

# Severn Valley Microlight Club

Jan. 1989

## BMAA TRADE FAIR and AGM

The annual microlight trade fair and AGM was held as usual in the Town Hall at Wolverhampton during the last Sunday of November. As usual the event was extremely well attended, particularly by Severn Valley members who were much in evidence, mainly because of their new club pullovers which were widely admired.

Well, what did they see? While the layout of the displays was much the same as usual, it was the new products that caught the eye. Aerial Arts were displaying their World Championship machines, while Mainair launched their answer - the Razor - a single seat competition machine due to be in production for the next competition season. Pegasus had also announced a competition machine - to be known as the Bandit but it was very much kept under wraps - literally.

In the flex-wing two seat world Mainair had on display an uprated Alpha with a 535 water cooled engine, complete with carbon fibre propeller and rear brakes. This souped up version is scheduled to be in production in the early summer.

Pegasus had on display their Q, while the Hornet and Medway had their new designs using the Raven wing on show.

Particularly interesting was the Hybrid R532 which featured a 532 water cooled engine with a three bladed propeller and long range tanks. Effectively this aircraft was an uprated Raven with the main deficiencies rectified, ie lack of power and lack of fuel capacity.

However, sadly this aircraft will be another year before it is in full production.

On the three axis scene, Microflight had on display their newly approved Spectrum, and Aerotech featured the Sorcerer, both completed and in kit form. There was also a Snowbird, which under current regulations isn't quite a microlight, as was the show stealing Mistrale, a French designed and built two seat biplane.

## FLYING NEWS

### Woolstone Fly-in

During November the Club was pleased to host the Midland club who flew in to Woolstone from the North East of Birmingham via Long Marston. They brought nearly 20 aircraft with them, and our thanks must go to Geoff Hoults for organising the event and leading them to Woolstone, and to Dave and Jo Read for organising the ground handling and refreshments at Woolstone.

### Squadron News

Stuart Winstance has now taken delivery of the tenth Alpha, bringing the squadron strength up to ten (even got a spare) - formation flying is due to commence ..... watch out Red Arrows!

Congratulations to Phil Gregory, our latest member to go solo.

### MW6 News:

News reached us late in 1988 of G-MTTF's first flight on 22nd. August with Eddie Clapham at the controls.

Some of you will remember seeing this magnificent little fixed wing aircraft at Woolstone last August with Vic Booth, when he was doing some pre-flight engine checking.

Since then Vic has replaced the engine with a water cooled Rotax 532 which he says gives it a truly sparkling performance.

TF has now completed 10hrs and is at present based at Hinton-in-the-Hedges where Vic is currently renewing his lapsed PPL. He did his first solo in the aircraft on 12th November and may well have done the two cross-countries remaining to obtain his GFT by now.

Vic intends bringing TF back to Woolstone and erecting a hangar on the new Club field to avoid de-rigging - sensible man!

Congratulations Vic and we look forward to seeing you and your beautiful little aircraft early in the New Year.

### Snippets.

It is reported that James Cairns-Terry has now achieved over two hundred hours in microlights. (Do we have to call him "sir" in future?)

### Local Radio Changes:

It has been reported that certain local radio frequencies have been changed recently and that these are not included on the latest half-mile chart (13th edition). The most immediate areas are:

Bristol from 127.75 to 132.40

VOR Beacon, Birmingham, from 112.9 to 113.65.

In view of these local changes, those wandering off circuit may be well advised to check Flight Information before leaving in case of changes further afield.

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## A Welcome in the Hillsides by Chris Wales.

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New Year was spent with Paul and Jenny Gapper in St. Davids.

The trip was planned during our previous visit in October when three routes were considered: over the top, 100nm, up the valleys, 110nm, around the coast, 125nm. At last the day came - flask of soup, sandwiches, mars bars, survival blanket, long-range tank all checked - John and I worked out that if we were airborne by 0900hrs there would be enough time for us to fly to Haverfordwest, refuel him and get him back to base before dark. So we rang Airmet and loaded my machine onto a trailer.

Thanking John for his help, I set off with family by road. As I drove along the valleys, I was glad to be on the ground - 'wishing I was upthere!'

The next three days were flyable and with RAF Brawdy on leave, Paul and I had a look at every other disused airfield in the area. We then tried our hands at soaring the Prescelly Mountains.

With only one more flying day left we thought that a modest task should be set. So complete with inflight catering, we declared out and return to Lampeter; estimated time for each leg 60mins to cover 36nm, with a planned outlanding for a warm.

Having turned Lampeter, we came down to inspect a farm which had a convenient plume of smoke and a farmer waving in a friendly manner. A closer inspection showed that his fields were not good enough however two or three miles down the return track I saw a perfect field. A circuit confirmed the choice and would you believe it - another friendly, waving farmer. (How can I tell a friendly wave? you might ask. It can cost you money to find out!)

Having made a fair go at the landing, we taxied back and got out. Paul said, "Now I'll see how you handle the farmer." By now we could see a tractor coming with two aboard plus a dog outrider.

"Hope you don't mind us landing in your field."

"Not my field." says David Williams.

Out of the corner of my eye I can see 4WD coming - must be the owner! It was. John Jones who, after enquiring if we were alright, bid us welcome. David then invited us back for a cup of tea and a warm.

Once in the snug kitchen he offered us lunch and after a couple of feeble attempts, we gave in and tucked in to turkey and all the vegetables, followed by a choice of sweet, topped off with tea or coffee. The Williams have two lovely children who only speak Welsh. I could not help noticing a shepherd's pie being slipped into the Aga, so I suspect that it was their lunch we enjoyed so much.

Before leaving, I was able to give David's and John's sons a short flight each so that they could photograph their farms. After assuring them that we would return one day, we made the return flight to Haverfordwest amidst gathering gloom and lowering cloudbase. This flight was by no means an epic, but gave Paul and I a great deal of pleasure.

A cold front was forecast next day, so it was back on the trailer and back home to complete the best New Year ever.

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## Christmas Barn Dance

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The Barn Dance, held in lieu of the usual dinner dance, took place on the evening of December 10th in Robbie Keene's beautiful old timbered barn which several members had worked hard to decorate during the afternoon. It actually looked fantastic - full of traditional old English charm with soft, coloured lighting and intimate arrangements of straw bales and Christmas trees, kindly provided by Robbie with his low loader.

The master of ceremonies and the band sat up in the minstrels' gallery and called down the dance sequences to us. In no time people who would never dream of taking to the dance floor were out there. It was all colour and music and dancing and laughter, but most important of all, everybody was thoroughly enjoying themselves!

Beneath the gallery was the bar on one side and the most magnificent display of food on the other. There was delicious sliced ham, joints of chicken, a variety of mouthwatering quiches and succulent salads with crispy jacket baked and buttered

potatoes, not to mention the apricot and mango chutneys. AND - to follow all that, there were marvellous black forest gateaux and one superb mandarin gateau - Plenty for everyone and to spare.....

To those who didn't make it - you don't know what you missed!

Congratulations to Agnes for organising a really superb evening and grateful thanks to all who came along on the Saturday afternoon to help decorate and get things ready. Many thanks to Robbie and Sue Keene too for letting us use their beautiful barn - it was the perfect setting for one of the most enjoyable Club functions to date!

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## Designer Gear.

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The more discerning amongst you will have already spotted that all the in-people are wearing the new designer microlight knitwear.

And it comes in all the colours of the spectrum! (NO - not a reference to John Hollings) But surely you can't have failed to notice that some of the colour combinations dreamed up have to be seen to be believed!) However, most people play safe and have their aircraft colours - or the really suave simply pick colours that make them look ravishing!

What am I raving on about? Why - the new Club designer sweaters of course, complete with microlight motif on the yolk and Club badge on the front. WHERE have you been not to have noticed them already for Heaven's sake?

Anyway - WAKE UP and order yours now! Any colour, any size. (shouldn't take more than a week to deliver).....see Annie Shays to order yours this meeting, and join the in-crowd!

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## ANNUAL GENERAL MEETING

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The Club AGM will as usual be held on the third Wednesday in January ie 18th January, at the Airport Inn, Staverton, meeting commencing at 8pm precisely. On the Agenda will not only be the usual reports and elections of Officers, but also the following proposals:

## Polar blast from Russia

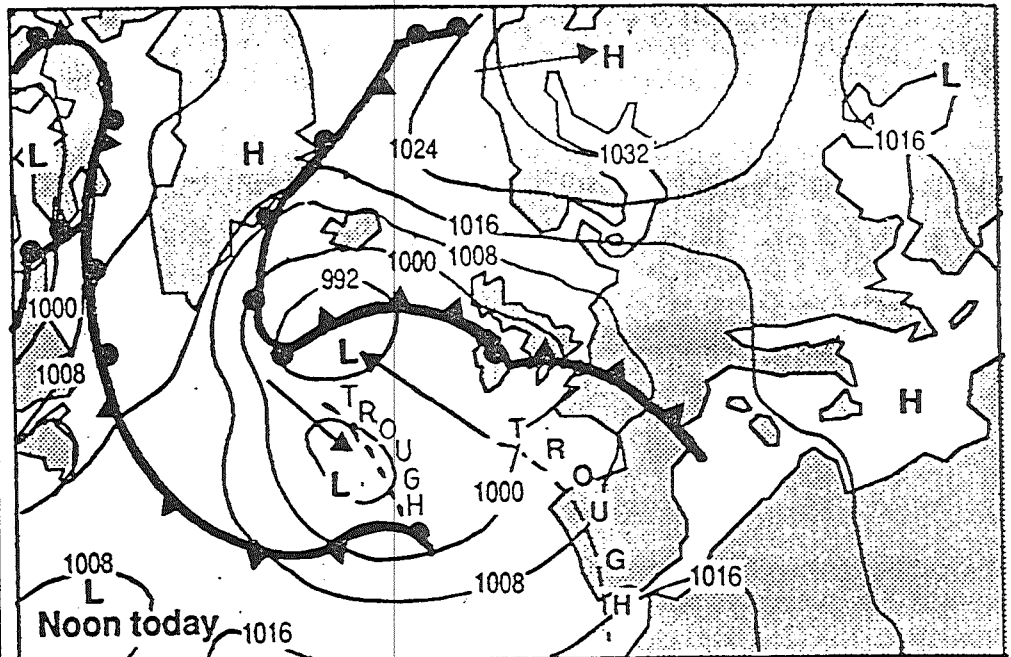
**Dick File**  
**London Weather Centre**

A Polar Continental airmass is one which originates in Scandinavia or Russia. It reaches us when northeasterly or easterly winds become established through a high pressure area somewhere to the north of Britain, often over Scandinavia itself.

Such airmasses are mainly a feature of the winter half-year when an easterly from Poland or even a southeasterly from Germany or Switzerland can be included in this category. Note that there is an overlap here with the Tropical Continental airstream since Central Europe is cold in winter and provides a "Polar" airmass which in July we might term "Tropical." Labels are never perfect.

Temperatures in a Polar Continental are below average except perhaps to the lee of mountains which may shelter the Porthmadog to Aberystwyth coast of Wales, along with northwest England and western Scotland.

Clouds are generally well broke in most areas of the country. Dew points are low, often sub-zero, in this Continental airstream especially where the



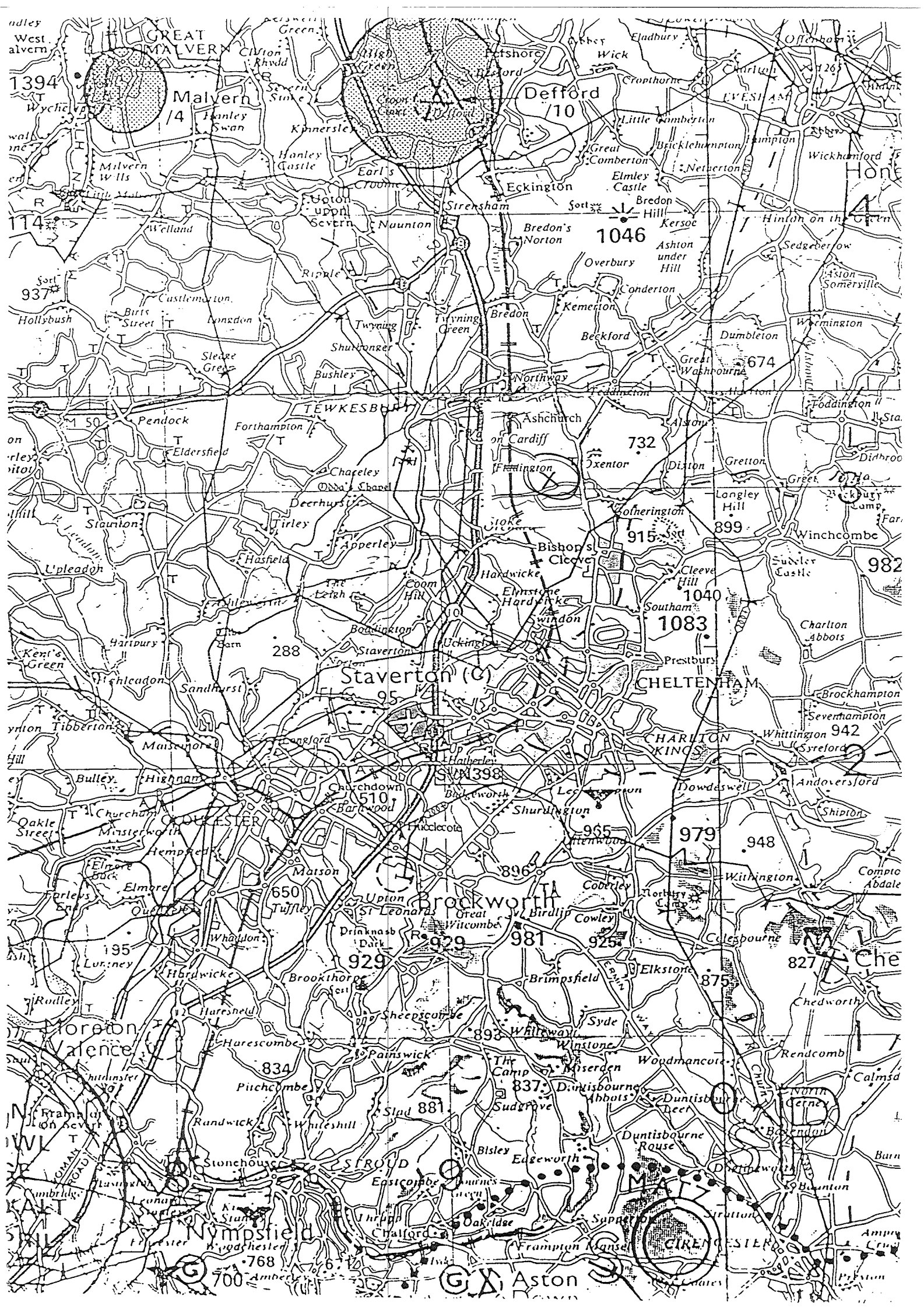
Calais to Dover "short sea track" route is used. Air that has crossed from Denmark to Scotland provides a "long sea track" version and is cloudy, cold and raw.

Visibilities vary, generally being very good when the air comes from Scandinavia but moderate or poor when the air originates in the polluted region of central or eastern Europe.

Even in April or May the North Sea is still depressingly cold and does little to modify the airmass, apart from adding a little unwelcome moisture.

Perhaps the classic example of a gale force Polar Continental airstream was that of January 10-16, 1987. The winds from the east-north-east were ferociously strong and bitterly cold.

The airstream was so cold that even the North Sea was sufficiently warm by comparison to start off vigorous convection. Those places like Kent and East Anglia which had onshore winds endured snow and severe drifting. On the Isle of Wight, Torbay, the Lizard and even the Isles of Scilly, palm trees and sub-tropical shrubs were killed or severely damaged.





1. To increase the membership fee to #25.

2. There should be no new joining fee but a charge of #20 be made for joining the training school.

3. That Roger Thory be elected new Training Officer.

The AGM is the time for voicing your support or disapproval of Club policy and proposals, so it is in your own interest to attend this most important meeting of the year. Remember, if you don't say it now there's no point in moaning about it later in the year!

## **OPEN EVENING**

This will take place on Wed. 15th February at the Airport Inn, Staverton at 7.30pm as usual.

On the following Sunday 19th Feb. there will be a fly-in at Woolstone as an introduction to Club microlight flying for new members. It would be greatly appreciated if all pilots of two-seat aircraft took part in order to give the maximum number of air experience flights. The event is expected to run from 11am onwards and depends entirely for its success upon your participation.

## **Woolstone - the true story. By Hugh Bethune.**

In November 1987 I decided to find a Club field with little or no limitations. Woolstone looked likely and so a short term let of one year was entered into with the owner.

We were blessed with a super March fly-in for E flight, to launch the new field. Since then there have been all sorts of goings on and also a little flying has taken place there.

Some lessons have been learned about the finer points of trying to

integrate farming and microlighting, and the most obvious fact to become apparent is that if you can afford exclusivity, afford it!

The close feeling that helps build a club can be strengthened in several ways. One way is to have a common point where people can meet and more important, muck about with their aircraft before taking off. Woolstone never managed to achieve this because those with machines had them hangared elsewhere.

So - we have a good field - with too much cattle muck and no hangars.....

Part 2:

Correct the imbalance.

After months of long, sometimes even "warm" discussion, with Hugh trudging backwards and forwards trying to haggle over anything that appeared like a stumbling block, eventually a compromise has been agreed, and as you read in last month's Aircrew, the paw marks were drying on the agreement as Annie went to press.

What have we got?

1. A field for three years at a fixed, moderate rent.

2. Room to put up temporary hangars and a club room.

3. Permission for hard car park.

4. Exclusive no turd runways, one E/W 348 yds x 50 yds and one N/S 265 yds x 50 yds. SEE MAP at back of Aircrew.

Soon you should have details of hangarage. Can anybody requiring hangar space and anybody wanting to have input into hangar construction, please contact Hugh. Tel 0386.75.135.

We also need to borrow (or be given) :-

1. a gang mower

2. a big heavy roller

3. hardcore/as dug

4. a white liner (not a bin bag!)

5. heavy metal dustbins

6. a wooden club house

Part 3.

Simply enjoy your field ...and...

N.B. always LEFT hand circuits at 500 ft.

Editor's note;

We are all very grateful to Hugh for the amount of time and effort he has put into this project. Here's to a bright new 1989 for SVMC.

## **NEW TRAINING SCHOOL:**

You may recall on the cover of August Flightline, a lithsome lady sitting next to a microlight on the world's biggest beach. Inside there was an article about training over the Sahara - and the instructor was definitely not a lithsome lady!

He was in fact David Young, and he has now set up a school using the Pegasus XL in the picture.

All I will tell you is that the training school is in the Tetbury/Gloucester area (somewhere near a large house owned by royalty) and the tel. no. is 0249.816298.

**Attention: The training site is NOT for visitors by air (choosy neighbours I suppose). Please respect Dave's wishes.**

## **Edeeter's futeknowt:**

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# **A VERY HAPPY AND SAFE NEW YEAR TO ALL OUR MEMBERS**

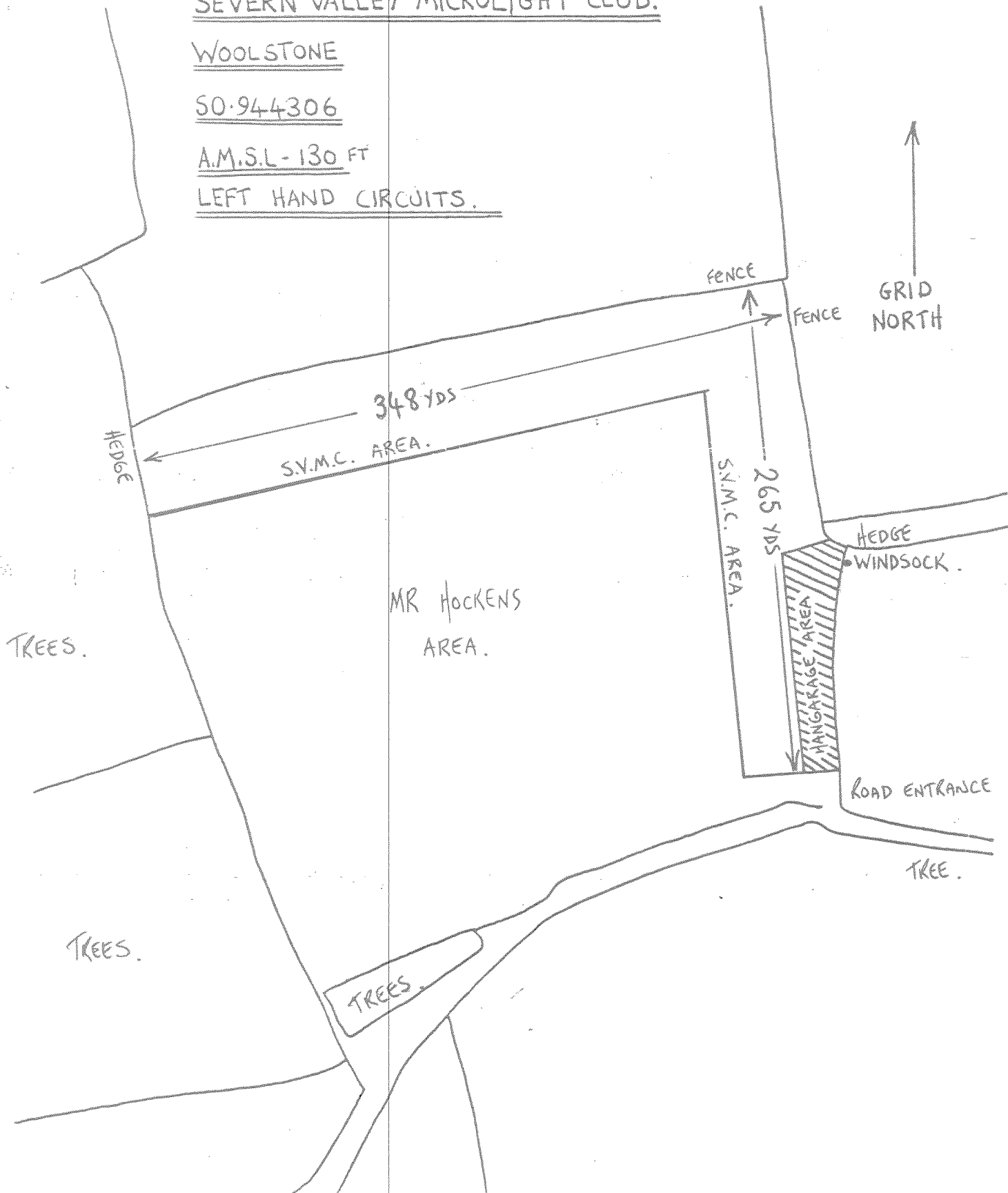
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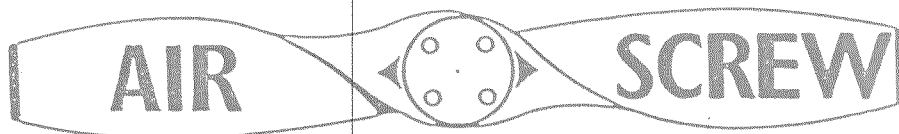
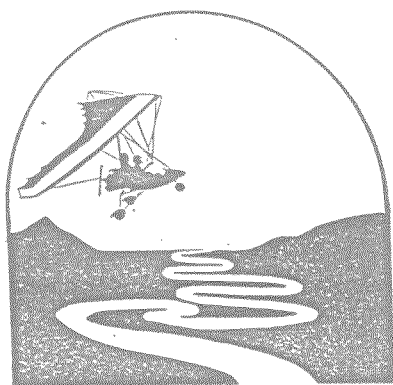
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LEFT HAND CIRCUITS.





FEB 1989

# Severn Valley Microlight Club

## SEVERN VALLEY MICROLIGHT AGM

### Chairman's Report.

The weather particularly inhibited the amount of flying done in 1988 and this had a severe effect on flying training. There was however one good week in the middle of June which resulted in an excellent Round Britain Race, but no sooner was that over than the weather closed in again.

As a result, only one person from the new flight was able to get his licence by the time of the Passing out Parade in October, however the mild weather since then has resulted in more people going solo and further licences.

The weather thus undoubtedly played a part in the membership which fell slightly, from 80 in 1987 to 77 in 1988. Initially recruitment was of similar levels to previous years, however new members did not come forward through the year as had occurred in previous years. Notwithstanding this it is pleasing to note that the attrition rate is markedly down i.e. the numbers leaving have now reduced and this means that effectively more are staying, which could be an indication that we as a club are now offering more. Certainly there are now more aircraft owners than ever before - over half the members have or share an aircraft.

#### Flying News.

As previously mentioned the weather had a significant influence this year and resulted in many of the planned Fly-ins/outs being cancelled

or blown out. Nevertheless about the same number were actually held this year as in previous years. Notable among these were:-

Welland - courtesy of the Malvern Hang Gliders,

The Eagle Fly In to Woolstone  
Cotswold Farm Park

Tewkesbury - courtesy of Robbie Keene

and of course at Woolstone - the club field where we welcomed visitors from as far afield as Rochdale.

Cheltenham Racecourse where Severn Sound broadcast live for the first time from a microlight.

Bromyard - Stuart Whistance's field where every one is always made most welcome.

Bob Hinds BBQ - where everyone landed in different directions in an attempt to find the way into his hilly field!

The Round Britain Race - highlight of the experienced pilots year. SVMC entered four crews with John Hamer and Chris Wales coming 8th in the flexwing class (despite venturing into a cornfield in sight of the finish!).

In spite of the weather members have flown the length and breadth of Britain. In particular SVMC members have been to Land's End, the Isle of Wight, Caernarvon, Haverfordwest and as far north as Cumbria and Northumberland. Microlight flying is far more than once round the circuit and land - at least for some people. The machines have come of age and flights of well over 150 miles

without refuelling are becoming more common place.

#### At Your Service

It is pleasing to report that the Club has now become more self sufficient on the Permit renewal front, with two aircraft inspectors now - Dave Read and John Hamer, and two Check Pilots - James Cairns-Terry and John Hamer who between them are authorised to check out all flexwing aircraft. In addition John Hamer was selected as a Mainair Team Pilot.

#### Safety

Associated with Permits to Fly and other legislation, Safety must feature importantly. Happily there were no serious accidents in 1988 but there were a couple of incidents, both at Woolstone. One member cut his hand on barbed wire following an aborted take off, while the other which could have resulted in a major accident, involved a collision with a sheep - (the animal was apparently a little woolly on airfield safety!)

It is however known that there were several other incidents resulting in visits to Mainair but these have not been officially reported. The Safety Officer has requested that people to report incidents as well as accidents as others can only learn from other people's mishaps and a repetition of the same error could perhaps be avoided with the consequent saving to all concerned.

#### Social Events

On the Social Front, one of the most notable was the R/T Party at Staverton to celebrate the fourteen successful passes. It is noted that there are now nearly as many members qualified to use radios as there

are to fly microlights, however regrettably there are still only a handful that actually have radios. The club hopes in the coming year to make use of the newly allocated microlight frequency and a base station is being investigated.

Other functions included a barbecue at Bob Hinds and at the Chairman's home, but one of the main attractions of the year was the Passing Out-Parade to celebrate those gaining their white scarves. As previously mentioned, the weather inhibited the number that gained their licences, nevertheless the scarves were given out by the BMAA's Chief Executive Brian Cosgrove, who had come specially for the occasion.

While the highlight may have been the Passing Out Parade, the biggest success as well as the most enjoyable must have been the Barn Dance that was organised in Robbie Keene's beautiful old barn just before-Christmas.

Our thanks must go to Agnes Kupai, Social Secretary, for all her hardwork in organising the various events and it is with regret that she is unable to continue in the role this year.

### **Club Meetings**

One of the main attractions of the club is the monthly get together to discuss our flying and hear the various guest speakers that we have invited to address the members. 1988 has seen a host of very well versed and qualified speakers, commencing with John Hudson of Mainair who provided a history of his company, followed by Angus Fleming who told us about his product - the Cheveron aircraft. In the summer, Brian Cosgrove came to promote the BMAA, and in September the acknowledged expert on propellers, Alan Newton, expounded some words of wisdom. This was followed by Geoff Weighell, a former British Microlight Champion who revealed the secrets of competitive flying. The year was wound up by a very professional Safety presentation by the man from the CAA, David Hockings.

### **Ground Training**

To the new member the most important facility the Club offers is our ground training package. Last February 25 started Ground School and by mid-summer, 15 had passed all their exams.

On the flying front, including previous year's intakes, 10 members have gone solo and 6 have been awarded their licences. In addition we are pleased to record that Agnes Kupai became the first lady SVMC member to gain a full licence and two more lady members are also on the verge of going solo. Well done girls, and congratulations to all the chaps as well.

Special thanks are due to Hugh Bethune, Flying Training Officer, who gave up an incredible amount of his time to organise the training. Thank you Hugh.

### **Aircrew.**

This year we have made a conscious effort to improve the communication between the Committee and members and to this end considerable effort has been expended in getting a monthly newsletter to you - namely the Airscrew - (affectionately known to one despicable member as the-Toytown News!) Thanks to the acquisition of a computer from a well known company, 10 issues have been produced and many thanks must go to Annie for her editorial effort and of course to the Chairman's wife, Chris, for organising the distribution. Apologies to one or two of you who missed the odd edition but we have taken steps to sort that out in 1989 - we're computerising the mailing list - so blame the computer in 1989 not the Chairman's wife please!

### **Club Field - Woolstone**

The most important development for the club in 1988 has been the acquisition of a new field at Woolstone after a year at Hartpury, which was, and still is, proving environmentally sensitive as well as having only one runway. The new field however has not been totally satisfactory as problems with cattle/sheep, cow pats and long grass have been experienced. This has resulted in new arrangements for 1989 giving the club sole use of two much longer runways at the outside of the field which will be animal free. The club has entered into a three year lease agreement, but has the option to quit after one year.

Our thanks must once again go to Hugh Bethune for his work in this area, which taxed his diplomacy and negotiating skills to the full not only with the farmer concerned but also with the Committee!

### **Financial Review**

Although expenditure exceeded income, after discounting the capital acquisition i.e. computer, the books

roughly balance. There was a disproportionate expenditure on social events, in particular the Passing Out and R/T Parade which will need to be reviewed in 1989.

The net result is there is not much surplus in the bank for contingencies and at present membership rates this will totally be absorbed in 1989. The Committee therefore proposed to increase the membership fee to £25 and impose a charge for Ground School, but there would be no joining fee.

### **In the News.**

SVMC has received a small amount of media coverage this year. In particular the local papers featured an article prior to the recruitment evening, and there were a few lines about those taking part in the Great Microlight Rally. However by far the biggest 'splash' was about Dave Read taking an old lady for a flight.

As previously mentioned, we did get on the air one Sunday thanks to a brave Severn Sound reporter who broadcast live while flying in gusty conditions above Cheltenham racecourse.

After an enthusiastic start the proposed film on microlighting regrettably seems to have floundered.

### **Recruitment '89**

We plan to hold an Open Evening at the Airport Inn on 15th February at which there will be a lecture/talk on the who what and how of microlighting. Enrolment for the ground school will be on 27th Feb and Roger Thory has agreed to become the new Training Officer. We plan to hold a fly in at Woolstone on Sunday 19th February to show the public the hardware. So please can you support this event, especially those with two-seat aircraft..

Lastly my thanks to my fellow committee members who have supported me through the year - and fed me sandwiches at regular intervals!

Tony Penny

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## **THE NEW COMMITTEE**

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As is required by the constitution, a new committee was elected for 1989. Basically with the exception of the Social Secretary, Agnes Kupai who was retiring due to pressure of work,

all existing Committee members agreed to be nominated for re-election and were all duly re-elected. A list of the Committee together with their vital statistics (i.e. their telephone numbers) appears separately on the Information Sheet.

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### Membership Fees

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In view of the currently financial situation, it was agreed that the membership fee would be increased to £25. New members joining this year would also incur a further fee of £20 to cover Ground School costs. Please note that your fees are now due and thus you are requested to complete the enclosed form and return it with the appropriate sum to Ian Evans.

Included in the form is a space concerning the number of hours you flew in 1988. The committee are anxious to determine the amount of flying that is actually going on so they would be grateful if you'd tot up your log books and fill in the appropriate box.

#### Club Meetings - Diary

15th March. Airport Inn, Staverton. 8.00pm.

Dave Young of Pegasus Flight Training based near Tetbury will be talking about his adventures in the mountains of Nepal flying a Raven on the Dhub Kosis expedition that you may have seen on Television. He will also be talking about his recent adventure in Africa where he was accompanied by Christina Dowdswell. Her book on the adventure is due to be published next month.

19th April - Mr Gibb a former test pilot with the Bristol Aircraft Company at Filton will be recounting his aviating experiences which include flying Blenhiems and the Bristol Brabazon.

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### Woolstone

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The new arrangement at Woolstone provides for two runways, a long east/west strip nearly 400 hundred yards long, and a shorter north/south strip about 250 yards. Both strips need some work on them i.e. grass cut and rolled, however the north/south strip is very rough at the moment and there is a ridge approximately 150 yards from the Northern boundary. Until these problems are sorted out, members

are recommended to use only the east/west runway unless strong northerly/southerly winds prevail.

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### Fly-In 19th or 26th February.

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Following on from the Open Evening, it is planned - weather permitting - to show the Public the hardware by holding a fly-in at the Club field on whichever Sunday proves to be flyable. All members are encouraged to come, whether on foot or more preferably by air to support the Club in displaying its wares to the public, from 11.00hrs onwards.

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### Ground School

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There will be a meeting for new members to introduce them to Ground School at the Airport Inn, Staverton on Monday 27th Feb. 7.30pm.

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### Fly-in venues

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Adrian would like to compile the list of Fly-in venues for 1989 as early as possible, so would anyone who has or knows of a suitable venue, please contact Adrian as soon as possible. Tel. 0885.82504. or contact him at a Club meeting.

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### Club News

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Barbara and Bill Austin are the latest to join the Alpha Squadron following their recent purchase of a 503 Alpha. We now look forward to them going solo and getting their licences.

John Westcott has now passed the 25 hour mark and has gained his full licence and thus is authorised to take passengers. Well done John. Trust you'll now be giving everyone flights - you should have plenty of takers at the Fly-in on 19/26th Feb.

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### Radio Courses

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Staverton Flying School have again kindly offered to run an R/T course for the Club. It is planned to start this on Friday 24th February. If you are interested, please contact John Hamer as soon as possible.

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## The Great Microlight Rally

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Entries for the Great Microlight Rally, otherwise known as the Round Britain Air Race, close on 1st March. The event scheduled to commence on 17th June will be of a slightly different format than in previous years, but it is still envisaged that well over 1000 miles will be flown during the event which will start from Manchester. Entry forms and further details are available from the Secretary.

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### Jottings from the Log Book. By John Hamer.

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The start of a new year is always a time to look back on the past year's achievements and performances, reflect on what might have been and what did actually happen. So what did I do in 1988? A check of the log reveals many interesting stories and records journeys to distant parts, each with its own story. Let me review these on a month by month basis as I turn the pages.

January was noted only for the exceptional cold and lack of flying, indeed I witnessed Geoff Hoult flying on the first day of the year and nearly freezing to death just doing a quick circuit.

February was a little better, and in company with Tony Penny I visited Weston Zoyland and Uppottery in Somerset. Tony had an interesting journey home suffering from carburettor icing and having to put down a couple of times, eventually abandoning the aircraft as darkness closed in. He recovered his aircraft the following morning.

March saw me flying to the Annual Trade Fair at Popham near Basingstoke with James Cairns-Terry in the back. He will never forget the interesting approach to Popham in the extremely gusty conditions - we just fell into a large hole of nothing. The conditions throughout the day worsened and we were forced to abandon the aircraft and come home by road, only recovering the aircraft some days later by trailer.

April opened with the first round of the National Championships at-



Shobdon. It was my first attempt at the Championships and I was fortunate to finish 8th. The most notable memory was of one competitor in the spot landing competition, landing his aircraft, engine off, in the car park by accident! The month also saw the first trip with my Round Britain partner, Chris Wales. We went to visit the Derby and Notts Club at Hougham, just north of Grantham, following a delayed start due to snow. We stayed overnight in their caravan, only to be woken in the morning by the gusting wind. The forecast was for ever increasing winds from 35 kts, so with the aid of five colleagues, we rigged the aircraft and taxied out to the end of the runway with them holding on to us. At the given signal, they let go and we launched into the air for a slow and cold journey home into improving conditions.

May saw us land in a couple of tight spots - (practice for the air race?) The first was at the Cotswold Farm Park where a fly-in was being organised. Unfortunately the ground crew picked the wrong field and we found out just how small those paddocks are! The second short landing was achieved when I landed at James Cairns-Terry's old school at Coldwell. He had assured me there was plenty of room to land on the playing fields. Well things had changed somewhat since he was there, and I forgot that Prep School pitches are scaled down versions of the full size thing - I just had to scale the landing down to suit!

June was an interesting month. First there was a fly-in at Welland, courtesy of the Malvern Hang gliding fraternity. It was at this event that I was approached by a gentleman who asked if he could have a trip "or did I only take the fair sex?" (I could see his point as I had just taken four lovely girls on the trot for a trip round the area!) He got his flight.

It was also the month for the distance flying. As a prelude to the Air Race, Chris Wales and I popped up to Garstang, north of Preston, for a fly-in at Graham Hobson's field before returning home via Long Marston for tea.

The event of the month was undoubtedly the Air Race itself. Fortunately the competition was blessed with the best of weather and although there was a fair head wind on the trip from Manchester to Carlisle, the rest of the journey seemed to have a tail

wind. As a result, on the first day we got as far as Hinton-in-the-Hedges in just over 6 hours after 300 miles flying. The following leg on the next day to the Isle of Wight was a piece of cake, and achieved at an average ground speed of over 70 mph. We were 6th flexwing at this stage. The leg to Caernarvon will always be remembered for the landing in a tiny sloping field surrounded by power cables next to the last service station on the M4 - we needed the fuel. This enabled us to retain our position at this stage, but we marred our copy book on the run back to Manchester, by running out of fuel within sight of the finish and landing in a cornfield. Thanks to Chris's effort, we were able to extract ourselves and took off from a farm drive to finish 8th in our class.

July saw little flying on my part as I got rid of my Alpha "India Lima" at the beginning of the month and its replacement "Charlie Fox" didn't arrive until the end of the month. The new aircraft flew straight out of the bag and I was soon back in action. Fortunately July wasn't a good flying month so I hadn't missed much.

August was only notable for a return visit to Popham for a trade day, again accompanied by James Cairns-Terry. The conditions were slightly better than on our previous visit, but an interesting time was experienced on the way home as we had to negotiate flying around a storm and then finally testing the Alpha's cross wind landing capability to the full.

September saw me flying accompanied by John Cafful to the North Staff's Club fly-in north of Birmingham in breezy conditions. Such were the conditions that we were the only ones to fly in but we were made most welcome. Tony Penny went the following day in similar conditions and likewise he was the only one to fly in. They were even more welcoming to him. They gave him free fuel to fly home. I also flew across to Haverfordwest for the weekend of the European Championships and had a super flight back, initially around the coast to the west of Milford Haven before returning via Pendine sands, Shobdon and Deford. The conditions were such that an early return to Hartpury was inhibited by the strong cross wind that had got up. Similar windy conditions were experienced when Robbie Keene, Tony Penny and myself flew into the Cheltenham racecourse as

part of a motor cycle event. I took a Severn Sound reporter for a flight and he broadcast his experiences live while we 'hovered' above the racecourse.

October saw a mass expedition to Melton Mowbray to visit Robbie Keene's cousin. Robbie and I had made a similar trip the previous year and stayed overnight. When we got up the following morning we were fogbound and thus we had to abandon our aircraft and come home by train. It was three weeks before the weather even became mildly suitable and even then it took over four hours to fly the 80 miles due to the strong headwind. On this occasion however we didn't risk staying the night and returned home after lunch. At the end of the month, there was a single glorious day and thus accompanied by Liz Crellin in the backseat, I took the opportunity to fly up to Caernarvon and go over the top of Snowdon. It was a most memorable sight, particularly as there wasn't a cloud in the sky and the visibility was as far as the eye could see - at least 50 miles.

November saw me running into the first of the cold winter weather for I got caught with Barbara Austin in a brief snowstorm whilst on a triangular trip to Long Marston and Hinton-in-the-Hedges. It's no fun being out in that sort of weather!

December saw another trip to Weston Zoyland accompanied by Mark Walker, however the person we wanted to see wasn't there so we turned round and came home via Badminton who were in the process of installing landing lights when we got there. (It wasn't that late!) The Christmas holidays arrived with me delivering and collecting Christmas presents from various friends around the countryside. I met Stephen Watkins at Long Marston and he had just collected his Christmas tree, while I had only a couple of freshly cooked pheasants under the seat. The year ended with another triangular trip to Hinton and Long Marston, with Robbie Keene and James Cairns-Terry.

In all I flew just over 190 hours in 1988 and completed 272 flights. Surprisingly only three of them were over three hours, with the furthest non-stop distance travelled being 180 miles.

# INFORMATION SHEET

The Severn Valley Microlight Club was formed in 1983 to promote responsible microlight flying. Currently the membership is nearly 80 strong with the majority living and working in and around the Cheltenham and Gloucester area. Over half the membership own their own aircraft and fly either from the various training schools in the area, their own fields, or from the Club field which is located just North of Bishops Cleeve off the Evesham road.

The Club offers to its members the following facilities and privileges:-

A monthly newsletter - the Airscrew, published on the third Wednesday in every month.

A monthly meeting at the Airport Inn at Staverton on third Wednesday in the month with a speaker on a microlight or other aviation related topic.

Many organised Fly-Ins & expeditions.

Various social events, including barbecues, dances etc.

Aircraft inspection and check flying to facilitate aircraft permit renewals.

Free Use of Club airfield at Woolstone.

Ground School training in Air Law, Met., Navigation and Technical knowledge for the PPL(A) Group D exams

R/T courses for the acquisition of R/T licences.

Affiliation to the British Microlight Association (BMAA).

Advice on all aviation matters including aircraft purchase.

## The Committee:-

	Home Tel No	Work Tel No
Chairman	Tony Penny	0594 510624 0452 500765
Secretary	John Hamer	045270 314 0242 533628
Treasurer	Ian Evans	0684 298364 0684 298600
Safety	Stephen Watkins	0905 821015
Training	Roger Thory	0242 862155 0242 221491
Airfield	Hugh Bethune	0386 750135 0905 25541
Editor	Annie Shays	045276 341
Social	Liz Crellin	045270 298 045270283
Fly Ins	Adrian Lloyd	0885 82504

## Other Useful People:-

Inspectors Dave Read 053181 245 0242 673361

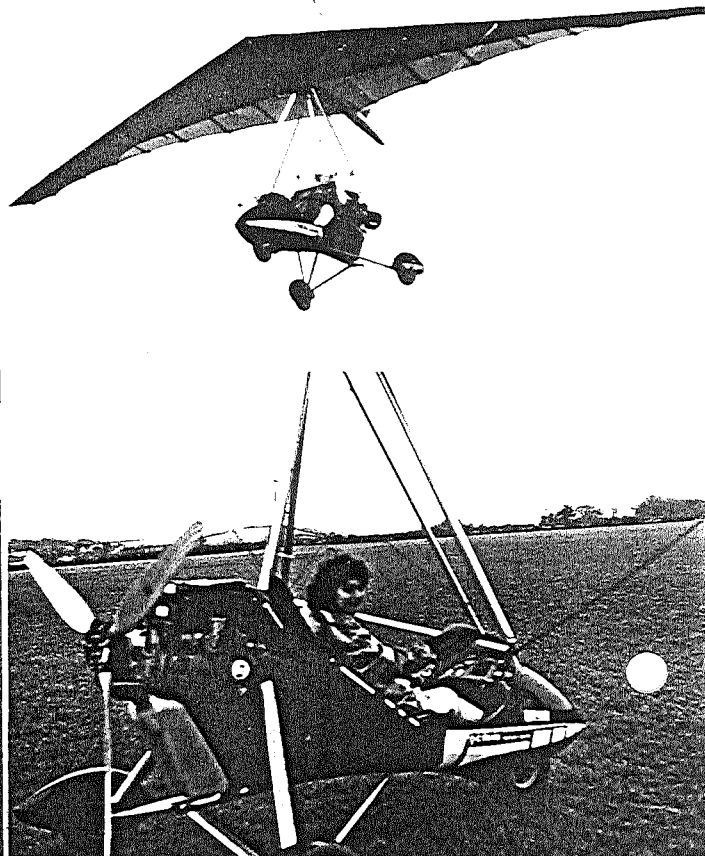
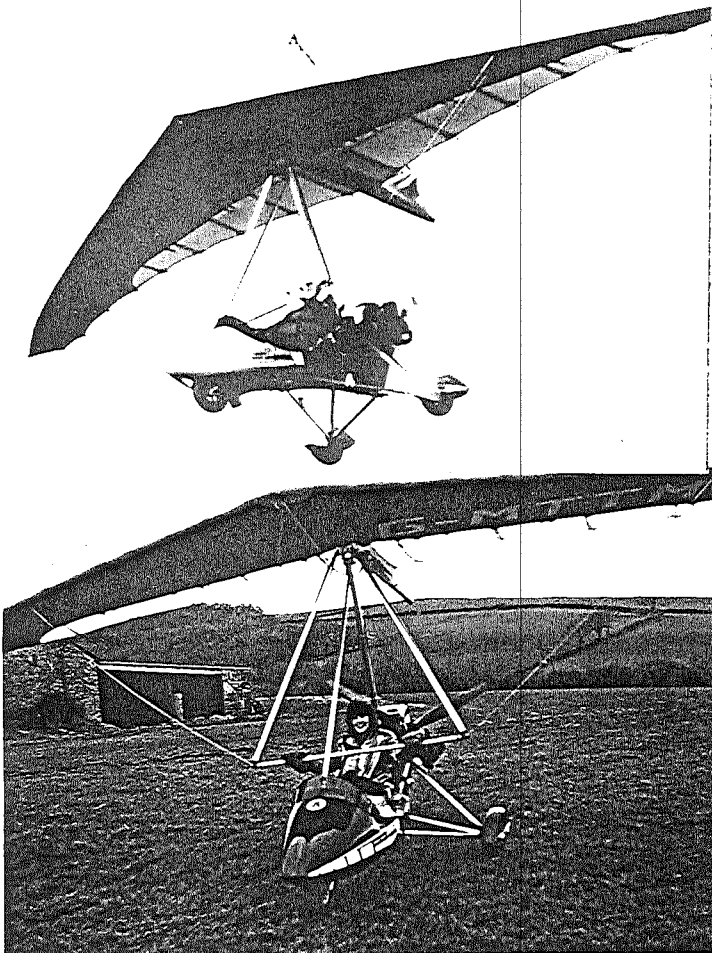
John Hamer 045270 314 0242 533628

Check Pilots James Cairns-Terry 0684 299695

John Hamer 045270 314 0242 533628

Club Members use the following Flying Schools:-

	Tel No
Aerolite	Long Marston, Stratford on Avon 0789 299229
Aerotech	Hinton in the Hedges, Brackley 0295 811939
Air Play	Madley Airfield, Hereford 0981 251242
Avon Microlight	Long Marston, Stratford on Avon 0789 204010
Group D Aviation	Enstone, Chipping Norton 060872 8741
Microlight	Shobdon, Leominster 056881 8981
Pegasus Flight	Long Newton, Tetbury 0666 54032
Training	0249 816298



## PENNY'S FROM HEAVEN

TOP RIGHT: TONY AND CHRIS PENNY CAUGHT IN THE TELESCOPIC TELEPHOTO LENS OF THE INTREPID JOHN HAMER. CHRIS CAN BE SEEN ANXIOUSLY PEERING AT THE DECK OVER THE HARTPURY LANDING STRIP.

OTHER PHOTO'S: ANOTHER PENNY WHOSE CAREER HAS TAKEN OFF. KNOWN TO TONY AS SISTER LISA, ALIAS DR. BEVERLY MARSHALL OF THE POPULAR T.V SERIES "NEIGHBOURS"

TOP LEFT: IT'S TONY PENNY FLYING JOHN HAMERS BELOVED SKY MACHINE, AND WE ALL THOUGHT THAT HE TRUSTED NO ONE !

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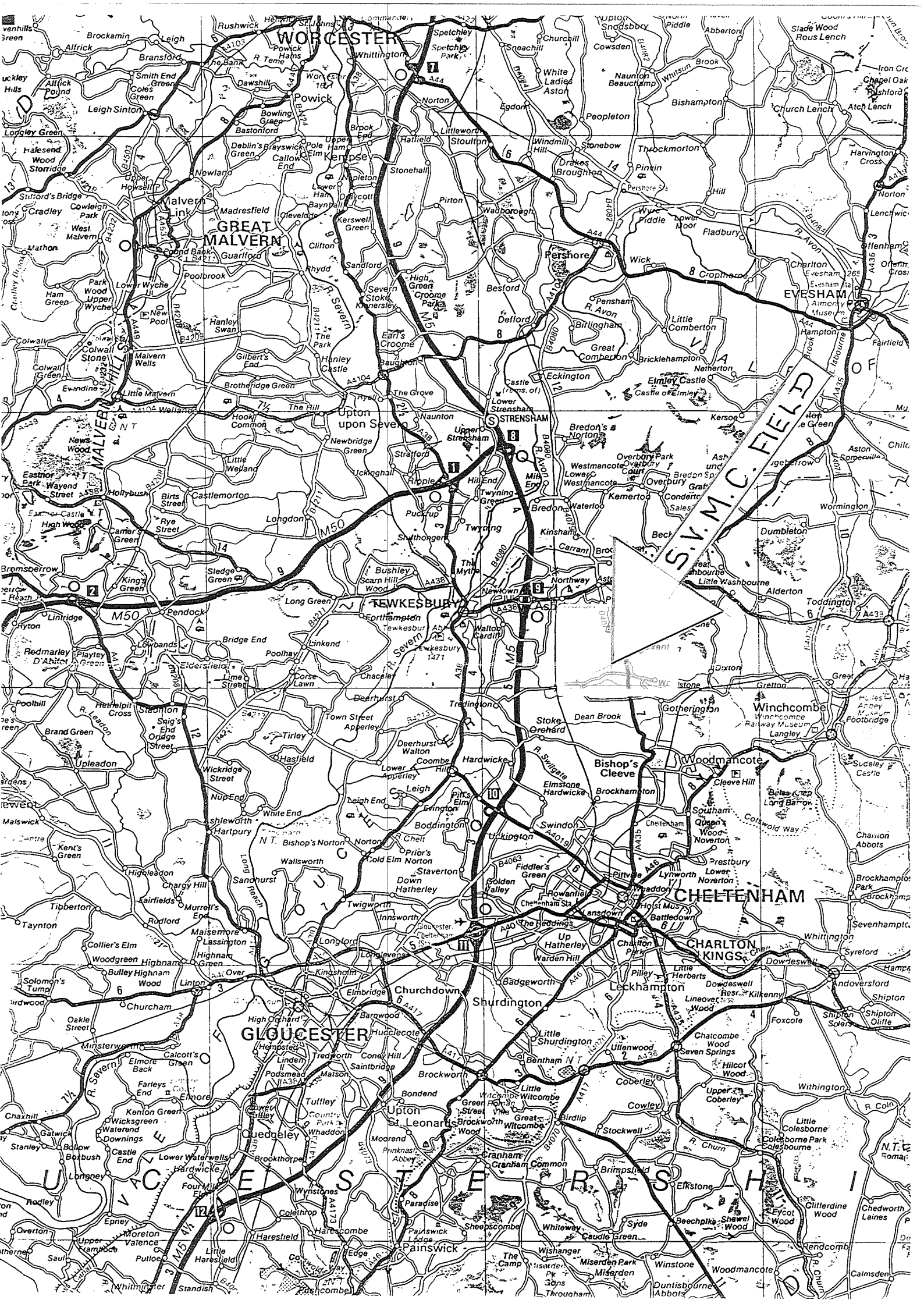
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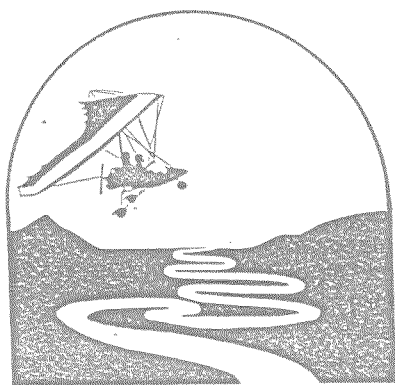
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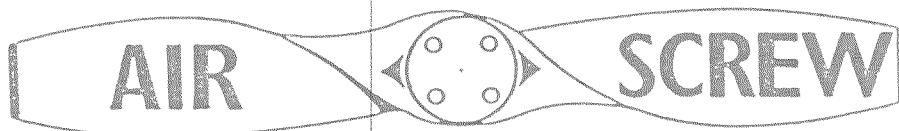
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MARCH EDITION 1989



# Severn Valley Microlight Club

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## Open Evening

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Just under a 100 people attended the club open evening held at the Airport Inn at Staverton on Wednesday 15th February. They were treated to a slide show on what a microlight is and how a flexwing goes together and what you see when you fly in one. They got the feel of flying one thanks to an excellent film produced by David White - a local Thatcher who has recently found a fascination in flying. The film featured the pilot's eye viewpoint and gave an insight into flight both beneath and above the clouds. This was then followed by an OHP presentation to brief the audience on what the requirement are to fly a microlight and what you need to do to gain a licence. The evening was finally rounded off with a briefing on what the club has to offer and the advantages of being a club member.

It is hoped that in the near future the film featured at the Open Evening will be transferred on to video. Anyone interested in obtaining a copy should contact the secretary.

Many thanks are due to John Hamer and Roger Thory for a superb production and presentation.

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## WOOLSTONE

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### Fly In - Woolstone - 18th February

At the Open Evening, those that were interested in seeing the hardware were invited to a Fly-in at Woolstone on Sunday 18th February. Unfortunately when the day arrived, so did the wind. Not-

withstanding the adverse conditions, a large number of people did turn up at the field and although slightly delayed by the conditions, three members in their microlights turned up and spent the rest of the day giving rides. It is estimated that between the three of them they gave over two dozen flights.

Our thanks must go to John Hamer, Chris Wales and Graham Stallard for venturing out in less than ideal conditions to keep the show going. Indeed, where would we be without such intrepid aviators?

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## Training Programme.

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The first lecture - an introduction to microlighting - was given on 27th-February and this is being followed by weekly ground school lectures at the Airport Inn at Staverton on Monday nights. Members are most welcome to come along and support the next recruits.

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At the open evening, a resident of Woolstone took the time to come along and complain about microlights flying over the village. All flyers are reminded to avoid all the villages particularly those near the airfield. In addition there is a large white house approximately a half mile to the south of the field that should also be avoided as it is inhabited by a known protagonist of all things whether it be aviation, agricultural or

other that may disturb the peaceful environs. Approaches and departures to/from Woolstone should ideally be either from/to the west or from/to the north.

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## MEMBERSHIP FEES.

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Be advised that unless you renew your membership before the last day of March, your name will be removed from our register and you will no longer receive your Aircrew. In addition we regret that we can no longer extend the same welcome at our monthly meetings, our fly-ins or our social functions, also we cannot undertake any inspection/check flying of your aircraft; nor can we advise you on any safety matters or generally be available to give advice. In brief you cannot afford not to belong, so please return your membership renewal form to the treasurer now. Thank you in advance of your co-operation and we look forward to seeing you at our next meeting.

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## Radio Courses.

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As mentioned in the previous Aircrew, Staverton Flying School have once again kindly agreed to run R/T courses for club members. Six-members started the course on Friday 24th February. Regretably this was the maximum they could cope with at any one time and thus there were several disappointed members, however the School has agreed to run another course in the near future so if you are interested please contact the secretary.

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## BMAA Radio Frequency

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Details of the requirements for the use of the frequency are now emerging from HQ. As use is restricted to air/ground there is basically a requirement for a ground station (with a located frequency) together with a competent operator. Such an operator must be qualified with certificate to prove it. A holder of an R/T licence is not automatically qualified and needs to apply for such a certificate although it is understood that issue may be a formality after handing over an appropriate fee. There is also a significant fee (£50) to register the ground station. The Committee is investigating the subject further but feels that it is difficult to justify such an expense at this time. If anyone has any views or wishes for any more information please contact the secretary.

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## Badges

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The Club has now had produced a self adhesive vinyl based badge with the club logo and name. The intention is that they should be affixed to your aircraft so that we can see who is a member and who is not! The Safety Officer isn't so sure of this idea, as identification while airborne could prove a flight safety hazard - thus a larger version is under consideration. In the meantime all paid up members will get one free and can stick it where they like! Additional copies can be had from the treasurer on payment of a suitable piece of metal.

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## Shodon

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There is now a completely new procedure for microlights operating at Shodon and pilots are reminded to familiarise themselves well with this prior to going there or operating from there.

Firstly, it is a strictly PPR airfield, thus permission needs to be sought each time before flying in. You will also be able to update on any late changes to the details that are supplied below.

Secondly, it appears that all operations require radio - 123.5

All microlight landings on 27 (except training) are to be full stop on the grass strip (the gliding strip). (In exceptional circumstances permission may be given to use the tarmac as this is subject to less turbulence in Northerly winds).

All microlight take offs on 27 are to be on the tarmac. 09 take off procedure is unaffected.

All microlight landings on 09 are to turn right and use the parallel 'rough' strip to taxi to the parking area. This is to allow glider operations to continue on the other side of the runway. Crossing the active is to be adjacent to the parking area.

The microlight parking area is to be behind the current light aircraft park by the helicopter pad, ie to the east of the control tower.

All pilots are advised that these changes while accurate at the time of writing, are under discussion at Shodon and may be changed without warning, thus PPR and a briefing are essential.

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## National Championships

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The first round of the National Championships will be held at Shobdon over Easter (25th/26th March). The Championships will involve the usual navigation, fuel economy and spot landing exercises. It is known that several club members will again be exercising their skills in the three classes that are being run, ie solo, dual and open.

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## Microlighting - Canadian style!

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By Dave Lewis.

I've had several requests from people wanting to know what I've been doing for a year on my 'holiday' in Canada. First thing - it was no holiday! I was over on a sort of busman's holiday, working on a pig-farm, with long hours and plenty of

work to keep me occupied. However, because the harvest didn't start until mid-October, I did find I had quite a lot of the long summer evenings and every other weekend to do as I wanted and very fortunately I managed to find an aeroplane to help me fill in this blank space in my otherwise full week.

It was on one summer Sunday afternoon that I first noticed the dacron and tube structure being assembled in a field alongside the road, during one of my sightseeing trips. The plane in question was a Quicksilver; I could tell that from the distinctive rectangular wings. I introduced myself to the old chap who was assembling it, and had a look around the little ultralight. I commented on the lack of joystick (obviously it hadn't been fitted yet) - Oh no, this was a totally weightshift machine!

Mr. Henderson, seeing how knowledgeable(?) I was on this type of machine, very kindly offered me the use of it, for a small liability sum. He wanted someone to fly with and I wanted something to fly - the perfect combination. So it was that one perfectly still summer evening I strapped myself into the harness and opened the tiny 90cc. Yamaha to full bore, and she lumbered off down the runway like an overloaded-Lancaster!

The idea of the exercise was to do a few small hops to get the hang of the different control system. That was the theory - in practice I felt I'd damage the plane less by going around, especially after the way I hit the deck on the first hop. It was a nice big field and not realising the power the little engine would put out, I did the first circuit at about 30 feet (apparently putting the fear of God into the poor owner!) ending up with a perfect landing - of course. The next couple of circuits were done at a more respectable height.

"How will she stall?" I asked.

"Take her up and find out," came the sharp response.

We crept up to 1000 feet and I gingerly pushed out, still on full throttle. She mushed gently and the nose slowly dipped. The same thing happened at cruise setting - great! I closed the throttle and began the descent onto the farm strip. Bar forward again to try power off stall. It can't be any different. Wop! The nose whalloped down and before I realised what was happening the

pulling the gloves out of moth balls, we concentrated on the new Kawasaki power plant. Although this enginereally shot the little plane airborne, I had the same wheelbarrowing with it as I had done with the smaller Cuyuna. After ground-looping it in a clover field as I lost control, I decided to use the bar-in technique, then when speed built up to about 15mph, push right back off the foot bar in a giant swing - ducking to avoid braining myself on the engine just above. It worked and saw the plane shoot up at about 45degrees into the stiff east wind, to head back to the farm strip.

I was only to have one more flight, in company with a Beaver pilot, both showing off as to whose plane was the better! I have to admit that even the Kawasaki was no match for this streamlined Rotax 503 powered aircraft.

Winter was now with us. Snow lay on the ground and the planes were packed away. Glenn headed south with his motorhome and Quick to Florida, and I started working fifteen hour days harvesting the corn. That had been one summer I shall never forget - nor ever repeat probably.

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## Microlighting Magic

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By Robbie Keene

This January some thirty people consisting of microlighters, family and friends went on a skiing holiday to Chatel in France. The trip was organized by Aerolite of Long Marston. Four members of the S.V.M.C., myself included, also went along.

In spite of a shortage of good snow the weather made up for it and gave us thirteen days of blue sky, sunshine and no wind. It was on one of these beautiful days, whilst sipping a beer at a mountain restaurant, that we noticed a flying object in the far distance.

Was it an aircraft? No, too slow. Was it a hang-glider? No, too much hanging underneath. Was it a microlight? This seemed to be the most likely but would anyone dare fly one in those rugged mountains?

There was only one way to find out, so early the next morning, my friend Tom and I set out in the direction this U.F.O. had been sighted.

After skiing for an hour we arrived at a 'piste ferme' sign - well not understanding a word of French, we ducked under the rope and continued down a very grassy slope, up the other side of the valley, and we were in a purpose built ski village called Avoriaz. As we reached the top of the lift we were aware of a very familiar sound and were just in time to see a microlight launch into the sky from below us.

We immediately skied to where this machine had taken off to investigate further. Although there was no one else there, a notice on a board seemed to indicate that the microlight (U.L.M. as the French know them) was taking passengers for 250 Francs.

Between us we were just able to rustle up the cash for a flight but then seemed to wait for ages for the machine to return. Finally it appeared and, after an interesting looking landing up a 30 degree slope, this very odd looking trike slid to a halt in front of us.

I was quick to introduce myself as a fellow pilot as by then quite a few other hopeful passengers had congregated. Luckily the French pilot spoke good English and gave me a tiny pudding basin helmet to strap on while he checked the bungee straps were securely attached to our undercarriage. This comprised of three shortened mono-skis instead of wheels.

The machine was a French built 'Cosmos', powered by a 462 water cooled Rotax. With no pod, spats or wheels it was an extremely small looking trike - even the wing looked smaller than we are used to. To cope with the extra altitude, a large screwdriver had been used to enlarge the pores on the airfilter and increase air intake!

Turning to line up for take off proved interesting as on skis it tended to side slip instead of turn. As soon as we started to slide down hill, we were committed and full power soon had us shooting down the steep slope and into the air. We flew straight over a 1000ft sheer drop whilst climbing towards a ridge, way above us. The

Frenchman was very happy for me to take the controls as we approached the knife-edged ridge and I braced myself for some horrendous turbulence as we crossed it 200ft below us. Except for a couple of twitches it was beautifully smooth and the view was breathtaking! Mont Blanc stood out very clearly some 30 miles away and all around mountains were reaching for the dark blue sky in their snowy splendour.

The small wing was a joy to fly and even from the back seat, it seemed very light in roll. My biggest problem was trying to keep my ski boots from slipping off the foot pegs!

We climbed to about 900ft AMSL and headed towards Chatel, which I thought would give the other pilots in our group something to look at. (As it was, only James C-Terry saw us).

As we flew towards a Swiss village, I was redirected back to France, as apparently the Swiss do not permit such noisy creatures in the sky above their country.

It was then time to return as my fifteen minutes had already run out. After a short circuit we descended and lined up with the runway above us. With 5,500 RPM we flew at the incline and landed very smoothly just reaching the brow of the hill using our forward momentum - perfect landing. All I had to do then was to thaw my face out so that I could express my gratitude and pay the man. It was truly one of the most exciting twenty-five minutes flying I have had, with certainly the most spectacular scenery.

We then had to set off again quickly as it was four hours skiing back to Chatel via Switzerland, and we had to catch the last ski lift before it closed or face one expensive taxi back. Happily all went well and we arrived back in good time.

The whole holiday was a great success thanks mainly to Colin Greasley who put so much time and effort into the organization.

Editor's comment: We thought the winter Airscrews were going to be difficult to fill - but this one must contain the most hair-raising and exciting stories yet! I certainly enjoyed reading them - more please!

plane ended up pointing almost straight down! The comment from the ground (the whole episode was being videotaped at the time) was, "I bet he won't do that again!" The recovery was standard, thank goodness. They were right though, I wasn't going to do that again. The circuit and landing in the evening twilight were done by quite a shaky pilot!

The next evening, Glenn Henderson flew into an alfalfa field next door to where I was working and got me going on my first Canadian cross-country - the 20 miles or so back to the farm strip from which we operated.

Because the engine had been playing up, I got plenty of height before crossing the wide timber lined river. She was perfect though and didn't hesitate the whole 45min. flight. Thus it was that most evenings I'd pop over to the strip with a can of fuel to go flying. By the end of the month I was getting more confident - bumping through the ever present wind sheer layer at 300 feet and going for little jaunts into the surrounding countryside. It was at this time that I had the first of many power failures - into a just cut hay field. Why she quit when she did was one of the great unexplained mysteries of the world and we never did come up with a satisfactory answer to it.

It was just a few days later that we unveiled our new creation. Made up from pieces of Skyseeker III, Qicksilver A and a spare 215 Cuyuna, it looked very similar to the Yam. Quick, but with underslung engine. Glenn test flew it around the circuit, then handed it over to me for stall and tight turn appraisal. The bigger engine and tight new wings meant that she shot up into the sky. The only problem I found was attendance to want to wheelbarrow at full throttle take offs. Otherwise she was perfect.

A few days later flying the old Yam, the engine quit again and Glenn flew into the field I was in to give a hand to restart. We swapped planes, he having had a good fly in the "better" plane already. He opened up and up he went; short wait to clear the area of vortices and off I went - full power and she shot off across the field. I became aware that the rear wheels were airborne but the front was firmly on the ground. Pushing back until my head was in the engine, I saw the nose leave terra firma - now I was

faced with a new problem - a row of poplars at the end of the field! Just a few feet from the ground I pulled her round 180°, just in front of some farm buildings and a whole row of kids, all lining one fence and waving!

The next time this was a problem was one windy day, taking off into rotor from the hill under which the strip was located. It was probably a combination of factors, nose down and the rotor, but she just wouldn't climb. Coming around the circuit and finally getting a boot full of lift, the engine decided it had had enough and stopped. Although we got her going again, the drive-shaft was developing a bend which led to shaky subsequent flights, so that power plant was chucked in favour of a big 40hp Kawasaki taken from a two-seat Condor (Florida version of the MXII)

during the time we were playing with the new plane, the Yam. was undergoing a transformation. The wheels had been replaced with two fibreglass/polystyrene floats and we'd rigged up a dolly so that she could be flown off the strip and onto the nearby lake. As you may have guessed by now, there was very little regulation regarding what was done to these aircraft. As long as no-one is hurt, the Canadian Department of Transport leaves them well alone! They have their work cut out looking after the big jets at Toronto's Pearson International Airport, where at one time we were getting reports of "near misses" almost daily. The only thing they did seem concerned about was the state of wing covering material, sending out notices to the effect that you should replace the wing dacron every three years or so. They also did an inspection on every new aircraft, which was a farce as most inspectors didn't know a thing about tube and fabric, having been brought in from the general aviation.

Anyway, back to the floats. After an aborted take-off (she ground looped into an electric fence!) she was taken over to the lake on top of the car. The idea of flying the whole lot from the roof of the car had been suggested, but rapidly dismissed by most of the ground crew - ie. me - So one nice, calm Sunday evening saw me once again strapped into C-IBUF, but this time on the water.

It was quite a sensation to start with, sitting just above the surface of the water on two great big floats. First

came taxiing practice - going up and down the lake shore learning how ineffective the rudder could be when it had the bulk of the floats to move. It also left me with an extremely wet backside, as the wash came up under the low slung swing seat.

The take-off was quite interesting. Because of the low power of the tiny engine, she had difficulty in actually pulling herself out of the sticky water. The technique was to put your feet up on the A frame bar and push out hard like that, getting all the weight to the back.

That brought her up onto the step. From there you pulled forward into the normal sitting position to build up speed for the actual take-off. It sounds more hairy than it actually was!

I was soon airborne and climbing slowly up around the small lake. The unfortunate thing was that we couldn't go anywhere, mainly because of engine reliability and because we'd used most of the fuel climbing up above the trees that lined the shores. Most of the flying time was spent buzzing the numerous boaters and trying to get some ridge lift on the windy days.

Landings were as normal, but you had to remember to come in well back to avoid the float tips digging in. It was this that I got wrong on my last flight in the Yam. It was late at night and the water was dead calm, not a ripple. My intention was to do a low pass along the lakeshore culminating in a touchdown just in front of the tie up jetty. I must have misjudged the height as all of a sudden the float tips dug in and over she went. Glenn was most annoyed because he hadn't got the video camera out and I hadn't managed to hit the kill switch before the engine drowned. Otherwise, he was very good about it. Surprisingly, there was very little damage. We gave the engine a good flush out with oil right away and after drying the pull-start out, she re-started O.K. We had to replace a compression strut in the wing and the 'B' bar in the A frame had stretched. The latter we wired up and left. It didn't seem to affect the flying characteristics. One interesting effect on the spark plug - the thermal stress it encountered caused it to melt on the next flight, leaving just a molten mass where the two points had been!

We eventually packed up the floats as the weather grew colder and wrapping up in thick sweaters and

## Weather watch

# Thin wet end of the wedge

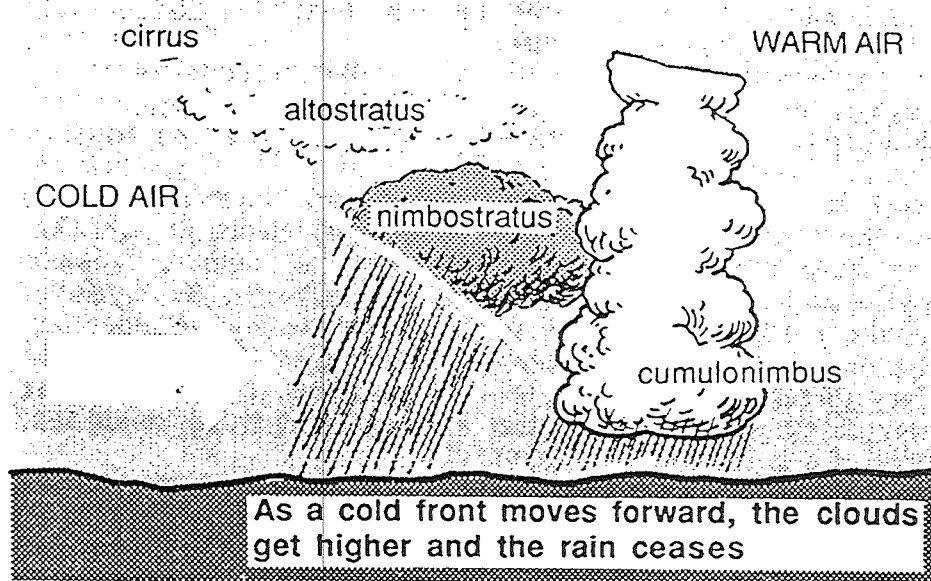
Dick File  
London Weather Centre

The cold front is a boundary between two airmasses where the cold air is advancing. Because cold air is heavier or denser than the warm air which precedes it, the Polar air undercuts the Tropical air and a sloping boundary is formed. The cold front slopes backwards from its surface position, quite unlike the warm front.

Instead of a vertical boundary between warm air and cold air, the arrangement is more like a wedge with a slope of about 1 in 60. If we imagine pushing a broom along the ground we get some idea of the mechanism.

First of all, there is little warning of its impending arrival, though a couple of subtle hints may occur: a brief unexpected break in the overcast stratocumulus of the Tropical Maritime sky (known to pilots as a sucker's gap) or a slight fall in a previously steady barometer or a slight backing of the wind.

Then the front arrives with a heavy burst of rain from a small but vigorous embedded cumulonimbus. As the cold front passes the wind veers and



usually increases, the barometer "kicks" upwards and the stratus clears, at least partially. Rain may continue accompanied by a pall of medium-level nimbostratus and some patches of low "stratus fractus" cloud.

Soon a bright clearance is visible on the north-western horizon which makes a bold reminder of the passage of a classic cold front when it occurs towards sunset. The bright, clear air advances, though perhaps not without one last burst of rain.

Finally the true Polar Maritime air arrives with its patchy sunshine, cumulus clouds, lower dew point, rising barome-

ter and veering wind. Just as the warm front (leaning forwards) gives so many signs of its approach, so the cold front (inclined backwards) gives so many indications that it has already passed through.

This may be of less use to the amateur forecaster but it does serve to confirm the synoptic situation and he can now predict the typical Polar Maritime conditions — brighter, showery weather — with a certain amount of confidence.

The tropical air is mild, humid, cloudy, in summertime even sultry. The Polar air is clearer, brighter, fresher, cooler, showery or blustery.



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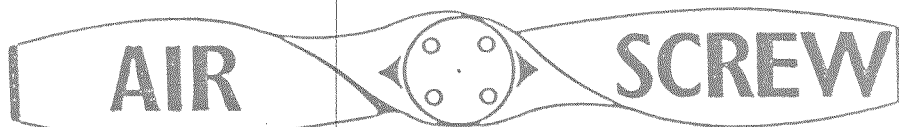
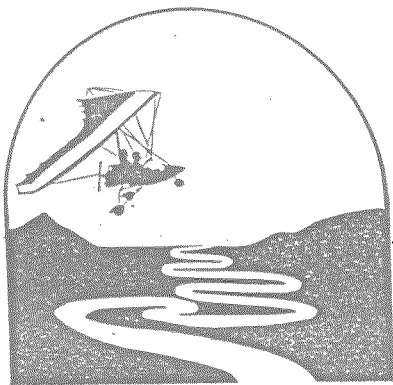
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# Severn Valley Microlight Club

APRIL 1989

## TRADE FAIR - POPHAM

11th/12th March - By John Hamer.

As is the custom, there is a trade fair held at Popham every year in March where the manufacturers come out of their winter hibernation and demonstrate their products to the general public. At this time of year the weather is usually far from ideal; in 1987 it snowed and the visibility was such that you couldn't see from one end of the field to the other. In 1988 I flew in but the wind was so strong that it curtailed any chance of flying home. Thus I greeted the invitation to fly down to the 1989 trade fair with some apprehension - so with a train and bus timetable stuffed in the pocket of the Alpha I set off. However I needn't have worried as the forecast was reasonable and the visibility was excellent, you could almost see Popham from Gloucester, but the return trip on the Sunday was to be a much different story. The freshening southerly wind and lowering cloud base combined with rain made for an 'interesting' and extremely quick journey home in exactly an hour - it took two and a half hours on my last trip to Popham.

Well what was going on there? In brief every UK microlight manufacturer was in evidence at the fairly well attended event. Aerial Arts probably had the most aircraft on show and flew a very impressive formation of eight Chasers several times over the field and repeatedly demonstrated the aircraft's speed with low passes along the field. The other very quick little single seat

aircraft on show was Mainair's new Razor prototype which appeared even faster but the manufacturer wasn't prepared to say quite how fast as they were restricted by the CAA for the show to 78mph. Time will soon tell which is the faster as the aircraft is expected to be in production before June. On the two seat flex-wing side, the scene was dominated by the Pegasus 'Q's and the Mainair Alphas which spent most of the day giving prospective customers trips. A new Hornet Raven prototype did put in an appearance, but its CAA clearance didn't permit it to land and it was restricted to low passes across the field. We were told they had made some substantial modifications to the wing but they wouldn't be more specific.

The show stealer must of course been the Air Commander autogyro which regularly put on spirited displays in the capable hands of Pete Davis. It demonstrated an excellent rate of climb, the ability to turn on a sixpence and land 'dead stick' on the spot with zero roll.

The three axis side was represented by the usual Thrusters, Shadows and the Snowbird. The recently approved Spectrum, built at Shobdon by Microflight, was also in evidence as was the very quiet Cheveron which is honestly more like a powered glider than a microlight.

On the trade stand side there were several stalls selling all the latest radio and intercom gear for microlights, but probably the most interest was shown in a partly built Renegade. This is a biplane kit which is currently being imported from North America and although the initial batch are being built under the PFA umbrella, it

was indicated that they hoped to get them into the microlight category eventually. The aircraft are supposedly fully aerobatic, but I doubt that this will be allowed if they are classed as microlights.

## Fly-ins 1989

Thanks to the excellent efficiency of our fly-in organiser, Adrian Lloyd, the following dates are already available for your diary:

**Sunday May 7th. Defford.**  
Stephen Watkins  
Tel. 0905.821015.

**Sunday May 21st. Martin Hussington.**  
(Where junct.6 off M5 meets A38).  
Barbeque and drinks (non-alcoholic).

Roger Lloyd  
Tel. 0905.547777

**Sat/Sun 10/11th June. Bromyard.**  
Stuart Whistance

**Sunday 2nd July. Over.**  
Robbie Keene.

Further details of post May fly-ins will be contained in future Airscrews.

Dates are still being negotiated for fly-ins to Much Marcle, (Hereford Model Aircraft Club), Lodges Barn Farm, Clearwell (Forest of Dean) and an evening fly-in to a pub. If anyone has any ideas for sites/fields for fly-ins, please contact Adrian or any committee member.

Adrian Lloyd - tel. 0885.82504.

## Haverfordwest - for lunch?

"Doing anything Sunday?" How often have you heard that! As it happened, I wasn't - so Chris Wales,

Robbie Keene and I arranged to fly down to Haverfordwest where Paul Gapper (affectionately known as "the Gabber" since an earlier Aircrew misprint!) and Jenny were going to meet us with coffee and sandwiches.

Against all the odds, Sunday dawned fair and by the somewhat delayed take-off time of 10.30 the sun was shining on the grass strip at Over.

We had decided upon the heads of the valleys route down and Robbie took the lead despite an exceptionally heavy day previously - with a wedding in the afternoon followed by a late night session elvering on the River Severn. His parting words were, "If you see me flying straight on when we reach Haverfordwest, I'll have gone to sleep....."

As we flew across the Severn plain the large areas of water beyond the river were clear evidence of the recent extensive flooding following a particularly high bore the previous Friday. (Evidently Minsterworth was so badly flooded that traffic had to be Police directed for several hours.)

The Forest of Dean showed distinct signs of Spring with fresh green colour beginning to return to the trees and the face of Drybrook quarry shone golden in the mid-morning sun. We passed just to the north of the Yat rock - not too close to disturb the falcons nesting there, jealously guarded by the RSPB - and then it was across the Monmouth valley and out towards Abergavenny. So far conditions were good, despite considerable turbulence; the sun was shining, wind was light, slightly cross, but to our advantage, so we were making good time. Below us, Goodrich castle was almost indistinguishable against the red earth of a ploughed field.

From Ebbw Vale across the Rhymney Valley to Merthyr Tydfil the pleasant, rolling green hills gave way to the sombre sprawl of industrial South Wales, with its grey slag heaps scarring the landscape. Eventually the sun went in and we flew into increasing haze which did nothing to enhance the outlook, though it was clear that the waste tips were being landscaped and hopefully one day will be more pleasant to view. One wonders if such initiative might be extended to clearing up the urban disfigurement while they're about it.

Just beyond Merthyr we considered the possibility of putting down at Rhigos gliding site, but it looked somewhat inhospitable with its narrow strip and its position on the edge of a ridge, so we decided to press on. Already we were savouring the thought of the Gabber's sandwiches!

Over the foothills of Fforest Fawr and the Black Mountains we encountered more cloud and whisps of it swirled about us from time to time, however visibility remained good and we could see clear blue sky ahead. The countryside was very different now with large stretches of bare mountain, some of which still bore traces of snow on the northern sides.

Once clear of the mountains, we were glad to feel the warmth of the sun again. Now we flew over the delightfully pretty, rolling countryside of Dyfed. To our North we could see Carmarthen and the long snakes of the twin rivers, Tywi and Taf curling out to sea behind. To our surprise we saw Robbie, flying considerably higher than us, also apparently flying out to sea. Had he gone to sleep, we wondered.....? In fact we learned later that he had decided to fly nearer the coast to avoid the thermals bubbling off the hills. Some of these were of such strength that we were gaining considerable height flying through them despite being thrown about somewhat - spice of life to ex-glider pilots! We pressed on towards Haverfordwest, hoping we would see Robbie again someday....

As Haverfordwest is only 150amsl, we could see the airfield from well back but it seemed to take an age to actually reach it - and after over two and a half hours flying we were more than ready to land. Approaching at 2000ft we observed a light aircraft landing on 22 so we joined circuit and did likewise, noticing that the windsock was at a stiff 90% to the pole. Despite the difficult cross wind component, Chris made a perfect landing but in fact the wind was so strong on the ground that it took both our strengths to keep the wing straight and level on the taxiway.

Paul and Jenny were there to meet us and helped us drag the aircraft into the hangar out of the wind. Imagine our dismay when we discovered that Paul had forgotten the sandwiches! In fact we were more than grateful

for the flask of hot coffee after 2hrs. 40mins in the air, and to Paul and Jenny for arranging to leave their guest house in St. Davids, to park the children and come to meet us. Within ten minutes Robbie had arrived, completing the party.

As we manoeuvred his aircraft into the excellent, large hangar, we noticed many light aircraft of various types, though there was little flying activity - presumably due to the strong wind conditions. One aircraft which particularly took our attention was a single-seat homebuilt W.W.1 replica immaculately finished in camouflage colours. We also met several club members all of whom gave us a most hospitable welcome. We decided to forgo the temptation of full Sunday lunch at the airfield restaurant and drove to a local pub for a quick bar meal instead. Once again we were greeted with warm hospitality and though late, our lunch orders were accepted.

We decided to take a different route home, flying north to Llandeilo and across to Brecon. We considered a possible landing around Llandeilo if a suitable field presented itself, however time was getting on and it was clear the cross wind component would be against us this time. So we took our leave of Paul and Jenny with many thanks for their kindness and looking forward to seeing them at Badminton the following weekend.

By now the sky was overcast and it was evident that the return journey would be both colder and longer. We found nothing inviting enough to tempt us to land around Llandeilo so we pressed on towards Brecon, climbing to avoid the worst of the turbulence over the mountains. Here the peaks were liberally topped with snow and caught in a shaft of sunlight, Brecon Beacon was a magnificent curve of pristine splendour.

However, we were beginning to feel the cold at over 3000ft and were relieved to see Abergavenny and Monmouth once more. Visibility was so clear that we could see Gloucester Cathedral from Abergavenny. Back at Over the wind was stronger than when we had left, though nowhere near as strong as it had been at Haverfordwest. What a pleasure not to have to completely derig - we simply had to remove wings and stow in the barn before wheeling in the trikes. The return trip had taken us 2hrs 50mins - not so

## Warm return for polar air

**Dick File**  
**London Weather Centre**

THE expression *returning* Polar Maritime indicates air which has originated in the Polar regions, then travelled well south but is now (because of the pressure patterns) returning northwards.

The classic returning Polar Maritime airstream comes when a large depression is situated somewhere to the northwest of the British Isles. Once the warm and cold fronts have passed through, then we are in a Polar Maritime airstream of some sort. If the winds are still from between south and south-west we should call this a returning Polar Maritime. The air was originally cold but with a long sea track across the Atlantic the lower layers have become warmer, moister and more "unstable." Almost any mixture of weather is possible now, especially on exposed coasts and hills. With the high moisture content, stratus clouds and hill fog can occur; with the instability, cumulonimbus cloud and showers can occur; with the inherently Polar air aloft the showers can include hail and thunder. Even inland this same awkward cock-



### Southwesterly winds bring the Returning Polar Maritime air

tail can plague the forecaster. The stratus that has lifted and dispersed may reform in a heavy shower, and the extra heating inland in the summer half-year keeps him guessing. What effects will surface heating have on this particular returning Polar Maritime? No two airmasses are ever quite the same. When things go wrong for the short-period "air-field" forecaster, it's quite often this airmass that's to blame. Southwest England and Wales will have the first taste of a

returning Polar Maritime and such airstreams are especially notable in autumn since the air can hold plenty of moisture and the sea is still warm enough to start convection.

Further north and east, with some shelter from the mountains, conditions tend to be better and east coast areas may well be quite warm with only broken convective clouds. East Anglia and Kent will be closer to the high pressure that usually exists over Europe and may come off best. Night-time in the sheltered east and northeast should be clear, dry and pleasant.

Dew points are quite high, especially near southern coasts, but despite the moisture, visibilities will usually be good due to the cleanliness of the air. Only if winds fall very light can inland fog form where evening showers have moistened the ground.

Forecasters in the southwest may regard this as the *bête-noire* of airstreams, combining as it does some of the worst features of Polar and Tropical Maritimes. The potential for rapid change from low stratus to gusty cumulonimbus clouds is difficult, and the interpretation of radar and satellite images requires experience.

much longer after all - and Chris just made it in time for his dinner appointment!

NB. There is another hangar space available at Over - see Ads. page..

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## **F-FLIGHT TRAINING PROGRAMME**

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For all those interested in the above, here is the complete programme of lectures as supplied by Roger Thory. Roger has asked that club members attend these meetings whenever convenient in order to get to know the members of F Flight and to promote healthy flying talk. The Airport Inn is not far for anyone, so any Monday night you fancy a pint and a chat please come along.

### **Monday February 27**

Lecture 1: Introduction to Microlighting (John Hamer)

### **Monday March 6**

Lecture 2: Technical 1, Theory of Flight (Dave Reed)

### **Monday March 13**

Lecture 3: Technical 2, Three Axis (Dave Reed)

### **Monday March 20**

Lecture 4: Technical 3, Weight Shift (John Wescott)

### **Monday April 5**

Lecture 5: Technical 4, Engines (Dave Reed)

### **Monday April 10**

Lecture 6: Navigation 1 (Robbie Keene)

### **Monday April 17**

Lecture 7: Navigation 2 (Robbie Keene)

### **Wednesday April 19**

Technical Exam: (Steve Combden)

### **Monday April 24**

Lecture 8: Meteorology 1 (Chris Wales)

### **Saturday April 29**

Ground Handling Practical: Day 1, Signals and procedures (Jensen Jones)

### **Sunday April 30**

Ground Handling Practical: Day 2, Aircraft Handling (various)

### **Monday May 1**

Ground Handling Practical: Day 3, Safety (Stephen Watkins)

### **Monday May 8**

Lecture 9: Meteorology 2 (Chris Wales)

### **Monday May 15**

Lecture 10: Air Law 1

### **Wednesday May 17**

Nav and Met Exam: (Steve Combden)

### **Monday May 22**

Lecture 11: Air Law 2

### **Wednesday May 31**

Lecture 12: Air Law 3

### **Monday June 5**

Lecture 13: Air Law 4

### **Wednesday June 21**

Air Law Exam: (Steve Combden)

### **N.B.**

a. Lectures will be at 7.30pm at the Airport Inn, Staverton.

b. Exams will be at 6.30pm. at Staverton.

c. Ground handling practical days will be at approximately 9.30am at Woolstone (weather permitting).



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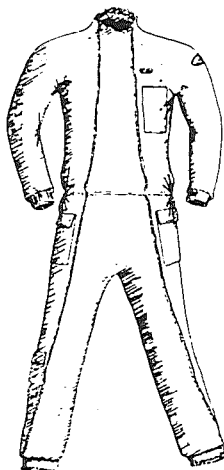
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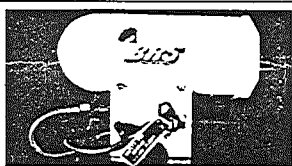
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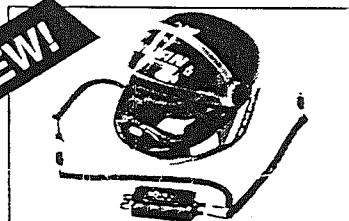
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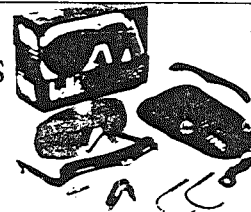
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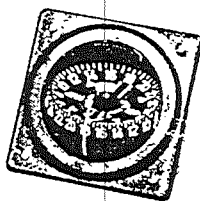
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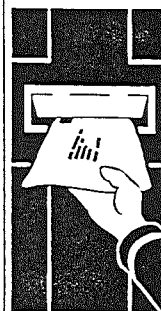


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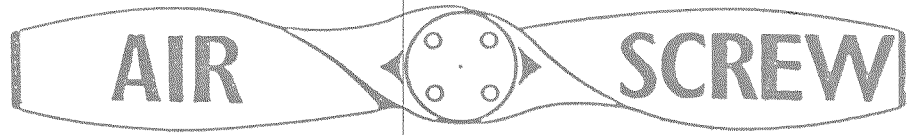
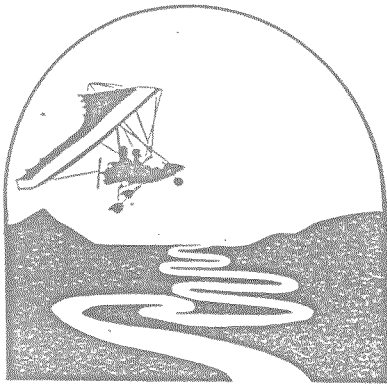


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# Severn Valley Microlight Club

MAY EDITION 1989

## FLYING NEWS

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### Air Race Latest

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After some delay the rules and entries for this year's Great Microlight Rally have been published. The Club has had three entries accepted and they are:

Robbie Keene/Ray Thomas - Robbie completed the rally on his own last year but has decided to take some company with him this year.  
Tony Penny/Val Ruck - Tony entered last year with another navigator and got lost! So Tony is looking for better things this year.  
John Hamer/Chris Wales - This is the same partnership as last year who managed to finish eighth, despite harvesting some corn! The principle behind this year's competition is subtly different and involves the competitors choosing their own course from the fifteen turn points that the organisers have arranged. Needless to say the time allowed means that not all can be visited and thus the crews have the difficult decision as to which course to take, as a crew's score is based on a combination of the turn point value and the number of turn points visited in proportion to the best score achieved for that section. Complicated? Well it has certainly set some problems as there is no obvious route. The organisers have cleverly weighted the scoring to encourage competitors to be more adventurous - the highest score going to Castletown, a remote airfield near John o'Groats! The

competition is scheduled to start from Barton (Manchester) on Saturday 17th June and the competitors have to be at Haverfordwest by 4pm the following Monday, having followed their own route round the various turn points. The final section involves a straight race back to Burscough Airfield near Manchester.

The competition was oversubscribed this year and thus all entries were not accepted. From our club, Roger Lloyd had the misfortune to have his entry returned. Better luck next year Roger.

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### National Championships

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#### Robbie gives them a run for their money!

This year's National Championship season is now well under way. The opening round was held at Shobdon where three classes were held - flex-wing, open and a two-seat class. The club was represented by Robbie Keene who entered the two seat class with his son Rees. We understand he did particularly well especially in the crop dusting event - (is it all the practice he gets?)

Regrettably he just missed getting himself in the frame. Remarkably he managed to stay aloft for over three hours in his Raven on 20 litres of fuel - but was forced to land just short of home which halved his points score and put him off the leader board!

The second round was Seething in Norfolk and Robbie complete with family and co-pilot duly motored across with his trike neatly folded inside his van. While the weekend proved extremely enjoyable with good weather and interesting flying tasks, it seems that the scoring was a bit of a lottery as even the winner reckoned he was lost for 15 mins!

The third round is being held at Chatteris in Cambridge over the late May bank holiday weekend. Robbie won't be going as he is away in America, but if you are interested please contact John Hamer for further details.

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### FLY-INS

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#### Draycott Fly-in - 8/9th April

With the changing of the clocks and the onset of Spring, the fly-in season has now started. The first local, or near local, event was held at Draycott farm near Swindon. This is a small farm strip airfield that nestles in under the Lyneham Special Rules zones and thus requires special procedures to enter.

Notwithstanding this it is the home of M4 Microlights run by Don Law a SVMC Club member. They have excellent facilities; two runways, rigged hangarage, a clubhouse and even a loo with running water in its own little shed. Coffee always seems to be on the boil and for this

occasion there was a barbecue which one of our members, Derek Bevan, seemed to keep running continuously to supply the visiting aircrew.

Flying over the Marlborough Downs was certainly different and made a pleasant change from the Cotswolds, but the highlight of the day for John Hamer and Simon Kenyon (down visiting from Rochdale) was seeing Concorde on the home bound trip. The aircraft was making a low pass over Fairford and actually flew over Simon's microlight (with Brize Radar's approval!) - and the controller was heard to comment "Bet that's the best view you've ever had of Concorde." It was!

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### Defford Fly-in - Sunday 7th May

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What a fabulous day it was for Stephen's fly-in, and with twelve aircraft turning up it must rate as one of the most successful to date. Weather was absolutely perfect - blue skies, hardly any breeze and only slight haze to mar visibility.

Visitors arrived from as far away as near Heathrow - on a visit to parents living near Woolstone. A Pegasus arrived from the Berkshire Microlight Club and two Thrusters, one from Long Marston and the other from the Midland Microlight Club also put in appearances. Most spectacular was the box wing, v-tailed Raven Vector, based at Long Marston and flown by one known only as "Taffy". This remarkable aircraft has a three cylinder Konig radial engine which can fly two or three axis depending upon the push of a button, we are assured by James Cairns-Terry!

There was an excellent turn out from SVMC - despite some of the ground crew having difficulty in following Chris Wales' directions (hope his air nav. is better in the Round Britain Race!) - and one intrepid aviator had flown all the way down from Scotland. Amazed that our fame had spread so far I sought out the pilot, only to discover it was our own J.H. John had in fact flown to Scotland on Saturday to visit his father and popped in on his way home.

Incidentally John tells me he has now clocked up over 500hrs flying

time since he started microlighting exactly three years ago. His logbook for this April alone reveals that he did 30hrs and visited York, Rochdale, Cheselbourne, Uppottery as well as all the local places - Draycott, Hinton, Shobdon, Long Marston, Little Risington and of course Woolstone. (There is also a rumour that he went home - once - his aircraft was seen parked briefly outside his cottage while it was reputed he was refuelling - tea?) Stephen was on hand to meet ground crews and visitors alike and very kindly ran a shuttle to the local pub for lunch, while the Wales and Keene families joined forces in a barbecue on site. It was a pleasure to see Graham and Sally Stallard there and we hope to see a lot more of them both this summer.

I was lucky enough to do a bit of local flying with Stuart Whistance and it was one of the most enjoyable flights I have ever experienced. We began by flying out towards Long Marston, noticing how the winter wheat showed up so clearly with the tractor spray lines in the dark green corn, commenting on how well the silage grass was growing.... Thermal activity was strong and on times we gained several hundred feet without too much sink on the other side. Over Stuart's excellent intercom we were able to chat easily, discussing whether the large areas of glass houses or the ploughed fields were likely to generate more thermals. I was interested to recognise my brother's works, Cotswold Roller Hire, below us, just south of Honeybourne airfield.

Near Marston we noticed they were parachute dropping so steared clear also making sure we didn't over fly the high security prison. Stuart told me of a time when someone from Marston had unthinkingly overflowed it only to have the police arrive at the airfield on his return.

Returning towards Defford we decided to climb above the inversion which Stuart reckoned to be about 4500/5000ft. Fully expecting to expire from exposure at such heights (it was such a beautiful day neither of us had even bothered to put on gloves, let alone the regulation five jerseys under the oze!) I gritted my teeth - and was so well rewarded! At

5000ft we broke through the haze layer of the inversion into brilliant sunshine and went playing with the clouds. As Roger Lloyd said later, unless someone has experienced it, there is no way you can explain it to them. I suppose the video that John showed at the Open Evening was the nearest - only this was in brilliant sunshine with clouds like sparkling ski-slopes. Breathtakingly beautiful - it makes you feel at once exhilarated and privileged beyond measure. If you haven't experienced it, you haven't lived yet! Go find yourself a pilot like Stuart and discover what clouds are really like.

Down below 3000ft the warmer air was like a benediction - I wonder Stuart's hands hadn't frozen onto the bar! A perfect landing, and we were on the ground once more. The sun was still hot - Nick Sutton arrived in shorts with Golden Retrievers to guard him from unwanted advances. Sun-baked visitors were preparing to pack up and go home after a most enjoyable day.

Thanks very much Stephen, and may all 1989 fly-ins be as enjoyable.

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### Fly-in - Martin Hussington

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**Sunday May 21st.**

(apologies for misprint of place name in last month's *Aircrew*)

**Organiser: Roger Lloyd.  
Tel.0905.547777**

**Directions:**

By air: co-ordinates Long.2.60. Lat 52.13.

By road: Junction 6 on M5 - take northern spur towards A38 (Worcester to Droitwich). Site will be found due east of the junction. See map.

A novelty event will be organised. Barbecue and drinks available

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## Fly-in - Wild Perry Farm, Edvin Loach (Bromyard)

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Sat/Sun 10/11th June.

Organiser: Stuart Whistance.  
Tel.0885.482239.

### Directions:

By air: Long. 2.29 Lat.52.14

By road: From Bromyard take B4203 Stourport road. After approx. 4 miles turn left for Collington. Airfield approx. one mile on left. Look out for SVMC signs.

### Field Details:

Field runs N/S. 800yds long. Woods at NW end on ridge can cause turbulence in W wind. Power lines N/S on E side of field. Circuits to W. The ground is still ridged from furrowing so land with caution. Low pass advisable and no high speed touch down. Pilots are requested not on any account to do any low flying circuits to E as there is a stud farm there.

Pyrotechnics by our very own flasher Jensen Jones

A novelty event is to be arranged  
Refreshments will be provided

### A note to fly-in organisers.

Please give Airscrew full road and air navigation details of fly-in locations. More and more members are inclined to come by car, especially if they aren't lucky enough to be able to hitch a lift by air, and as I discovered when trying to find Defford by road (after only having been in by air previously) it can be a long and frustrating business. It also makes you feel a wally!

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## Flying News.

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### Tony - Head in Clouds (again?)

The clock had just struck one and the smell of Sunday lunch was wafting through the air when Tony Penny, with his head in the clouds - (but his stomach elsewhere) - had to outland near Gretton last month. We understand that Tony had been trying to get to Long Marston accompanied by Val Ruck (his navigator in the forthcoming Air Race) when they ran into low cloud and were forced to turn back. The deteriorating cloud base even-

taully forced Tony down - however we note with concern that Val's navigation will have to sharpen up a bit if Tony is to survive the Air Race - for the nearest hostelry was over half a mile away, and Tony was forced to eat his own (in flight catering?) sandwiches.

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## Read Sprints back into the air

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We are delighted to report that Dave Read's Sprint is now all back together following his unfortunate engine failure last year, and has been seen airborne - in fact he has actually been observed flying to work - Now that's what I call style! Astute observers have also noted that he has incorporated the ultimate in high tech devices - an electric self-starter (sure beats yanking on the string) - so Airscrew can now look forward to more exciting articles of daring do to liven up its pages? We look forward to hearing from you Dave.

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## To York and Back - only just!

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### By John Hamer.

As part of my role as a Mainair Team Pilot, I was invited to take part in a fly-in on 15th April at Bob Bailey's Microlight Centre based at Rufforth on the outskirts of York. The forecast the night before indicated a headwind for the 160 mile trip and thus a three and a half hour journey was envisaged. The day dawned bright and clear with little wind and the aircraft was fuelled together with a spare can in the rear seat just in case the anticipated headwind was stronger than expected. In climbing out and turning onto a northerly track, it became abundantly clear that the met men were wrong again and that far from a headwind, there was a significant tail wind as I headed quickly and smoothly in calm air towards Wolverhampton. As the town came into view it became apparent that cloud was beginning to form at 2000 ft along with a haze layer and thus the plan to fly directly over the Pennines was altered to circumvent them by the southerly route.

At about that time Simon Kenyon, my fellow team pilot, came on the radio to announce they were leaving Rochdale. I was able to advise

him of my progress and update my ETA due to my swift progress up the countryside.

Having turned right at Wolverhampton, I skirted the Pennines viewing Ashbourne and then Matlock in the distance before coming upon the A1. Here I changed course north again and more or less followed the A1 until the turning for York came up under the nose. I turned right and called Rufforth on the radio, or rather Simon, who was already there. They advised that the wind was straight down the runway and I was cleared for a straight in approach. So as is the practice for this airfield, I followed the York by-pass and at the appropriate moment, turned left on base leg for 04 and landed on an immaculate tarmac runway. I later discovered that just prior to the RAF leaving they had resurfaced all the runways and now Bob has bought half the airfield exclusively for his microlight school - the other half being a gliding club. Incidentally, so good was the tail wind that the journey only took just over two and a half hours.

The day was spent taking people for flights around the York area. From the air it quickly became apparent that the place was dominated by two things, the railway and the cathedral.

That night was to be spent at Rochdale, and thus as there had been a tailwind across the Pennines, we were all anxious about how long it would take us to get there. Well, we needn't have worried for while we were at Rufford we noticed that the wind was gradually swinging round and by the time we were ready to leave, it had gone round exactly 180 degrees and thus Simon, Geoff Ball and myself had a tail wind all the way to Rochdale - the 50 mile journey only took forty-five minutes.

The Rochdale field was something else - "Welcome to Rochdale International" greeted me over the radio as I touched down, or rather bounced down. I had arrived at Mainair's home field and discovered just why they had introduced and perfected such good suspension! (For those in the know, Woolstone is like a croquet lawn in comparison!)

The night was spent at Simon Kenyon's abode, and then the following morning we consulted the

forecast and discovered it was going to be windy, but at least it was a tail-wind again! Well, with the help of Simon, I rigged the aircraft in a freshening breeze and set off.

Barton radio was advising a wind ground speed of 20 kts and it was right up our tail, so I arrived at Warrington almost as soon as I had left Rochdale. Turning south as Warrington, the tail component reduced somewhat, but I was still making good progress despite the 20 degrees drift that I was experiencing. Conditions were indifferent with a fair amount of turbulence but visibility got gradually worse the further south I came.

At Kidderminster I changed radio frequency to Staverton to find the wind was 15 kts gusting 20 virtually straight down the Hartpury runway - no problems, I thought. By the time I got to Worcester, Staverton revised this to 20 kts gusting 25; at Malvern there was a further update to 25 kts gusting between 28 and 35! What was going on I wondered.....then suddenly the visibility improved - had I gone through a front?

The problem now was the landing. How was I going to get down? The windsock at Hartpury was trying to leave home - fortunately the direction was practically straight down the runway, so I decided to go for a long, high approach to avoid the turbulence from Catsbury. Only when turning onto finals did I realise just how strong the tailwind was as movement over the ground had virtually stopped and only application of full power resulted in appreciable forward movement towards the runway. To maximise control the approach was accomplished by a high speed dive, which resulted in an almost vertical descent towards the runway. A wing drop at the last minute nearly resulted in early harvesting of corn, but fortunately I was able to pull it back to land squarely on the runway in virtually no distance.

Was I glad to be down! - but the problem wasn't over yet. How was I to de-rig on my own in a howling gale? To my great good fortune Ken Cole was driving by and his assistance was gratefully accepted. We just de-rigged and tied the wing down where she had stopped. The

journey had taken less than two hours.

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## The Day it All Came Together

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By Adrian Lloyd.

I needed two things - a CAA noise test and a lift to Dorset.

The noise test was required because a machine I had been putting together for a friend needed one to remain legal - he had lost all interest in flying and a perfectly good aircraft was slowly mouldering away. The lift was needed because I had purchased a car in Dorset - near Dorchester to be precise - through my Father. Coaches and trains went via the Wrekin, were horrendously expensive and lacked excitement!

On being struck by a wonderful idea (I have lots of these!) I approached the Hartpury pundit, John Hamer, with the proposition of flying my personage down to Dorset to land in a field just up the road from my parents' house, returning empty. My thoughts were that he was a man who liked a challenge - especially involving long distances.....Bingo! - he took the bait. Sorry, I mean he was very interested and said he would do it. We agreed that we would take the first weather slot convenient to us both. Needless to say, the weather cost me a number of phone calls to Hartpury.

Numerous expensive and lengthy phone calls to the Noise Dept., CAA had resulted in various dates for noise tests, all of which had to be cancelled as the weather proved its total mastery of the situation. Further calls gathered together three other aircraft requiring the magical piece of paper for legality. (I should add that Guy Readman and Peter Keaney of the CAA Noise Dept. bent over backwards to be helpful.)

Eventually the weather played ball, so to speak, and it was looking all go for 18th April - CAA noise test in the am. and a toddle down to Dorset in the pm. Only one snag - Tuesday 18th was a work day. Easily solved - to hell with work!

Tuesday am. dawned with a hard frost, no wind, foggy. 5.30 am saw me dressing, breakfasting and away to the flying site. Rigging and inspecting was exhilarating at that time

of day, especially with good weather prospects! 7.30 am take off for a quick circuit check-out to make sure the 260cc beast at the back would stay revolving. No problem.

Guy Readman was due at 9.15 so I spent some time talking to Stuart Whistance over breakfast until the noise guru arrived, along with the other noise candidates - (except Colin Davies, who had the great misfortune to smash his prop on take off to fly to Stuart's).

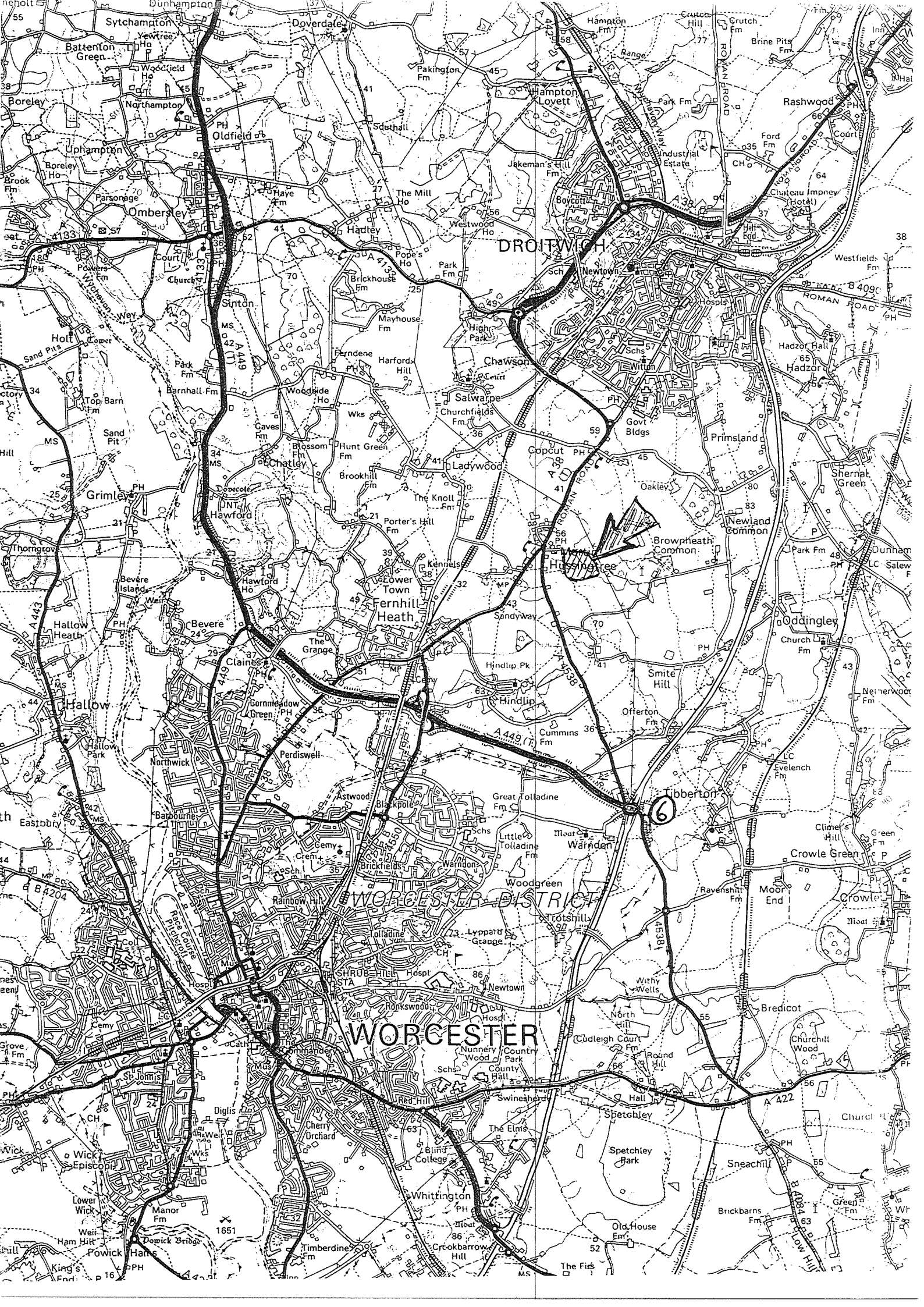
After setting up the gear and a briefing, all was ready. Six passes over the gear at 400ft, up and down wind was required at full throttle. Take off was now into a slight breeze coupled with thermic conditions. Full power, bar in to stop climbing in the thermals, and we were really moving - 34mph maximum - it was heady stuff! The six runs completed, we landed. Rpm checks followed together with noddings of head.

"Dubious," he said, "will let you know by post."

"Sod it," thought I, and de-rigged with maniacal speed, my rendezvous with John uppermost in my mind. Quick au-revoirs taken and the six wheel shuttle sped off home. As I drove I reflected that the RAF had been nosing around during the noise testing. How they didn't bend the needle against the stops I'll never know. My little Typhoon tri-pacer was but a whisper against them! Ah well, friends in high places and all that - or perhaps they only had to over-fly the noise gear at 30,000 plus!

Quick phone call to John to confirm I was on my way - grab a banana, quick slurp of orange juice (no wonder he keeps such a silph-like figure) and Hartpury was my next target - sorry, destination! 12.30 saw the great man getting his machine out and putting it together, followed by foldings of innumerable maps - I was impressed. Eventually all the kit was stowed and off we went. Visibility was poor, but manageable; and manage it well John did - past a murky Gloucester, over Badminton, Charmy Down, Longleat in the distance, Henstridge and then looking for Cheselbourne. John recognised it before I did, and he had never been there before (mind you, he had the map!)



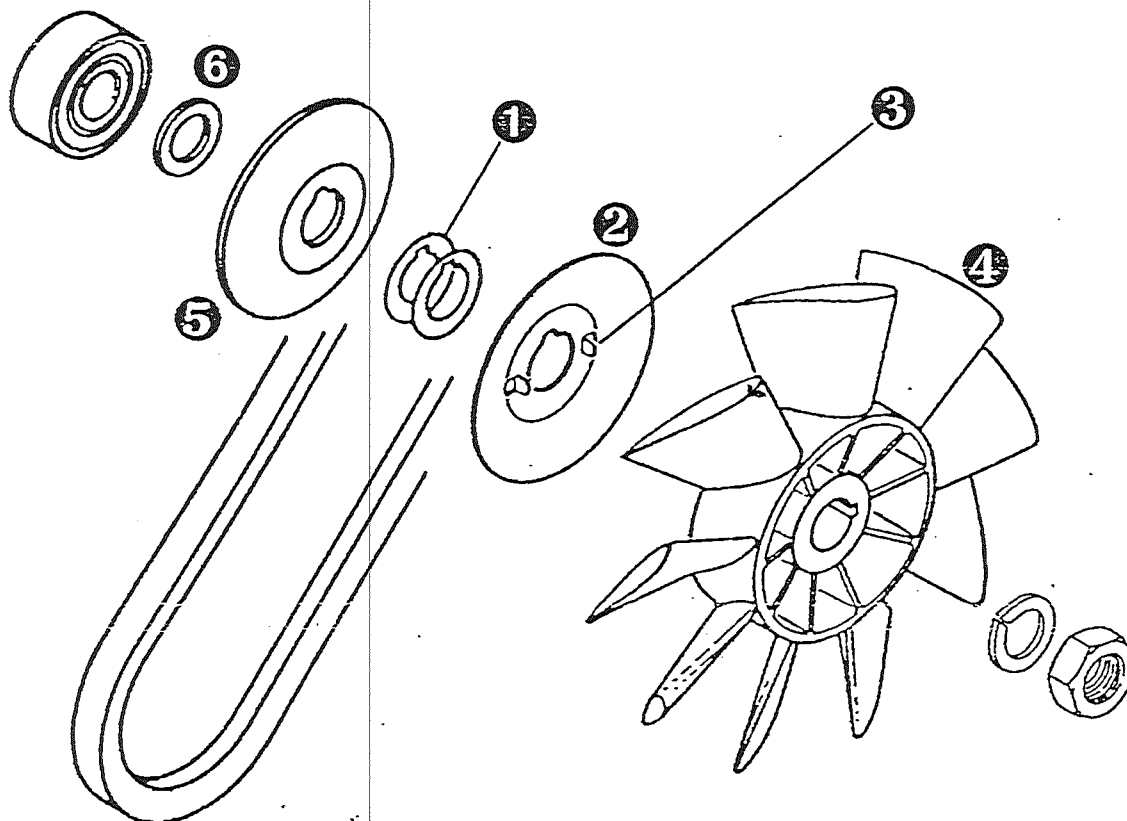




## FAN DRIVE OF ENGINE TYPE 503

### INTRODUCTION OF A NEW FAN WITH MATCHING PROTECTION WASHER

- 1) In order to avoid that shims ① necessary for adjustment of the fan belt tension be fitted in a wrong position (e.g. between protection washer and fan), a new fan and protection washer has been introduced from engine serial no. 3,787.952.



- 2) The new protection washer ② has 2 positioning noses ③ which engage in the 2 bores of the new fan ④. These 2 noses prevent that shims be fitted between fan and protection washer.
- 3) The new fan is interchangeable with the old one as spare part.
- 4) The new protection washer ② can only be fitted together with the new fan.
- 5) The protection washer used previously (without positioning noses) can be used for both the old and new fan version.
- 6) The shims ① needed for adjustment of the fan belt tension have to be placed between pulley half ⑤ and the protection washer ②. Shims which are not needed for tensioning should be placed between pulley half ⑤ and distance sleeve ⑥.

Member: SIUL89E, Feb. 1989.

A quick circuit around the village, point out the choice of fields, my Father's house, and in we went. Off load kit, chat to farmer over gate, say goodbye to John and watch him take off, bound for Uppottery in Devon. Then a four minute stroll down a peaceful lane to Father's place.

"Where is the chap who brought you?" he asked.

"Gone." said I.

"What did you bring your flying gear for?"

I had thought I would surprise him by not telling him I was flying down. "Didn't you see us land?" I asked peevishly.

"Sorry old chap, I was asleep on the settee....."!!!

Postscript: I drove the Herald back that evening - three and a half hours. Length of flight down - one and a quarter hours. Flight was very enjoyable and in excellent hands - and yes, all the instruments do work - the tacho staying at an incredibly economic cruise of 2000rpm all the way!

Oh yes - and I did fail the noise test - by a good margin!

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### Aircraft news

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Dave Watson has recently acquired a Pegasus XL and is now, we understand, progressing well with his training at Long Marston.

Dennis Beale and John Cafful have teamed up together and just bought themselves a Flash 1. They are currently training with Steve Comben and are hoping to go solo shortly.

Tom Bradley has recently acquired Ian Evan's Tripacer 330 and Ian in turn has just bought Nick Sutton's Pegasus XL which is now based at Hartpury. We are all waiting to see what Nick is going to buy - will it be a Rochdale flyer that takes his fancy, or yet another Marlborough aviating equine? Only time will tell.

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### WOOLSTONE

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The latest news from our own field is that the windsock is now upstanding once more - what's more, Chris has kindly delivered a long piece of scaffolding pole to site and if anyone can be good enough to supply a top piece, we can

then erect a permanent windsock. The grass on the runways is to be sheep grazed during the week in return for tractor and mower. People coming in by air at weekends, please note that the N/S runway - the short runway - has a disconcerting bump in the middle of it. We would be grateful if someone could produce a warning sign (similar to bumpy road sign?) to warn pilots thinking of using that runway.

There is a first aid kit in the caravan however it lacks scissors and plasters at present.

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### Page 3 Pin-ups

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It has been brought to our notice that Aircrow, while fascinatingly interesting, lacks illustration. In order to improve our general presentation, would all members look out their microlight lovelies and send them to the Editor for consideration. Naturally the ideal would be photographs to illustrate an article, but as many articles are written and published before the film in the camera is used up, let alone printed, this isn't often possible. However, any photo of which you are particularly fond, or think might be of interest will almost certainly brighten up our magazine, and be most gratefully received. Please send them to Annie Wales (Spring Bank Cottage, Flaxley, Newnham-on-Severn, Glos) or give them to any committee member at a club meeting. We promise to take great care of any photographs received and return them as soon as possible.

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### Flight Safety

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#### Woolstone - mid-week

If you intend flying from the Club field on a mid-week day it may be in your best interest to phone Freephone 2230, operator code Juliet Hotel, quoting Woolstone's ref. no. 1805 and mentioning that there will be microlight activity from the field. However, the call needs to be made before 09.00hrs and ideally the night before if you wish to avoid sharing your airspace with a Tornado or two.

#### Accidents/incidents:

Please note that accidents, even where no injuries occur, should

be reported to the Club Safety Officer - that is Stephen Watkins (or his deputy, Chris Wales) as soon as possible. This is not in order that he can rush a report in to Aircrow or anywhere else necessarily, but simply because if there is an inquiry, Stephen is the one who will automatically be contacted by BMAA. Contacting him could, in the long run, save everyone a lot of unwanted aggravation with police and adverse publicity for our Club.

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### Manchester Low Level Corridor

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In a recent conversation, a member revealed that he had been through the Manchester low level corridor but while he had not infringed the airspace agreement, he had not understood the basic principle of corridors/line features; that is that you keep to the right (otherwise known as the right hand rule). In this particular case the Manchester Low Level Corridor is four miles wide and is neatly divided by various line features into two distinct halves. Thus going north you stick to the east side of the corridor while coming south the reverse applies. There is an added complication in that there is a branch off to Barton but as with the rest of the corridor, the right hand rule applies and there should be no temptation to cut the corner, particularly when flying south from Barton.

The Northwest Microlight Club took four years to negotiate the concession to use the corridor as an alternative to going round Liverpool bay. You won't be thanked if you upset this arrangement and thus if you are going to use the corridor, make sure that you know exactly what you are doing and if in doubt, ask John Hamer who seems to regularly commute up and down it.

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### BMAA Report

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Engine failure to a Pegasus Q powered by Rotax 447 resulted in a forced landing in a soft field and a ground loop causing considerable damage to the aircraft. A new fuel tank had recently been fitted and it was eventually discovered that large pieces of paint in the fuel tank

were the cause. No paint was evident in the filter.

#### **The following comments were made by the Chief Inspector:**

The most important feature in this matter is that the manufacturers do not apply paint to the inside of the tank. That, of course, begs the question as to how it got there. One strong possibility is that it originated from the inside of a Jerry can for there have been several instances of this problem in the past.

There is one very simple and effective method of ensuring that foreign matter - be it small or large particles - is not carelessly introduced into a tank and that is always to filter fuel through a chamois-leather or equivalent material. Not as good, but certainly better than nothing, is the use of a funnel with a fine mesh installed in it. The mesh needs to be fine enough to leave water sitting on top of it when it is oiled by the fuel.

I am appalled so often to see fuel simply being decanted from a Jerry-can. Sometimes, if the individual has a steady hand, not even a funnel gets used. Why risk an engine failure because you are disinclined to take the trouble to strain your fuel at the final and most important opportunity?

And on this particular machine there is another chance to check; the strainer can be lifted out and examined quite easily. So do it! But above all, do not make assumptions about the cause of a defect. For example, as here, do not assume that the engine is at fault and not the fuel-feed system, not vice versa. Tell the manufacturers of both exactly how the problem has manifested itself and seek their advice. Do not colour the report

with deductions; let them do the deducing, since they have experience on hundreds of machines, with even more owners. They have to know more than you!

Peter Lovegrove

Chief Inspector to the BMAA.

#### **Safety Note:**

Please see Rotax Service Information re fan drive of engine type 503.

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### **F Flight News**

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Eighteen people took the technical exam last month, and seventeen passed. The visiting examiner, Steve Comben, is reported to have been very impressed with the standard.

Well done F Flight and thanks to the excellent instructors, Dave Read and John Westcott.

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### **Club Membership**

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At the time of going to press, paid up membership of the Club stands at 67 with no less than 43 people owning, or having a share in, an aircraft. However we are sorry to note that there are still 26 previous members, with a further 7 aircraft between them, who have failed to rejoin. If you know anyone like this, please encourage him/her to rejoin. United we stand.....etc.

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### **Monthly Speakers**

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Following his excellent article in a recent Airscrew, Dave Lewis has agreed to talk to the Club on 21st. June about his microlighting adventures and exploits in Canada. His talk will be illustrated with slides - and by all accounts he has pictures of machines that resemble a re-run of the stick-and-string era of the Wright Brothers.

Brave man, our Dave, to fly these contraptions, and anyone who read his article will certainly not want to miss this treat in store.

Looking ahead, it is proposed that the November monthly talk should feature slides taken by members of the various events and 'happenings' that went on throughout this year - so get those cameras out and start taking pictures!

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### **Get Well Soon, Sally!**

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We were all very sorry to learn that Sally Stallard had been taken ill and to show our concern, members contributed generously towards flowers which Chris Penny arranged to be sent to the Hammersmith Hospital, London.

I know everyone will be delighted to hear that Sally was out of hospital the weekend before last, in fact she and Graham came to the Defford fly-in. She expressed her gratitude for our thoughts and also informed me that she had to go back into hospital the following week. We are all thinking of you Sally, wishing you well as soon as possible and looking forward to seeing you at more fly-ins in the near future.

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### **A Social Invitation**

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#### **Friday 26th May**

Aerolite Flying Club, Long Marston extend an invitation to SVMC members to a skittles evening on Friday 26th May at 8pm at the Gay Dog, Lower Quinton (near Long Marston). We are warned that we need to produce our best skittles players as there is a splendid skittles alley, and Long Marston are throwing down the usual gauntlet!

There are excellent bar snacks available at reasonable prices and they trust that as many as possible from SVMC will be able to accept the invitation, and look forward to seeing us on that date.

Thanks Aerolite F.C. We hope to be there in strength!

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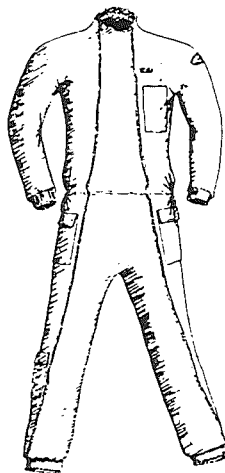
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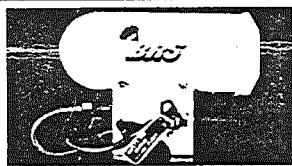
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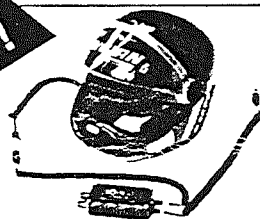
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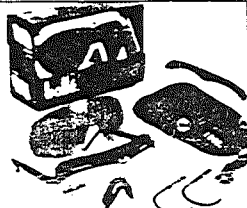
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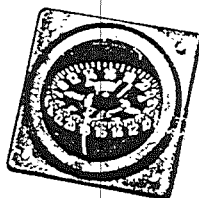
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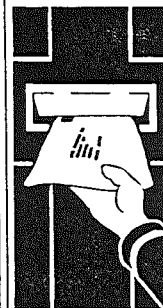


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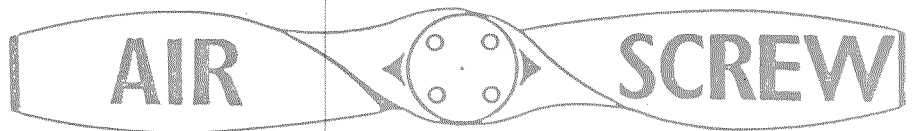
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# Severn Valley Microlight Club

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## JUNE EDITION 1989

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### Crew Room Chat

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The superb weather that accompanied the first weekend in May brought out the flyers for members travelled all over the place. Not only did John H go to Scotland (see story elsewhere), but Tony Penny accompanied by Val Ruck flew up to Kirkbride via Manchester Barton. Needless to say the hotel that is located beside the airfield has four stars in Tony's Guide to Aviation Gastronomic Establishments. He rates it very highly and says he was made most welcome despite the fact that they don't usually take microlights at Kirkbride. (Ed note JH's father was once responsible for that station when it belonged to the RAF). Roger Lloyd got his maps out and ventured into Wales as far as Haverfordwest (can't go much further can you?). Dave Read and the Hoults brothers ventured the other way and went to Dave Read's brother's field near Didcot. Following his successful venture north, the following weekend Tony plus Val went west to Swansea and would you believe it they were forced to stay the night in a night club/restaurant. Tony says his steak was excellent - five stars?. The restaurant is owned by Frank Curtis who is still one of our members for although he moved out of the area he still retained his membership. He now hangars

and flies his microlight out of Swansea and thus was on hand to rescue Tony when the weather closed in. Ed note :- Tony omitted to mention the cabaret?

Paul Gapper flew in from Haverfordwest the other day to have his aircraft inspected and check flown. He is selling his aircraft and intends training for a group 'A' licence with a view to perhaps going on into the commercial world. Incidentally flying training costs at Haverfordwest are ridiculously cheap and are in line with the 2 a week Paul was paying for his rigged hangarage. The last weekend in May also proved a good one for flying. Dave Read accompanied by Stuart Whistance, the Hoults and James Cairns Terry spent the weekend in the Isle of Wight. They staged through Membury and Chilbolton before venturing across the water. Unfortunately Dave's engine started to play up so he was forced to leave it on the island and come home in the back seat of James's aircraft. Tony was also out and about, however his ventures on Saturday were electrifying to say the least and nearly ended in disaster. In failing daylight he put down in a field near Banbury and ran into an electric fence. However the following day he found a group of microlights camping somewhere in Northamptonshire and got himself invited to stay overnight and attend their barbecue. Could Tony resist such a good offer? Meanwhile John Hamer went

the other way and flew to Land Ends to visit Chris Wales who was on holiday there. He did the 200 miles journey without stopping in 3 hours 20 mins with the aid of a tail wind. John took Chris for a flight round Land's End before returning home the following day. The return into wind took a little longer, 4 hours 20min, but again without stopping for fuel. Indeed John reports he still had another hour's fuel left when he landed. Is he practicing for the air race? Ed. note: John was somewhat surprised that evening to receive a telephone call from the Land's End Aero Club. Wondering what he could have done wrong, he was doubly surprised - and delighted - to learn that he had won the Best Turned out Aircraft Award - especially considering the number and variety of aircraft that had attended the Land's End Fly-in, not to mention the fact that John was totally unaware that such a competition was taking place! The first weekend in June saw a 'Phoenix' rise to the air again with Ken Cole. It has taken Ken several months to put his aircraft back together after his little agricultural mishap in March. Nice to see you back airborne again Ken.

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### Congratulations Liz!

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Liz Crellin was let off the leash and went solo on Thursday - 18th May. Well done Liz - look forward to seeing you get your XL in the

air. I'm sure that Liz would like us to record a vote of thanks to Shaun and Terry Walsh for all their help.

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## FLYING NEWS

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### ● Fly-in Martin Hussingtree - 21st May

The weather, principally the wind, sought to ground all but two members and thus Roger Lloyd's fly in at his home north of Worcester was frustrated. The members that braved it were Stuart Whistance and John Westwood. John commented that he didn't realise how rough it was until his was airborne from Woolstone and had struggled into calmer air at 2000 ft. He then thought the only thing to do was carry on and find Roger's field, put it down and fly back in the evening when it got calmer. Well it didn't really get any calmer and thus John was once again forced to get airborne for the return journey in less than perfect conditions and deteriorating light. However Adrian said the hospitality offered by Roger was well worth the trip (which is saying a lot when you read his account!) Ed. note: When I asked Roger how it went at the last Club meet, he informed me that there had been oysters and champagne as requested - you have to admit, Roger has style! (funny - Adrian didn't mention the oysters....)

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### How I "Triumphed" Again or The Other Martin Hussingtree Story

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#### ● By Adrian Lloyd.

For those of you who read last month's gripping episode of how I was ferried into deepest Dorset by the intrepid JH to fetch back an aged Triumph Herald, here is the final saga of the aforementioned vehicle Sunday, May 21st. was the Fly-in organised by Roger Lloyd (no, he is NOT my brother!) at Martin

Hussingtree. The morning dawned with visibility very murky indeed and by the time I arrived at Stuart Whistance's field, the wind was already starting to pick up. However an exploratory circuit proved things to be 'not so bad', so we set off. Good navigation was a must as it was the sort of day that if you got lost, you could stay lost! Eventually we arrived at Roger's field, after a longish flight into the stiff headwind. After landing and generally tying thing up, I was offered a refreshing iced drink, and sank luxuriously onto the sun bed on the verandah. Less than five minutes later, the phone rang and Roger answered it only to tell me it was for me - my wife.....Was nothing sacred!!! A somewhat irate voice informed me that the telephone had not stopped ringing that morning in response to the advert I had placed the previous Friday for the Triumph Herald. I had heard nothing Friday night or Saturday and therefore did not really expect anything on the Sunday. The voice continued to explain that she was going out and I was to return to sort out the rush of interested customers. Damn!! The cool drink was hurriedly consumed and I prepared for take off.....(tell her 'no, and she must sort it out,' never entered my head!! - Ed. note: Probably just as well - we all know what the answer to THAT kind of statement is likely to be....) However, the wind was now really getting up and in consultation with Roger and Stuart, it was decided that discretion was the better part of valour. This decision was also hastened by Roger's kind offer of the loan of a vehicle to get me home. The vehicle turned out to be a Land Rover, so we plodded off at 30mph (to conserve fuel) back to Bromyard. I won't tell you what was said when I got home but all you married men out there will know what I mean! (Ed. note: I dare say we women might have a fair stab at it too!) Well, to cut a long story short, I sold the vehicle

to the first people who arrived for a very good price and then set off again in the 'Landie' back to Droitwich. Only one other aviator had arrived in my absence, John Westcott, and all the machines were wings on the grass because of the wind. After much talking, drinking, eating of burgers (What? - No oysters!) the wind finally moderated enough for us to fly back that evening. The major lesson I learned from the day was that to combine car sales and Fly-ins in the same day really was to invite considerable 'agro' from various quarters!

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### Over - Sat July 1st. Fly-in and barbecue - (there may even be strawberries and cream!)

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Members by car welcome. Directions: take the A40 out of Gloucester and Over Farm is beyond the roundabout on the right hand side of the dual carriage, just past the Dog pub and Over Farm Market. Avoid low flying over the A40 please and all circuits to the east to avoid overflying Highnam village. Look out for landing T on south corner of runway. Tel Robbie Keene. 0452.414975.

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### Oakley 9/10 July

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The Bucks Club have invited the club to their next fly in at Oakley - just east of Oxford on 9th/10th July. Those interested and requiring further information should contact John Hamer for details of circuit procedure and arrangements.

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### Woolstone. Sat 12th August

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It has been decided to have a Fly-in at Woolstone and invite the Bucks Club to make a reciprocal visit in response to their invitation. We would

also like to invite them to join us at the Much Marcle Fly-in.

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## Much Marcle - Sun 13th Aug (Alternative date Sun 27th Aug)

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Courtesy Hereford Model Aero Club. Long Marston Fly-in and Barbecue Sat Sept 30th. Details of all these in later Aircrews.

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## Fly-in to Pub for Meal

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This was the magnificent idea of our Safety Officer, Stephen Watkins. However the date for this exciting event was Sat 24/Sun 25th June - to take advantage of maximum daylight. Stephen had even gone to the lengths of sorting out two possible pubs, depending upon wind direction. These were the Pear Tree at Smyte, Droitwich and The Anchor at Wyre Piddle, Pershore, both of which do excellent food (though I did hear a rumour that you need a boat to cross the river at one venue). Unfortunately the publication of Aircrew being delayed by circumstances beyond our control this month, we were unable to bring this event to your attention. However, those at the June Club meet will have heard Roger Thory announce it. In the event, it was a beautiful evening and hopefully we will be able to repeat the experience another year.

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## R/T Licences

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Following his successful R/T exam, Roger Lloyd - proudly announced " I can now talk legally " ,---- what HAS he

been doing for the past 'n' years? --- several others must also by now have passed. Congratulations to them all - Wilco, Roger, out.

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## Ground School

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Out of 18 who sat, 15 passed in Met. and Nav. Well done chaps, you are now qualified to navigate your way to the pub on your own and avoid the rain. Thanks also must go to the instructors, Robbie Keene and Chris Wales for imparting the vital information to E Flight.

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## Woolstone Warning

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The north/south runway is currently unsuitable for take off's and landings and should only be used in extreme emergencies or in very high winds that would make landings on the longer East West runway inappropriate. After a serious incident involving a non-SVMC member at Woolstone, it must be pointed out that any pilot making a landing anywhere must satisfy him/herself that it is safe to land. **IT IS HIS/HER RESPONSIBILITY.**

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## WOOLSTONE HANGAR AGREEMENT

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1. Hangars can go up with the written permission of the Woolstone Controller (hereafter known as WC)

2. Overall design, size and materials used must be approved by WC. Hangars will be painted dark, matt green.

3 Weekly rent per flying machine space will be £2.00 to the end of 1989. Rent will be paid on the first day of hangar construction and will be equivalent to the number of weeks from that date to the end of the year. For example, if construction starts 12 weeks from the end of the year, then

12 x 2.00 will be paid. From then on, rent will be paid on the 1st January in one 26 week period installment, then 1st July etc. Any change in weekly rent will be notified at least one month before your next payment is due. All rent paid to SVMC is non-refundable.

4. Both parties, that is SVMC and Space Renters, must give one month's notice to quit. In the situation where rent is not paid within 30 days of when it was due, SVMC will have authority to remove the hangar belonging to that person/s to a place of their choice.

5. It is advisable that hangar owners show WC written confirmation that they are insured for third party risks against their hangar collapsing, suffering storm damage and/or fire.

6. Any disputes will be considered by SVMC Committee and settled at its discretion.

Signed by Committee on 7th June 1989.

Woolstone Controller - H. Bethune Tel. Home 0386.750135. Work 0836.375091.

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## July Monthly Talk

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By the time you read this newsletter, the Air Race will or should be, weather permitting, history. To tell you of what went on, the three club crews of Tony Penny/Val Ruck; Robbie Keene; Chris Wales/John Hamer have agreed to put their stories together and give a presentation at the monthly lecture in July. Lets wish them well and good weather so that they can bring back some good stories and of course plenty of photographs of those barren Scottish hills. Will Tony make it past the first meal stop? - indeed will he survive that long? Remember he took the wrong turning at Carlisle last year, the route is different this year, so we hope Tony has noted this and not just the good hos-

telry nearby that he visited in recent weeks. Will Robbie remember not to sleep in this year and thus set off late on the second day? Will John look after his fuel state better this year and avoid harvesting corn just before the finish? The route goes over the same field this year. Bet the farmer is on the look out for him. Well if you want to find out what happens to crews then you'll have to come to the July meeting. As no further talks have been arranged, we would like to ask members to suggest topics or speakers they would be interested to hear. Please contact any Committee member - list of names, addresses etc. at end of Aircrew.

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### Gloucester or Bust!

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By our foreign correspondent from West Wales The Gabber My wife Jenny and I enjoyed the Badminton Airday so much last year that we planned to fly there this year with Chris and Anette Wales. So on Friday 14th (good job it wasn't 13th), as the wind was 270 20 kts, I leapt at the chance to fly to Gloucester in one hop from Haverfordwest. The cloud base was a very useful 4000 ft so the mountain section could be traversed at a safe altitude. I was looking forward to the trip as I had done a lot of local flying in the Pembrokeshire area as far as Llandoverly and almost to Swansea, but I had never flown over the linking section of Brecon, Abergavenny to the Severn Vale. I took off at 4.00 pm and covered the familiar ground to Llandoverly quite quickly. The weather over the Brecons looked ominous though and at Brecon I could see sheets of rain coming down over Abergavenny so I decided to go northeast and fly over the Black Mountains just north of Talgarth Gliding Club. There was quite a lot of gliding activity

over Talgarth and I saw six hang-gliders over Hay Bluff. Once over the Black Mountains at 4000 ft, I could see the Malverns and May Hill so no more map reading was required. It was nice to be back on "home" territory again. Chris Wales was at Robbie Keene's strip at Over to meet me when I landed after 2 hrs 11 mins in the air, just enough with 2 hrs 40 mins endurance in the tank of a Pegasus XL. Saturday was bright with light winds so Chris and I went for a jolly around all the old haunts. First to Woolstone but there was nobody about so we carried on to Long Marston where we had a welcome cup of tea with Barry Gordon. We didn't stay long and decided to pop over to Hinton-in-the-Hedges where we had another cuppa with the crew over there. The flight back to Over was beautiful - straight into the sunset. Then it was back to our poor aviation widows and a very nice meal in the evening. We were all bitterly disappointed when Sunday turned out to be wet and windy with very low cloud. Badminton would have to wait for this year. I had planned to fly back to Haverfordwest on Monday, but again the weather wasn't up to much, so in the end I opted to fly back on Tuesday as the met forecast was hopeful. Chris who, as some of you have already found out, only needs the slightest excuse to go flying, decided to fly part of the way with me to Telgarth where I had arranged to land to transfer some fuel because I wouldn't be able to return home in one hop this time. Such a pity the XL has such a small main tank. Gliders were being aerotowed when we arrived over Talgarth so we followed the tug plane in to land. We were made most welcome by the CFI - not the frosty reception some glider pilots give the microlighting fraternity by any means. Their field is set in a beautiful spot just below the most westerly

ridge of the Black Mountains and about half way along their length. The visibility was not good at all, barely VFR all the way to Talgarth but I decided to press on after saying goodbye to Chris and thanking him for his great hospitality. I followed the valley line from Brecon to Llandoverly at 3500 ft QNH just bobbing in and out of the cloud base all the way. After Llandoverly the cloud base lifted and only consisted of a mist layer so I opted to climb over the mist to 6000 ft and was rewarded with brilliant sunshine and blue skies all the way home to Haverfordwest. In all, over the weekend, I flew 298 nm in 7 hrs 36 mins and although we didn't make it to Badminton, we had a great weekend and look forward to the next time back with our friends in Gloucestershire.

Paul Gapper.

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### John's Scottish Fling 5/6/7 May

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My parents were scheduled to visit me during the first weekend in May, however at the last moment they cried off as my father was suffering from a recurring back problem which meant he couldn't sit down for more than half an hour let alone travel down by car from Scotland. As the forecast looked reasonable I decided that if they couldn't come to me then I would fly up to them, a journey of just under 300 miles. The route was to be fairly straightforward - due north through the Manchester low level corridor, a stop at Graham Hobson's field near Garstang, then follow the motorway to Carlisle, turn left along the coast to pick up the Castle Douglas - Dalmellington road through the Galloway Hills then turn west to arrive at a small airfield called Kilkerran which is located just outside the Prestwick control zone. When the day dawned, I rang Airmet to find that the weather in the North was

very favourable but I would have to venture first through a weak front located north of Manchester and there would be a light headwind all the way. Take off was as planned at 0900hrs and I headed due north in very hazy visibility along a route I had been many times before. After an hours flying, as predicted, the cloud base began to lower just north of Newport (near Telford) and I was forced to come down to a 1000 feet. The conditions then got progressively worse as I approached Crewe and navigation was starting to become a high priority as well as trying to keep the aircraft on an even keel. Fortunately the railway line appeared and I was able to follow it to Crewe and up the low level corridor. By Stretton the visibility showed signs of improvement and I thought - I'm through the front, I've made it. Just then the engine coughed to remind me I still had a long way to go. By Wigan the visibility took another turn for the worse, but I was able to find the motorway as planned and stuck to it like glue. The next problem was the Warton Matz - under, over or through the pan handle? From the radio it was obvious they were busy talking down something heavy, so as the cloud was very broken, I decided to go above. At 4000 feet, the motorway was easily visible below, however the cloud cover was beginning to thicken. Immediately over the pan handle it seemed to be solid, but adding slightly more height revealed it absolutely cloudless beyond, so I proceeded and as the last of the cloud passed below I could see Graham Hobson's field some five miles away. After nearly three hours in the air and 140 miles, I let down to find myself almost alone on his field - there was one person rigging a microlight. Graham himself duly arrived and I was able to purchase fuel from him, although I had to per-

suaude the chap who was rigging to take me down to the local village - I had forgotten my lunch - no catering here - Tony wouldn't have made that mistake! After refuelling, I took off and headed north - navigation was no problem for it was more or less follow the motorway. The visibility was superb, I could see at least 50 miles and wished my route took me more over the lakes as I had done last year when flying in the Air Race, but because of the way the maps had to be folded, I didn't have the map to do this course and complete the journey without having to land. Anyway this was the way I would have to go in the air race so I wanted to have a look at the route. Talking of map folds, at on point I inadvertently pulled one map off my board without turning over as planned, only to discover the route plotted was some twenty five miles further on. I thought briefly of struggling to put the previous map back on the board, but on looking up I discovered I could actually see beyond the 25 mile missing section so I had no need of a map - how different it was from some couple of hours earlier just south of Crewe! Once round the Lake district, Scotland came in sight. Just before crossing the Solway Firth, I flew over Great Orton where I could see a couple of flex wings and two Thrusters parked with a few people around. Once in Scotland, I decided I had enough time to do a detour and visit Chris Penny's pub at Auchencairn which is located south of Castle Douglas on the coast -(not 15 miles south of Lockerbie as Tony thinks!). Chris had said they were plenty of fields around the pub and the farmers were friendly. I easily found the village and even located a grass field just in front of the pub. An approach was made to the field and I planned to land on the track that had been made diagonally across the field. However on round out I

realised that the grass was slightly longer than anticipated and I wasn't sure that I would be able to get out, thus it was power on and go round, though not before the rear wheels touched. My initial thought was of abandoning this diversion and heading north, but as I soared back skywards, I noticed to the north of the village another field and thought as I had come this far I might as well have another go. Well the landing proved no problem, but from the state of the aircraft, it was obvious that cows had been on the field only minutes before - thank goodness for the sealed nosewheel, for the yellow spats were now completely brown from sh 1 t! I taxied the aircraft to the nearest gate to the farm, which by sod's law was furthest from the village. As I was thinking about what to do next, a 'dour' chap approached from the roadside. I ascertained that he was the farmer and asked if he minded that I had landed in his field but I had come to see some friends at the Smugglers Arm's. He replied nonchalantly that I was expected and I was five minutes late! He expressed slight concern that I had picked the wrong field as the cows were expected back, but that was no problem as his son simply diverted the livestock to another field. So obliging he was that he even ran me down to the local pub to meet Monty and have tea as well as collecting me for the onward journey. After that the journey took me north up the Scottish lochs. The further I flew the rougher it seemed to get and the headwind become stronger and stronger. Conscious that I had told my mother to expect me at 1800hrs, I could see my schedule starting to slip and thus the final twenty miles were done with the ASI over 70 mph though the ground speed bearing reflected half this figure. The most noticeable feature of this section of the

trip was the lack of suitable landing sites in emergency and the desolate nature of the moors which didn't even seem to support sheep, thus prudence dictated that the road was never out of gliding distance. I had never been to the Kilkerran strip before and as it doesn't appear in Pooley's, I hadn't a clue what to expect. My friend had indicated that there was a windsock and a shed at one end. Well I turned into the relevant valley to see the strip fairly well marked out with a small hanger in a corner, but the runway was covered in sheep. More importantly the wind was blowing strongly across it. I toyed with landing in an adjacent field, but could see no way of getting back to the shed due to the fencing, thus I looked again at the strip. The sheep had obligingly moved to opposite ends by this time, leaving a large space in the middle to put the Alpha down following an interesting approach. I then slowly taxed back to the shed with the sheep casually walking in front of me as if it was an every day affair - it could well have been as there was a Cessna 172 parked in the shed. Eventually my friend and the farm manager appeared. They had never actually heard me and merely turned up at the appointed time. In fact I was ten minutes late and that had been enough to worry Mother who had apparently been there for hours! Well I had arrived and thus fulfilled one ambition which was to fly my microlight to Scotland to see my parents. Incidentally I had previously done a similar trip when I was in the RAF based in Gloucestershire, and it was then a regular 'milk' run to fly up to Prestwick, have lunch with my parents, then fly back with a brand new Bulldog to Little Risington in time for tea. Well this time I would be staying a bit longer. The first thing I discovered on landing was that there was to

be a two day dressage event on the ground next to runway, so I would not be able to take my friend flying next day and in addition I would have to be off at the crack of dawn on the Sunday. Although the Saturday was a non flying day, I did venture out to get fuel in the local village and ran into an interesting experience. The local garage only sold fuel in gallons when I was wanting litres and an odd number at that to top up the tanks. No problem I thought, I'll borrow a calculator and work it out - no they didn't have a calculator - didn't have cause ever to use one. Well after some long multiplication I was able to calculate the additional fuel that went into each tank and thus the amount of two stroke oil that needed to be added. Believe or not the oil came in litres, but the change still included pound notes - remember them? The return trip required a crack of dawn start to avoid the equine fraternity and thus it was up at 0530 and following a drive to the airfield, I was able to take off at 0740hrs into a cloudless sky with a modicum of a tail wind. The return route was slightly different as the detour to Auchencairn was omitted - they wouldn't have been up. As I crossed the Solway Firth again I ran into a haze that reduced visibility somewhat. On route I passed by Kirkbride airfield where I found out later that Tony Penny had found a hostelry to accommodate and of course feed him over night. As I was making good time I made a small diversion south of Penrith to take me over my old school at Sedbergh and was able to see all the new building that they had done since I was last there some twenty plus years ago. As planned I arrived at Graham Hobson's field just after 1000hrs and following a quick refuel from the jerry can I was using as a back rest, I was soon on my way again. By this time the

visability had further deteriorated and thus it was another rough trip through the low level corridor. Interestingly I passed over the Howarth's field just north of Crewe. Although I could see no one by their parked aircraft, they had seen me and had radioed on the Mainair frequency to find out who "Charlie Fox" was. The answer came back that it was John Hamer and that he had just been to Scotland to reccy the air race route! The psychological effect on the northern competitors was apparently devastating, particularly as I had sneaked through their area without telling anyone! Gamesmanship? Once clear of the low level route, I was able to climb and get out of the turbulence and enjoy the trip back to land at Deford for the Fly in just after 14.00 hrs. Should get some smartie points for flying nearly three hundred miles to a fly-in I thought, however instead I got an enquiry whether I was going on to Davidstow for tea (a further 160 miles). The total round trip took 12 hours flying time which compares most favourably with the car journey which normally takes upwards of seven hours one way. Ed note. What a fascinating account, but I'm surprised at you chickening out of Davidstow John. I thought you liked a challenge!

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## Social

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Members will be delighted to learn that Sally Stallard is making a fine recovery. She is still going to London to the Charring Cross Hospital each week for treatment, but when I phoned Graham, he was just going to fetch her home for the weekend. We all send best wishes and hope we'll be seeing you again soon, Sally. SVMC scoops the Ashes There was a very good turn out for the SVMC v Long Marston skittles evening at which vic-

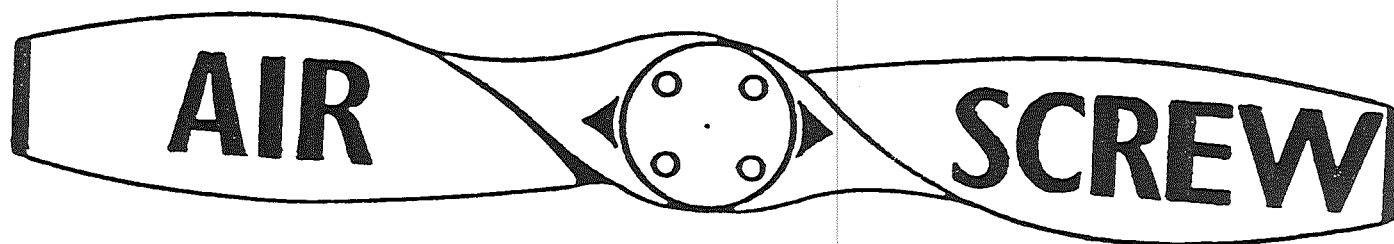


tory went to SVMC. So enjoyable did it prove to be that a re-match has been organised for Fri.21st July at the Rising Sun at Hartpury at 8.00 pm. Directions next issue. Tel. Liz Crellin 045270.298 (home) 0452270.283 (work).



# Severn Valley Microlight Club

## Severn Valley Microlight Club



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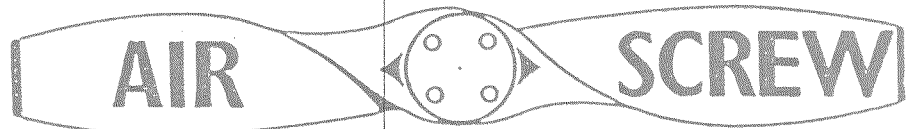
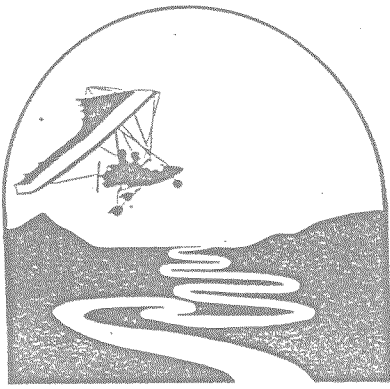
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# Severn Valley Microlight Club

## JULY 1989 EDITION

### Crewroom Chat

Those of you that have been to Woolstone lately will have noted two large constructions. The first hangar has been built by Vic Booth to house his MW6 while the second belongs to a consortium of Graham Arthur and the Houlth brothers to house their Thruster and Alpha respectively. There is still plenty more space available at Woolstone for those that wish to have a place of their own ... contact Hugh Bethune, Woolstone Controller, for more details.

Although aircraft sales seem to be a bit slow at present, we are delighted to record that at long last Norman Frost has become the proud possessor of an aircraft - an Aerial Arts Half Pint - I saw it arrive, on trailer, at the Over Fly-in on Saturday 1st. Can't wait to see it rigged Norman! Also, Andrew John has purchased Graham Stallard's Alpha and Graham has replacement 462 Alpha on order which is due for delivery any day now.

Adrian Lloyd has got us intrigued. He announced at the Committee Meeting on July 5th that he had at last found the aircraft of his dreams - an Alpha - but this is no ordinary Alpha, we are assured. This one is white all over (Adrian has a penchant for whiteness - his SVMC sweater is white - could it be a sign of purity?? probably not if you read on....) Anyway, to return to the unsolved mystery, Adrian's new love-of-his-life has some mark of distinction which singles it out

from all other aircraft. He won't tell us what - though guesses ranged from naked women to machine guns..... WHAT oh what can it be? First to spot it, please write or better still, telephone Aircsrew! It sounds like the pose of the year, and Adrian was heard to say that he "wants to take women for a ride"! Ed. note - actually he's jealous of Stuart Whistance because he recently spent an afternoon flying lots of lovely ladies around - but does he realise it's the quality of the flying that counts? and Stuarts SO good at that!

How old or how young a passenger have you taken up is often a question microlight pilots get asked. Well John Hamer can report that as a birthday treat he took a friend's father up on the day of his ninetieth birthday. The old man had apparently been looking forward to it and had specially requested it ever since John had taken him up the previous year as a birthday treat. He is apparently looking forward to next year. Well, what did he think of it then? He thought it was just like flying the BE2C that he had learned to fly over seventy years ago in the Royal Naval Air Service in 1918. Nothing much has changed, has it?

The small farm strip, Draycott, which is located just south of Swindon is shortly to close. Currently this is the home not only to MW4 Microlights run by club member Don Law, but also a number of light aircraft. Although the microlight lease is not up until the end of the year, Don is fortunate in securing a field just

east of the current site and will be operating from there in due course.

### Tony Meets a Dishy Piece.

Tony Penny had announced to John Hamer and Robbie Keene that as he wanted to get to Manchester early to book accommodation, he would make his own way to the start of the Air Race at Barton. However when Robbie and John landed at Barton late on the Friday afternoon, Tony was only just joining the circuit. When questioned, Tony muttered something about stopping for lunch on the way up - seemed a reasonable explanation in view of Tony's renowned habits! However the message in the tower for Tony to phone Manchester Control indicated that the story behind the lunch stop may be more interesting. It turned out that out that Tony had taken the wrong corridor at Crewe and followed the railway line towards Manchester International Airport. When he realised his error he put down in a field and asked the way (and had lunch). His real undoing was that he omitted to tell Manchester Control of his problem and not unnaturally they were worried when the spot on their radar didn't move from outside a pub for two hours! The Dishy piece? It was Joderell Bank Telescope that prompted Tony to land. Ed note - Remember the note published two months ago about traversing through the Manchester low level area? If in doubt about the route ask John Hamer. Since then Tony has obviously been

redeeming himself, for since coming back from the Air Race he has already made trips to the Isle of Wight in indifferent conditions according to his wife who accompanied him on this occasion in preparation for the big trip to Scotland to visit her pub at Auchencairn. In addition Tony also took Dave Lewis to Cranfield.

Meanwhile the other air racers have been recovering and learning how to do circuits and land!

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### FLY-INS

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#### Pub Fly in - 24th July.

Despite the promotion at the last club meeting, only three people turned up for the Saturday evening pub fly in, which was a great shame because as mentioned in last month's issue, it was a beautiful evening. Three aircraft, Stephen Watkins, Roger Llyod and John Hamer left Defford and flew the short distance to Wyre Piddle to land in a hugh field along side the river Avon. From here they commandeered a passing boat to take them across to the pub opposite. There they had a meal while contemplating how they would return to their aircraft opposite without either getting their feet wet or having to walk down to cross the river by the lock some mile or so away. However a local resident came to their aid and arranged for another ferry trip across the water to return to their aircraft and to round off a successful and unusual night out.

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### Robbie's Fly In at Over

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#### Sat. July 1st.

Although only planned for Saturday 1st July, the indifferent weather lead Robbie to extend the invitation into the Sunday. As a result by early evening the strip became packed with visitors including Don Law who had flown in from Draycott via Cranfield. Tony Penny and Dave Lewis also dropped in on their way back from Cranfield. Tony reported that he had the most interesting experience of his flying career while in circuit at Cranfield - with six other light aircraft of assorted shapes and sizes. Ap-

parently they were taking off every 12 seconds!(Eat your heart out Heathrow!)

Robbie was kept busy dishing out the hamburgers and sausages to all the visitors.

Our thanks to Robbie for putting on the event and especially for letting it carry over to the Sunday. Ed Note : It was disappointing that the only member of "F" flight to turn up was Dave Watson - where have you all gone?

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### Weston Park

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#### Sat.22 Sun 23 July

Contact John Hamer for details.

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### MuchMarkle

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#### Sun.13 Aug.

(alternative Sun.27 Aug.)  
more details required.

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### Clearwell

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#### Sat.19 Sun20 Aug.

Barbecue - overnight stay if required (B&B or camp). Contact: Annie Wales Tel.045276.341. Full details in next month's Aircrew

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### .TheGreatMicrolight Rally1989.

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Colloquially known as the Air Race, this year was a completely new format to previous years in that basically each competitor could choose their own course round the various identified turnpoints.

Those that were the most venturesome gained most points and so the scoring was weighted that those that visited the far North of Scotland were the best rewarded, but to go that far the weather really had to be in one's favour. It so happened that when the great day arrived, so did an exceptionally stable anticyclone, thus many of the competitors did in fact visit the far north of Scotland. This year the club had three entries :- Tony Penny accompanied by Val Ruck, Robbie Keene on his own - his partner had to pull out at the last moment, and once

again John Hamer teamed up with Chris Wales. John's account of his adventures follows and it is hoped that the others will tell their story in due course:-

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### BMAA

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Pilots please remember your insurance was due for renewal on 12th July.

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### BMAA 200 Club

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The BMAA has decided to start a new fund raising scheme called the BMAA 200 Club aimed specifically at providing funds to send our National Team to the annual International Competition such as the World or European Championships.

This is in order that we may be represented not just by those who can afford to go, which is what happens at present, but by our very best pilots.

Tickets will be limited to 200 and there will be a lottery pay out every other month.

Full details will be included in your next issue of Aircrew, but if you're desperate to be sure of a place among the 200, then John Hamer has some entry forms.

The Committee unanimously voted to take out one place in the Club's name, but of course this should not preclude any individual member from joining in his/her own right.

J.H.

Tel.Home 045270.314

Work 0242.533628.

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## Great Microlight Rally-1989

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I flew up to Manchester Barton in company with Robbie on the Friday, while Chris drove Robbie's van. The van being an essentially part of the operation as it was to be our base as well as the wheels during our stay at Barton.

The trip up proved fairly uneventful save that it was a pleasure to see the motorway so busy as we hurried by thanks to a tailwind. That evening we used Robbie's van as accommodation and Chris was up early the following morning to cook us all breakfast.

The weather was superb and the forecast was excellent so a route north to Scotland became very feasible. Initially Chris and I had decided to stop at Carlisle first, but realised that the airfield would not be capable of coping with 40 odd microlights at once, so we planned to omit this turnpoint and go straight to Cumbernauld and pick up Carlisle later in the course.

Our objective on the first day was to get at least to Oban, from which Castletown would be an obtainable objective on the second day.

We were scheduled to take off No 2 and as the departure time approached the engine proved difficult to start, but we got away on time, only to find that on leaving the circuit the engine started to overheat and we had a power restriction, so we decided to return. Initially it was thought the overheating problem was due to the exceedingly warm day and a sticking thermostat. This was removed and we tried again, only to experience the same problem, so back to Barton once again. This time the engine cover was lifted to reveal loose plugs which were initially attributed to the overheating, but close examination revealed one electrode had completely disintegrated and melted. Following fitment of a pair of new plugs, a solo flight was executed satisfactorily so with Chris once again in the back we set off some two hours late.

As we were watching the engine closely, we took the scenic route to north ie up the motorway, as we thought there were more potential landing sights if anything went wrong. In the event the engine never missed a beat, and we amended our original plan and called at Carlisle which by this time was devoid of microlights - we heard on the radio the last ones leaving for Eshott - we were later to catch these same ones up at Long Marston two days later! It was nostalgic to revisit the airfield for I had learnt to fly there nearly twenty five years before, and as I entered the circuit downwind all the familiar landmarks appeared, only they had resurfaced the runway and refurbished the control tower.

We had a quick turnaround at Carlisle and we thanked the controller for his service. He was extremely polite and from what he said it was obvious he had just had a hard time from a deluge of microlights that had descended upon him a couple of hours before.

From Carlisle we flew on north to Cumbernauld, a small concrete strip situated on the far edge of an industrial estate which was not at all obvious. We called them on the radio, only to have the batteries go flat after initial contact, so we had to do a non radio approach. On landing I thus went and saw the controller to explain what had happen and found that he was completely bewildered with all the microlight movements he had just had. As it was six o'clock, he basically shut the airfield, but in the meantime this didn't inhibit Chris commandeering a car to take him down to the local fuel station. Following a quick fuel stop, we took off for Oban with forty five minutes flying time remaining. The competition rules stated we had to be on the ground by 1900hrs. However the distance to Oban was 55 nautical miles and despite flying well over 70 mph, it became obvious that we weren't going to make it.

The country we were flying over was either all water or mountains and thus with no reasonable landing sites in view, just before 1900hrs we deviated from the plotted course and flew up a likely valley looking for a suitable site for the night stop. The map showed that this particular valley seemed hopeful as there was a railway running along it complete with village and station, it's name - Dalmally. A couple of passes showed that all the fields were too small or covered in sheep and there were really only a couple of possibilities: - the golf course, but that appeared to have a couple of ditches right in the middle; the football field, but that appeared to have posts all round the edge, or the car park of the local cattle market, which appeared very gravelly. After a careful survey we opted for the latter, made a low approach and landed. As we pulled up at the end we noted that we had just gone under the electricity and telephone cables that were suspended between the auction house and the adjacent road. An interesting landing.

Chris rushed off to find accommodation in the pub opposite while I negotiated with the local caretaker. In the event we didn't find accommodation in the pub but were referred to a lovely guest house down the road. Calculations that night indicated that we would be hard pressed now to make it to Castletown, the northern most turnpoint, thus we plotted a route that would take us as far north as Feshibridge (Aviemore) before turning south back to Eshott, Sproatley (Hull) then Long Marston.

Sunday dawned a bright, windless day, thus after an early breakfast we were off down the road to find our microlight which we had left in the pub grounds. Initially we found our way blocked by a large mobile home that three of the locals were moving down the road during the quiet period. As they explained, there was no local policeman so they did what they liked round there, so we thought, when in Rome, do as the Romans do, and with the aid of these locals, we too used the road to get us on our way to North Connel (Oban) some ten miles away.

The trip to North Connel was uneventful and thus we were able to enjoy the scenery. We noted a couple of microlights departing as we approached the strip that was virtually on the waterfront. A quick

turn round here ensured we were on our way again north. This time we flew up the lochs to Fort William and round Ben Nevis which incidentally still had patches of snow on it. Here we turned inland and headed for Feshibridge. The visibility was superb and thus navigation was no problem.

Feshibridge soon loomed up. This is a grass gliding strip some 800 feet up under an escarpment. The strip was like North Connel, deserted save for a local Shadow that had preceded us from North Connel. As there was no fuel here we took off virtually immediately after clocking in and headed south.

Incidentally we both noted the marked increased length of take off run required due to the hot and high conditions that prevailed and made a note to select only suitably long fields for our next fuel stop. From now on we were on the look out for fuel as we knew we could not make Eshott without a stop and thus made a policy decision to uplift before crossing the Tay.

We flew virtually all the way down the A6 from Aviemore without seeing a single fuel station, thus as we neared Perth we decided once again to deviate from track, find a town and see if we could land. In due course of time we came across Coupar Angus, a small market town just north of Perth, but we failed to see a fuel station until we did a couple of circuits and then the problem of a suitable landing site arose. Because of the agricultural policy of this part of the world, ie mainly cereal, there were only two possibilities, a field a half mile from the town or the municipal park. We choose the latter, circled it, indicated our intentions to the Sunday pitch and putters, and landed. Chris rushed off for fuel and found a willing driver to take him to the fuel station while I talked to the park keeper.

I quickly established that it was not permissible to fly in the park except in an emergency. I reassured him that we had run out of fuel and thus it was an emergency. He readily accepted this and agreed that in that case I was perfectly in order to land on his park! We were thus quickly back in the air after launching ourselves across their cricket pitch - I've never flown off such well kept and cut grass. The visibility was now becoming hazy and that did not help as the next leg involved crossing the Firth of Forth, but first it was a short hop across the Tay.

In view of the visibility, the next section was used to calibrate the compass on the ground features before we set off on the ten miles across the Forth. When we left the north shore we could not see the far shore thus a nervous minutes went by as we waited for something to appear, however we need not have worried as Berwick appeared right on the nose. In fact the next section across the moors proved more difficult but we soon found our way to Eshott just north of Newcastle. Here we started to run into several other competitors for the first time in the race.

Again Chris commandeered a car to the local fuel station thus we were soon on our way south again. This journey initially took us all along the coast past Newcastle and Sunderland to avoid the restricted airspace. As it was such a lovely day we could see below us hundreds of people bathing in the sea, but what they could not see was the amount of sewage and other pollutants that were being pumped into the sea just near by, the sight was not pleasant - Greenpeace would have had a field day.

After Sunderland the route came inland and we soon passed the ever watchful Fyling Dales domes. Some distance before Sproatley, we were passed by another microlight going exceedingly quickly, however his sprint past us did not pay for as we were letting down to land at Sproatley, he once again appeared and dived in front of us. It was in fact Simon Baker and he had lost time by landing at an adjacent airfield by mistake!

Time was now on our side as our original plan was to reach Sproatley by close of play, so with just under an hour to go we set off again. By this time the visibility had improved as never before and we could see well off our map as we crossed the Humber. Our track was now back to Long Marston, a destination we did not have enough time to reach that night, however forty miles down the track was a small microlight airfield at Hougham, thus with ten minutes to spare we landed there.

The field belongs to the Derby and Notts Club and they were very cordial and provided me with a mobile phone so that I could ring some friends that live in the neighbouring village. They duly arrived and arranged for us to stay in the local pub.

The Monday dawned and although we were a few minutes late on the field there was a significant easterly blowing in our favour. We took off knowing that we were up on schedule and that we should at least have some assistance. Our confidence nearly evaporated when we ran unexpectedly into low cloud at 800 ft. A deft piece of navigation found us at Belvoir Castle and then the cloud appeared momentarily to thin. I thus climbed to see if we could get over the top and in a matter of moments broke out into clear blue sky to see the familiar mast at Melton Mowbray poking through the remaining cloud. As we progressed the cloud disappeared and we were soon at Melton Mowbray.

The trip from here is very familiar as we have often been up this way to see Robbie's cousin, indeed the aircraft once stayed three weeks there but that is another story. With the wind behind us we were quickly, well relatively quickly, at Long Marston. As we landed just after 10:00hrs, we came across four competitors that had only just got up and were obviously enjoying themselves. These were the four that two days previously we heard departing from Carlisle for Eshott. They went on to Sproatley before coming on to Long Marston, obviously taking their time!

Because of the tailwind, we were well up on schedule, but not well enough to negotiate another turn point, thus we deviated slightly from the direct track to Haverfordwest and went home to Hartpury for coffee and replacement radio batteries. It was then a relatively short hop to Haverfordwest, again a trip that we had done a few times, only this time due to the hot conditions we had a very long climb to



get out of the turbulence and we were over five and half thousand feet as we approached Haverfordwest which we could see from about twenty miles away.

We were one of the first there but soon there were microlights all over the place. Robbie arrived shortly afterwards, but Tony and Val were missing. An enquiry of the organisers revealed that he had withdrawn but no reason was given. This led to a great deal of speculation, but we were assured they were safe! The three of us spent that night in the company of Paul Gapper who put us up in his guest house at St David's (to be highly recommended).

Paul did sterling work in ferrying us around particularly searching for food in the middle of the night. We eventually had an excellent meal in the Club house but the time was nearly midnight. The following morning we were up early as Paul had to go to work and thus had to ferry us to the airfield on his way. The day's route posed an interesting problem as the finish was once again at Burscough, but we were advised not to land so we had to plan to make it all the way back to Barton, some 155 miles. This distance would not normally be a problem except there was a forecast head wind.

An added complication set us just before take off by the organisers was the insertion of a dog leg at the start to please the RAF. However in the event the headwind was not as forecast and indeed over the Mersey there was a very definite tailwind. This was our longest leg of the competition, taking three hours forty with our personal highlight - being able to get past the field that we had prematurely landed in last year just before the finish.

That night I flew home, accompanied by Chris who was now flying Robbie's Raven. Robbie drove the van home, I think Robbie wanted a break from flying. I had just done over 1200 miles in twenty five hours flying over five days, with the longest day being the Sunday with eight hours forty five spent airborne, nevertheless I felt the trip home by air was much preferable than dicing with motorists - and it was quicker.

John Hamer.

The official results have now been published:

Dick Clegg won the fixed-wing section in his Shaddow; Richard Meredith Hardy won the flexwing class, Robbie came 10th and John and Chris came 15th. John Hamer. Congratulations to all from SVMC.

## Stop Press

A very important announcement has just reached us of the Chairman's Birthday Barbecue Friday 28th Aug. 8.00pm.

### This is not a Fly-In

Everyone welcome! - bring family, kids, granny etc.

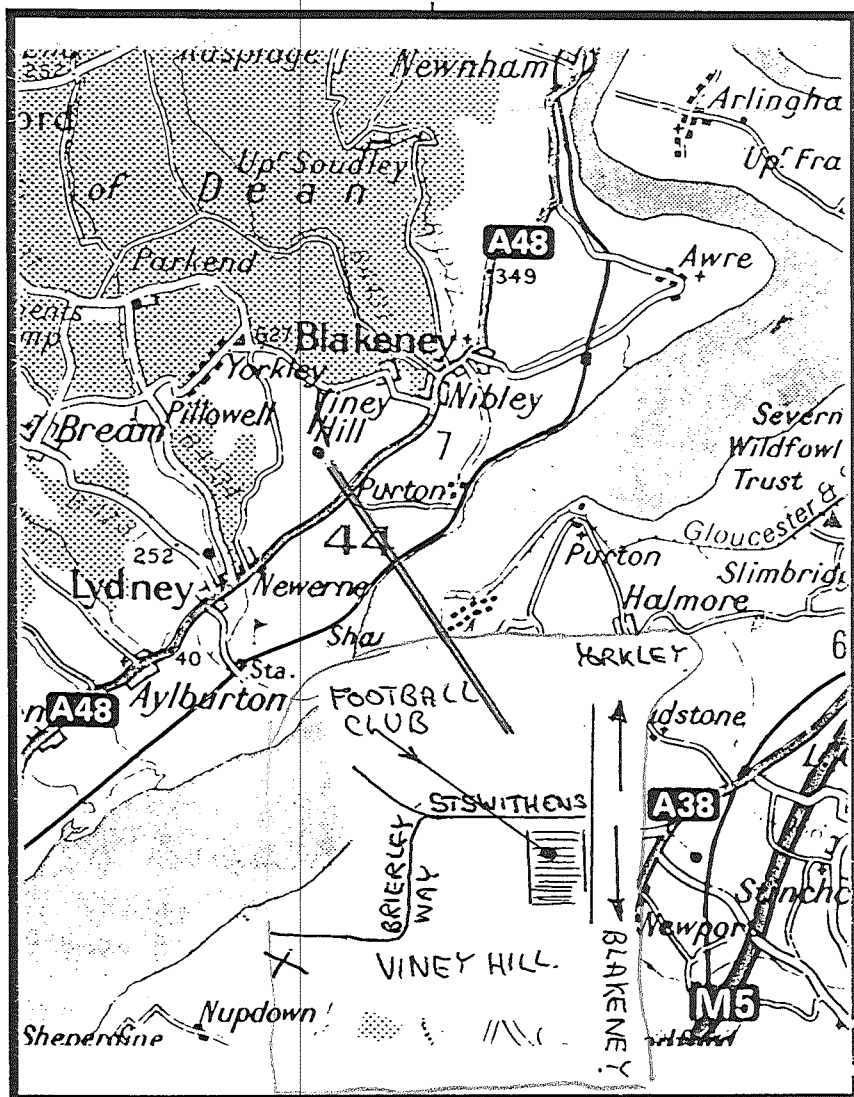
Glory Bee, Oldcroft. near Yorkley in the forest of Dean

Please tel. Chris Penny for directions (and to let her know numbers to cater for) Tel.0594.510624.

ps. Tony didn't know about this himself until you did - surprise! surprise!

## AUGUSTSpeaker

Those who saw the inset in this issue as well as those fortunate enough to have a trial flight in the Chaser, will be delighted to learn that Nick Minnion has agreed to give a talk at the Club meeting on August 16th.



# AIRSCREW is an equal opportunities magazine!

---

## CommitteeMembers:

---

### Chairman:

- Tony Penny

Tel Home 0594.510624 Work 0452.500765 Glory Bee, Brierley Way, Oldcroft, Nr. Lydney, Glos.

### Secretary:

- John Hamer

Tel Home 045270.314 Work 0242.533628 Catsbury Cottage, Hartpury, Glos.

### Treasurer:

- Ian Evens

Tel Home 0684.298364. Work 0684.298600 57 Gloucester Road, Tewkesbury, Glos.

### WoolstoneController:

- Hugh Bethune

Tel Home 0386.750135 Work 0836.375091

### F-FlightCo-ordinator:

- Roger Thory

Tel Home 0242 862155 Work 0242.221491. 34 Blenheim Orchard, Shurdington, Cheltenham, Glos.

### Fly-ins Organiser:

- Adrian Lloyd

Tel Home 0885.482504 24 Lower Westfields, Bromyard, Herefordshire.

### Aircrew Editor:

- Annie Wales

Tel Home 045276.341 Spring Bank Cottage, Flaxley, Newnham-on-Severn, Glos.

### Safety Officer:

- Stephen Watkins

Tel Home 0905.821015 Inchincroft Cottage, Pixham Ferry Lane, Kempsey, Worcs.

### Deputy. Safety Officer:

- Chris Wales

Tel Home 045276.493 Hawthorn Cottage, Popes Hill, Newnham-on-Severn, Glos.

### Social Secretary:

- Liz Crellin

Tel Home 045270.298 Home 045270.283 Laundry Cottage, G.C.A. Hartpury House, Hartpury, Glos.

**Next Committee Meeting - Wed. Aug 8.30pm.**

# AERIAL ARTS



## CHASER-5

Demonstration Day!.....

Come and find out what it's like to fly  
the World's most exciting Microlight!

\* Demos \* Trial flights \* Questions Answered  
All Welcome!

Place: WOOLSTONE (CLUB FIELD) + MUCH MARCLE

Day: SAT 12<sup>th</sup> AUGUST + SUN 13<sup>th</sup> AUGUST

Time: FROM 9AM (LOCAL TIME!)

for further details Contact: JOHN HAMER  
OR call Nick Minnion at Aerial Arts on:

\* 07 9156 236 \*



# Much Marcle Fly-In Rye Meadows

Sunday August 13th

A fly in has been organised for the date of Aug 13th, Sunday with a stand-by date of the 27th August should the day be rained, blown, or whatever off. The fly in is being hosted by the Hereford Aero Club, who's club field is at Rye Meadows - Much Marcle (See Map).

The field runs approximately North - South and is at least 600 yards long. East - West landings are not on because the width does not allow, although it is wider than the Collington - Stuart Winstance field. At the South end of the field is the village of Much Marcle. There is absolutely no need to approach over the village. Use 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 within the boundary. There are no outstanding hazards other than what one would normally expect - i.e.. Power - Telephone wires on the approaches and a line of small trees bordering the Eastern boundaries. However, overshoot fields in the event of engine failure are large and plentiful!

On the day a 'T' will be in evidence and there is a permanent

windsock because of the model flying. The club has a respectable clubhouse on site, and eats, hot drinks etc. will be available on the day.

On arriving at the field, overfly at 1500 feet and watch for model aircraft activity (easily seen and the model pilots stand in the 'bowling green mown strip' approximately in the middle of the field). When aircraft have landed and the pilots clear the strip - go ahead and land. The model pilots

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

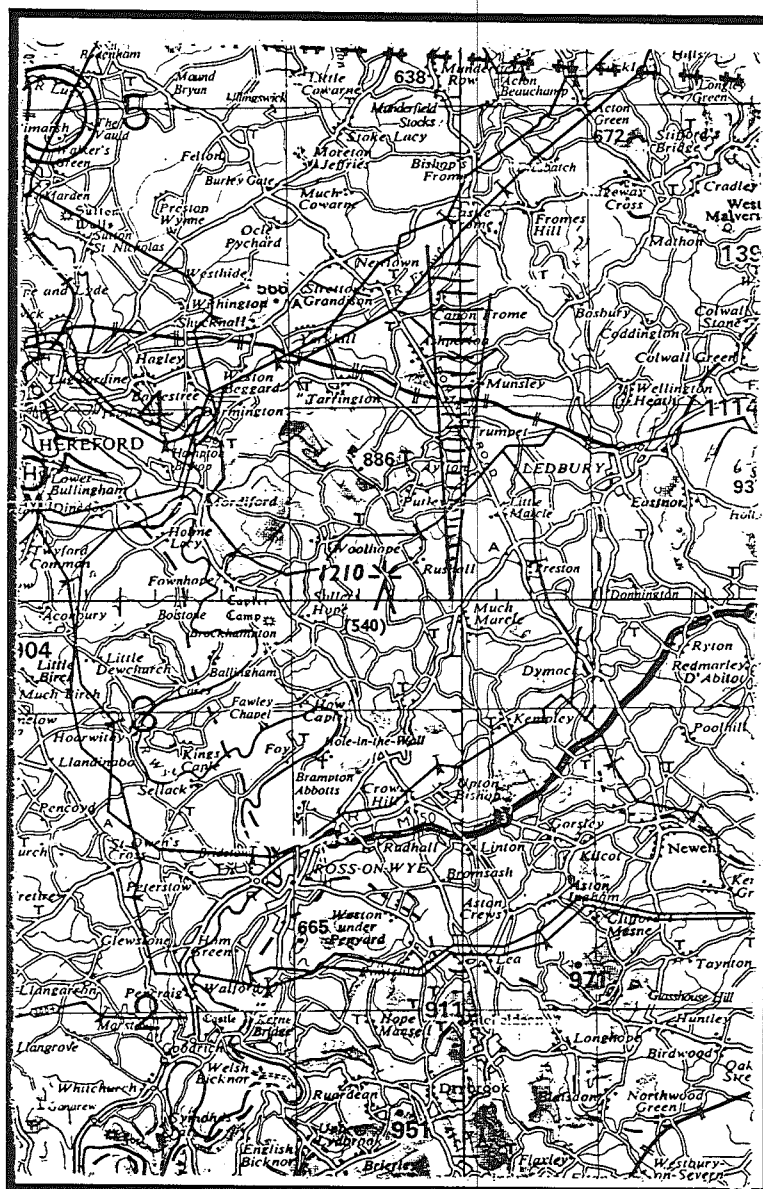
The aim of the fly-in is varied. If all goes well, and there is absolutely no reason why it should not, it will have been seen that two flying disciplines can be seen to work together, even though they are poles apart. (Ref. Last years fatal accident between a hang glider and a model mainly because of the existence of very

bad feeling the two disciplines on a shared site). There are quite a number of modellers very interested in the sport of microlight flying, and will be very interested in the days proceedings, hence S.V.M.C. pilots hopefully will provide 'back seat rides'. In return for the S.V.M.C. members interested in the 'art' of model flying, a club training model aircraft will be available for those wishing to try their hand - under tuition of course!!

The event has been 'put together' by Adrian Lloyd, who is an ex. member of the H.M.A.C., but who is still a very active member of the S.V.M.C. and in addition flies gliders with the Herefordshire Gliding Club. He is, and always has been, very keen to get rid of the tensions between those who share the pleasures of the air.

These tensions exist, very often out of ignorance, often from the attitude of 'them' and 'us'. He feels anything that can be done to break down these barriers and be enjoyable to all concerned (The fly-in) is to be encouraged.

A.J. Lloyd.



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, Jenson Jones will be on site to operate the signal lights and airfield safety.

## ADVERTISEMENTS

CONTACT DAVE READ FOR THE FOLLOWING ITEMS:

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

Two stroke semi-synthetic mineral oil  
(Silkolene comp-2) 2.66/litre

Four stroke oils (Silkolene super four) 1.50/litre  
Castor oil (Castorene R40)  
3.00/litre

### GEAR BOX OIL

Straight mineral 2.25litre  
Synthetic 4.20/litre  
Chain lube (600ml spray on can) 2.85/can  
Foam filter oil 1.45/bottle  
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Spray it on to clean surfaces.  
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Mud, grease and dirt won't stick to it.

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BR9ES  
B8EV platinum tipped 3.25 each  
B9EV

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Dave Read Tel:05318124

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G-MNSD - Typhoon wing  
Excellent condition. Ideal first machine.

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Rainbow wing. ASI. VSI. Alt  
Compass. Twin egt. rpm timer.

Toothed belt drive. Newton prop  
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stored rigged but bowsprit project-  
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Has ALL legal paperwork.

A superb aircraft especially for  
the first-time solo flyer. £2200  
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offers 0885-82504.

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egt. rpm. Extra map pocket.  
(The blankets are finally off!)  
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from one thousand pounds

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Day  
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Tel Colin Greasley. 0600.890385

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72 hours since new  
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Home 0684 299695  
or  
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## FLY-IN EXTRA

### Clearwell Fly-In, STOWE, Lodges Farm

#### Directions

From Coleford (Forest of Dean) follow B4228 to Clearwell. Lodges barn Farm is approx. 2 miles West.

Alternatively (If you don't want to overfly the Forest) - Follow the river Severn to Lydney and follow the B4321 N.W. (Bream to Clearwell road) to Clearwell and turn West as above. (Good landmark is Stone Green quarry just S.E. of field).

The farm is easily identifiable being on the edge of the Wye Valley. Field will be clearly marked with a landing 'T' and wind sock.

If approach is made from Wye Valley direction watch out for curl over effect from the valley. If approach is made from opposite direction watch out for power lines. No other anticipated hazards.

A car will be available to fetch fuel if required but bear in mind that the nearest fuel station is some 3 miles distant.

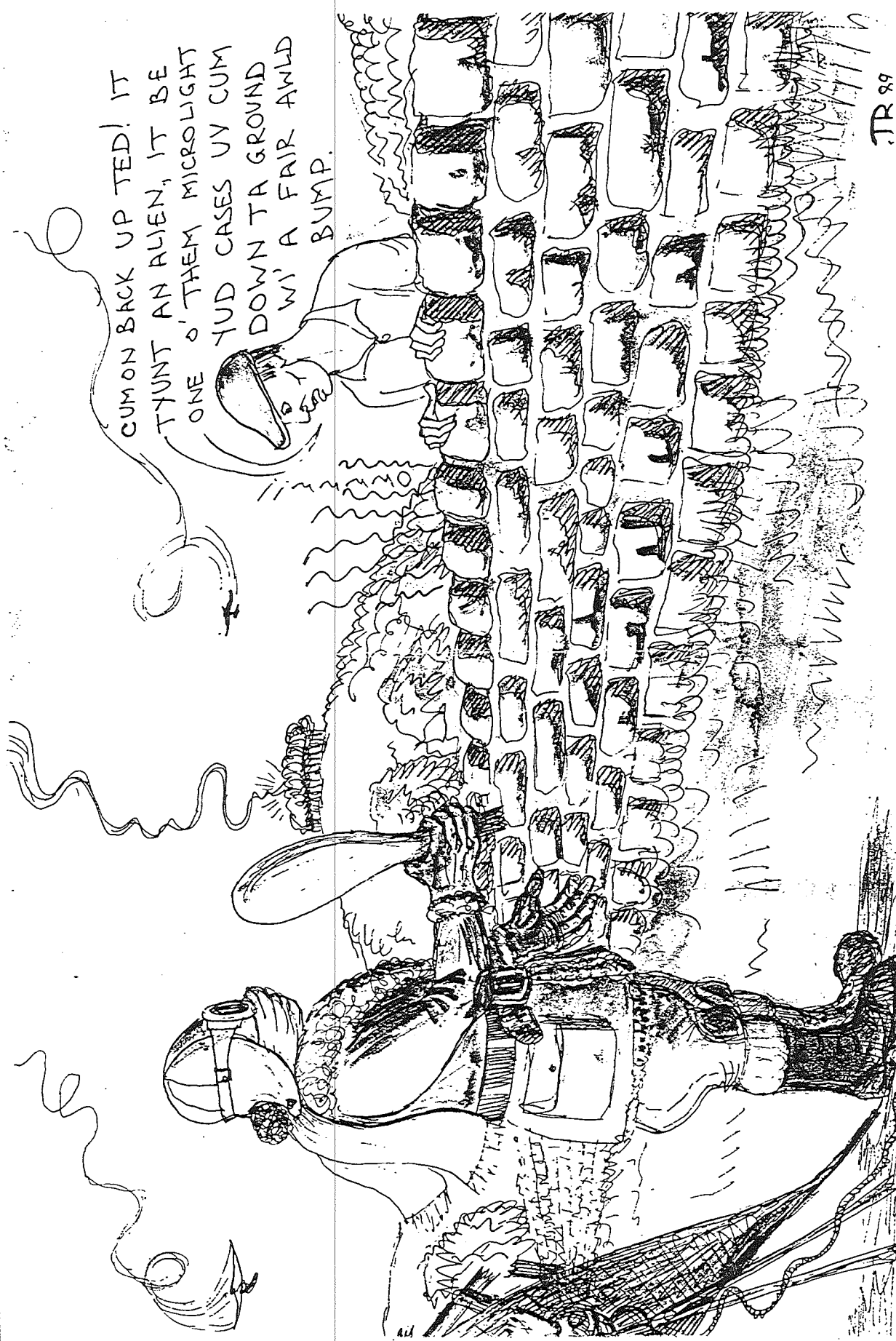
### Woolston Fly-In

Sat 12th Aug

This is an SVMC club fly-In with the added attraction of an Aerial Arts Chaser for experienced pilots to try out. For further details contact Hugh Bethune ( See Committee list)

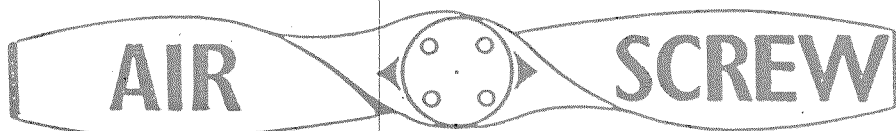
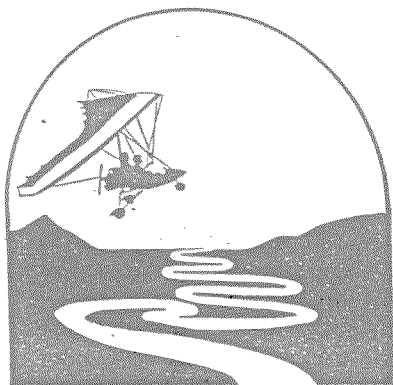
## AIRSCREW SCREWS UP !

Apologies for yet another delay in your monthly comic. Unfortunately there has been an evasive computer problem - however this is now well in hand and we hope to return to normal service next issue !!



CUM ON BACK UP TED! IT  
TYUNT AN ALIEN, IT BE  
ONE O' THEM MICROLIGHT  
YUD CASES UY CUM  
DOWN TA GROUND  
WI' A FAIR AWL'D  
BUMP.

JR 89



# Severn Valley Microlight Club

August Issue 1989

## CREW ROOM CHAT

### Weston Park - 22/23 July.

Weston Park is in fact a country park just north of RAF Cosford, where they hold a two day show including fun-fair etc. The North Staffordshire Microlight Club were also holding a Fly-in. It's always interesting to land at Weston Park because the strip is 600yds long, sloping and between tall trees!

On the Saturday several SVMC members turned up - Tony Penny with Val Ruck, John Hamer with John Cafful, Chris Wales with Ken Brown (from Nympsfield Gliding Club) and Stuart Whistance. There was a barbecue with free food for pilots, however Sunday was the better day because there was a superb air show and far more people for this reason. John Hamer made it once again and met Don Law there to enjoy the spectacular display.

Despite the brilliant weather this summer, when I summoned J.H. from his sick bed (complaining of dysentery, cholera and typhoid at the very least and threatening to die on me) to enquire about his flying activities, he admitted that he hadn't been to many places this month. What a good thing several other people have been up and about, and writing about it!

He did recall flying in to Hinton-in-the Hedges on 9th July. Visibility at Hartpury had been reasonable when

he left home, however at Hinton it was dreadful. Only two others turned up, from just north of Hinton, and J.H. was therefore awarded the prize for the longest distance flight in, (though it was in fact only 40 miles!) On the way back he felt he'd earned it, having to fly at 500ft over the Cotswolds - above the cloud in places.

The Long Marston Rally on 15th July was not well attended by SVMC although the conditions were fine. J.H. with John Cafful flew in and because it was such a hot day, conditions were highly thermic. There were the usual flower bombing and spot landing competitions later on but John and John had left by then.

Robbie attended the National Championships competition at Hinton-in-the-Hedges with his small son Reece in the back seat. He was quite pleased with his achievements in two of the tests but said he screwed up on the spot landing. With a tarmac runway and no brakes he was just not able to stop within the square. The two flying tasks were quite complicated. The Saturday one involved an out and straight line return followed by a speed triangle 25 miles long. The aim was to go out as far as possible, photograph your turnpoint and get back with enough fuel to race around the triangle which started when you touched down and took off again on Silverstone race track. Robbie managed to go further than most two-seat

aircraft taking 1 hr. and 15 mins for the out and return. He was beaten by Simon Baker and a couple of Chasers, which completed the triangle in about 25mins. Simon took 28 mins and used 6 litres of fuel, whereas Rob took 30 mins and used 10 litres - the difference between water and air-cooled engines perhaps? Robbie admitted that he landed with only a teaspoonful of fuel left!

Sunday's task had a choice of turnpoints, rather like the Round Britain Rally, so you chose the order and scored according to the distance from Hinton. The furthest away were Bromsgrove motorway junction and Cheltenham Race Course. The rest were between 5,10 and 15 miles away. You photographed your chosen turnpoints. The second part of this task was a triangle for which you had to declare each leg time before leaving and also total time taken. There was a 10 point penalty for every minute you were out on your calculations. Robbie managed 3hrs.15mins. on 25 litres - but Nigel Beale in a Chaser managed 4hrs.50 mins on 20 litres - hard; seems fair!

Robbie thoroughly enjoyed the weekend, especially as Sue and one of the other little boys went up to watch, and despite highly thermic conditions in the hot weather, Reece was a perfect passenger - in fact, Robbie says he slept a lot of the time. Robbie's next venue will be Bagley, Yorkshire on

Sept 9th. Good luck Robbie - hope you enjoy it as much as Hinton.

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## Crushed Evidence.

---

Of late quite a considerable number of propellers have arrived at my workbench in need of nursing back to full health. Some of these sorry items have exhibited the same fault - crushing. Mainair propellers seem to be of two types:- 1. Those where the two laminates are both of solid Mahogany. 2. Those where one laminate is Mahogany and the other of lighter timber. By using a lighter timber for the second laminate, weight and cost can be reduced, the main rigidity of the propeller being provided by the Mahogany. In the cases I have seen, the lighter laminate has been Obeche, which is a pale yellowy colour. Obeche is an African hardwood but is in fact physically fairly soft. It is this inherent 'softness' which is giving rise to the trouble.

Certain pilots, when tightening up these propellers using Obeche, are getting a trifle heavy handed on the 'foot pounds' and are crushing the Obeche side of the hub. In one recent instance, the indentation of the hub disc was some 3 mm. or so, and this in turn had led to secondary splitting out from the crushed indentation. The only solution in that case was to completely cut out the crushed area of the hub and some distance each side along the blades, and replace with new timber. In this case Ramin was used, a much harder but virtually identically coloured timber.

In one instance an all Mahogany propeller had been well crushed - obviously a 'belt and braces' man!

The moral of the tale is this: treat your propeller like a woman, wife, girlfriend or lover - use only sufficient pressure to do the job. Too much and they squeal!!

Adrian Lloyd.

Ed. note. I would love to hear all the seamy details from any woman, wife, girlfriend or lover who has had occasion to squeal at Adrian lately! (please send accompanying photographic evidence).

---

## Over to Land's End.

---

Chris Wales and I have an aunt living near Penzance. At 10.30 pm. Thursday night, as he was passing my cottage on his way home, he called in to say that our excellent Aunt Mary had said we could stay overnight. So next morning I was ready and waiting, minimum overnight bag all packed, by the 10.30 am. specified start time. In fact, due to the usual sort of last minute oversight and hitches, we finally got packed up - plums for our aunt and all, to leave Over by 1.30 pm. (only to return almost immediately to collect the map which we'd left propped up against the aircraft on the ground!)

It was a blisteringly hot day and there were cracking thermals everywhere. We set out to cross the river and follow it down to Bristol where we had to climb to above 3500 to clear Filton. From here we followed the M5 across the Bridgwater Flats and on to Taunton and then Exeter. At Exeter, Chris changed tanks and we more or less followed the A30 to Oakhampton and Launceston. Over Bodmin Moors the thermal activity was particularly strong. Still following the A30 we flew over Redruth, Hayle - but Chris decided against overflying our aunt's house as fuel was getting alarmingly low - So we flew straight on to Land's End Airfield where we de-rigged the wing and laid it on the ground for overnight.

The ground here was noticeably more parched than it had been at home. Apparently they have had no rain since May down there.

The flight took 4 hrs.17 mins. and there was little more than a soupcon left in either tank (Chris had spent an anxious last few miles switching back and forth tanks to try and get maximum utility - we couldn't possibly have done much better!)

Unfortunately we were too late to join our aunt and other members of the family who were attending a theatre performance at the open air Minnac Theatre, however we did get an excellent meal of fresh caught fish with a bottle of good white wine while we watched the sun set over Newlyn harbour. It certainly seemed well worth the trip.

After breakfast and a quick round of relatives and the garden (from which

we secured several interesting cuttings) we were driven back to Land's End, also acquiring a pot of Cornish clotted cream each on the way.

We took off at approximately 10.30 and this time intended landing at Eaglescott on the way home, so we headed north of Exeter towards South Molton. Conditions were even more turbulent than Friday and several times we gained hundreds of feet in height despite flying at around 60-70 mph.

Superb navigation put Eaglescott right on our nose and we spent a very pleasant half-hour's break there. In fact, Eaglescott is such a pleasant place (remember Hugh's article back in May?) that it's well worth a visit just for itself. Everyone we met was really friendly and there is a lovely lady in the bar who does home-made food at weekends - quiches salads and cakes, at extremely reasonable prices - and a smashing cup of tea! As they didn't have our sort of fuel handy, Barry's (CFI) father went off in a car to fetch it for us from the nearest garage.

When we arrived, their brand new parachute dropping plane had just damaged its prop. but despite this gloomy prospect, the parachutists seemed in excellent spirits. Just before we left I met the pilot of this plane who offered me a flight in his motor glider but unfortunately it was time for us to go, and anyway they'd finished repairing the propeller by then so parachuting would be on again.

On the return flight we crossed the Severn to fly over our respective cottages on Popes Hill however nobody was outside except some neighbours. I tried to take a photograph of my cottage but thermal made it difficult to get low enough or still enough.

We arrived back at Over after 4hrs.40 mins. flying time, this time with plenty of fuel margin.

Annie Wales.

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## FLY-INS

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### Clearwell, Lodges Barn Farm

**. Sat/Sun 19/20th Aug.**

Directions: From Coleford (Forest of Dean) follow B4228 to Clearwell. Lodges Barn Farm is approx. 2 miles west. Alternatively (if you don't want to over fly the Forest) - follow the river Severn to Lydney and then the B4321 N.W. (Bream to Clearwell road) to Clearwell and turn west as above. Good landmark is Stowe Green quarry just S.E. of the field.

The farm is easily identifiable being on the edge of the Wye Valley. Field will be clearly marked with a landing 'T' and wind sock.

If approach is made from west, Wye Valley direction, watch out for possible curl over effect. If approach is made from easterly direction, watch out for powerlines east of the field. No other anticipated hazards.

A car will be available to fetch fuel if required but bearing in mind that the nearest fuel station is some 3 miles distant, there may be some delay.

Hosts are Richard and Elaine Joseph.

There will be barbecue available and limited supplies of eats and drinks. Overnight B&B accommodation can be arranged for anyone wishing to make a weekend of it or Rich and Elaine invite you to camp in the field if you wish.

There may be some undercover hangarage available also. Contact: Annie Wales. Tel.045276.341 before Sat or 0594.34744 Sat/Sun - see you there!

---

## Auchincairn.

---

### Bank Holiday Weekend

**26th - 29th Aug.**

Your escape route from the horrors of Bank Holiday traffic?. Sail high over the motorways and watch less fortunate mortals locked in the inevitable and intolerable queues while you find perfect peace and enjoyment at Chris Penny's Scottish retreat!..... Overnight accommodation will be arranged.

For further details Tel. Tony Penny.0594.510624.

---

## Popham Rally.

---

For those unable to make the Pennys' hotel at Auchincairn, there is the annual Popham Rally running over the same weekend. Details will be in your latest issue of Flightline, but unless they've changed the rules, a certain amount of camping is allowed on the site, and various tasks are set.

---

## WOOLSTONE - All Change.

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We very much regret that Hugh Bethune has found it necessary for personal reasons, to resign from the Committee and from the task of Woolstone Controller. Many thanks to Hugh for all his hard work in finding the field and negotiating the present agreement.

Graham Arthur will be taking over as future Woolstone Controller and will be applying for planning permission to enable the field to be more fully utilised. During the planning process however further applications for hangarage cannot unfortunately be accepted.

---

## Social.

---

The skittles re-play against Long Marston took place at the Rising Sun, Hartpury on Fri. 21 July. This was a highly successful evening enjoyed by all, though there were few F Flight members. (Where have you all gone?) Those present were able to meet Eve Jackson who accompanied the Long Marston crowd.

Honour was restored to Marston on this occasion, who won by one point, but I hear rumours that most people were so busy learning the ancient Eastern arts of head massage that nobody minded whether they won or lost.....

### Chairman's Birthday Barbecue

. Congratulations to our Chairman, Tony Penny, on managing to survive yet another year of SVMC. The sur-

prise barbecue arranged by Chris Penny on Fri .28 July (not Aug. sorry - for those who were still hoping to attend!) was a great success and Chris and Tony were delighted that so many members turned up to make it a really lively evening. Many happy returns Tony - anytime you fancy having another birthday jamboree, feel free!

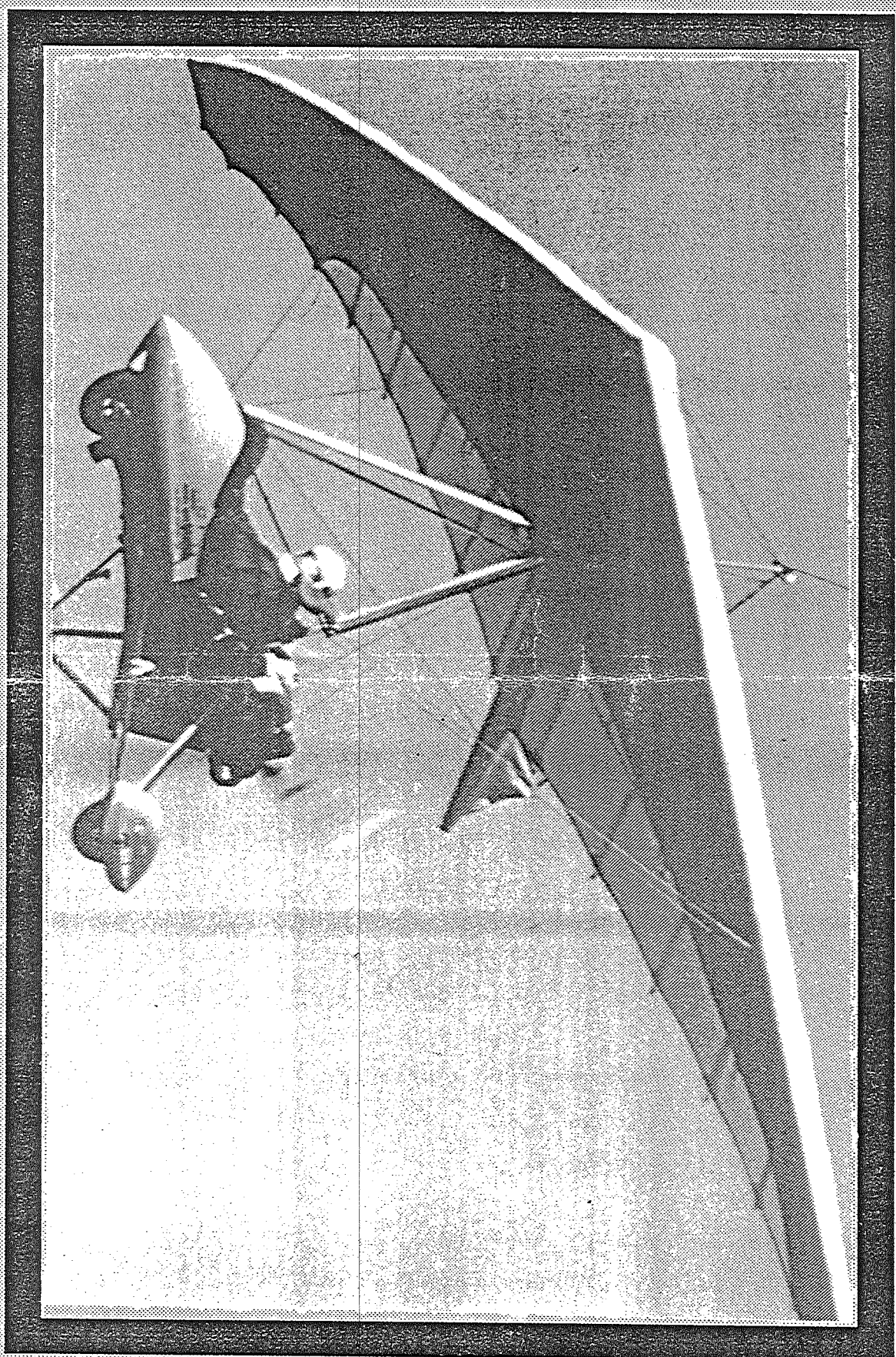
### Christmas Barn Dance.

**Sat.9 Dec.**

Make a note in your diary NOW and avoid missing the marvellous entertainment and enjoyment - not to mention the excellent spread - that some of you couldn't make last year! This year we're giving you plenty of advance warning so you'll have no-one but yourself to blame. As usual it will be held in Robbie and Sue Keene's magnificent old barn at Over, just outside Gloucester.



SHOWN BELOW - TONY PENNY ATTEMPTS A LANDING IN JOHN HAMEL'S MICRO  
STOP PRESS !! WORD IS OUT THAT ROBBIE KEENE HAS MADE THIRD PLACE IN THE NATIONAL  
CHAMPIONSHIPS. WELL DONE ROBBIE





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G-MNSD - Typhoon wing  
Excellent condition. Ideal first  
machine.

## TRI-PACER 330/SOLO STRIKER G-MJFI.

Rainbow wing. ASI. VSI. Alt. Com-  
pass. Twin egt. rpm timer.

toothed belt drive. Newton prop.  
Rigging aids so that wing can be stored  
rigged but bowsprit projecting.  
Trailer.

Has ALL legal paperwork.

A superb aircraft especially for the  
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2mils north Staverton.

Tel. Dave Lewis 2042.680202.

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Kept permanently rigged.

Helmets with intercom.

Long range fuel tank.

Immaculate. £4800 ono.

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Tel Home 0594.510624 Work  
0452.500765 Glory Bee, Brierley Way,  
Oldcroft, Nr. Lydney, Glos.

### **S**ecretary:

- John Hamer

Tel Home 045270.314 Work  
0242.533628 Catsbury Cottage, Hart-  
pury, Glos.

### **T**reasurer:

- Ian Evens

Tel Home 0684.298364. Work  
0684.298600 57 Gloucester Road,  
Tewkesbury, Glos.

### **W**oolstone Controller:

- Hugh Bethune

Tel Home 0386.750135 Work  
0836.375091

### **F**-Flight Co-ordinator:

- Roger Thory

Tel Home 0242 862155 Work  
0242.221491. 34 Blenheim Orchard,  
Shurdington, Cheltenham, Glos.

### **F**ly-ins Organiser:

- Adrian Lloyd

Tel Home 0885.482504 24 Lower  
Westfields, Bromyard, Herefordshire.

### **A**ircrew Editor:

- Annie Wales

Tel Home 045276.341 Spring Bank  
Cottage, Flaxley, Newnham-on-Se-  
vern, Glos.

### **S**afety Officer:

- Stephen Watkins

Tel Home 0905.821015 Inchincroft  
Cottage, Pixham Ferry Lane, Kem-  
psey, Worcs.

### **D**eputy. Safety Officer:

- Chris Wales

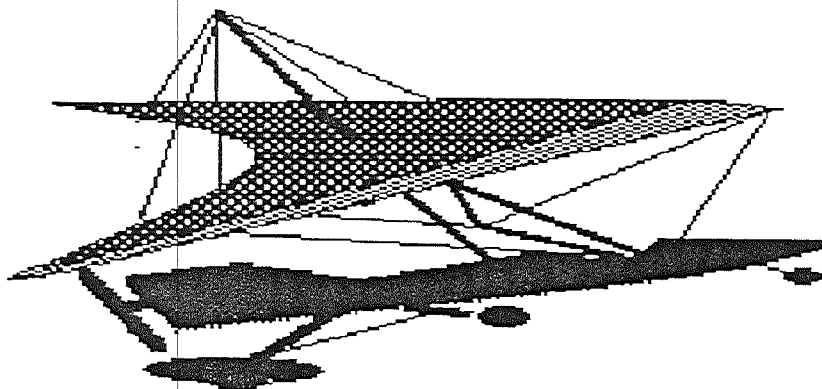
Tel Home 045276.493 Hawthorn  
Cottage, Popes Hill, Newnham-on-  
Severn, Glos.

### **S**ocial Secretary:

- Liz Crellin

Tel Home 045270.298 Home  
045270.283 Laundry Cottage, G.C.A.  
Hartpury House, Hartpury, Glos.

**Next Committee Meeting -  
Wed. Aug 8.30pm.**



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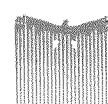
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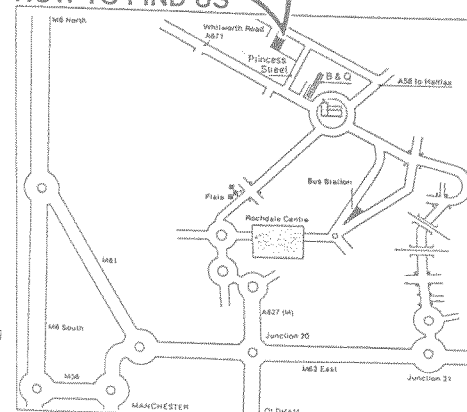


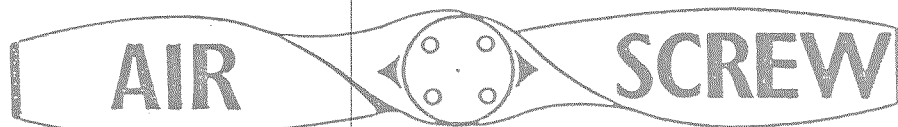
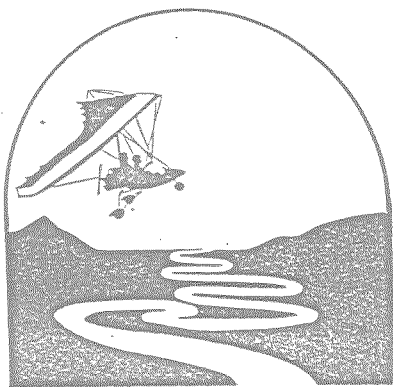
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**HOW TO FIND US**





# Severn Valley Microlight Club

October Issue 1989

## News, Views, and Crew Room Gossip

### Seven Valley join the RAF!

"Golf Mike Whiskey you're cleared to final...."

"But there's a Hercules on the runway!" -

"The runway's to the right of the aircraft, sir....."

So went the conversation over the R/T as four club members were vectored into RAF Lyneham in very indifferent conditions.

Don Law had secured the invitation from the RAF to participate in their families day that the station were holding on Sunday 17th September, and he in turn invited some club members to join him.

Robbie Keene, Chris Wales and John Hamer agreed to join him, always assuming the weather would oblige - and it nearly didn't for during the whole of Sunday morning the cloud base remained at 800 feet between the showers, thus the start was put off until the afternoon. Robbie's engine refusing to start allowed the cloud base to lift enough to allow the three to creep over the Cotswold edge to Swindon, where they ran into low cloud and rain just short of Draycott,

where they planned to join Don. Tight formation flying and local knowledge of hedgerows enabled them to arrive safely. Refuelled with coffee, they were back in the air heading for Lyneham. Although only a relatively short hop, the course they flew is only known to the RAF, for the poor vis. and low cloud kept them in tight line astern while the RAF directed them on radar around the country side to avoid the Hercules that were trundling around giving joy flights.

Eventually the vast mass of tarmac and concrete was sighted and it was easy to understand Don's confusion in thinking that a taxi track was a runway as they were so wide. The four aircraft joined down wind and landed on the immaculate runway past a waiting Hercules. The runway which is 150 feet wide and nearly a mile and a half long, was as smooth as silk, and the microlights were forced to taxi half a mile to turn off, to be welcomed by the RAF near the control tower.

While Don gave joy rides to the SATCO and his deputy, Robbie, John and Chris looked round the facilities, including the radar room where they talked to the people who had vectored them in. They soon discovered that the RAF's radar is something else, for they saw that they could even pick up cars going down the motorway let alone microlights! Thus they agreed with the RAF to keep them on track on their return journey which had to come all too soon as the evening was drawing in. So it was back into their aircraft, and as luck would have it there was a tail wind home, with the RAF monitoring the navigation and finally thanking

the microlights for coming, as they left Lyneham frequency.

### Tony's at Sea again!

Tony has come up with the microlighter's answer as to what to do on a windy and wet day - go sailing! Tony was at a recent auction when he couldn't resist buying a yacht for an absolute bargain price (we only have Tony's word for it!).

Appropriately enough, he has called the boat - Impulse.

Now we are all wondering how he's going to fare with navigation at sea - there are no roads or railways to follow.....

### Popham

Robbie Keene and Chris Wales flew down to Popham the other weekend - among other things it gave Robbie a chance to use his new radio. They noted that things had markedly changed from their last visit. For one, the landing fees had shot up to £3 and if you wanted to take people for joy rides, then you were forced to buy a day ticket for £6. The establishment seems to have been taken over by the Thruster brigade with lines of these aircraft parked outside. However Chris Wales assures me that once they paid their landing fee they were given a hospitable welcome and enjoyed their day.

# FLYING NEWS

---

## Woolstone Fly-in

---

Sat. 23rd. Sept.

### Gloucestershire Constabulary take to the air!

During the afternoon's activities, a police car came cruising onto the airfield. Thoughts of complaints raced through everybody's minds, but no, the occupant, P.C. Jim Wilkinson, explained that he was interested in aircraft and 'had never seen a microlight up close before'. Big sighs of relief all round!

After a few minutes friendly chat during which Dave Watson enchanted him with tales of fighting in Barton Street, Vic Booth asked him if he wanted a flight.

"Oh, yes please!" beamed the P.C. John Westcott sprang forward with an offer to take him around Tewkesbury where he was stationed. So, after booking off the air with his control (off the air - in the air?) he went up with John in his trusty Pegasus XL and toured the M5, the perimeter of Tewkesbury, where his Sergeant's location was pointed out to him, several farms and other features of interest.

After twenty minutes he was back at Woolstone grinning from ear to ear, saying what a great time he had experienced. He went off saying they would never believe him back at the nick!

The day was rounded off by James C-T producing a silver trumpet, saying the airfield was the only place he could practice without annoying the neighbours, and proceeded to enthrall everyone present with his rendering of 'The Last Post'. After that, everyone wanted to prove they could blow the thing. The noises can be left to your imagination!

Ed. Note: Has J. C-T's trumpet passed the noise test? The day proved a great success and a total of nine machines arrived at intervals during

the day, including Ralph's Gold Wing and Norman Frost's Half-pint.

### Sunday 24th

For once the weather contrived to be kind and thus Woolstone saw more activity in two days than it has seen all year with visitors constantly coming and going. The principle attraction, apart from Norman Frost's coffee, was the Chaser. By special arrangement - (organised by John Hamer) - Nick Minnion brought, rather than flew in - one of his company's products for all to try. Nearly two dozen people tried the aircraft and in short they all found that the Chaser was a simple and delightful aircraft to fly. It's handling was light and it was extremely quick. Our thanks must go to Nick for bringing along the aircraft and being generous enough to let everyone who wanted to, fly it - brave chap!

---

### The French Connection - still pending?

---

Robbie Keene and Chris Wales have been hatching a plot to make a trip to Paris. The plan consisted of flying on a Friday to Lydd with the Channel crossing the following day. They planned stay with friends in Paris on the Saturday night and return the following day. The plan has been in the concept stage for several weeks but has been frustrated by the weather. Indeed on Friday 22nd September, these brave aviators actually took off for the French coast believing in the Met. forecast which again proved optimistic. So strong was the headwind that after an hour, they had only got to Painswick from Over and thus decided to abandon the trip as Robbie, with friend Tom on board, wouldn't have had enough fuel to get to Popham, let alone enough daylight to get to Lydd! Nice try chaps, better luck next time!

Ed. note: News has just reached me that Chris and Robbie intend to make another cross-channel attempt on Fri. 27th Oct. We can only hold our breath and wait and see - and wish them fair weather and best of luck, of course!

---

## BMAA AGM and Trade Show

---

The annual AGM and Trade show are once again scheduled to be held at the Wolverhampton Civic Hall - the same place the Green Party have just held their conference. The date for this event is Sunday 19th November and the doors usually open at 10.00am. There is a vast, multi story car park opposite the hall so parking is no problem. What will be on display this year? Well that is anyone's guess as all the manufacturer's are keeping fairly tight lipped about what they will be showing. Will Pegasus be displaying their new trike unit they have been secretly working on which we understand breaks new ground for British microlights?

Medway will undoubtedly be showing their recently approved machine and Mainair are expected as usual to be displaying their wares. One thing is certain though, that is that there are more exhibitors than ever this year and all the space has already been booked.

So make a note in your diary now, for it is the one microlight event in the year that is worth going to and is most unlikely to be cancelled due to weather!

---

## Bad Publicity

---

### 'The Dragon's Breath Foreshadows Death'

This was the disturbing headline the August 25th edition of Farmers Weekly which began: 'As more and more hot air balloons go up, so the reputation of their pilots for flying with due care and attention comes down, especially among livestock farmers.'

Granted that it is the noise of the burner that terrifies farm livestock, microlight pilots should nevertheless be aware of the possibility of being tarred by the same brush if they do not observe rules of common sense like not overflying livestock or farm buildings likely to house stock at low altitudes.

Farmers Weekly's investigation admitted that most pilots were consider-



ate and courteous. Their sport is spoilt by the boorish behaviour of a few, however it points out that should farmers continue to suffer losses and have their complaints met with contempt, all pilots will suffer.

## STOP PRESS:

### FLY-IN SPECIAL

#### End of Season Fly-in

#### Woolstone - Sun. Oct 29th.

Prizes for the following:-

1. First F-Flight pilot to arrive on the field.
2. Pilot who flies in in the oldest aircraft.

Prizes are free meals for one.

At approximately mid-day, there will be a fly-out to a nearby eating place.

For those without aircraft - Club members, family, friends, etc. - a shuttle service will be provided. Tel Adrian Lloyd 0885.482504.

#### Christmas Special

#### HENDON AIR MUSEUM

- With ladies' trip to London.

#### Sat. 18th November

It is proposed to make a coach trip to London at £5 return fare for members, family and friends.

Interested parties please contact Adrian 0885.482504 for further details a.s.a.p. - as this trip is likely to prove a very popular day's outing!

## Information Sheet

The Severn Valley Microlight Club was formed in 1983 to promote responsible microlight flying. Currently the membership is nearly 80 strong with the majority living and working in and around the Cheltenham and Gloucester area. Over half the membership own their own aircraft and fly either from the various training schools in the area, their own fields, or from the Club field Woolstone, which is located just North of Bishops Cleeve off the Evesham road.

The Club offers to its members the following facilities and privileges:-

A monthly newsletter - the Airscrew, published on the third Wednesday in every month.

A monthly meeting at the Airport Inn at Staverton on the third Wednesday in the month with a speaker on a microlight or other aviation related topic.

Many organised Fly-Ins and expeditions.

Various social events, including barbecues, dances etc.

Aircraft inspection and check flying to facilitate aircraft permit renewals.

Free Use of Club airfield at Woolstone.

Ground School training in Air Law, Met., Navigation and Technical knowledge for the PPL(A) Group D exams

R/T courses for the acquisition of R/T licences.

Affiliation to the British Microlight Association (BMAA).

Advice on all aviation matters including aircraft purchase.

#### Committee Members:

Chairman - Tony Penny  
Home 0594.510264      Work 0452.500765  
Secretary - John Hamer  
Home 045270.314      Work 0242.533628

Treasurer - Ian Evans  
Home 0684.298364      Work 0684.298600  
Airscrew Editor - Annie Wales  
Home 045276.341  
Fly-ins Organiser - Adrian Lloyd  
Home 0885.482504  
Safety Officers:  
Stephen Watkins Home 0905.821015  
Chris Wales Home 045276.493  
Social Secretary - Liz Crellin  
Home 045270.298 Work 045270.283  
F-Flight Organiser - Roger Thory  
Home 0242.862155.      Work 0242.221491.  
Woolstone Controller - Arthur Graham - Home 0242.522754.

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Four stroke oils (Silkolene super  
four) 1.50/litre

Castor oil (Castorene R40)  
3.00/litre

## GEAR BOX OIL

Straight mineral 2.25litre

Synthetic 4.20/litre

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

Foam filter oil 1.45/bottle

Pro prep 3.05/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

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NBR8ES copper cored 1.110 each

BR9ES

B8EV platinum tipped 3.25 each

B9EV

AIRCRAFT QUALITY BOLTS

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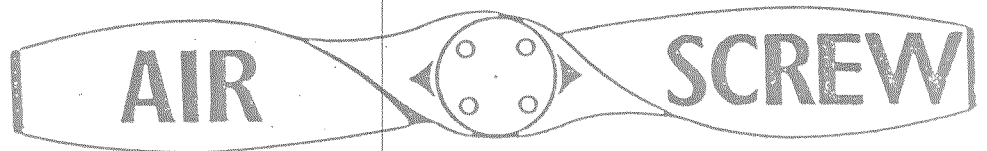
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# Severn Valley Microlight Club

November Issue 1989

## News, Views and Crew Room Gossip

---

### Dave's Smashing Experience

---

Following Dave Robinson's 'shattering' experience when the propeller of his aircraft disintegrated on take off, Dave has been in the wars again, this time not in his aircraft - though this was involved!

Dave was travelling to Hartpury in his car with his daughter, we understand, at the controls when, as they were coming out of Gloucester in a queue of traffic, they met with a sight which diverted their attention. It was James Cairns-Terry flying in the distance - in Dave's aircraft.....

Their attention was not diverted for long, however, as a crunch soon brought them down to earth.

Dave, you ought to know that lookout is just as important on the ground as in the air - even though the car in front didn't have strobe lights!

---

### Don flips his lid!

---

The recent gales may have halted microlight flying, but at the MS Microlight Club based at Draycott they found that other things still managed to get airborne. Don Law was summoned to the 'landing site' by the local

farmer who had found the roof of the club house in his field.

For those of you who don't know, the Club House is/was a large mobile home type caravan, so it was a fair sized roof that went walk-about!

---

### New Wings

---

Despite the lack of flying during October, news is coming in of earlier achievements. Jim Preston, we are told, has now gone solo at Madley in his Flash 2.

Congratulations Jim - join the squadron!

---

### Second Hand Aircraft

---

Although we are going into the 'off season', the Secretary, John Hamer, has asked me to advise all that he holds a list of second hand aircraft that is constantly being updated, thanks to a scheme being run by Aerotech

Contact John at work 0242.533628 or at home 045270.314.

---

### J.H grounded for Major Overhaul

---

John Hamer, the Club Secretary, is being forced to hang up his pundit's hat for several months while he under-

goes a major repair job on his right undercarriage and he is expected to be out of the circuit for months - give the rest of you a chance to catch up on his flying hours!

On the serious side, John has been having trouble with his ankle, which he smashed some ten years ago and which forced his premature retirement from the RAF. This would seem a suitable opportunity to point out that John was one of the foremost team-members in the RAF Equestrian Eventing Team - a man of many talents - and tragically, the accident happened while riding for the RAF.

He goes into hospital at the end of the month to have it sorted out and we wish that all goes well, that he makes the speediest possible recovery and that he'll be back in the air soon. It is almost impossible to imagine J.H. grounded but he's already done over 200 hours over the past twelve months - so perhaps he was due for a rest, anyway. Let the rest of us catch up? Some hope at this time of year!

Hurry up and get back again John, we'll miss you dreadfully. I don't know what Airscrew's going to do!

---

### Warning

---

There is a rumour that a well known manufacturer will soon be issuing a

placard to be placed in a prominent position in all machines. It will read:

#### **WARNING**

This machine is subject to breakdown during periods of critical need.

A special circuit in the machine called a 'critical detector' senses the operator's emotional state in terms of how desperate he/she is to use the machine. The 'critical detector' then creates a malfunction proportional to the desperation of the operator.

Threatening the machine with violence only aggravates the situation. Likewise, attempts to use another machine may cause it to also malfunction. (They belong to the same union).

Keep cool and say nice things to the machine. Nothing else seems to work!

The moral of the warning is:

'Never let anything mechanical know you are in a hurry!'

---

## **WOOLSTONE**

---

Have you visited the Club field lately? If so you will have noticed that the 'crater' has been filled. For this we have to thank several stalwart club members who gave up their time and tremendous energy to fill it in by hand. Grateful thanks on behalf of all who fly to all those concerned.

### **The Woolstone Fly-in**

Were you one of the disappointed many who couldn't make the Fly-out

to the pub for lunch on Oct. 29th because it poured with rain?

If so, you'll be delighted to learn that an alternative date has been arranged for Sun. 26th Nov. - Same arrangements as before:

Prizes for:

1st F Flight pilot to arrive by air  
Pilot who flies in in the oldest aircraft.

Prizes will be a free meal for one at the Teddington Hands (Roger Thory knows the landlord!)

Meet at Woolstone at 12 noon. Those without aircraft, members, family and friends etc. - shuttle service will be provided to the pub (by microlight of course!)

In case of inclement weather, we will NOT be beaten. We will all meet at the Teddington Hands at 12 - 12.30 for lunch.

Tel Adrian Lloyd for details: 0885.482504

See you there!

---

## **Log Book Reminder**

---

All pilots should get their log books stamped every thirteen months by the CAA. please note. (There was a notice in Flightline).

---

## **London Trip**

---

The London trip is still on.

At the unbeatable price of £5 a ticket and with the choice of London shop-

ping or Hendon Aviation Museum, who can afford to miss it?

Leave around 10am. return about 9 - 10 pm.

For last minute booking, see Adrian Lloyd at the next Club meeting on Wed. Nov. 15th.

---

## **New Check Pilot**

---

Adrian has just informed me that he has applied to become a check pilot. He will be covering several earlier machines also, which is particularly good news as we will shortly be losing our tried and trusted check pilot, James Cairns-Terry to the commercial pilot fraternity.

---

## **Dates for the Diary**

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There will be no December Club meeting because of the Barn Dance on Sat. Dec 9th.

Next Committee Meeting will be Wed. Dec 6th at the Dog at Over at 7.30 pm.

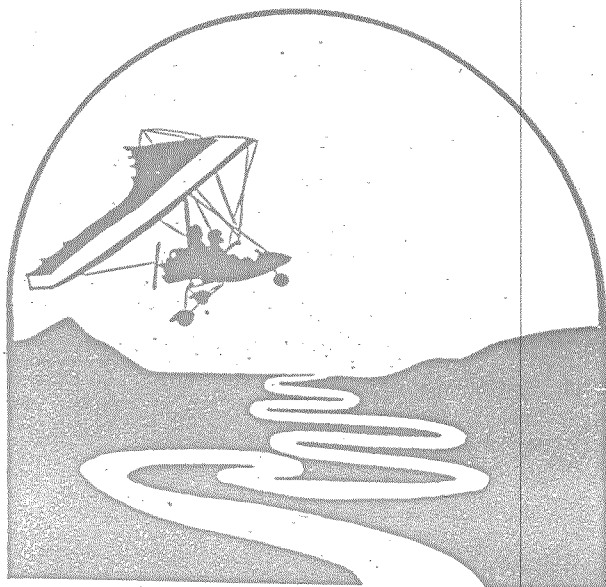
Jan. meet will be the AGM.

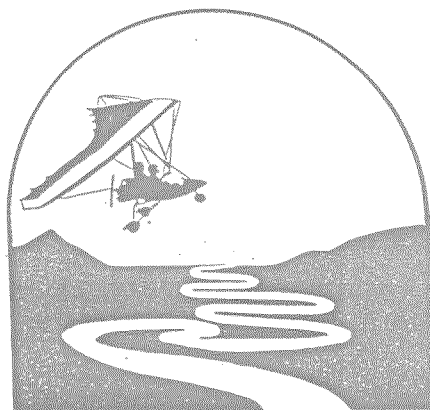
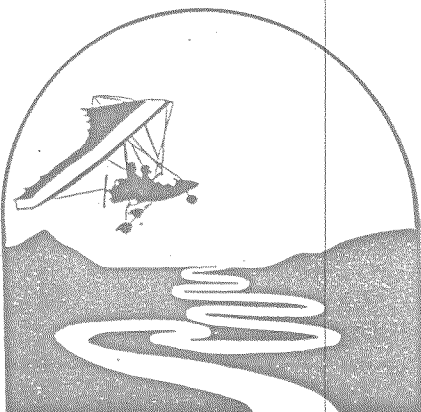
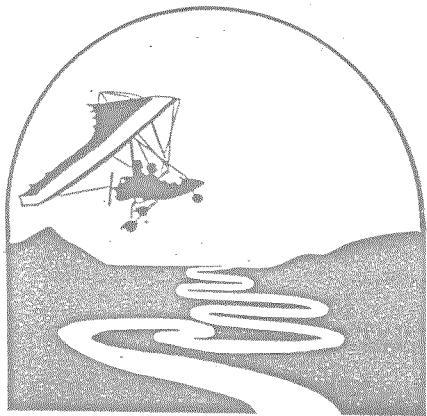
Feb. Open Evening and Recruitment.

March.: Robin Morton will be speaking. Robin is a PFA Inspector who has built a microlight biplane.

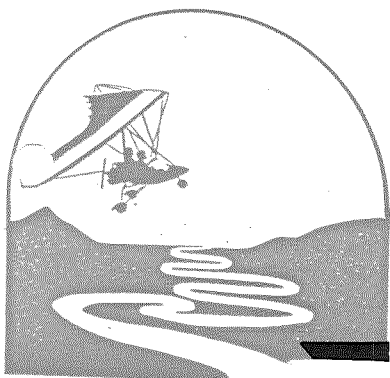
### **Stop Press**

I hear Steven Watkins has actually acquired his Kitfox but so far all attempts to get details have failed!



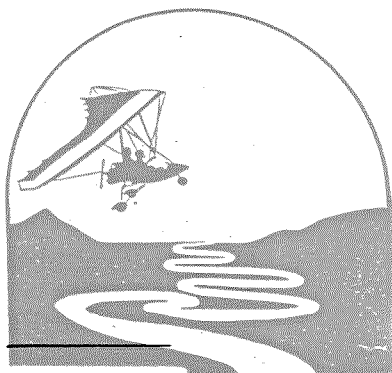


## **SVMC CHRISTMAS BARN DANCE**



**Saturday 9th December**

**8pm till midnight**



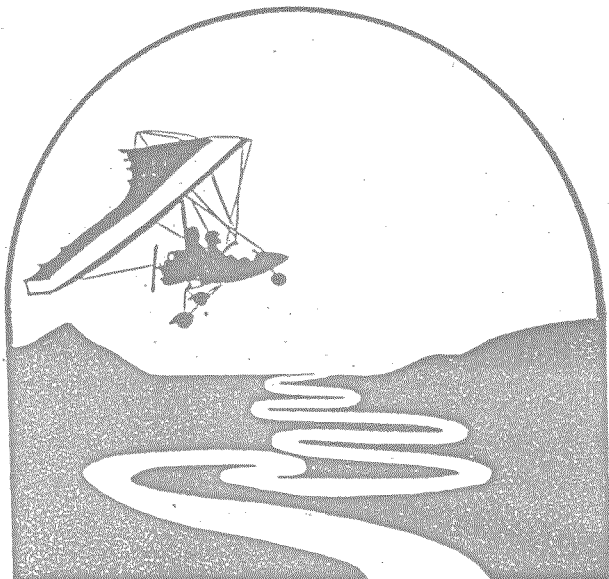
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**Tickets on sale at next Club meeting**

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**nos. limited due to space.**

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Two stroke semi-synthetic mineral  
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Four stroke oils (Silkolene super  
four) 1.50/litre

Castor oil (Castorene R40)  
3.00/litre

## GEAR BOX OIL

Straight mineral 2.25litre

Synthetic 4.20/litre

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

Foam filter oil 1.45/bottle

Pro prep 3.05/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

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NBR8ES copper cored 1.110 each

BR9ES

B8EV platinum tipped 3.25 each

B9EV

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£40 Robbie Keene.

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All prop. repairs, refurbishments  
and balancing.

Tel . 0885.82504

## Hangarage

Available at Corsend, near Glou-  
cester, hangarage for one aircraft -  
fully rigged.

excellent grass strip.

Tel Robbie Keene. 0452.414975

Hangarage available; semi-rigged -  
for older machine/experienced pilot.  
2mls north Staverton.

Tel. Dave Lewis 2042.680202.

## LIGHTNING/SKY-TIRKE

Up rated at Hiways:

Test flown by Aerolite:

Low hours. With all paperwork.

Tel Colin Greasley. 0600.890385

## GEMINI FLASH 2

90 hours.

Always kept rigged.

ASI. VSI. RPM. £5200

Contact Lea Westwood.

Home tel.00452.506410 Anytime.

## GEMINI FLASH 2. 503

Fully instrumented

Yellow pods/spats.

Yellow/black wing.

Kept permanently rigged.

Helmets with intercom.

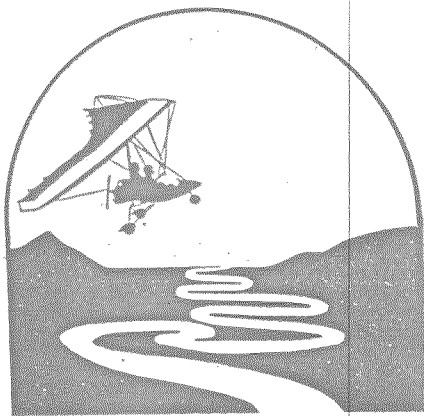
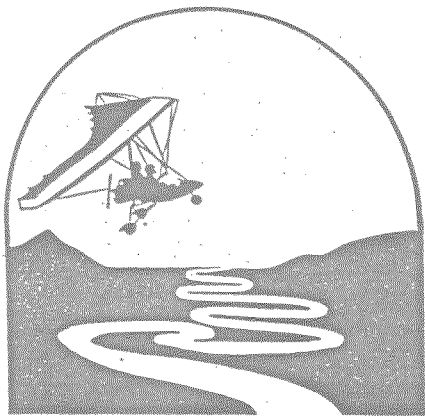
Long range fuel tank.

Immaculate. £4400 ono.

Tel. 0905.821015

or 0386.750135 evenings





## SVMC CHRISTMAS BARN DANCE



Saturday 9th December

8pm till midnight



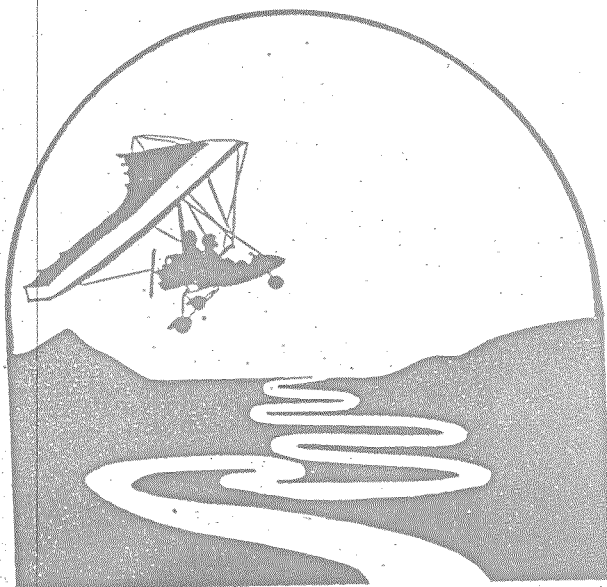
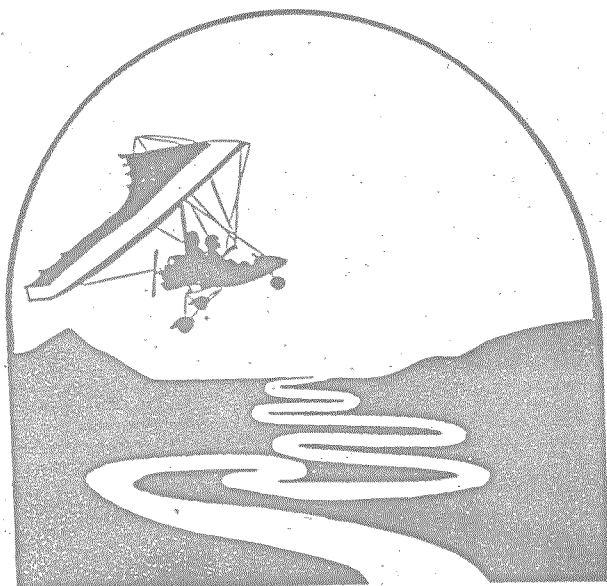
Same band; same caterers; same bar.

Tickets on sale at next Club meeting

only!

nos. limited due to space.

Ask any Committee Member.





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