscough airfield, only to run out of fuel (forgetting to switch over to the second tank in their excitement) within sight of the airfield forcing a landing in a cornfield a couple of hundred yards short of the airfield (John was overheard to say "you just cannot trust these Glider navigators to worry about the fuel situation") After extracting the aircraft and paying off the farmer - not so generous in Lancashire but very aggressive - they duly took off from a farm road (missing only a few parts) to complete the course and finish in 10th position overall. Incidentally they completed the 830 mile course in 13hrs 50 mins - an average of 60mph.

Hartpury

Club members are reminded that Hartpury is no longer the club airfield and thus they should not fly in without PPR or invitation. A through briefing

of all visitors is required as new anti-microlight systems have now been installed in the area.

FLY-IN FEEDBACK

Fly In - Tewkesbury

Saturday 9th July was similar to many days this month, windy & occasionally wet, however that didn't stop some intrepid flyers making the quick/slow journey (depending whether you were going up or downwind) to a field near Tewkesbury. Hugh Bethune was first into the air & was seen early in the day collecting Liz Crellin from Hartpury. Robbie Keene - being the organiser of the event was seen leaving Hartpury shortly after lunch & John Hamer dropped in on his way to Long Marston to sell his aircraft. As well as a visitor from Shobdon, a few members did come by car to sample Norman Frost's cuisine.

FLY-IN CALANDER

Next Fly-in:

MUCH MARCLE

By invitation of the Hereford Model Aero Club.

Date: 24th July

I/C: Adrian Lloyd. 24 Lower Westfield, Bromyard.

Tel. No: 0885/82504

The field: Rye Meadows, Much Marcle (see map). The field runs approximately North-South and is at least 600yds. long.

Hazards: East/West landings are not on because the width does not allow (although it is wider than the Colington-Stuart Winstance's - field). At the South end of the field is the village of Much Marcle. There is absolutely

NO need to approach over the village. Using a left hand circuit when landing from the South, the village is easily avoided and the length of the field is such that a final turn, can if need be, be made well within the boundary.

There are no outstanding hazards other than those which one would expect - ie. power/telephone wires on the approaches and a line of small trees bordering the Eastern and Northern boundaries. However, overshoot fields in the event of engine failure are large and plentiful!

Landing signs: Landing T's will be in evidence and there is a permanent windsock because of the model flying.

Jensen Jones will be on site to operate signal lights and airfield safety

Catering: The club has a respectable clubhouse on site and eats, hot drinks, etc. will be available on the day.

N.B. Arrival Procedure:

On arriving at the field, overfly at 1500ft. and watch for model aircraft activity (easily seen and the model pilots stand in the "bowling green" mown strip approximately in the centre of the field).

When the aircraft have landed and the pilots clear the strip - go ahead and land. The model pilots will have been briefed that on seeing a microlight overfly and then begin to circle, they are to land immediately and clear the strip. Hopefully as an extra, Jensen Jones will be on site to operate the signal lights and airfield safety.

Once landed, taxi towards the clubhouse and park the aircraft on the North side of the club house up against the trees.

The Aim of the Fly-in:

If all goes well, and there is absolutely no reason why it should not, it will be seen that two flying disciplines can work together, even though they are poles apart. (Ref. last year's fatal accident between a hang glider and a model, mainly because of the existence of very bad feeling between the two disciplines on a shared site.) There are a number of modellers very interested in the sport of microlight flying, and will be very interested in the day's proceedings - hence SVMC pilots will hopefully provide back seat rides. In return, for those SVMC members interested in the art of model flying, a club training aircraft will be available for those wishing to

try their hand - under tuition of course!

This event has been put together by Adrian Lloyd who is an ex member of the HMAC, but who is still a very active model builder and flier. In addition he flies gliders with the Herefordshire Gliding Club and is also a SVMC member. Of course he is, and always has been, very keen to get rid of the barriers between those who share the pleasures of the air. These barriers very often exist out of ignorance - the "them and us" attitude, and he feels that anything that can be done to break down these barriers and provide mutual enjoyment, such as this fly-in, is to be encouraged. We feel sure all SVMC members would whole heartedly agree with Adrian and look forward to a successful and enjoyable fly-in with the Hereford Model Aero Club

Date: 31st. July.
I/C: Bob Hinds

Place: THE STAURE,
NEWNHAM-ON-SEVERN.

Tel. 0594 516256

Location: Into Newnham village, past clock tower, first turning on the right, Dean Road.

Catering: Bring your own picnic hamper.

Special request: Please fly in with bottle and swimming costume as once again Bob has kindly offered us the use of his swimming pool. As Agnes is organising field games we can only hope for a fine, hot day in which case this should be the best event this year - and Heaven knows we must be due for a good one after the rotten luck we've had so far!

Date: 6th/7th August
I/C: Hugh Bethune

Place WOOLSTONE

Tel: 0386 750135 Work No. 0905 25541

This is a special Fly-in intended as a family day for the maximum number of members and their families, where all will be welcome whether arriving by air or road. Hopefully there will be a barbeque and more field games for young and not so young, and we hope it will be a happy occasion for everyone to meet and perhaps for

some who have not so far taken to the air to be tempted - and have a go!

FLY-OUT - To Eaglescroft.

Date: 20th August

I/C: Hugh Bethune

Anyone who read Hugh's account of his flight to Eaglescroft in our June issue must be delighted by the prospect of sharing such a marvellous experience!

Tel: 0386 750 135

FLY-OUT - Vale of Neath (Rhigos)

Date: 21st. August

I/C: John Hamer

Tel: 045270 314

This is an Airsports Weekend & Charity Fund Raising event being hosted by the Vale of Neath Gliding Club at Rhigos Airfield, Cefn Rhigos, Nr. Glen Neath, West Glamorgan.

Airfield Information: Aeronautical map ref: 51deg.45 North 03deg.35 West. Call sign is VON BASE on 130.1mhz. (not monitored)

Grass runways 27 & 10; 27 left hand circuit, 10 right hand circuit.

All landings and take offs are at pilots own discretion. Aircraft are requested to join overhead on the dead side of the circuit, and await green or red light (Aldis) from hanger glider launch point.

Please note that gliders take priority on landings and take offs.

PPR not needed on this weekend only.

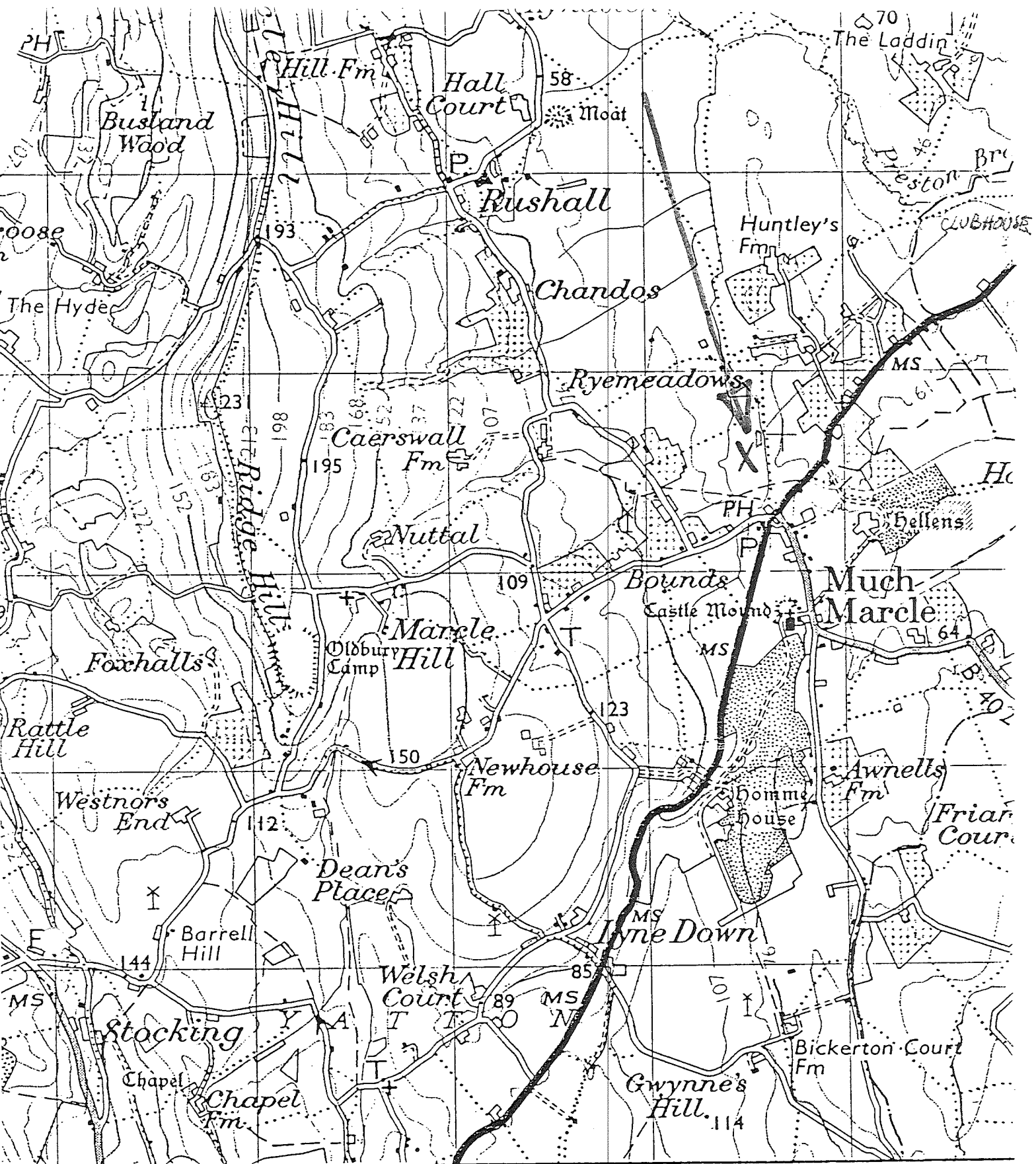
No landing fee

MOGAS available

Free camping available

NEW AIRCRAFT NEWS:

Agnes Kupai and Chris Wales have now both got their new Alphas and weather permitting should have taken to the skies by the time this newsletter is published. James Cairns-Terry is still anxiously looking up the M5 for the arrival of his machine due any day now. John Hamer has just sold his yellow peril after flying it over 180hrs in a year and expects a replacement before the end of the month. In the meantime



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RE ARRANGED
DATE FOR MUCH
MARCLE FLYIN
IS SATURDAY

30 JULY
1988

Heights are to the nearest metre above mean sea
Contour values are given to the nearest metre
The vertical interval is, however, 50 feet

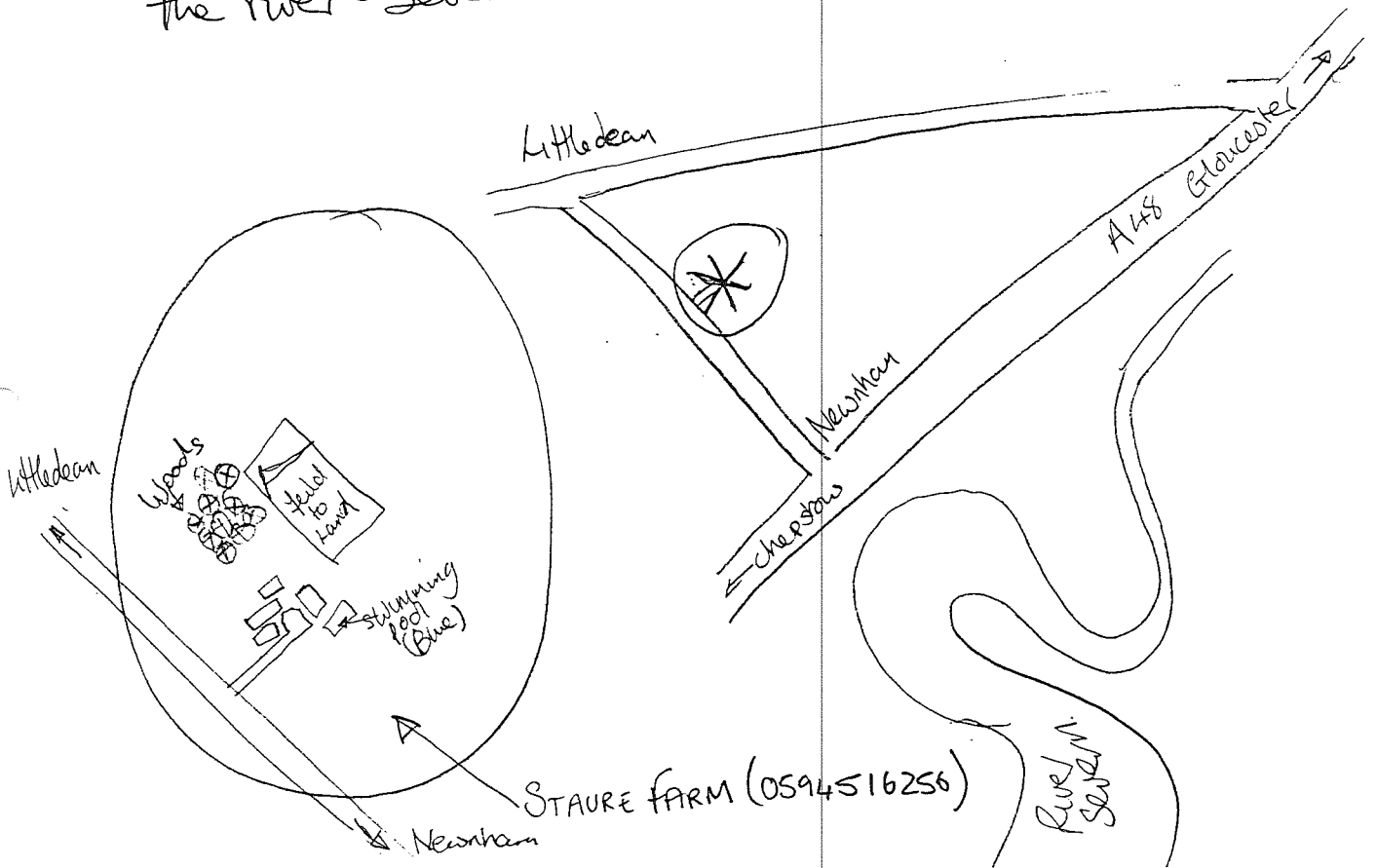
Social Calander for July / August

~~SAT.~~ 31st July
SUN

B-B-Q and Fly-In. (Afternoon + evening)

Courtesy of Bob Hinds, we are holding a B-B-Q at STAURE FARM in Newnham-on-Severn. There are fields available to land into. A wind sock is provided. There is a swimming pool at the farm so bring your swimming costume as well as a bottle. For those of a competitive nature there will be a Rounders match and welly wanging competition. Someone may even organise a ~~flying~~^{flyong} competition!!

It you're ^{visible} flying to the farm, the swimming pool is clearly ~~visible~~^{visible} inbetween The ~~Hatch~~^{Hatch} Bend in the river Severn and Littledean Village.

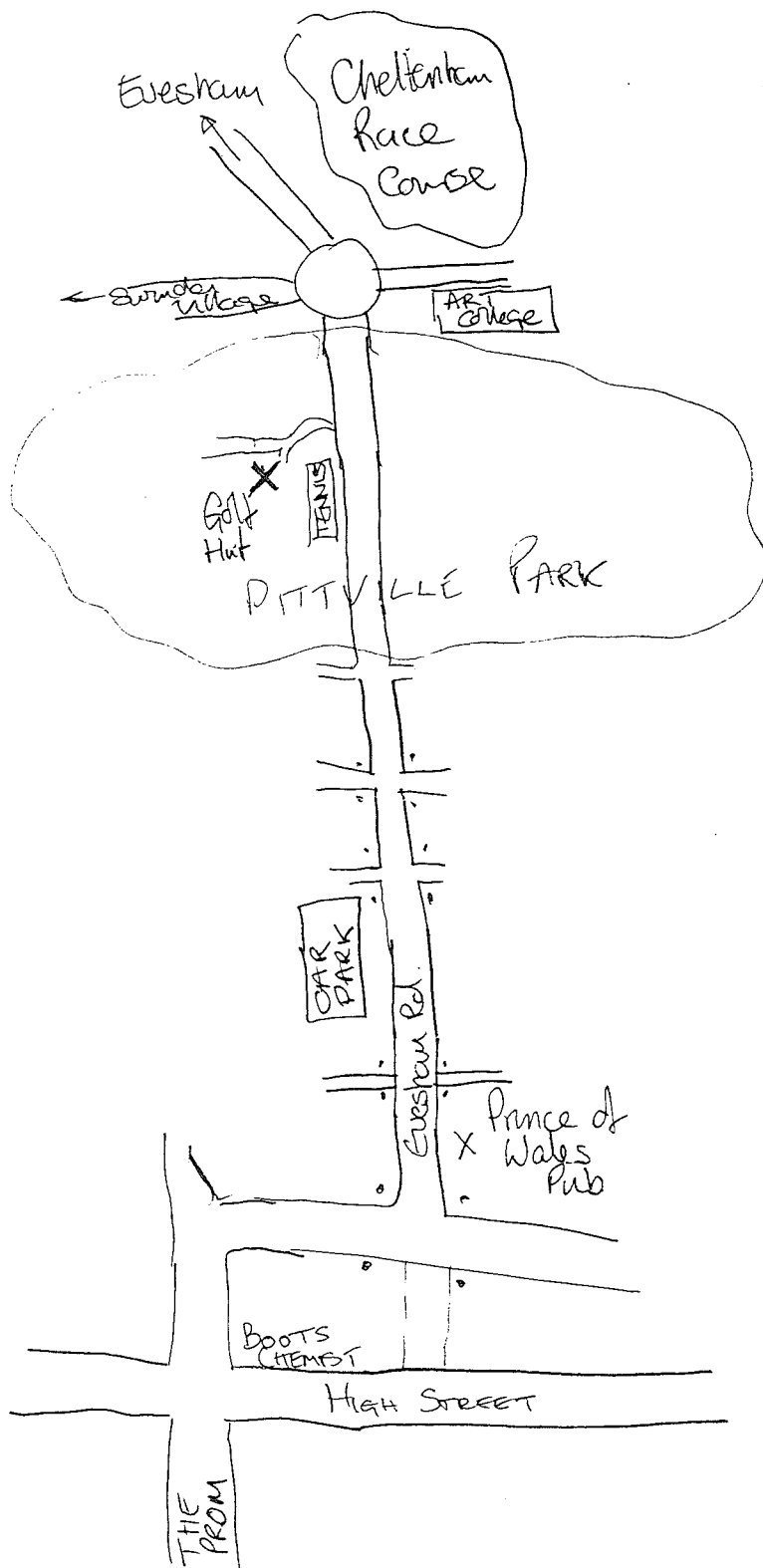


Monday 8th August

Golf Match.

Rounds of Golf (Pitch + Putt 18)
can be played at Pittville
Park in Cheltenham. Everyone
to be at the Golf Hut between
6.30pm and 7.00pm -
Last club hire at 7.00pm
£11 approx.

Drinks in The Prince of Wales
afterwards 9-9.30pm



Geoff Hoult has also sold his machine and is in the process of ordering a new one. Graham Stallard has his up for sale - any offers? Who have we missed out? - Tony Penny - well he is keeping his at the moment, at least until Mainair introduce an in-flight catering system.

Insurance

The BMAA insurance is now due and for the first time ever the annual premium for third party liability has gone down to £85. All flying members are strongly advised to get themselves at least covered for third party liability. Details of the various policies now available were included in Flight Line and are also available from John Hamer or the BMAA Office at Deddington.

Photocall -Defford

Following the Air Race, all the crews were summoned to Defford on the Thursday following the event to meet the press & be photographed. On the night, a fairly stiff northerly wind was blowing making for a difficult cross wind landing, however all the participants duly arrived except the press, so our intrepid aviators had to be content with taking some Country Link (older Young Farmers) people for joy rides

Apologies were expressed over the non event, however with hindsight it was probably just as well as the handling characteristics of some aircraft (one in particular) and some of the women (one in particular?) that were taken for a ride, are probably best not photographed let alone published!

Editor's Comment - It should have been fairly obvious that the Press wouldn't turn up - Dave Read, SVMC's media star, wasn't there!

AND NOW - as promised on page one

- An inspired and exciting account of the Great Round Britain Microlight Rally. (After reading this, you'll all want to go next year!)

I MUST HAVE BEEN RAVEN MAD!

By Robbie Keene.

When I first became aware that a microlight rally around Britain existed, I had the ambition to one day do it myself. After an unsuccessful attempt last year, due to poor weather, I entered again this year in my Raven X.

With the help of John Hamer, I managed to fit an extra Mainair fuel-tank under the seat, and with 15 hours to go before departure, the CAA approved the modification for the Rally. So with spare prop under the trike, 48 litres of fuel aboard, 4 litres of two-stroke oil and a few spare clothes, I was ready to leave for Manchester

The forecast was good and I waited for Tony Penny and Tony Shaves to meet me at Hartpury for the trip to Barton. It was then that I really started to ask myself what I was doing this for! I realised that the first day to Manchester was only one tenth of the total distance we were going to travel. How could I possibly fly all that way without getting horribly lost, the engine failing, hitting a jet or ditching in the Solent?

Luckily the Tony's arrived and all those thoughts went to the back of my mind. After a quick coffee (painfully regretted) we climbed into our machines and, after a quick farewell to the family, lumbered into the air and headed North.

In spite of a slight headwind and an unscheduled deviation towards central Birmingham, the journey was uneventful. Even the dreaded low level corridor was fairly easy to navigate. After a 2hr 45min flight, we descended into Barton at 2pm.

Other flyers then started to arrive by air and road. The excitement mounted as more and more wings unfolded. We drew our start numbers at the evening briefing and take off was set for 12 noon the following day. The weather map looked promising so all that remained was to down a couple of beers and get some sleep.

Saturday morning arrived and all looked well: no wind and two-three miles visibility. Fifty sleeping wings suddenly started taking shape and after a couple of hours of panic and

scramble two neat rows of microlights sat on the edge of runway 09 in eager anticipation.

Dead on 12 o'clock, Steve Comben and his ten year old son leapt into the air and headed for Carlisle. At 30 second intervals it seemed like an eternity before the next 35 aircraft had left and it was my turn to wait for the flag and begin the Great Microlight Air Rally.

The first twenty minutes kept me in sight of six others in front of me, so navigation was fairly straight forward, but on my half-million map there were an alarming number of dense yellow sections to cross before we were over the open country

The visibility soon improved to around 10 miles and it was all becoming rather enjoyable. The first decision point was at Kendal when you either flew straight over 2500ft mountains in the Lake District or you deviated off track up the M6. As I had been up the M6 several times already I decided to take the chance of possible low cloud and fly straight over the top. The decision was definitely worthwhile as the scenery was breathtaking. As I flew up a valley at 2800ft amsl, the mountains loomed up on me and as they passed 300ft below, I waved to the exhausted hikers who had probably taken all morning to get there! Ullswater then suddenly appeared in the next valley and the boats looked tiny way down there in the bottom as I flew over them.

Unfortunately the mountains were soon behind me and my eyes had to concentrate on the map to get us to the first turn point at GreatOrton, near Carlisle. Visibility had improved still further and I had soon identified the marker and turned East with a much improved groundspeed. As the under-seat tank was empty I decided to fill up ensuring me plenty of fuel across the Yorkshire Moors

Just as I was over Carlisle, a nice school playing field appeared with a fuel station close by. Although surrounded by trees on two sides and a river on another, it proved plenty large enough. I found the Headmaster making polite conversation with parents at a fund raising car boot sale, however he seemed only too happy to leave the sale and look after my trike whilst I went for fuel. Clutching a 24 litre tank of fuel and staggering down

a busy high street in Carlisle in an Ozeesuit, raised a few eyebrows, but nobody queried me!

When I returned to the field I had several more spectators who started-bombarding me with questions like "How do you steer it?" and "What does that do?" etc. While answering these questions I kept hearing trikes flying over me so I tried to get going quickly and in my haste forgot to replace my fuel cap. After a brief farewell, take off was followed by a loud crack as the cap went through the prop. Luckily it hit a section near the hub so the balance was hardly affected. I did not even know what the noise was until later that evening when I discovered the notched prop!

The flight to Hexham, near Newcastle, was uneventful other than I had the pleasure of flying over three other machines down in fields, miles away from fuel stations! After identifying the marker on a round about at Hexham, I finally headed South and the ground started flying by with a good tail wind behind me. The Yorkshire Moors were soon over and then Harrogate, Leeds and Sheffield shot by. I started to realise that I may be able to reach the turn point at Melton Mowbray and so with plenty of fuel and an hour to go till the 7.00pm stop-flying time, I wound her up to 70 mph. My next problem was that I had not allowed myself enough map for this leg and, after an unsuccessful attempt to change the map in flight, I decided to land. I saw another trike in a field and dived in. The farmer was already there and so I quickly explained the problem (which by coincidence was the other pilot's also) and was back in the air within five minutes.

Another 30mins if flat-out flying and I could no longer see the fuel on the gauge so 5mins before 7pm I landed in a small field, 5 miles North of the next turn point at Melton Mowbray. I soon managed to contact a relative of mine who fetched me from the field and provided a much needed meal and bed.

Sunday morning looked a little murky but, after a good breakfast, we drove to the field, fuelled up and were back in the air at 8.45am. As I climbed into the mist a Thruster flew over the top of me and together we started searching for a 1000ft mast, North of which was a water tower, our turning

point. I was just about to give up and land when the huge mast loomed up out of the mist and quickly I found the water tower which I circled a couple of times, to count its legs, and then-headed South.

Due to poor visibility I opted for IFR (I follow roads!) flight, and followed one from Melton Mowbray to Market Harborough. The visibility improved and on climbing to 3500ft to clear Benson and Farnborough MATZ, the air became as smooth as silk and with a good tail wind we continued quickly towards the coast.

The Solent soon appeared out of the haze, at first a daunting sight, until the other side came into view! Only a few minutes of tension over water then, after a few minutes more, Sandown airport came into view, I could hardly believe the sight of only 18 other wings on the ground which meant that there must be 30 or more behind me!

Following a straight forward landing at 11.30am and a report to the marshal of the turn point symbols I'd seen, I was finally able to fully relax and enjoy the hot sunshine with John Hamer and Chris Wales. We spent a couple of hours trying to decide what had happened to the two Tonys and Graham Stallard, and finally we gave up and made our way to the sea front. I had a very refreshing swim and we spent the rest of the afternoon surveying the beech scenery and relaxing.

The Tony's and Graham arrived safely and, over a few pints, we exchanged some good stories of the previous two days flying.

On Sunday morning we were up early for a 9.30am take off. Lined up again in order of position we left at 30 second intervals and headed for the Severn Bridge, once again, with a stroke of good fortune, with a tail wind. I had five other aircraft around me all the way which seemed to prove the point that there is safety in numbers because for the first time that I'd seen, a Tornado actually took evasive action to avoid us all!

After the Severn Bridge had passed we headed West into deepest Wales and our little formation split up as some landed for fuel and others opted for the M4 route rather than the Welsh mountains. I couldn't see a good fuel stop this side of the mountains and as I had 20 litres left, decided to cross them and find fuel on the other side.

Mountains usually seem fairly easy to navigate but unfortunately our track crossed the valleys, all of which have a road, river and railway running through them and are packed with houses. I tried to keep an accurate compass heading but this proved difficult at times when being tossed about the sky in all directions by thermal activity. At one time the VSI read 1000ft/min descent on full power! Luckily it did not measure that for more than a few seconds!

As the valleys passed by I became concerned as to which one I was over-so I was relieved to see a nice green playing field in the bottom of one of them; better still - there was a petrol station just up the road. I descended into the valley and over the town to come into land behind a huge leisure centre, next to a startled groundsman who was mowing the grass. As the field belonged to the council, no one seemed to know who I should approach about landing, so in the end they all gave me consent and said I was welcome! I soon had a dozen on-lookers, none of whom knew what a microlight was and they were astounded when I told them I had just come from the Isle of Wight in 3 hours.

I was told I was in Pontadawe which proved to be smack on track and I was then offered a lift to the fuel station by a very nice young lady who made two trips so that I could fill both tanks. She would not accept a penny for doing so, so in return I took a picture of her by my trike and said I would send her a copy. She seemed very happy with this as she wanted it for the leisure centre notice board!

After a very welcome break of 45 minutes I was in the air again, with as-light cross wind, heading for Haverfordwest. Navigation was easy and as soon as I identified the marker, I turned North for Caernarvon.

All went well until Aberaron, when the cloud base suddenly dropped and within a few moments I was only 100ft above the road and 50ft below cloud. Aware that there was a 1000ft mast in the vicinity, I stuck rigidly above the road and followed it to Aberystwith where at last I could just see the coast - so I flew straight for it and along the beach at 250ft. The visibility improved marginally and I soldiered on thinking that no one else would have flown through that! The remainder of the

journey was steep hills to the East and sea to the West, with a few little fields surrounded by walls underneath me.

At 4.30pm Caernarvon airport came into sight: a massive runway miles away from anywhere. Alas, another 18 wings were already there, some even lying down - but still, I had made it, and gratefully I put her down 61/4 hours after leaving the Isle of Wight. After another enjoyable evening of beer, food and some good flying stories, I was glad to collapse into a comfortable bed.

The next morning looked very dull with a few spots of rain now and then - but the visibility was quite good and so again we were briefed and lined up at 10.30am to go at 11.00. Due to possible cloud over the mountains we were diverted around the coast instead of the original track over Snowdonia.

Once again at 11.00 we leapt into the air at 30 second intervals. This time because of the short flight of only 90 miles, virtually no-one needed to economise on fuel so it became a flat out race. At 7000rpm and 72mph I could not catch up with the ones in front and no one behind could catch me!

The first turn point was a ship from which we had to report the colours of the funnel. Immediately after, we turned North across the Dee estuary at 1500ft and as soon as that was over, the longer Mersey estuary appeared - another 5 miles of water and sandbanks. Feeling somewhat more secure over some larger sections of sand, I was later told that it was all quick sand!

Now for the last dash to Burbough Airfield and the finish line, so a shallow descent and more speed was called for. As the field came into sight a wing appeared to be sitting in a wheat field, 200 yards from the finish line. As I descended I recognised the unmistakable white and yellow machine and a very worried looking John Hamer. He had obviously not intended to go combine harvesting so I could only assume at the time that he had a fuel problem.

After flying over the finish line at 50ft I climbed away, changed over fuel tanks and at last was able to relax. After 1hr 15mins of flying time with full power and bar to my chest, 50mph hands off was bliss - and so quiet. Five

other flyers were around me as we trundled back to Barton and joined the busy circuit.

There was a very light-hearted atmosphere in the club house as we celebrated our completion of the four day adventure. The results were then given and awards presented. I was surprised and delighted to find myself as high as 17th, having completed the first three days at a fairly sedate pace.

All that remained was to say our farewells and fly home. The Long-Marston team followed the Tony's and I back through the low level corridor and we had a smooth two hour trip home. At just after 6pm I finally touched down back at Hartpury, ending the most enjoyable 21 hours flying I have ever had, and having covered approximately 1050 nautical miles - an unforgettable experience!

SAFETY REPORT: By Steven Watkins

There have been a number of cases recently of forced landings - fortunately with no great damage to man or machine - which could have been avoided as they have been related to fuel - or rather, the lack of it!

Dual tanks are available on most machines giving good flight duration, and it is important to monitor tank contents and not to stretch one's range. It is possible without too much effort to see the contents of a rear tank visually, or a top tank by means of the simple gauge. However it is nearly impossible to see the contents of the internal tank fitted to Mainair machines - even a system of mirrors will only allow you to see the first two-thirds.

A long climb out on a hot summer's day, or a few hundred rpm over normal cruise power can, over a long flight, increase consumption to a point where you may suddenly be short of fuel.

Experience has shown that fuel consumption can vary between 8-12 litres/hour on the same engine with varying conditions and loadings. So a few simple sums will give you an estimate of consumption and thus tank duration - but always err on the high side just to be sure:-

When flying, use the tank that is not easily visible first (i.e. internal) and

then change to the top or rear tank. Bear in mind that fuel consumption on the first tank includes climb-out. When you are nearing the end of your estimate on the second tank it is possible to give yourself a visual check and recalculate to check whether you can still reach your destination. It should be showing more than your original calculation (i.e. it should show the sum you reached including the overestimate you made to be sure)

If you are in doubt, land and check the contents. It is better to make a controlled landing with go-around facility in a suitable field rather than having to duck power lines and land in tall crops without the engine.

E Flight Report: By Hugh Bethune

We have now formally finished the ground school for the three subjects required for PPL D status. Those people who for different reasons could not attend lectures and/or exams, can apply direct themselves to a licensed examiner to take the exam. If you failed the first time, Barry Gordon will not charge you to re-sit.

Of course, the main part of the training should be in the air or thereabouts. It is now up to all to pursue that area in a determined way. Uncle Hugh will still be there to but he will be more encouraged by seeing hours in the log book. The E Flight "bar" references must now refer to an A frame bar. Already there are stories going around about good flying machine purchases. In one week, at least two Pegasus's have come under the hammer.

Our thanks once again to all lecturers and Barry for their help. I do hope they will give us their services next year.

The new, fully fledged ground school E Flighters are as follows:-

David Stephens, John Caffull, Mike Oxenham, David Goard, Jim Booth, Richard Webb, Roy Davies, Dave Howell, Chris Wales, Roger Thory, Brian Bastin, David Sutton, Liz Crelin and Agnes Kupai.

Those wanting to do their RT course please contact Graham Arthur or Hugh Bethune

Ps. Even though Barry Gordon can fly, his skittles needs improvement -so we look forward to teaching the Long Marston crew a thing or two in return!

NEXT COMMITTEE MEETING - Wednesday 3rd August

At the Red Lion, Huntley.
This Vunue is being negotiated with the landlord for the monthly meetings. An announcement is expected soon.

NEXT CLUB MEETING

Wednesday 17th August.
This is to be a video and skittles night. The video will naturally be on a microlighting theme, and we may have to teach Barry Gordon how to play skittles, so all hands on board please!

ADVERTISEMENTS:

Contact Dave Read for the following items:

OILS

Two Stroke straight mineral oil (Silkolene super two) 1.60/litre
Two stroke semi synthetic mineral oil (Silkolene comp-2) 2.60/litre
Four Stroke Oils (Silkolene super four) 1.50/litre
Castor Oil (Castorene R40) 3.00/litre

GEAR BOX OIL

Straight mineral 2.20/litre
Synthetic 4.20/litre
Chain lube (600ml spray on can) 2.75/can
Foam filter oil 1.45/bottle
Pro boost, octane booster 4.50/can
Pro prep 2.90/can
(Silicon surface conditioner) Spray it on to clean surfaces. Forms a low adhesion transparent coating. Mud, grease and dirt won't stick to it.

SPARK PLUGS;

NGK
NBR8ES copper cored 1.10 each
BR9ES
B8EV platinum tipped 3.25 each

B9EV

AIRCRAFT QUALITY BOLTS

1/4@ UNF From 1@ to 4.5@
mostly 0.35p each.
Other sizes available
Nyloc nuts 0.06p each
Washers 0.02p each
Other fasteners available

OTHER ITEMS

Stainless steel locking wire
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Dave Read Tel: 053181245

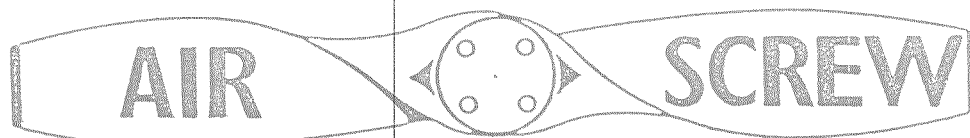
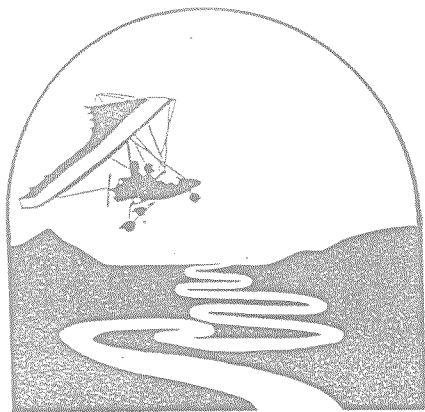
SVMC SWEATSHIRTS

- Now available in various colours
Sizes: small, medium, large.
With Severn Valley Motif
Contact: Jeff or Ken Hoult - Tel: 0452/28391

Inspector Shaves

We are pleased to announce that Tony Shaves is now licensed by the BMAA to use his magnifying glass and express authoritative opinions when reviewing collection of dacron & aluminium porporting to be flying machines. Not only that he will, always assuming such collections of material are suitable arranged in a satisfactory manner, sign away his life on the form issued every six months/annually to all registered owners of the aforesaid collection of materials assembled in such a manner as to constitute a microlight.

Although Tony will express an opinion as to whether your collection of materials will fly, he is not authorised to prove it - you'll have to contact James Cairns-Terry - (brave fellow) on Tewkesbury 294055 (W) or 299695(H) if you wish to validate Tony's opinion.



Severn Valley Microlight Club

AUGUST EDITION 1988

FLY-IN FEEDBACK

This month's fly-ins followed the usual dismal pattern so far this year, with the exception of Hugh Bethune's Woolstone Fly-in which gave us a perfect summer's day

The Much Marcle Fly-in -

or How I flew a Rhubarb Mission

This was the fly-in, hosted by the Hereford Model Aero Club at their Much Marcle flying site, scheduled for Sunday July 24th, or as an alternative, Sunday 31st.

The less said about the 24th the better - the weather was up to its usual high standard for the year!

Sunday 31st dawned dull, with a wind that was flyable. The met.man said rain could be expected. After a lot of pondering, whether to go by road or air, I decided that as organiser I should go by air. (The "One who must always be obeyed" required my services at 1pm or thereabouts to collect our children from Malvern, where she was on a course.)

- Editor's comment: It's nice to know that Adrian actually obeys someone! -

Take off was achieved from Stuart Winstance's field at Collington by 9.45am. Southwards there was much cloud but it did not look too bad. Two miles South of Bishops Frome we encountered a few raindrops - never mind, press on! A mile or so further we reduced revolutions to descend from 1500ft to clear a "cloud curtain". As we did so, the rain began.

By the time I reached the Trumpet cross roads on the Ledbury-Hereford road, height had been further reduced to 600ft. By now I had more than

seriously considered turning for home but the thought of how near I was to my goal, and the fact that I could still see where I was going, spurred me on!

The final 3 miles to the site, approximately 2 miles East from the Ridge Hill TV mast, were covered pretty smartly at a height of 400ft. For those of you wondering at the alternative title to this piece, a 'Rhubarb' was the wartime codename given to low level offensive fighter sweeps over enemy territory. Granted there is some 'artistic' licence in my use of the word, but Rhubarb it was, hoping to remain unseen, and doing my best to be quiet about it!

The landing was uneventful, and I taxied to the club hut and packed up, eager to get in out of the rain. The food laid out was a sight for Tony Penny-sorry, I mean for sore eyes!

Fifteen minutes later, the rain really began to come down, so I parked my frame in an armchair, and got chatting to old modelling friends.

After about 20 minutes, I decided it was time to go home- visibility was worsening, and I was the only S.V.M.C. member to have turned up- every body else had more sense! Unfortunately, as I was half way through my second ham and salad roll, the cloudbase dropped to about 100' and the mast and hill vanished from view. Damn!

An hour went by and no let up in the weather. By now nearly all of the Hereford Club members had left - too wet to fly even models. My problem was the kids - I had to get them - no sitting out the weather! A friend kindly gave me a lift back to Collington to pick up my car. Rush to Malvern,

pick up kids, just on time - Phew! no chew ups that day!!

A smart piece of mental agility (I reckon so anyway!) and another model flying friend who lives just up the road was press-ganged into taking me, kids and car to Marcle. Trail it home? - Heavens no - it would get dirty!

As we drove into the field, the yellow Super Cruiser of Bob Simpson was espied, parked near to my machine. Bob was chatting to Jensen Jones under the wing - smoking his pipe!?! ayes, it was raining again.

Finally it stopped, and at my request Bob very kindly took my two kids (four and a half and seven and a half) for a flight. Many thanks Bob, they and I much appreciated it.

Once they were down, it was time for me to go before the next imminent squall drew too near. After decanting gallons of water off and out of the wing, we flew uneventfully home to base, arriving just before another downpour.

I have since heard that some people overflew the site in the afternoon and seeing no activity did not land. My apologies to you; thank you for coming, but the morning's weather was such that anybody could have assumed it would continue all day.

Another date is being negotiated later in September/early October when I hope we might have somewhat more conducive weather.

There are all too many of us who will know exactly how Adrian felt after that washed out weekend! Thanks Adrian - for such a splendid effort nevertheless, and even more for writing an article which will find an echo in so many people's hearts this

wet summer! In fact, this would seem a good opportunity to thank all those who have gone to considerable trouble to provide us with such excellent Fly-in facilities this year. Your efforts are appreciated whatever the weather!

Bob Hinds' Fly-in - 31st July

Despite the rotten weather, five people were reported to have braved it to fly in to Bob's farm at Newnham. They were rewarded with a sumptuous feast laid on by our excellent Social Secretary, Agnes Kupai. It seems nobody was brave enough to take a dip in the swimming pool though. Many thanks to Bob - and Agnes - and may we hope for better luck with the weather next year?

The Woolstone Weekend

By Hugh Bethune

Jokingly I agreed to hold a Fly-in at the Club field because the weather would be appalling and the usual, lazy weekend would not be disturbed.....

Shock, horror when Weathercall had nothing but flaming sun and no dreadful wind! I rushed round at the last minute, gathered a few things and was off to Woolstone

At 6500ft over the field the Brecon Beacons looked puny, Ironbridge power station was only exuding a little steam, Birmingham Airport was busy churning out cans of Med. bound beach hunters and the downs near Swindon beckoned a route through to the South.

Back on the ground it was hot and sticky. John Westcott rigged his XL, Adrian Lloyd followed in closely behind me and the day started. Caravan windows were fully opened, spot landing area laid out, Norman's coffee machine bubbled..... what more could one ask for? - Some more micros? Yes, and in they came.

Chris Wittaker, Graham Stallard, Graham Arthur, Stuart Winsance, Owen Sparrow, Robbie Keene, John Hamer, three lads from hot-pot country driving two award winning Mainair Black Puddings, Geoff Hoult, James C.T driving John Westcott's XL, Ken Cole, Vic Booth rubber band testing his immaculate MW6 (we look forward to seeing it fly with great interest) and Ian Evans.

Three crews braved the first Severn Valley Microchase - 30 mins of flying around a box course counting things like lakes, chicken houses, etc. Robbie Keene excelled (Ravened?) in 1st place, chaperoned by big sister - but our Aircrew editor sadly failed due to lack of glasses, intercom, oxygen and G & T's!

(Editor's comment - I'm only publishing the above outrageous slander because Hugh has refused to contribute any further articles if I don't! - come to think of it, that's not a bad idea if this is the best he can manage - He will now be receiving a writ for blackmail as well as libel!)

Four good sports had a go at the spot landing and were close, however Stuart Winstance won the day due to having a stall speed similar to that of a slow mower.

Thanks for the input, those who flew the earthbound, those who collected flightcrew fodder, and whoever it was who got the sun out of bed.

FLYING CALENDAR

20th Aug. Fly-out to Eaglescott

I/C Hugh Bethune. Tel No. 0386 750135 Work No. 0905 25541
Everyone who read Hugh's lyrical account of his first flight to Eaglescott must, I am sure, feel inspired to experience it for themselves! Please order us the same beautiful weather Hugh.

21st Aug. - Fly-out Vale of Neath (Rhygos)

I/C John Hamer Tel. 045270 314

Details of this event were published in last month's Aircrew. Please refer Please note that gliders take priority on landings and take offs.

PPR not needed on this weekend only.

No landing fee.

MOGAS available

Free camping available.

Popham Fly-in - 27/28th Aug.

This is a popular and well known venue for microlighters from all over the country. There are camping facilities available and an excellent canteen on site.

For further details, contact John Hamer, Tel. 0452701 314.

10/11th Sept. FLY-IN

I/C Stephen Watkins

No details available at time of going to press due to pressure of harvesting.

Please contact Stephen Watkins on or before the above days for exact location and other flight information.

Tel: 0905. 821015

NB At this Fly-in there will be overnight hangarage available.

SOCIAL EVENTS

Snooker Evening

Mon. 5th September

The Club will be holding a Snooker evening at Tewkesbury Snooker Club at 7.00 - 8.00pm. Three tables have been booked from 8.00 - 10.00pm for doubles matches. The beer is cheap and so it should be a very pleasant evening. Entrance fee will be £1.

Passing Out "Do"

The date you must reserve in your diaries this year is Sat. 19th October.

That night we will be revelling in food, drink and song as well as enjoying the ritualised pageantry of the "Passing Out" ceremony. Unfortunately this year Queenie cannot attend personally but she assures us that some other dignitary will be sent to inspect the troops of "E Flight" in their hour of glory

To those who have not attended a "Passing Out" ceremony before, I have been asked to point out that passing out does not refer to falling in a drunken heap on the floor! (Any person found guilty of such misconduct will be severely punished.)

A final briefing, detailing the venue and time will be published in next month's Aircrew

Taking the Microlight on Holiday

by Stephen Watkins

The first and most important factor is a very tolerant and understanding wife, which I am most fortunate in having. The second is to be blessed with good weather - a tall order to expect a whole week of microlighting weather in the UK!

Having been invited to stay with some friends in their cottage near Padstow, North Cornwall, it seemed a good idea for me to fly down and Sarah to bring the car, the baggage, oil, spare prop.....

I needed somewhere to land - as a member of the Flying Farmers' Association I was able to use their list. This produced two possibilities; one seven miles from the cottage, the other five. However the latter was at St. Merryn which is in St. Mawgan MATZ and therefore not so hopeful. Then my sister remembered she knew a farmer three miles away and outside the MATZ, so the arrangements were made.

The departure day loomed and all was set fair - so good in fact that instead of leaving Saturday morning I decided to go Friday evening. So with the route drawn, approximate headings, a distance of 175 miles (with a straight leg of 100 miles) and not too many features to aid navigation, I was off to Defford for 5.00 o'clock departure. At 5.15, with full tanks, a jerry can on the back seat and the map on my knee, I was ready to go. Even a 1:500,000 scale map doesn't show the whole journey, so the route started from Severn Bridge - I was fairly confident of getting that far without a map! With a 5kt tailwind, I was off into the far blue yonder.

It was a lovely trip, although rather turbulent from Avonmouth (what a smell!) to nearly a third of the way across Exmoor. The haze hampered me across Exmoor and with so few features on the map I ended up over Eaglescott instead of five miles South West. A slight correction put me back on course by the time I reached Davidstow. This is a bleak airfield up on Bodmin Moor - not a soul to be seen. With the sea out to the West glistening in the evening sun, I pushed on towards Padstow

Three hours and eighteen minutes after take off I was making a low pass over Pilot's Cottage to attract my friends attention. They dashed out

and followed in the car - I had spotted a couple of silage fields that looked promising along the road a mile from the cottage. These seemed an ideal first stop. The larger field had cattle in it and the smaller one sheep, so I opted for the smaller one, knowing the inquisitiveness of cattle! By the time I had landed and climbed out, Richard and Penny had arrived.

The field looked suitable and the farm buildings next to it seemed ideal for storing the machine, so it seemed logical to find the farmer and ask him whether he would be prepared to let me leave the aircraft there for a week. He was most obliging and the only rental - a trip around the farm by air - very fair I thought. We put everything away and went back to the cottage for Pims while we waited for Sarah (four hours one minute and 236 miles in a Renault 5!)

Having the microlight with us it seemed obvious to use it, so on Saturday night I spent two and a half hours giving joyrides to our hosts and Sarah - skimming over the cliffs, across the estuary, looking down blowholes and into numerous caves, with a turquoise, crystal clear sea at the cliff bases, deepening in colour as the depth of water increased. It was so clear at one point that we could see the master buoys for the crab pots and then follow the rope down to see the actual pot itself on the sea bed. Across the estuary I spotted an airstrip with a hangar, so down I went - to meet a very friendly farmer with a Piper Cub.

Sunday was not a good day, cloudy and pouring with rain. However, Monday dawned clear, so whilst the others went for a cliff top walk, I went to Bodmin Airfield - a lovely grass field on the moor with a valley on three sides. Just after I landed, three Hercules flew past at tree top height! (Bodmin is closed on a Monday unless PPR.)

The landing fee was four pounds ninety pence - a bit steep although it did include a cup of tea. The fee for the previous weekend's trip to the Isle of Wight was six pounds - and no tea, so I suppose it wasn't so bad! Then I headed for a flying farmer's field near Wadebridge and had a quick look at his Robin aircraft in the new hangar he'd built.

I flew back to Pilots to pick up Richard. We then headed up the coast and across to Davidstow, home of the Thruster. There was a building full of Quicksilvers with a few Flash/Pegasus machines. The other building had three Thrusters - one brand new, the other two well used. We also saw the factory test machine fitted with an electric stait 462 lc, said to improve climb out from 200ft to 300ft per minute - big deal! There was only one machine flying - a Flash 2 with a very much enlarged windscreen - up to the point where it almost hindered bar movement.

The following day I made an evening trip back to Wadebridge to take the farmer's son flying and a trip for my host farmer to pay the week's rental.

Wednesday's plan was to fly to Land's End, the others taking the car and changing passengers en route to give everyone a good look at the coast. Unfortunately, Penny injured her knee, so Sarah and I went by ourselves. The trip included flying through St. Mawgan MATZ. As they had a couple of Bynion Airways flights scheduled, we were instructed to fly over the top on the seaward side.

Having landed at Land's End I enquired how much the landing fee was for microlights. The comment was that if you could make it that far in a microlight, then there was no fee! The return trip to Padstow was quick with a good tail wind. I obtained a lower clearance height through St. Mawgan MATZ (I told the controller it was too cold at 3000ft and asked for a 1500ft clearance - (OK, he said, Point taken!)) The weather had started to deteriorate so I decided to head for home a day early. As Thursday dawned, the air was more stable but visibility, poor. Having set off at 3000ft on top of broken cloud with a 25kt tailwind, I was expecting a quick trip home. Then I came up against a wall of cloud forcing a rapid decent to 500ft. With Exmoor ahead looming up to 1300ft, I turned East until I hit the M5 before turning North again. With this change of direction and the now increasing turbulence, I decided to land to fill up with fuel to increase the weight. I was fortunate in finding a handy field next to a garage where I parked for an hour's break.

The remaining 90 miles home took as many minutes - I suppose that's why

Mainair call it the Flash! Total flying time for the whole holiday was 15.1 hours - with a great deal of fun.

Rare Bird Needs Home

It has been offered to eh Science Museum, the British Museum, the Royal Geographical Society - but no one wants to give a home to that rare and ancient breed - an Eagle.

Will you?

Interested? Read on.....Last year the Club was generously donated by Nick Sutton, an unflown Eagle microlight. (For the uninformed - or those not old enough to remember - this is a single seat hybrid, flex-wing machine.) This aircraft was brought up to current standards but despite all efforts we have failed to find a home for it or anyone to take it on and get it into the air. If you are interested, please contact Ian Evans Tel: 0684 298364 Work no. 0684 298600.

SVMC Bombing Ace Meets the Enemy!

Following his success in the recent bombing competition and prior to his conversion to his new Alpha fighter, our intrepid ace was recently seen meandering around the Gloucestershire skies in a XL bomber. Completely oblivious to the cares of the world, (it was a super gin blue day and you could see for miles) he thought himself safe from enemy fighters - especially over home ground..... Wrong! - an Me 109 screamed by.....

In reality, James C.T. was up flying at the recent Woolstone fly-in, in John Wescott's newly acquired Pegasus XL when he was "bounced" by an Me 109 on its way back from the Coventry Air Show.

It's not everyone who can boast that he has seen an Me 109 so close to - in the air!

There is a rumour that a swastika has now appeared on John's aircraft - as well as in James' log book!

Jottings from the Editor's Logbook

At the recent Fly-in at Woolstone, I hitched a lift in Graham Stallard's

Alpha. We took off and headed for Defford - a field I had yet to visit. Five minutes or so into the flight the power went off and we glided down, but I couldn't see the field. It was only when we landed that I realised that the engine had in fact cut out! Graham eventually got it going by switching tanks and we took off once more.

Subsequently it was revealed that the problem was water in the fuel.

(The things we editors have to go through to get stories!)

Seriously though, be careful how you store your fuel and check for water periodically in your carburettor and tanks.

READ BREAKS OUT!

That intrepid aviator, Dashing Dave Read, and his trusty machine, recently braved the elements and, complete with passenger and extra fuel, stormed into the skies and headed for the Isle of Wight. Despite low cloud and several "interesting" landings (and even more dodgy take offs!) as well as various adventures around the MTZs, the pair eventually made it.

Apparently they were buzzed by a Spitfire during their sortie - There is a rumour that as the RAF don't currently have anything that flies that slowly in their modern inventory, they had to call upon their old stock to investigate the vintage piece of machinery transiting their airspace!

It was definitely noted that the passenger on the outbound journey did not choose to return with the aircraft but came home by rail - Was the journey really that bad? An eye witness reported that the passenger looked terrified even before take off!

Read the naked truth of Daring Dave's Desperate Dash in next month's Airscrew.

Alpha News

Agnes Kupai has started to fly her new aircraft and, upon her own admission, has been terrifying Gordon Faulkner - her instructor. By all accounts, it's the landings which have been most interesting, and they must have been too, when you consider that she has gone through a set of tyres in two hours

- even Nigel Mansell doesn't change tyres that often!

Also on circuit bashing is Chris Wales, who may well be solo by the time this article is printed. This will be in record time - congratulations Chris. It should be noted that Chris spent a lot of time in the back seat of an Alpha - probably nearly 30 hours viz the Air Race and sundry other trips - which suggests that it pays to gain air experience.

Geoff Hoult has sold his immaculate black Alpha and his new one is expected before the end of the month - there is a rumour that Mainair will be supplying wax polish as well!

James Cairns-Terry has now got his new one, an all blue 503, while John Hamer has got another yellow peril - "F" reg. of course! (ie. G-MVCF)

Graham Stallard is in the market to sell his red and white 503 Alpha - Contact him on Churchdown 712021 (work) or Bredon 72103 (home) if you're interested.

The Good Caravan Fairies

Many thanks to the fairies who painted the Club caravan - and also to the fairy who donated the paint - a tasteful shade of Coal Board Green.

New Sherif

Following the departure of Tony Shays from the committee, Stephen Watkins has been promoted to Club Safety Officer and currently a search is on for a deputy - any volunteers?

Fly-ins Organisation

Due to circumstances beyond his control, Dave Robinson has been unable to attend committee meetings so Adrian Lloyd, (the propellor man), has agreed to help out by collecting and distributing information. So if you want to arrange an event or find out details, ring Adrian - 0885 82504.

Next Committee Meeting

The next committee meeting will be held on Wed. 7th September at the Swann, Combe Hill at 7.30pm.

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Contact Dave Read for the following items:

OILS

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Other sizes available

Nyloc nuts 0.06p each

Washers 0.02p each

Other fasteners available

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Stainless steel locking wire

Mineral insulating sleeving

Springs

Tape

Ties

Bunges

Etc.

Dave Read Tel: 053181245

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The Great Microlight Air Rally 1988

850-mile winner — Simon Kenyon!

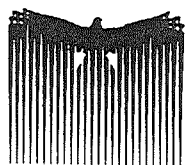


CONGRATULATIONS to Simon on taking first place in the 1988 Air Rally, with his 508 4-stroke Gemini Flash 2 Alpha beating all three-axis microlights and all other flexwings in the event.

Once again, Mainair aircraft dominated this exciting challenge, taking all the top flexwing places. Managing Director John Hudson showed the kind of spirit needed to run a successful microlight company as he and his low-noise 503 Scorchers stayed in hot pursuit of Simon across the country. Although he battled hard to wrest the lead, skilful piloting and the 100 per cent reliability of Simon's prototype 4-stroke engine meant John had to settle for second place.

Results speak for themselves — if you want reliability, performance and cross-country ability, settle for nothing less than a Mainair microlight.

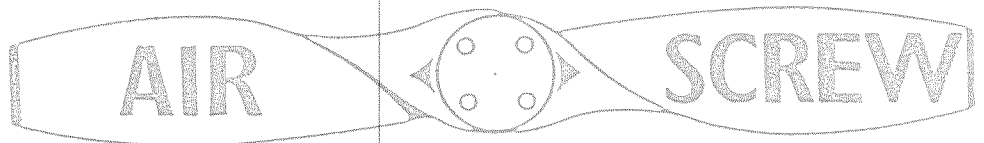
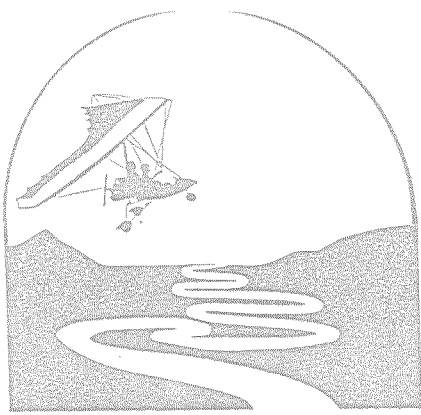
Join the winners!



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Flexwing results

Place	Pilot	Aircraft
1	S Kenyon	4-stroke Gemini Flash 2 Alpha
2	J Hudson	503 low-noise Scorchers
3	K Dickenson	462 Gemini Flash 2 Alpha
	/A Wiseman	
4	A Buchan	462 Gemini Flash 2 Alpha
	/J Windmill	
5	P Orritt	503 Gemini Flash 1
6	J Cunliffe	503 Gemini Flash 2 Alpha
7	S Comben	503 Gemini Flash 2 Alpha
	R Comben	
8	J Hamer	462 Flash 2 Alpha
	/C Wales	462 Gemini Flash 2 Alpha
9	J Fairweather	462 Gemini Flash 2 Alpha
	/K Wisely	
10	P Hicks	447 Pegasus Flash 2



Severn Valley Microlight Club

SEPTEMBER 1988 EDITION

Fly in Fly out News

The weather has been such during the second part of August that very little flying has taken place.

The trip to Eaglescott was a non started on 20th August and the weather did not relent for the planned trip to Rhygos in the Welsh valleys the following day.

The planned weekend trip to Popham over the Bank Holiday weekend also nearly went the same way. On the Saturday the wind blew quite strongly, but more importantly, the cloud base was extremely low. A lone brave flyer from the Shobdon direction was seen to pass over Hartpury going sideways in and out of cloud at less than 1000ft. It is understood that he never made it to Popham as the cloud base was down to less than 100ft over the Cotswolds.

Norman Frost made it though - by car-sensible fellow! He reported a very poor turn out.

The turn out was not much better when John Hamer, accompanied by James Cairns-Terry, ventured there the following day. Albeit they got wet getting there, the weather was nowhere near as windy as their last trip to Popham when they were forced to come home by car!

The turnout was disappointing and there were no trade stands - except the hot dog stand. The flying was dominated by three axis machines - the Thrusters and the MW variants.

Indeed someone was heard to comment that it looked like a fly in for Mike Whitaker aircraft. The highlight of the day though was the arrival and departure of two magnificent SE 5A replicas - the pilots came complete with leather coats, goggles and handlebar moustaches.

The journey back was slow into worsening winds and the threat of storm clouds. In the exceptionally windy conditions the cross wind landing (Stwvorton were quoting 15kts) the landing proved exceptionally interesting - James is still trying to work out how John got away with landing sideways - so is John

he weather was equally windy for the Staffordshire Microlight Fly-in at Teddersley Park just north of Birmingham on Saturday 3rd. Sept. John Hamer accompanied by John Cafful however braved the elements and flew there via Long Marston. A warm welcome was provided by the Staffs. members to our two intrepid flyers for they were the only people to fly in - indeed they were their only people flying. On the Sunday SVMC honour was upheld once more, this time by Tony Penny who dropped in only to find once more that he was the only one to do so.

Due to the postal strike, no further reports of fly-ins have reached me - including the much publicised Deeds of Daring Do by SVMC ace, Dave

Reed. Hopefully next month's issue will make up for this deficit

Haverfordwest - European Championships

Sat. 10th was the trade day for the European Championships held at Haverfordwest. Low clouds beyond the Brecon Beacons and a poor forecast inhibited several of our members getting there - including Tony Penny! However, Robbie Keene and John Hamer did succeed in flying to the event. Several others went by car to see the vast variety of machines that had come from all over Europe to compete in the championships - and Tony is really cheesed off that he didn't get there!

Some were truly amazing and it was unbelievable that they could fly. There was no doubt that the UK flex-wing technology was well ahead of the European counterparts and the Aerial Arts Chaser was outstanding and commanded the leading position at the end of the day.

Fly-in - Stoke Orchard

In celebration of the Coal Board's 40th anniversary, Dave Reed organised a mass fly-past of the Stoke Orchard establishment following which the flyers were able to use the former club strip at Stoke Orchard.

WHO DONE IT

Although it was indicated in the last newsletter that Chris Wales would probably be solo by the time the last

Aircscrew was published, in practice the weather connived to delay the great day until the following week. However, since then Chris has not missed a fine day, and several times has been seen to haunt the Forest skies like a bat in his all black machine. Well done Chris - however the Editor would like to let it be known that there is no need to phone at quarter past midnight to announce the fact that one has gone solo (in a decidedly slurred voice)!

We are pleased to report also that Agnes Kupai managed to beat Chris to it and was allowed to venture into the skies without her guardian angel, Gordon.

On the new aircraft front, the Hoult has now taken possession of a new, shining, black Alpha - it is rumoured that shares in was polished took a marked upturn when the news broke in the city! It is true though that the aircraft is tucked up in bed each night - sheets and all. A visit to Hartpury hangar will confirm this - however it is understood that you have to wait until late at night to catch the bed-time stories!

James Cairnes-Terry is slowly breaking in his new aircraft and coming to grips with the latest technology. It is believed that his "once round the bay" passenger carrying service has now resumed though it was too dark recently to confirm this report.

Roger Lloyd has now built himself a hangar by his house and now flies on a regular basis from the field in front. The hangar is an interesting construction being very similar to a tunnel greenhouse only utilising heavy gauge black PVC sheeting in place of the clear sheeting that is normally used. The structure is of substantial construction and is based on Roger's previous experience with greenhouses. Incidentally Roger invites anyone into his lovely large field just north of Worcester - give him a ring first for a briefing - 0905 547777.

Nick Sutton was recently seen flying around the skies in an Alpha - is this a new machine we are asking ourselves?

It has also been reported (very reliably) that John Hamer been fully evaluating his new machine at all extremes of the flight envelope. Following complaints from a local

gamekeeper that John had sunk his ducks on his pond following a low level sortie, it is rumoured that a complaint was received from the angels that he had ventured into their airspace at 15000ft! (Who was he trying to get away from, the gamekeeper or his wife)

Permits to Fly

The BMAA have now approved John Hamer as a check pilot for all flex-wing aircraft though naturally his speciality is on Mainair machines. In addition he has also been accepted by the BMAA as one of their aircraft inspectors, so John can now offer a complete service to those seeking renewal of their Permits to Fly.

WINTER TALES

If you hadn't already noticed, summer has officially ended (despite the Indian summer we are at present enjoying) - some may actually question when it ever began - however notwithstanding this obvious controversy, it is a fact that winter will soon be upon us and with its arrival, flying will be severely curtailed - so there will be little left but to reflect about those moments we've had this summer and look forward to the future. Why not then put pen to paper or your fingers to your computer and tell us all about these events?.....those unscheduled landings in cornfields that eviction from Pophamthat landing in Shobdonn carparkthat interesting female passengersthose positions of uncertainty (or alternatively, just come clean about those moments when you were plain lost!) - Who knows, maybe the long awaited Deeds of Daring Do by Desperate Dave will appear immortalised in print one of these days!

Anyway, all contributions will be gratefully received. Editio

Strobe Lights

Following extensive evaluation of strobe lights on microlights in all

weather conditions, it has been concluded beyond doubt that they are a most useful flight safety aid provided they are sufficiently bright. John Hamer and the Hoult brothers have had strobes fitted on their aircraft for just over a year and there is no doubts in their minds that they have benefited from their use. However, they do admit that they are expensive - from the UK source anyway - but John with his international aviation connections and Ken Hoult being an electronics wizard, together they have identified a component supplier and are prepared to manufacture strobe lights to the identical specifications that they are using. Price depends on the numbers that are interested, as a substantial discount can be achieved for bulk buys. If you are interested, ask John or Ken.

Passing Out Parade-

Please note - those of you not clever enough to spot the deliberate mistake in last Aircscrew - that the Passing out Parade will be held on

Thurs. 29th September

Sat. 29 October

MONTHLY SPEAKERS

September

Alan Newton - propellers

October

Geoff Weighell - Competition Flying

November

John Thrope - CAA

PEGASUS OPEN DAY

Group D Aviation of Enstone are holding an Open Day to demonstrate Pegasus machines. On display will be the new Q wing and the school aircraft will be available for demonstration flights. Also present that day will be members of Pegasus staff who will be pleased to demonstrate their products and answer any queries.

Visiting cars should enter the airfield off the B4022 only.

Although not encouraging to fly in, these may be accepted subject to prior briefing. Phone Geoff Weighell - 0608-728741

FLIGHTLINE

Although held up by the post, most of you will now have received this publication. You will doubtless note the results from the Round Britain Rally and note how well our members did. What you may not have realised is that this competition counted towards the National Championships and as a result John Hamer ended up

sixteenth overall (despite landing in a cornfield) thanks to his previous efforts at Shobdon in the first round.

(Actually, John has his name in five times - yawn, yawn, - and a picture - There is rumour that he writes the magazine too) Incidentally, the unmentioned figure in the picture is Chis Wales who accompanied John and who is currently clocking up his hours. His ambition - to compete in the race in his own aircraft.

SHOBDON

Shobdon airfield is having its runway re-surfaced and thus will be closed from 19th Sept. until 1st. Oct. Afterwards, don't forget, Shobdon is PPR.

The Great Microlight Air Rally 1988

850-mile winner — Simon Kenyon!



CONGRATULATIONS to Simon on taking first place in the 1988 Air Rally, with his 508 4-stroke Gemini Flash 2 Alpha beating all three-axis microlights and all other flexwings in the event.

Once again, Mainair aircraft dominated this exciting challenge, taking all the top flexwing places. Managing Director John Hudson showed the kind of spirit needed to run a successful microlight company as he and his low-noise 503 Scorchers stayed in hot pursuit of Simon across the country. Although he battled hard to wrest the lead, skilful piloting and the 100 per cent reliability of Simon's prototype 4-stroke engine meant John had to settle for second place.

Results speak for themselves — if you want reliability, performance and cross-country ability, settle for nothing less than a Mainair microlight.

Join the winners!



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Flexwing results

Place	Pilot	Aircraft
1	S Kenyon	4-stroke Gemini Flash 2 Alpha
2	J Hudson	503 low-noise Scorchers
3	K Dickenson	462 Gemini Flash 2 Alpha
	/A Wiseman	
4	A Buchan	462 Gemini Flash 2 Alpha
	/J Windmill	
5	P Orritt	503 Gemini Flash 1
6	J Cunliffe	503 Gemini Flash 2 Alpha
7	S Comben	503 Gemini Flash 2 Alpha
	R Comben	
8	J Hamer	462 Flash 2 Alpha
	/C Wales	462 Gemini Flash 2 Alpha
9	J Fairweather	462 Gemini Flash 2 Alpha
	/K Wisely	
10	P Hicks	447 Pegasus Flash 2

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Castor Oil (Castorene R40) 3.00/litre

GEAR BOX OIL

Straight mineral 2.20/litre

Synthetic 4.20/litre

Chain lube (600ml spray on can) 2.75/can

Foam filter oil 1.45/bottle

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Pro prep 2.90/can

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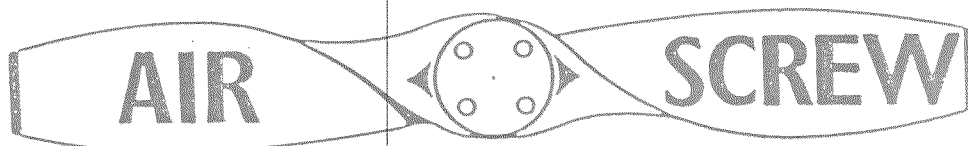
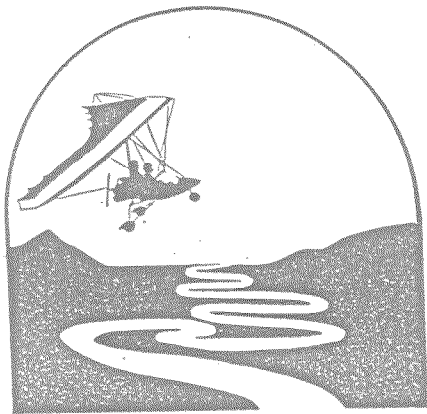
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Severn Valley Microlight Club

OCTOBER EDITION 1988

SVMC Goes to the Races

Following an invitation to display their wares at a motorbike show to be held at Cheltenham Racecourse, the SVMC took the opportunity to land on the hallowed turf of the racecourse - well the unhallowed bit in the middle to be more precise (ie. the bit too rough for horses) Robbie Keene, Tony Penny and John Hamer braved the elements which obviously deterred others from attending this promotion. Promotion it was - for Severn Sound, who also had a stand at the show, took an interest, and following a request, the intrepid reporter Ian Ross was squeezed into John's microlight and taken aloft. There Ian proceeded to give a live commentary of the proceedings as John flew the aircraft down the finishing straight - albeit at 1000ft. In fact the wind was so strong he was virtually able to go into hover mode and certainly would have been passed by any horses proceeding towards the finish!. The broadcast came across most effectively and conveyed the exact amount of fear and trepidation experienced by anyone rash enough to take a ride in the back of John's microlight!

Obviously the broadcast was heard as one of our members rang one of the pilots later that night to enquire how on earth they got home in such windy conditions. The answer was obvious - they flew - its safer than going by road!

Piece of Pie

Last year the first planned fly-out of the year was to be to Melton Mowbray, however come the day, the weather conditions inhibited departure.

The trip was made later in the year but the two aviators concerned, Robbie Keene and John Hamer, were forced to come home by train and it was three weeks before they recovered their aircraft. Thus the suggestion of a fly out to Melton was not greeted with the enthusiasm that the impending fine day suggested it should have been.

In the event, Robbie and John flew up to Long Marston and were there joined by Tony Penny, Chris Wales - his first trip with the gang - and other Round Britain racer, Graham Stallard. (Infact it was the first time they had all flown together since the event.)

The sight of five microlights climbing out of Long Marston in tight formation was something to behold. Interestingly John, in his attempt to coordinate his radio-equipped colleagues by the radio, was contacted in turn by Simon Kenyon who was flying down the Liverpool estuary towards Prestatyn. At a range of well over 100 miles John was able to establish that conditions at Liverpool were marginal while the SVMC gang were enjoying light winds, sunshine and super visibility

The trip was not without incident though for on passing over the service station on the M1 at Daventry, John heard Tony cry on the radio that he had engine trouble and was going down. Did he really have engine trouble or was the smell of food too strong for Tony?

However soon it was established over the radio that Tony was alright but returning to Long Marston, while the remainder landed at Robbie's cousin's farm near Melton Mowbray. There they received a warm welcome plus the loan of a car for conveyance

to the local Little Chef - tough luck Tony you missed out on a good meal!

The return journey by a slightly different route was exceptionally smooth and almost uneventful save for a Chipmunk trying to carve up the formation near Husbands Bosworth - (obviously getting abit close to the gliders' layer.)

Landing at Long Marston was interesting to say the least as microlights appeared to be returning from all directions and were landing on every available piece of tarmac/gravel? however all successfully returned, including Tony.

Bromyard Fly-in 17th-18th September

This fly-in was originally scheduled for the weekend of 24th-25th Sept., but then had to be changed and brought forward - avoiding a clash with a wedding! As it turned out the administrative error proved very much in our favour. The weather for the two days proved perfect!

On Saturday morning I decided to roam the Bromyard area, looking for the first incoming visitor. Cloud base was lowish and I had seen no-one, when a black Alpha appeared, crossing from right to left, and heading in the direction of Shobon.

I gave way to them and waited for them to turn towards Stuart's field. As the aircraft appeared to be minus spats, I thought Aha! - the Hoult brothers! However they passed on towards Shobdon, so I thought I must be mistaken.

I returned to Stuart's and about ten minutes later, in came Geoff and Ken "A slight navigational hiccup" - they said!

During the day a great many other aircraft arrived, not all from the SVMC strable

A personal highlight of the day was getting my father a microlight flight, courtesy of Dave Read (Who?). My thanks too to Geoff and Ken for giving him another flight, and also my daughter. Thanks also to Bob Simpson with his Super Cruiser, who first ever flight in any type of light aeroplane - she thoroughly enjoyed it and said that it was in no small part due to his continual chat, explaining exactly what he was doing and putting her completely at ease.

Editor's comment: we can do with more of this kind of public relations!

Sunday dawned bright and clear but it was not until late morning that aircraft started arriving. Surprisingly, the numbers visiting were down on those of Saturday. However, in the afternoon, a squadron arrived from Shobdon, one of them proceeding to drop a body - which eventually opened a parachute! A landing was effected right on the spot so to speak, and looked very impressive.

Food was provided courtesy of Stuart and Mrs. Winstance, so nobody had the excuse of going hungry. Airfield management was in the capable hands of Jensen, who had a wonderful time flashing to all and sundry!

I think it can be said that this weekend was the most successful of all the fly-ins, not least because the weather actually co-operated for a change.

Adrian Lloyd.

Upper Heyford

Graham Stallard flew into Upper Heyford on 1st October as part of an open day that the Americans were putting on for microlight and light aircraft pilots. There were 50 microlights and several hundred light aircraft. They were given a briefing and shown round the place including looking over an F111.

Graham nearly got his aircraft blown away - a guy from Long Marston did - he got it damaged when the winds got up strongly after they landed.

Unfortunately we have not been able to contact Graham for the full story, so those who want to know will have to ask him!

Going Home

Saturday and Sunday had been disappointing and so was the farmers' forecast till Wednesday, so there I was at my desk on the Monday morning - when Heather said "Why don't you go to Cornwall?"

I couldn't think of a reason why not (didn't try too hard) so it was pack a bag, ring Dad and get moving before minds changed or the phone rang

Planned course was Long Marston to Weston Zoyland by faultless navigation, assessment of drift, 1:60 rule etc. (ie. follow the M5) and thence to Davidstow

Take-off was delayed (mine always are!) but eventually I was off into a horrendous headwind. Winding the Thruster up to 60kts IAS, I was making at least 35mph

Passing overhead Staverton I was already 10 minutes behind schedule and calculating where to stop for fuel, but hoping the wind might ease. Anyway Staverton wished me on my way by telling me I was heading for a C172. Dropping height I watched the A35s, Ford Pops etc. racing ahead of me on the M5!

The Filton controller was obliging, but seemed a little anxious - he kept asking where I was, and eventually, my airspeed.....My reply was something along the lines of "My airspeed's OK, it's my b..... ground speed that's no good!" Anyway after a Bulldog had come up for a look, I passed on to Bristol

Crossing Avonmouth was not as daunting as I had expected as there is a lot of open space

I landed at Portishead for fuel, then on to W/Z. Bristol obligingly phoned W/Z to say I would be late, and the rest of the flight was really enjoyable

On the ground to refuel at W/Z the wind had not abated, so I said cheerio to Will Knowles, who instructs there, and set off for Davidstow, or actually Eaglescott as it turned out. (Doubts about daylight, visibility and fuel made me decide to divert.)

Hugh is right, Eaglescott is a wonderful place. Everything you need is there - except 10p for the phone! By the time I did get through to Davidstow they were a little upset with me - quite rightly too!

B&B for the night; up early; do the fuel run for Barry, the CFI; then away into the murk and gloom. Cloud kept me lower than I liked, but finally Davidstow appeared by magic.

After a friendly welcome from Ian (this is the home of the Thruster - and I am Cornish) I hangared GMTGB and was away to St. Austell by car

No flying on Tuesday due to fog, so I did the family rounds, visited Mevagissey as always, and generally enjoyed the day

Wednesday morning the plan was to fly Dad and my godfather Reg (WOP A/G on Lancs) around the home area, refuel and head home with a friendly 15kt southerly. Wrong! Up at Davidstow it was 23kts gusting 27kts S/E so the fun flying was cancelled, and I set off for W/Z

This time (and probably for the only time) my navigation by compass actually worked! I stayed on track, waypoints were reached on time, and although Geoff and Ken won't believe it, I didn't see Worcester once!

Above the inversion the weather was glorious. Down to W/Z to refuel - (why was the student's landing better than mine?) - then off home.

Yeovilton hadn't answered and I thought the intercom battery was flat but Bristol, Filton and Staverton came in loud and clear. Turbulence around Bristol was bad at 1500ft but traffic was too heavy to allow a higher clearance.

Landing at Long Marston was greeted with rapturous applause (well, the ground loop WAS impressive!) It had taken three and a half hours from Davidstow.

I wish I could give more details of times, courses etc, but I can't remember and anyway you wouldn't be interested. (Aside for Thruster pilots - don't expect much more than 1hr 45mins safe fuel at 55-60kts)

I enjoyed the experience tremendously, thanks to Dad, Reg and all en route controllers. Maybe next year the weather will be better; my flying will improve; pigs learn to fly?.....

Gone West

"Go west young man and make your fortune" used to be the cry in the pioneering days. Well we are pleased to report that Paul Gapper has gone

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west - to Haverfordwest to be precise. At long last British Telecom has listened and responded to his request to command the British Expeditionary Force to Wales; but will he make a fortune? Perhaps he doesn't need to for we understand that Paul has arranged to hang his aircraft at Haverfordwest in a superb hanger for next to nothing!

Licenced to...

In the past two issues we have reported Chris Wales's progress to solo, and thus we are exceptionally pleased to announce that Chris has made even quicker progress by passing his GFT and gaining his full licence.

The Map is Wrong!

How often have you heard people say this? Well there may be some truth in it after all!

Some of you may have read that the Ordnance Survey Office had recently to admit that it had failed to mark a mountain on its maps for mid Wales. A spokesman for the Ordnance Survey Office was alleged to have said that this was a most unusual occurrence - is it really?

Every microlight pilot would beg to differ and will tell you that he has had many occasions to question whether the OS man has actually been over the piece of ground he is flying - so what's new?

The papers must have been short of news that day!

SOCIAL

Passing Out Parade

There will be a Halloween Party and Passing out Parade for E Flight on Saturday 29th October at the Airport Inn, Staverton from 8pm. onwards.

Brian Cosgrove will be there to present the awards

Family and friends welcome - see special notice later in this issue for full gory details!

Club Meetings

Alan Newton's talk on the complexities of designing and manufacturing a propellor was most interesting - especially as we were able to see the various different stages and layers of wood involved in the process from his samples. What an amazing combination of skill and expertise a propellor is!

As to the question - which is better, single or multi-bladed prop? the answer seems to depend entirely upon the manufacture. ie. where each has been manufactured to ideal specifications tests show that there is little to choose between them.

This Meeting's Speaker

Tonight Geoff Weighell will be talking about competition flying. As a former National Champion and instructor at Enstone, Geoff certainly knows what he's talking about and we look forward to an interesting and inspiring evening.

November's speaker will be Dave Hockings from the CAA. Dave will be talking on the vitally important subject of flight safety and showing us a couple of videos..

The December meeting is scheduled to be held too close to Christmas and will therefore be cancelled - (especially as the Christmas do should take care of December. More news on this next issue)

January 18th will be AGM - Chairman's Report and etc.

Next Committee meeting will be held on Tuesday 1st November at the Canning Arms, Hartpury, 7.30pm.

This is a once off change of date due to the non availability of the secretary. (Actually, the editor will be unavailable on that date - and for the rest of the week. A prior engagement in Paris - sorry chaps!)

Radio Courses

Graham Arthur has offered to take radio courses this winter in preparation for the full Radio Licence Course run by Staverton

Flying School. Anyone interested please contact Graham at Club meets or tel. 0242 522754

Dates for the Diary

The annual BMAA AGM and trade show at Wolverhampton on **Sunday 20th November**. Definitely worth going - all manufacturers will be exhibiting as well as many of the suppliers of accessories to the microlight world. Basically you can buy there anything you need for a microlight or to fly one.

Spy Catcher - the Story

The following space has been reserved for the much promised Deeds of Daring Do which Dave Read (Who?) promised faithfully he would send me this month. However, despite normal postal services being resumed, no bundle of intriguing manuscripts has fallen through my letter box - not even a scrap of paper in fact!

Several possibilities spring to mind:

One - now that the Spy Catcher controversy has been resolved, could Dave's article have been the next victim of vicious state censorship? (I didn't think his spelling and syntax were all that bad.....)

Two - did Dave's epic flight ever take place in fact? or was it, (like a kind of Microlighter's Guide to the Galaxy) merely a delicious figment of Dave's fevered imagination?

Three - and most potentially sinister of all perhaps - does Dave Read actually exist?

Will any mole able to answer any of these questions please contact the editor of Airscrew immediately (not forgetting to use the secret code of course)

The Great Microlight Air Rally 1988

850-mile winner — Simon Kenyon!

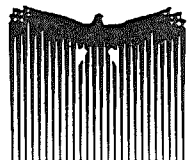


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5	P Orritt	503 Gemini Flash 1
6	J Cunliffe	503 Gemini Flash 2 Alpha
7	S Comben R Comben	503 Gemini Flash 2 Alpha
8	J Hamer /C Wales	462 Flash 2 Alpha 462 Gemini Flash 2 Alpha
9	J Fairweather /K Wisely	462 Gemini Flash 2 Alpha
10	P Hicks	447 Pegasus Flash 2

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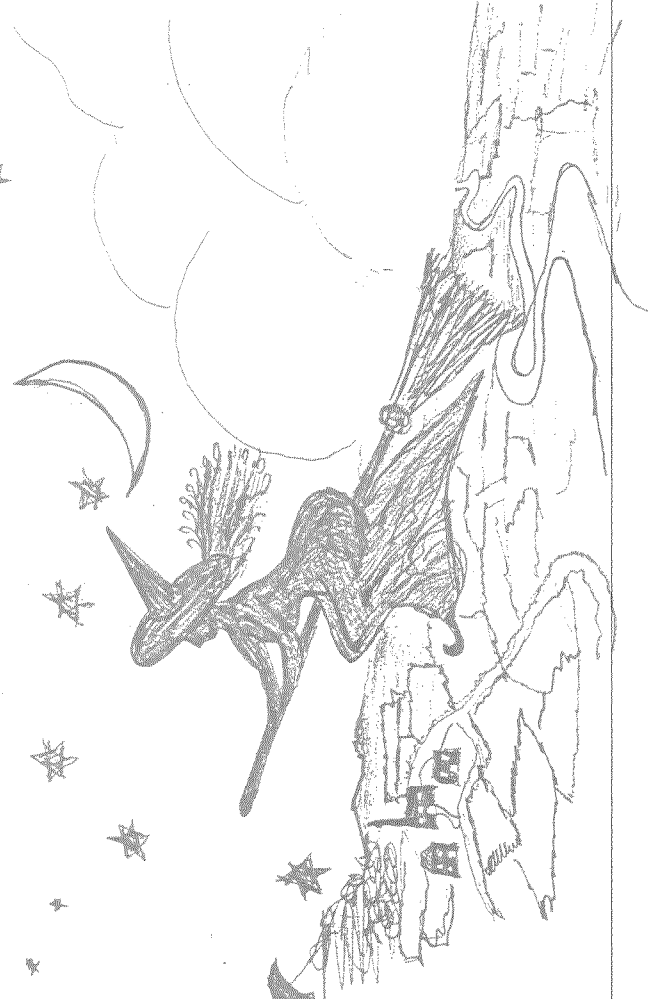
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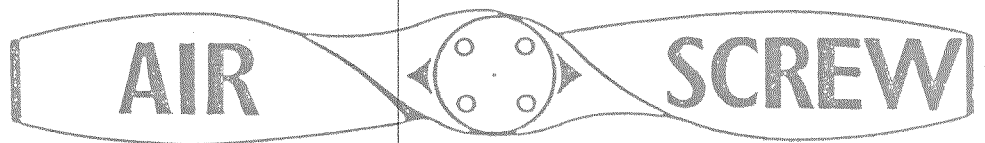
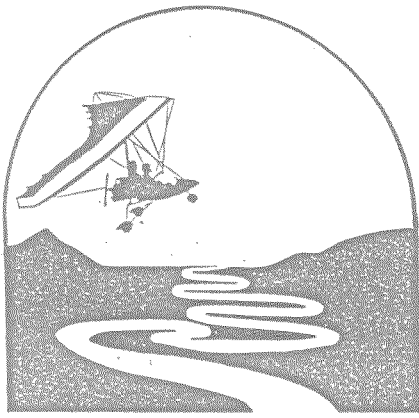
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Severn Valley Microlight Club

FLYING NEWS

Fledging News

We are pleased to record that Mike Oxenham took to the air unaided on Friday 28th October in his trusted stead - a Pegasus XL. He was duly awarded his solo certificate at the the Passing out parade the following night. Nice timing Mike!

Nearing completion of his training is Lee Westwood who is looking for a final cross country and GFT. He has done sufficient hours to move to a full licence without passing go.

Another member is also accelerating towards the finishing line, he is John Wescott - a late starter - who joined last May and has now done his GFT and is awaiting the arrival of his restricted licence. Well done John - shows if you put your mind to it even the weather won't stop you!

Stop Press:

News from Shobdon has reached us on the hot line that Agnes Kupai has just done her GFT. Congratulations Agnes - what a superb day you chose to do it - such taste!

On the move.

Following the move of his family from Linton Farm to Over Farm, Robbie Keene has been working on an airstrip at his new premises. Albeit the grass hasn't grown yet, he has now started using a mown stubble strip alongside and thus he has moved his operation from Hartpury.

Also moved from Hartpury is Ken Cole who, by sharing the strip with Robbie, has moved nearer home. The third member of the Over brigade is Chris Wales who,

following the award of his licence, has left Long Marston.

Liz Crellin has now got her XL back at Hartpury and it is hoped that in the not too distant future she will be flying from there. Meanwhile she is training with Terry Walsh at Madley.

Pooley's Good Food Guide?

Although officially there isn't a recognised Airtour publication, there is a rumour that one of our members may be privileged to an advanced copy.

There have been mutterings in these pages before about the Chairman's penchant for good food, and indications that while his sense of direction may at times be suspect, his sense of self preservation has never been in doubt. Proof was recently furnished again that he does not carry the usual Pooley's Airfield Guide to find suitable landing sights, but rather a good food guide!

On an intended trip to Caernarfon the other week, again Tony Penny's in built sense of preservation took over and resulted in a premature landing in an enormous grassfield - yes, you've guessed it - right beside a pub that was just serving up Sunday lunch - well so much for the planned trip!

We understand there are now 5 stars against some remote location near Shrewbury - (wasn't he was going to Caernarfon?) News has come in that Tony found another eating establishment the following week beside a field near Bridgewater. When is this guide coming out Tony?

One Flew Over the Cuckoo's Nest

The clocks may have turned back dramatically reducing the available flying time and thus reducing the possibility of long trips, but John Hamer accompanied by Liz Crellin managed to nip up to Caernarfon the other Saturday. The round trip of over 250 miles was achieved in just over 5 hours, with a stop on the out bound leg at Shobdon to test the new runway and warm up!

The leg from Shodon to Caernarfon proved interesting due to the lack of features over the hills and positions of uncertainty were found on more than one occasion, (after all, this is the part of the country where hills have been found to exist that are not shown on maps!) In brief John says that navigating in Wales is extremely difficult - all the signposts are in Welsh and all the names look alike! (Ignorant Saesneg!)

Their trip took them over Snowdon which stood out for miles under a crystal clear sky. However they were not alone above Snowdon - a Chinknook went over the top of them at almost the same time as the local Snowdon Skytours Cessna went underneath - showing their customers the top of the highest mountain in Wales.

John and Liz had an hour's stop at Caernarfon where they were made most welcome and the locals didn't seem to mind getting the hugh aircraft bowser out for just four gallons. Following lunch, a reciprocal course got them home to Hartpury just before the landing lights were required.

ROUND BRITAIN RALLY.

Details are slowly emerging about next year's Great Microlight Rally. Although entry forms have actually been published, the rules and conditions have yet to be finalised. However it is certain that the form of the competition is to be different from previous years in that there will be no set course. Competitors will leave Manchester (Barton) on Saturday morning, 17th June and be expected to arrive at Haverfordwest by mid-day the following Monday.

Between these times they will be expected to navigate their way via a variety of turn points, each turn point having a value based on the distance from the start/finish, and thus the crew collecting the highest score will be deemed the winner of that leg. Each competitor will need to work out a route to maximise his score by utilising or avoiding the prevailing weather conditions as well as utilising to the full the qualities of his particular aircraft. As the turn points range from Wick & Oban in the North to Davidstow and Rochester in the South, this could prove interesting.

There is to be a party at Haverfordwest on the Monday night before a straight race back to Manchester on the Tuesday. Anyone interested in taking part - minimum qualification 100 hrs P1 - should contact John Hamer in the first instance for further details and an entry form

BMAA AGM and Trade Show

The annual BMAA AGM and Trade Show is scheduled to take place at Wolverhampton on Sunday 20th November. The doors are open at 10.30am and there are refreshments available. BMAA members are reminded to take their membership cards as this will save them the £2 entry fee as well as giving them the right to vote at the AGM if they so wish to do. The AGM is in the afternoon, but the trade show goes on all the time (except in the main hall) and is well worth going to. All the manufacturers and suppliers will be present and it is known that several will be unveiling new aircraft. For example, that well informed

source on Mainair matters has revealed to the Editor that the company will be introducing a competition model known as the Razor to challenge the Chaser S which will be officially unveiled at the BMAA AGM. For those of you thinking of buying a new aircraft, now is the time to get you order in as prices of the Mainair Products are going up by between 7% and 10%. It is understood that Pegasus have also declared that they will be putting up their prices by a similar percentage from mid November.

SVMC CHRISTMAS PARTY

10th December

at

Over Farm

Barn Dance and Buffet

With the Cotswold Travellers
(Lionel Parkhouse calling)
8pm till 12pm. Tickets 6.00

Tickets available from Agnes Kupai at this meeting - but hurry - only limited number available, and they're selling like hot cakes!.

Otherwise contact the following:-

Robbie Keene at the Over Farm Market, or Agnes Kupai on 0594 36013.

Hot News from Woolstone!

News has just reached us of a fantastic new deal that Hugh has just effected this afternoon regarding the Club field at Woolstone.

We now have a three-year agreement on two runways - 370yds east/west and 250yds north/south - both 50 yds wide. (Current runways are only 200yds and have bfound on occasion to be tight, particularly for the not so experienced.)

Proposals have also been agreed for the erection of hangars and a Club room as soon as funds permit.

Pie-Eyed!

When you flew over I used to wave to you

Wishing I was up there too.

Oh! what a surprise it was to me
To discover you lived at "Glory Bee".
When you learned of my desire
You asked if I too would like to be a flyer.

And so my edxperiences have inspired me

To write this little piece of poetry.
Although it may be a little terse,
I'll try to relate it to you in verse.

It was a very frosty morn
The day we set off for Caernarvon.
You should have seen me
Oh what a sight
Perched in the back of a microlight!
Re-check CHIFTA before we ascend,
If we don't, it could be the end.

We headed for Caernarvon but ended up at Shrewsbury.

For we were both a little cold and longing for a "p".

We found one right next to a field,
So we dropped in and had a hot meal.

Oh dear Mr. Penny (Ed's comment: they're on first name terms now of course!) if we put on the pounds

I'm a little worried we won't get off the ground.

We managed to take off again in our little machine

Looking back to the place where we had been.

On now to Hartlebury where - what did we find?

A petrol station by a field and another house - of the public kind.

The pub was closed - no more 'chippies'

Thank goodness I packed the "bickies"

We were allowed in to use the loos
That's all I'm afraid - not open for booze.

The landlady asked with a questioning frown,

"Do you take off by running along the ground?"

"No," said he, (thinks - she's on the wrong track)

"We have an engine in the back!"

Off again homeward bound.

Oh so pleased with what we had found.

We were being followed by another trike.

But he couldn't catch up with Tango Mike.

Did an aeroplane flash at us as he flew by?

Was he telling us we were flying too high?

I don't know, who am I to say

I trust you Mr. Penny to get out of his way. (Ed's comment - and that's about all you can trust him to do too, lady!)

As we descend and come in to land
I think the journey was not quite as planned

But oh what a wonderful day it's been
What marvellous sights there are to be seen.

It takes a flyer to understand
What it feels like looking DOWN.
on the land

You've taken me on a few trips now.

Mr. Penny - take a bow.

(Oh God, he'll be unbearable now!)

It was a stroke of luck meeting you.

You helped me make my dream come true.

Before I close I would like to say to you.....

Safe and happy landings and a big
THANK YOU

By Valerie Ruck - with a little totally unasked for help from the editor.

(I've been trying to get a flight with him for weeks!!)



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