

Severn Valley Microlight Club

January 1990

News, Views and Crew Room Gossip

Solo

Although the weather over the past few months has severely limited flying, we are pleased to record that Andrew John and Dennis Beale ventured into the air on their own just before Christmas. Congratulations to you both.

Talking of people going solo, it has only just been brought to the editor's notice that earlier in the year a certain Mr. and Mrs. A (they have requested no publicity) each went solo. We must of course respect their request and therefore no names will be printed - but well done B and B - (no prizes for guessing!)

Outstanding Success

The end of the year is always time to review the achievements of the year, and special mention must be made of Robbie Keene's success in the Nationals this year.

After the last event at Bagby in Yorkshire, where he finished second, he pulled up into third position overall. This is a tremendous achievement for Robbie and I am sure all SVMC members will join me in congratulating both him and his four year old son, Reece, who was his passenger.

Considering the careful utilisation of fuel, a lightweight passenger has obvious advantages, thus other competitors have been looking around for such crew for the 1990 competition. We understand that Chris Wales is looking for volunteers after discarding his six year old daughter, Phoebe, as past it (too heavy)! Although John Hamer's two and three quarter year old daughter has been trying out his passenger seat, we are reliably informed that divorce will ensue if his daughter leaves the ground on anything other than a pony!

So it looks like Robbie will again be fielding the lightest crew in 1990!

J.H. Up and Away Again!

We are pleased to announce that following CAA approval, John Hamer has been appointed the new BMAA Chief Pilot, responsible among other things, for the approval and authorisation of all the check pilots. He will also be retaining his role as a Mainair Team Pilot for 1990.

Incidentally, he is now out of hospital, ankle overhauled, and back in the air. Typically, the hours before he entered hospital were spent flying above the clouds (consulting with his maker?) - presumably just in case they botched his ankle again.

Six weeks to the minute I understand that he was up flight testing the result, after extensive ground testing. His trike (minus wing) was seen rushing up and down his runway. (We understand the surgeon is to be one of his next passengers!)

Needless to say, John didn't remain on the ground for the whole of his convalescence. On Boxing Day, Robbie Keene and Chris Wales dropped in to see how he was - one of the benefits of having your own strip at your doorstep, John informs me - Robbie then took John to view the flooding between Tewkesbury and Gloucester - or did they just review the dry land? as there seemed to be less of that.

Anyway, all this just goes to show that you can't keep a good chap down, and we're delighted to hear that JH is on the mend.

WARNING!

Further to the recent article in Flightline, we would like to remind members of their responsibility to themselves, their aircraft, as well as the Club.

The Club cannot therefore condone any member undertaking unlicensed and/or illegal flying activities and membership will thereby be considered forfeited.

While thinking about the poor weather and lack of flying, have you checked your aircraft lately? The damp conditions have been highly conducive to the formation of mildew on sailcloth and corrosion generally - cases of mildew have already been seen! Check now and take the appropriate action before irreversible damage is done - and don't forget to turn your engine over.

Woolstone - out of sight?

Some of you may have noticed that Woolstone was not listed in the recent BMAA Newsletter as a Microlight site. The sites listed in the Newsletter are currently identified on Military maps as to be avoided. Woolstone, up to October, was included but this had an unfortunate effect on military traffic in and around Staverton, culminating in a Tornado going through the Staverton circuit - Interesting!

Following representation from the RAF, it was agreed that use of Woolstone during the working day, the time when these zones apply, was negligible and thus we had to concede to its removal as an avoidance zone.

Members are however reminded that should they use the field during the working day, then they should advise the RAF by freephone 2230.

Uplifting depression?

As the land around the area is relatively flat in flying terms, a few milibars variation in the barometric pressure usually makes very little difference. However, during the recent storms, deep depressions crossed the country and one member, patting his aircraft lovingly and looking frustratedly at the dejected windsock, noted that the pressure had dropped to 961 milibars - effectively a 1500 ft difference from what we usually see!

Cliff and Marlene Hannam have written requesting that their thanks and appreciation be published in connection with the sympathy shown by Club members after the tragic loss of their son.

SVMC AGM

**Wed. Jan 17th - Staverton.
7.30pm**

Agenda:

1. Charioman's Report
2. Treasurer's Report
3. Election of Officers
4. Membership fees
5. Any other Business

A slide show will take place afterwards featuring some of the events of the year.

Recruitment 1990

We plan to hold an Open Evening at the Airport Inn on Wednesday 21st. February at which there will be a lecture/talk/film on the who, what, where of Microlighting. The presentation will be similar to last year.

Enrollment for Ground School will take place the following Monday, i.e. 26th February, and we plan to hold a Fly-in at Woolstone on Sunday 25th February to show the public the hardware. Please give this event your support - especially those with two-seat aircraft.

Flying News

Club Fly-out - to lunch!

The Club fly-in, scheduled for Sunday 26th November was an unqualified success! The day was perfect by anybody's standards with very little wind and bright sunshine. There was a seasonal nip in the air but this was no deterrent.

The number of aircraft which actually visited the Club field was difficult to verify as there was much coming and going, but the fly-out to the field opposite the pub at Teddington Hands was accomplished with Heathrow like precision. The number of aircraft at Teddington Hands has been reported as being between thirty and forty. We had visitors from Bristol, Oxford and

Northampton and more locals than have ever been seen at one time before!

By far the most interesting aircraft was flown in by Robin Morton - G-MBAB. Second aircraft on the microlight register, the Whing Ding biplane was built by Robin who is a PFA Inspector. He tells me that the machine is on the market at a very reasonable price. We are hoping that he will be our guest speaker for the April Club Meeting

The pub grub was very good value and considering the sudden influx of unexpected guests, they did wonders!

A great time was had by all and an orderly departure was accomplished with no fuss at all. The only thing which marred the occasion was the intrusion of Staverton airspace at 750' by two flexwings travelling together almost due south towards Bristol. Although they were identified as not being Club members, the Club has received a considerable amount of flack. It is important therefore that we all be aware that any bad publicity affects us all.

The Return of 'A Welcome in the Hillside's'

(Also by Chris Wales)

Paul and Jenny Gapper again extended an invitation for a flying visit to St. Davids for New Year. They were in the Forset for Christmas and thus the plan was for Paul and I to fly from Over to Haverfordwest.

29th December - a pox on the weather! cloudbase was at five hundred feet. De-rig and load trailer. This was how it started last year...

30th December - armed with coffee, biscuits and two bottles of wine, we take ourselves off to Haverfordwest. We have it in mind to repeat our out and return to Lampeter, calling on the farmers that we visited last year with a couple of bottles of chilled white wine!

It was decided that I would fly the outward leg and Paul the return. In view of the cloudbase, we would fly a dog leg via Carmarthen to avoid crossing the mountains. The flight was carried out just below cloudbase and by the time we were overhead our destination, I could feel Paul shaking with cold in the back seat and my hands were hurting so much that I

could hardly wait to get back on the ground.

The field that we had used on our last visit was full of sheep but an adjoining field of adequate size presented itself. Once round to make sure it was as good as it looked, noting that the undershoot field was unlandable and that there was a large tree in the hedge to the left of the approach line - and thank goodness I could shut the throttle and get down on the ground. Bar in, plenty of speed and losing height fast; lined up nicely and the glide path looked good - then I noticed that it had gone very quiet. This was a new experience - engine failure on approach!

Just as well this was one of my high approaches. We touched down one third into the field and stopped at two thirds. It took us several minutes of violent and painful exercise before we were able to pour a cup of coffee from our flask. It was then time to reflect on what had caused the engine to stop, and why!

An hour at fifty to sixty miles per hour in very low temperatures had impaired my concentration and on reflection I remembered that I had not blipped the throttle during a rapid descent in cold, moist air. I also remembered saying during met. lectures last year that there is a lot of weather out there just waiting to kill you..... It was probably carb. icing that caused the engine to stop. After thinking through what had happened, I got

back in, switched on and without using choke the engine started and ticked over as well as it ever had.

At this moment we saw our farmer friend, Dai Davies, coming into view. Within minutes we were in front of his Aga being plied with coffee and Christmas cake. However, it was soon time to say goodbye and thank you once again.

Paul was in the front seat for the second leg and you would not have known that he had been away from flexwings for some time doing a PPL A conversion. He now has an A licence with about sixty hours under his belt. Our departure, transit and arrival at Haverfordwest were as smooth and well executed as I would expect from an aspiring CPL - and my partner in the next Round Britain!

On New Year's Day it rained all morning but by lunch time there were dry spells. We arrived at the airfield to find it deserted so, between showers, we practiced climbing to a thousand feet, switching the engine off and carrying out spot landings in the boxes marked out for the Internationals held there two years ago.

3rd. January 1990 - wind is 15 kts SE at ground level, cloudbase 1500 ft
- route Carmarthen, Builth Wells, Brecon, Gloucester - 110 nm. 3 hrs. 34 mins. of hard work!

Another good end to one year and start to the next. Thank you to Paul and Jenny - and to my very long suffering ground crew.

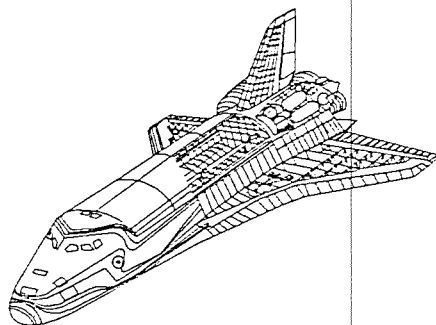
Christmas Party

The Club Christmas Barn Dance was unanimously declared an even greater success this year than last! With the same excellent caller and very prettily turned out band, not to mention the excellent catering, it could hardly have failed.

Highlight of the evening was the presentation of the 'Poser of the Year Award' to Robbie Keene for his outstanding achievements over the year. Not only did he come 9th in the Round Britain Rally - flying solo - but he also gained third place in class C of the Nationals. Prestigious achievements indeed - but hardly a pose! However we are all sure Robbie will have been delighted to receive the unique trophy designed and made by our own Adrian Lloyd.

Our grateful thanks must go once again to Robbie and Sue for the use of their excellent barn, not to mention the work they put in to preparing it and sadly to clearing up as very few people turned up to help. Robbie is quite willing to let us use the barn again next Christmas, but only on the undertaking that a 'clear-up' crew will be provided. Fair enough - I'm sure everyone would agree it's the least we can do! So stand by to volunteer next year please.

**AIRSCREW WISHES ALL SVMC MEMBERS
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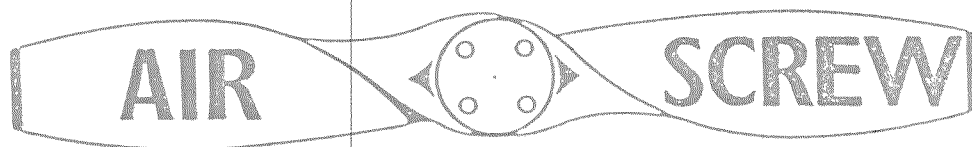
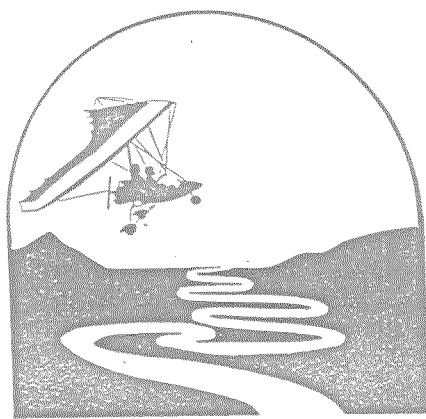
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Severn Valley Microlight Club

FEB 1990 EDITION

Chairman's Report 1989

1989 overall was a superb year for flying - save the latter part. Because of this poor last quarter, only four licences were achieved however around ten members managed to go solo.

Membership in 1989 remained fairly static with twenty-two new members joining the Club but the number of aircraft owners has risen significantly from 50% ownership in 1988 to 70% in 1989. This percentage is not expected to increase much in 1990 due to high interest rates.

Flying News.

Fly-ins in 1989 were held at Bromyard, Over Farm, Defford, Clearwell, Woolstone - with the popular Chaser S demonstration, and to end the season there was the outstandingly successful pub fly-in at Teddington with between thirty and forty microlights participating. On all occasions there was excellent pilot discipline from all Club pilots, our record only being spoilt by a non-club aircraft which passed through Staverton's airspace at 700 ft.

Our thanks to Adrian Lloyd for his contribution in organising these events. Adrian has decided not to continue as Fly-in organiser in 1990.

The Round Britain Rally was the highlight of '89 for experienced pilots. Three crews took part from SVMC -

John Hamer and Chris Wales, Robbie Keene, solo, Tony Penny and Val Ruck.

Regarding general flying, long distance featured strongly in the year due no doubt to the excellent weather. Members flew the length and breadth of Britain - Chris and Annie Wales flew to Lands End non-stop, and John Hamer flew to Scotland with only one stop en route. There were also flights to Caernarvon, Haverfordwest and the Isle of Wight, to mention but a few.

Club Services

These have improved yet again and now include:

Two aircraft inspectors:

Dave Read and John Hamer.

Three Check Pilots:

James Cairns-Terry, John Hamer and Adrian Lloyd.

John Hamer is now BMAA Chief Pilot.

Club Safety Record 1989.

There were no serious SVMC accidents in the year. Once again, all members are requested to report all incidents.

Club Social events.

These included a skittles evening, a barbecue at the Chairman's home and the Christmas Barn Dance. The Club would like to see greater participation

of members on these occasions, especially new members.

Our thanks to Liz Crellin for organising these events. Liz has decided not to continue as Social Secretary in 1990.

R/T Licences

Pressure on pilots to use radio is increasing. Shobdon is now a mandatory radio field. Another R/T course was held at Staverton - congratulations to those members who obtained their R/T licences in '89. To date one third of all Club aircraft have radios and the numbers are increasing.

1989 Monthly Meetings.

These were very successful. Nine presentations were given during the year which commenced as usual with the AGM. Following this:

February - Open Evening; an excellent video and presentation by John Hamer.

March - Dave Young - African expedition.

April - W. Gibbs - extest pilot for the Bristol Aircraft Company.

May - Gordon Falkner, from Shobdon, on his touring/flying holiday in Portugal.

June - Dave Lewis, SVMC member - his flying experiences in Canada

July - John Hamer/Chris Wales/Robbie Keene - Round Britain Rally experiences.

August - Nick Minnian - Ariel Arts - Its history and future direction.

September - J. Fack - Talk on Pegasus.

October - Tom Bradbury - Detailed insight into the complexities of the weather.

November - Head of ATC Lyneham - a talk on RAF Air Traffic Control.

Many thanks to those members who participated in 1989 presentations.

Ground School Training.

To new members, this is the most important service the Club has to offer. Ground School started in February thanks to Roger Thory who gave up a great deal of his time to organise it. Due to an overseas posting, Roger will be unable to continue as Ground School Training Officer in 1990. Thanks also to Dave Read, Chris Wales, John Westcott and Robbie Keene who gave their time and energy to the training of new members. Excellent results were obtained by the new members, save Air Law, which was subject to a major revision of the training syllabus last year.

Flying Training.

This has gone quite well in spite of all the usual frustrations experienced by trainee pilots. As already mentioned, around ten members went solo and four obtained their PPL(D) licences. Congratulations and well done to all of them.

Aircrew Magazine.

This has developed into a significant means of communication for the membership. Eleven issues were published in 1989. An improved mailing list was implemented on computer, overcoming the mailing problems of the previous year. Other Microlight Clubs are now included on our Aircrew mailing list and Training Schools also receive regular copies.

The Committee plans to improve the magazine by purchasing a printer to enable our Editor to produce draft copies prior to going to press.

Our thanks must go once again to Annie Wales for her splendid and enthusiastic contribution to Aircrew.

The Woolstone Club Field.

Steady improvement has been seen here throughout the year. Field usage has increased with the presence of hangar space. The field hangars are currently the subject of a planning application. Graham Arthur has taken over as Woolstone Controller from Hugh Bethune. Graham is dealing with planning consent requirements and is currently optimistic for a satisfactory outcome.

Our thanks must go to Hugh Bethune for the considerable effort he has made on behalf of the Club in setting up the Woolstone field facility.

Press Coverage.

Very little press coverage has been given to SVMC throughout the year. The Committee plan to improve our Club profile by combining the responsibility of Aircrew Editor with Press Liaison.

Club Finances.

Briefly the Club ended 1989 with a surplus of £800. Our Treasurer, Ian Evans, gave a full account of the Club finances and expenditure for the year.

Ian has held the post of SVMC Treasurer for the past three years but now wishes to stand down. We would therefore like to thank Ian for his valuable contribution over the past three years.

1990 Recruitment:

Commences with an Open Evening to be held at Staverton on Wednesday 21st February. Members are asked to give priority to the public at this event.

John Hamer will give a slide show of the Club activities. An enrollment evening will follow on Monday 26th February at the Airport Inn, Staverton.

Last but not least, my thanks to my Committee members who have supported me through the year.

Cranfield '89

By Dave Lewis

At this time of year, as life becomes a little less hectic and flying stops in the face of gale force winds, freezing fog and dark nights, there is a chance to look back at the summer. For me, one of the more memorable moments was the chance to visit Cranfield and the P.F.A. Rally on 2nd. July. At the Over Fly-in Tony Penny had mentioned that his back seat was going begging, so at 9.30 am on a bright, sunny morning, we set off - Cranfield bound.

Very soon we were confronted by a lowering cloudbase and had to squeeze through over the top of Cleeve Hill at about 500 ft. The further east we travelled, the higher the cloudbase and we were soon up to 1500 - 2000 ft. Morton-in-the-Marsh passed us to the right, then the glider airfield at Edgehill to the left, bathed in a passing splash of sunlight through the dark clouds still above us.

We bumped and bounced our way around Banbury, over the motor racing circuit at Silverstone and then started to see other aircraft. A 152 sped past to the left, a flexwing was way out to our right. As we passed to the north of the sprawling city of Milton Keynes more aircraft appeared, attracted to Cranfield like lumps of metal to a magnet!

The airfield was now to the south. Below us a small single overtook and to the north an Auster descended into the circuit. There was only one thing to do - fly an extended microlight circuit to keep well out of the way of the faster types. Luckily the main circuit was way out over Milton Keynes somewhere, well out of our way. All the same, we kept a watchful eye out for other aircraft.

I counted nine aircraft in circuit but more kept arriving and disappearing in the distant haze. There was a long queue on finals and although old and slow planes, they were still faster than us. No chance to get to the back of the queue but there was a small gap. Bar pulled in, we dived into the line and holding the bar in, headed for the runway. Three aircraft ahead, three behind. The three ahead had now joined the growing number on the

ground and were taxiing towards the turn off. We were still flying at the speed they were taxiing and with the runway coming to an end we had to put down and start braking for the turn off. I don't think I've seen as many aircraft in one place in my life!

We parked up, tied down and walked across to the control tent through dozens of flexwings, MW's, Shadows, gyrocopters, homebuilts and helicopters. There was Mike Whittaker's new MW7, the Streak Shadow, an Alpha with what looked like missile launchers on the side and plenty of conventional two and three axis machines.

After booking in, we got down to the important task of finding the nearest ice-cream stand. Having satisfied our appetites, we were fit to continue through the various trade stands selling items from WW2 'junk' to the latest in navigation aids. The Norton stand with its display of rotary engines was interesting as was the completed Canadian import, the Renegade.

Time for a quick stuffed potato before the flying display started, then action. There was a stunning display, preceeded by the Battle of Britain flight of a Spitfire and Hurricane. (Unfortunately a piece of the Lancaster was left behind on the runway after take off and the pilot decided to give the display a miss and head back home.) There were other displays - the mass fly past of the Austers, the smallest twin and too many P.F.A. aircraft to mention.

The clock was ticking by as we looked at the line up of Lightnings in front of the hangars. It was time to make plans to leave. After refuelling we spent quite a time queueing for the take-off runway but once there, we were grouped with four other micro-lights for a joint take-off. It was very much a case of eyes peeled as Cessnas started following behind but we were soon free of them and on course for home.

At Edgehill we climbed to avoid a couple of gliders but these were the only aircraft we saw the rest of the way to Over. All in all it was a great day out, all the better for having flown. There was a lot more I could have written about but you'll have to discover for yourselves when you fly there next year.

Letter from Canada

I received the following from Glenn Henderson, a friend of mine who flies ultralights in Canada and I figured that since it made such good reading, I'd put it down on paper.

"Last summer I had 2 - 2 place Condors in operation, one on Boker's field with a 40hp. Kawasaki and one on the lake with floats of course and a 50hp. Kawasaki. Didn't get a great deal of flying time in....."

One Sunday took a German girl, fresh from off a 747 from Germany on Thursday, for a ride. Over the lake did a sort of short spiral and pulled maybe 3 g's coming out and up. Fortunately it all started above 1000 ft. so there was a fair margin o.s. (of safety) when TWO wing panels literally popped right out from behind the leading edge to the TE. There is no doubt that a two axis control is dicy when the wing lift is uneven. She went into a star-board spiral and the rudder had little effect at slow speed and power, so juiced it up to full power and controlled the spiral to end in the centre of a race track oval - three foot alfalfa. Soft but fast landing, had enough sense to hold it off the foliage top until it stalled in.

The girl was all smiles (didn't speak English) but seemed impressed and wanted to fly out with me (according to later enquiries). Thought this was normal operations!

The dacron sails were the newest I had - but had been exposed to Virginian summer, one Florida winter and semi exposed to one Canadian summer (covered part of the time). The red was absolutely rotten whereas the black passed a subsequent D.O.T. test with no problem. I'm sure the red material was inferior dacron or possibly not rip-stop treated (whatever that is). I now have a brand new set of sails of blue, yellow and white with no more green or red.

The water machine worked out O.K. except I wasn't too happy about taking up passengers. No problems except by the time I'd checked out the float condition etc. any candidates seemed to loose enthusiasm....."

Canada doesn't have the same rules and regulations that govern our Microlight flying in this country, eg. they don't have the yearly airworthi-

ness checks. At the same time sails do tend to be overlooked. If in doubt, get them checked out by an expert. A sail split in a semi-rigid wing (as above) may be survivable, in a flex-wing it may not!"

Jottings from John Hamer's Log-book

Winter is always a time to review the past year's happenings and reflect on what did and did not occur thus while the wind howls outside and the rain lashes down, let me recount with the aid of my log-book what I got up to in 1989.

January opened with a New Year's Day trip, in the company of Robbie Keene, Chris Wales, James Cairns-Terry and Steve Watkins to Shobdon. Although the day was pleasant, no microlights seemed to be flying at the airfield and thus it looked like an SVMC invasion with all our aircraft parked in line on the apron. As we departed we were held for ages while a couple of Pitts Specials tried to get themselves sorted out for a fly by. The other notable thing about the month was the good weather that enabled me to shoot the film and all the slides for the open evening.

February's weather was not however so kind, with the only flying being for the fly in at Woolstone to support the open evening. Although the conditions were on the windy side, four of us turned out, and I personally took eight people for their first flight including Andrew John.

March saw me flying to the annual trade fair at Popham. The journey down on the Saturday was totally uneventful in glorious conditions and a number of pleasant evening flights were made. The Sunday however brought deteriorating conditions with an extremely strong southerly wind, a lowering cloud base and rain that only just enabled me to squeeze through at Birdlip to return to Hartpury in under the hour. An average of nearly 70mph!

April saw the arrival of good weather and the commencement of the long distance flying. The first trip was to

Draycott as part of Mainair's Alpha Days which were designed to demonstrate the aircraft to prospective customers. The most memorable thing was returning home past Fairford and seeing Concorde flying by - it was the aircraft's 25th anniversary. As the controller said at the time, "Bet that is the best view you've had of Concorde!" - it was. The next Alpha day took me up to Rufforth near York where a pleasant day was spent flying around the area before traversing the Pennines to stay with Simon Kenyon in Rochdale - Mainair's home town.

The Sunday once again saw deteriorating conditions with a strong north-easterly blowing which helped the journey home. As we approached base at Hartpury, Staverton kept revising their surface wind forecast upward until just before I landed it was up to gusts of 35kts! The landing was extremely interesting but fortunately the wind was virtually straight down the runway. My thanks must go to Ken Cole who helped de-rig the aircraft where it stopped as there was no way we could get it in the hangar in the wind.

Before the month was out, I also took Adrian Lloyd down to his parents home at Chelesbourne in Dorset to allow him to collect his car while I returned home via the Somerset Microlight Club just south of Uppottery.

The weather in May was also kind and thus I was able to realise one of my ambitions, that was to fly to my parents' home in Scotland. This was achieved in just over six hours which included a diversion to visit Chris Penny's pub on the shores of the Solway Firth. The trip back to Gloucestershire was quicker and I was able to arrive at the club fly-in at Deford in time for lunch.

Thinking that I would win many brownie' points for flying in from Scotland, the only comment I received was an enquiry from the Editor as to whether I was going onto Lands End! Well I didn't do that until a fortnight later, when I flew down non-stop to visit Chris Wales who was staying in his Aunt's House in nearby Newlyn. As I approached the airfield, I realised to my horror that Land's End were having a fly-in and there were PFA aircraft everywhere; so on land-

ing I parked my aircraft on the end of the line and left to find Chris. It was some time later that I discovered that they were at that time judging for the best kept aircraft and that I had won the prize!

The flight back was started at the crack of dawn as the forecast indicated strong headwinds. It took just under four and a half hours to get back nonstop, my longest single flight, and I still had another hours fuel left! Incidentally a friend had made the same journey from our cottage to a village near Lands End that same weekend and he took six and a half hours.

June brought the now annual Great Microlight Rally, otherwise known as the Round Britain Race. Five exceptional days enabled Chris Wales and myself to complete nearly a thousand miles and visit the far north of Scotland. Robbie Keene also had a good race and succeeded in getting right to the top of Scotland.

June also saw me take my oldest passenger yet for a flight as a birthday treat. The old man who was celebrating his ninetieth birthday, loved every minute, for it reminded him of his early flying days - he had learnt to fly BE2Cs in 1918 with the Royal Naval Air Service!

August, in comparison to the previous months, was relatively poor for flying - too much wind. I did however achieve one more ambition, for I moved my operation onto my own field behind my cottage, thus realising the original concept I had about microlighting, ie the ability to fly to anywhere in the country from one's front door.

September saw yet another first. Together with Robbie Keene and Chris Wales, I flew down to Draycott in very indifferent conditions to meet up with Don Law. He had organised a fly-in to Lyneham and thus the formation of four microlights was the first of such aircraft to land at the RAF base on their 1800 yard runway - nearly wore a set of tyres out just taxiing!

There I met an old friend whom I hadn't seen since he had the room

opposite me at the RAF College, Cranwell - some twenty years previously!

October was another indifferent month with only one trip to north of Leominster to take my thatcher friend to see a job that he had done. Incidentally he is the one who shot the film for the open evening. November saw one glorious day when I made a round trip to Long Marston and Shobdon before I had to go into hospital to have my undercarriage (ankle) overhauled. Actually I did manage to grab a flight two hours before I was committed, but I did miss the exceptionally well attended club fly in to a pub at the end of the month. It was also the month when my appointment as the new BMAA Chief Pilot was confirmed. December proved not very good for flying, thus I didn't miss much during my convalescence except for Boxing day which was a lovely day. Robbie Keene and Chris Wales did however drop in to see how I was - the advantage of having a strip at the back door. Just to cheer me up, Robbie then took me for a flight over the flooding that had occurred all along the Severn and thus rounded off my year's flying.

Now for the statistics, interestingly I did actually less this year, only 169 hours as opposed to 190 the previous year. I recorded 239 flights as opposed to 272 the year before, thus the average flight time remained at 42 mins. Surprisingly I had only 3 flights over 3 hours (same as 1989) but this included that long 4 hours plus from Land's End. Thirteen flights were however over the 2 hour mark which says something about the usefulness of Mainair's long range tanks! What will 1990 bring I wonder, as the wind and rain continue to batter my abode? - an improvement in the weather I hope!

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Home 0594.510264

Work 0452.500765

- Secretary - John Hamer

Home 045270.314

Work 0242.533628

- Treasurer - Robbie Keene

Home/Work 0452-414975

- Safety Officer - Stephen Watkins

Home/Work 0905-821015

- Training Officer - Andrew John

Home 038689-229

Work 038689-217

- Woolstone Airfield Controller

Graham Arthur

Home 0242-522754

- Aircrew & Publicity Officer

Annie Wales

Home 045276-314/259

- Social Organiser

Christine Penny

Home 0594 510624

Work 0452 500765

- Fly-In Organiser

Chris Wales

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John Hamer 045270 314/0242 533628

- Check Pilots

John Hamer 045270 314 / 0242 533628

James Cairns-Terry 0684 299695

Adrian Lloyd 0885 82504

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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

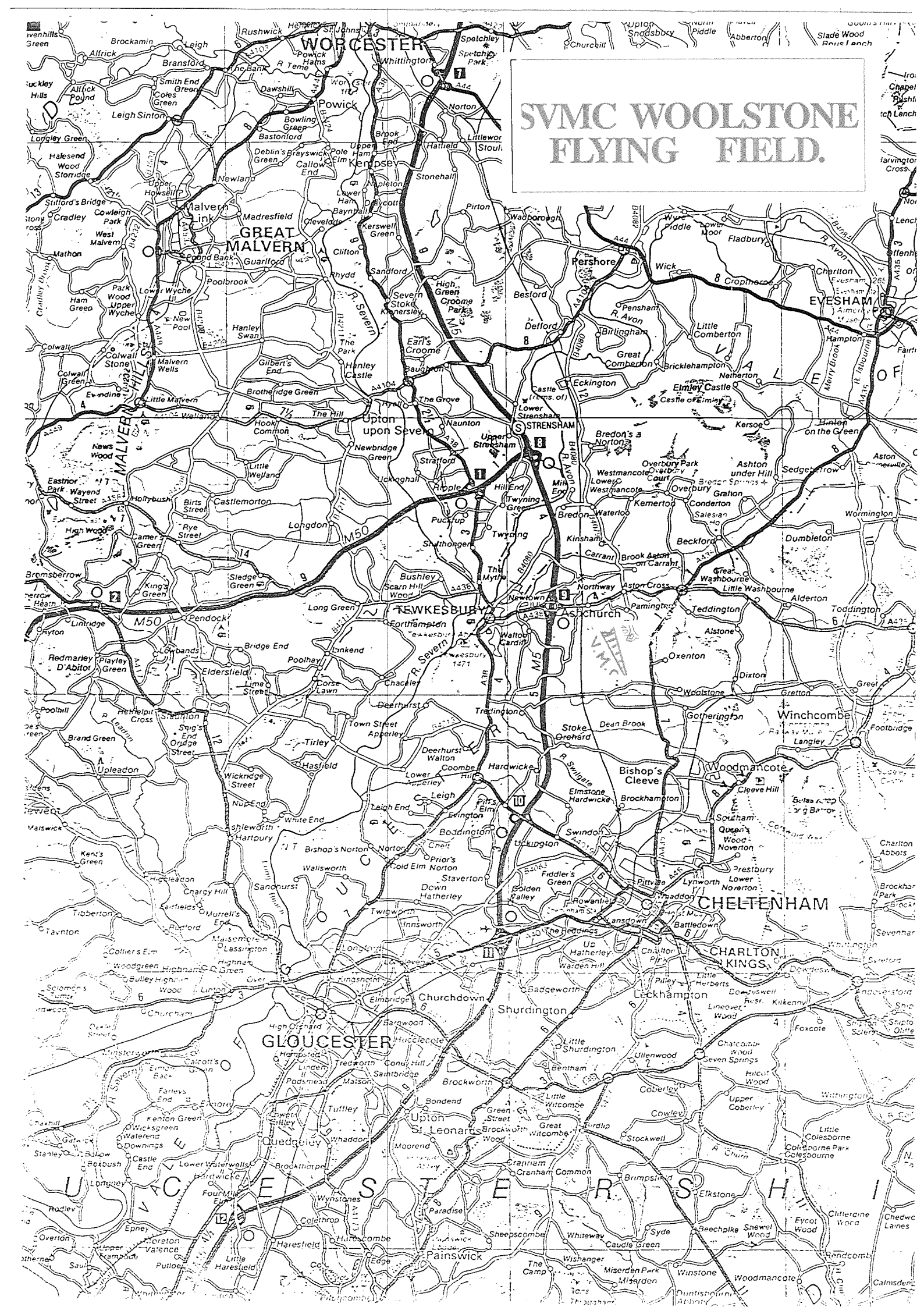
Group D Aviation Enstone,
Chipping Norton 060872 8741

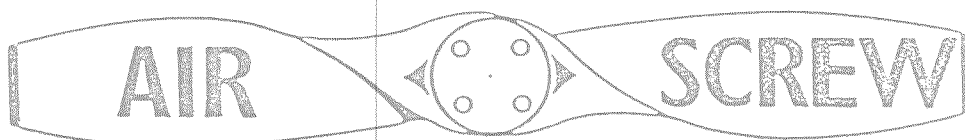
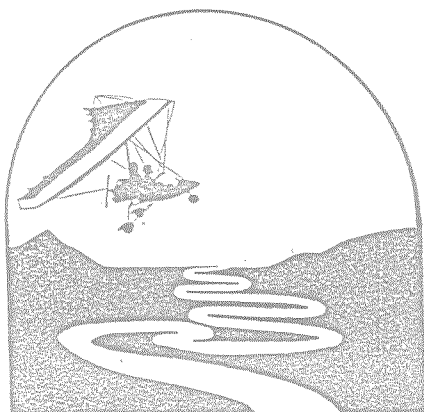
M4 Microlights, South Wanborough,
Swindon 0793 740854

Microflight Shobdon,
Leominster 056881 8981

Pegasus Flight Training, Long Newnton,
Tetbury 0666-504032

SVMC WOOLSTONE FLYING FIELD.





Severn Valley Microlight Club

News, Views and Crew Room Gossip

February was cancelled due to lack of interest - or at least that is effectively what occurred to flying during that month. The strong winds that started at the end of January continued unabated through the month and indeed March has started not much differently. It therefore follows that there are few 'flying' stories this month. What we can report on is events that are coming up in the next few months and with a bit of luck they will not be blown off.

Tony's Lucky escape

The strong winds at the end of January inhibited Tony's aircraft being test flown following inspection of the wing at Mainair. Thus on the night of the 'great gust', Tony's aircraft was safely tucked up at Over and not at his usual location at English Bicknor. When Tony got round to going up to his hangar he found that the roof had blown off and if his aircraft had been inside, this would also probably have been extensively damaged. Not so lucky was John Hamer whose hangar was blown over, fortunately though there was very little damage done to the aircraft and we are pleased to say that thanks to Chris Wales the hangar is now up and John's Mainair Alpha is waiting to go aloft again. Incidentally Chris calls himself Pegasus Building Preservations -

should he now be called Mainair Building Preservation?

CAA Safety Workshop

We have just received an invitation from the CAA to attend one of their 'Safety Workshops'. This will be held at Bentham Country Club, Nr Brockworth at 19.30hrs on Tuesday 27th March. There will be no charge for the evening - indeed there are usually some give aways - and everybody is welcome to attend. The evening will include:-

an exhibition of nasty bits and pieces from light aircraft, - a talk illustrated by colour slides on the theme of "Knowledge, Preparation and Practice" - a safety handout pack for pilots - videos selected from "Fuel Management", "VFR Navigation", and "Nothing on the Clock" - discussion - free raffle of safety related items

National Championships

The first round of the National Championships is due to take place on 24th/25th of March at Shobdon. All spectators are welcome although there is a limited amount to see as most of the flying takes place off the field. Anyone thinking about entering should contact Gordon Faulkner now as entries may have to be limited. Two

members - Robbie Keene and Chris Wales plan to take part in the Championships. On the subject of Shobdon, we understand that there is to be a special grass microlight runway to the south of the main runway and this will be operational within the next few months. More details will be posted when they are received.

Weston Park

There is to be a fly in to Weston Park in Shropshire on Sunday 15th and Monday 16th April. This is being organised by the Midland Flying Club. There will be a lot to see as it coincides with the Midlands Festival of Transport which is being held in the park. As usual Pilots and passengers will get fed and watered free and there will be camping facilities for those that wish to stay over-night. Anyone interested in going either flying or as a passenger should contact John Hamer for further details

Membership

Membership fees for the year are now overdue. Anyone wishing to continue being a member should send the fee of £25 together with the application form to Robbie Keene, Over Farm, Highnam, Glos. People who do not rejoin will not receive further copies of Airscrew.

Air Race

Rumours are slowly spreading south from Manchester about this year's Round Britain Race. It is understood that the form will be similar to last year's but in reverse order. Instead of wandering round Britain from Manchester for a couple of days to a destination, Haverfordwest, then a straight race back to the finish, the 'race' will this year be from Manchester (Barton) to Sandown on the Isle of Wight on Saturday 16th June.

On the way there, competitors will be expected to find navigational markers - 6 off in total - ie one in each county they cross and this includes Gloucestershire. On the Sunday/ Monday / Tuesday, they will then roam round Britain collecting other turnpoints and distance points before arriving back at Barton by 10.30hrs to finish. It is understood that this year's course will be similar to last year's though it is doubtful that some of the northern most turnpoints in Scotland will again be used.

Entries are due to close on March 31st but to date it appears that this year there will be four crews from the club - basically they are the same people as last year except John Hamer and Chris Wales, after two years, have agreed to separate. The entries are Robbie in his Raven, Chris Wales who goes this year with Paul Gapper in Chris's Alpha, Tony Penny and Val Ruck in Tony's Alpha and John Hamer and Don Law in one of their Alphas. Should anyone else consider entering why not give John Hamer a ring for an entry form. Spreading the Word

Although the weather has been bad for flying, it still hasn't stopped John Hamer talking about it! Not only has he given the club a couple of lectures in the past few weeks, but he has also recently talked to the Fairford Farmer Club and only the other night to the North West Microlight Club at Barton (Manchester). To the latter organisation he presented his well illustrated talk on last year's Round Britain Race. It is perhaps a considerable honour that he should give them this talk as they are the Club responsible for organising the Race in the first place. He is also scheduled to talk to the Midlands Club in the

near future and then who knows who else!

Monthly Speaker

The speaker for the monthly meeting in April will be Robin Moreton. As well as being a PFA inspector, he built his own aircraft - a Whing Ding- and has agreed to come along and tell us all about his experiences. Some of you may recall that he flew this aircraft into the Pub Fly-In at the end of last November.

If any members have ideas for speakers on aviation related subjects, or would be willing to give a talk themselves, please contact any committee member or ring John Hamer 045270/314 home 0242/533628 work.

Training

We are pleased to report that following the successful Open Evening,

Following a successful Open Evening twelve people have taken the plunge and joined 'G' Flight for their ground school. Welcome aboard girls --- and chaps!

1990 G Flight Ground School Training Programme is as follows:

Mon 26th February
Lecture 1 :- Introduction to Microlighting

Mon 5th March
Lecture 2 :- Technical 1 - Theory of Flight

Mon 12th March
Lecture 3 :- Technical 2 - Three Axis and Weight Shift

Mon 19th March
Lecture 4 :- Technical 3 - Engines and Revision

Wednesday 21st March
EXAM 1 :- TECHNICAL

Mon 26th March
Lecture 5 :- Meteorology 1
Mon 2nd April
Lecture 6 :- Meteorology 2 and Navigation 1.

Mon 9th April
Lecture 7 :- Navigation 2
Wednesday 18th April

EXAM 2 :- NAVIGATION & METEOROLOGY

Mon 23rd April
Lecture 8 :- Air Law 1
Mon 30th April
Lecture 9 :- Air Law 2

Mon 14th May
Lecture 10 :- Air Law 3

Wednesday 16th May

EXAM 3 :AIR LAW

Please note:

a. All lectures will begin at 1900 hrs and finish by 2200 hrs at the Airport Inn, Staverton.

b. Exams will begin promptly at 18.30 hrs at the Airport Inn prior to the monthly meeting.

c. Due notice will be given of practical instruction at Woolstone airfield.

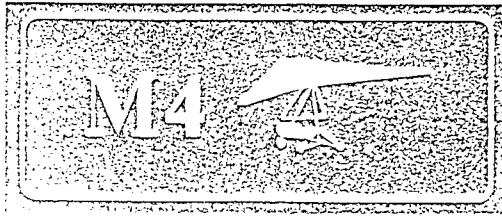
d. Students will need the following for their instruction:- large writing pad or notebook, pen, pencil, rubber, ruler, protractor

and compass; also a chinagraph pencil. Manuals and maps available for purchase as the course progresses. Training Officer: Andrew John Tel. 038689/229 home /217 work

Andrew informs me that any members wishing to refresh their memories are welcome to attend any or all of these lectures, provided they respect the fact that these are serious training lectures.

After circulating all local flying schools, three examiners have been now been selected.

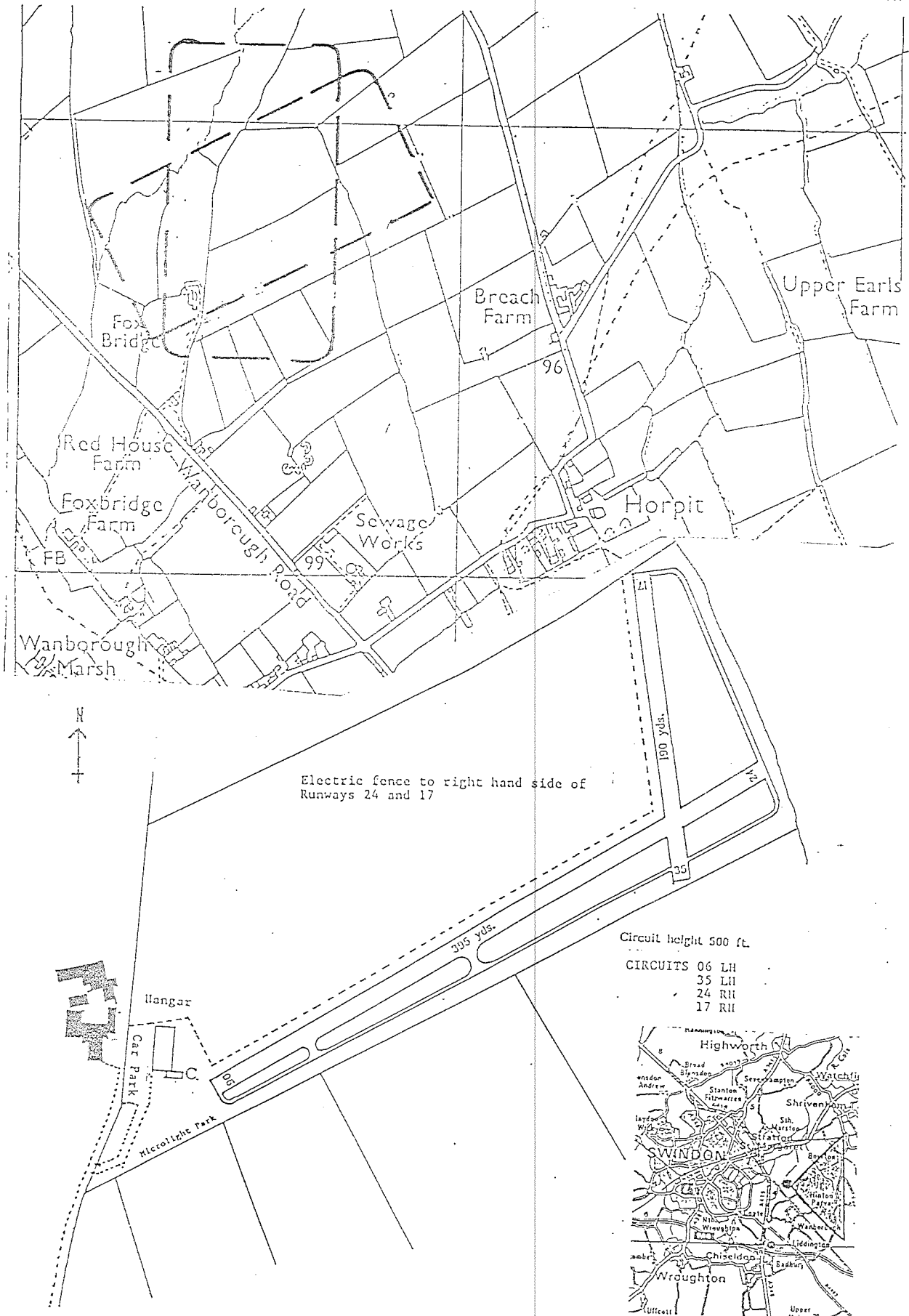
Please see map at back of Airscrew for new circuit procedure at Don Law's new airfield at Wanborough, Swindon.

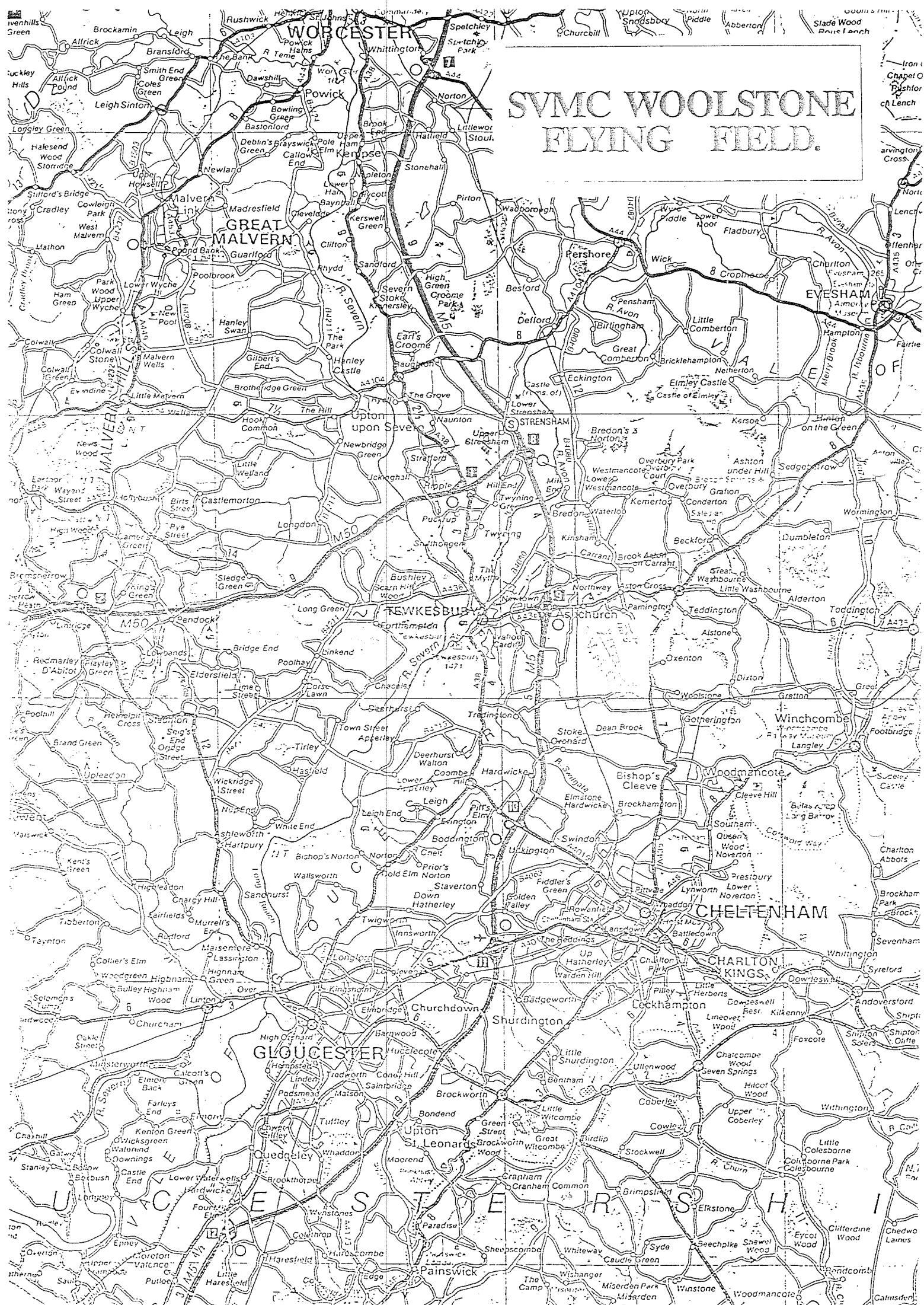


M4 Microlights

Club and Training School

Administration Office (0793) 740854





SVMC WOOLSTONE
FLYING FIELD.

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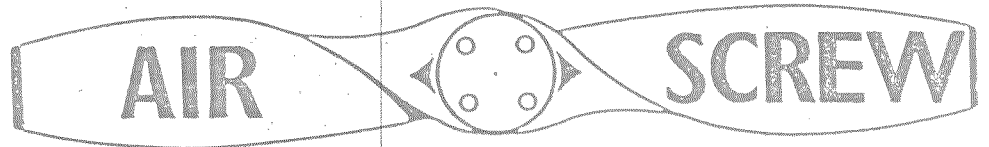
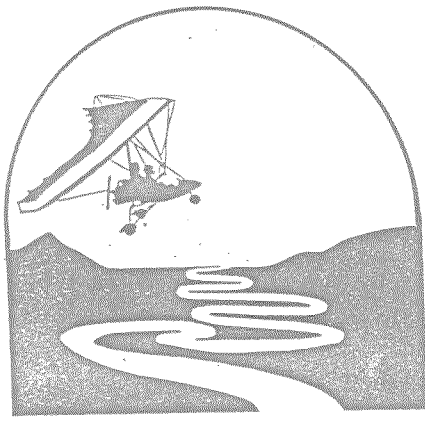
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Geoff Weighell at Enstone
Tel. 0608 678741
or David Young at Long Newnton
Tel. 0666 504032



1 April 1990

Severn Valley Microlight Club

News, Views and Crewroom Gossip

Free at Last!

With the slowly improving weather, the good news has emerged that Andrew John has now passed his GFT and in view of the number of hours he has done has gained an unrestricted licence. Congratulations Andrew.

We must also congratulate him on his daughter's marriage, which occurred a few days later.

Incidentally, Andrew is considering changing his Alpha - for another Alpha - so if any member is interested, why don't they contact him on 038.689299.

Safety for All

The CAA ran an excellent Safety Workshop at the Country Club at Bentley, near Gloucester at the end of March. The event was open to all local flyers and thus it was encouraging to see so many of our Club members there. The evening was most worthwhile and interesting and members, and those of you who have not attended such an evening, are highly encouraged to do so.

The CAA produces an interesting statistic - of the 16000 people that had attended the lectures, only one had been involved in a fatal accident, while of the remaining 564000 pilots, 19 had had accidents. Interesting? - the CAA were at pains to point out that it is more to do with people's attitudes

than the quality of their lectures, which is perhaps a little over modest.

A New Airfield - Officially

It is gratifying that Thames Council has approved the Microlight field at Wanborough, near Swindon. This facility has been set up by Don Law under the name of M4 Microlights - (the M4 is the neighbouring strip of tarmac, so don't mistake it!) - well, you shouldn't as the new strip is grass - but every attention to detail is being given to it, with special taxi-ways, turn-offs and numbered runways. There is also a clubhouse and hangarage.

John Hamer popped in the other day only to find they were putting in the centre line with the aid of a tape and a theodolite, such is Don's penchant for attention to detail. Now there will be no excuse for not landing on the centre line!

French Connection

In mid March, during the Popham weekend, Chris Wales and Robbie Keene were out of the country taking 'stuff' down to Chris' French cottage. While they were there, they managed to take time out from their chores to visit the local Microlight field - or ULM as they are called in that part of the world. Chris has written a short account of their adventures which appears further on in Airscrew.

The Race is on?

News has just filtered through the airwaves that Steven and Sarah Watson are expecting a baby in June. Congratulations!

Steven is also hoping his other 'baby' - the Kitfox - which is apparently nearing completion, will take to the air around the same time. We are all waiting to see which one makes it first!

Ground School

As most of you are aware, Ground School got under way with the technical lectures at the end of February, with the first exam being held just before the last Club meeting. We are pleased to report that eleven of our members succeeded in passing with an average mark of 87%. Congratulations to those that passed and also thanks to John Westcott and Andrew John for their efforts in instructing the new flight.

National Championships - 1st. Round

The March weather was fairly unkind to the first round of the National Championships which were organised by Gordon Faulkner and hosted by Microflight at Shobdon. In brief there was an extremely strong wind that inhibited most activity, but some intrepid flyers did manage to get airborne on both days and the event was won by Richard Meredith-Hardy, last

year's champion. The strong winds did inhibit our own members getting there - it would have taken all day into the wind!

Popham - 1990

By John Hamer.

For the past three years I have flown into the Popham Trade Fair in my role as a Mainair Team Pilot and every year the weather has been far from perfect, one year necessitating coming home by car and last year only just getting over Birdlip under the cloud base in driving rain on my return journey. With these vivid memories I didn't really look forward to this year's visit since the wind had not really had a break since December. However when the day did arrive the wind, while fresh and southerly, meant that the journey was possible even if it would take rather longer than usual.

This year I planned to pop into Don Law's new field at Wanborough and in company with him fly on to Popham as a pair. However Don was impatient to get there early so there was some doubt whether I could get there early enough - I needn't have worried. When I rang him before take-off, he had only just got up and taken a cup of coffee to Paul Frain, Mainair General Manager, and Rebecca his wife, who were staying at Don's home prior to going on to Popham. When I called them on the radio over Cirencester, the position had not much improved and thus I arrived at an almost deserted Wanborough, save for Keith who was out cutting the grass for my arrival. He had been instructed to greet me and make coffee - I was their first ever visitor - so new was the airfield!

Eventually Don, Paul and Rebecca turned up, and thus it was nearer mid-day than the planned early start when Don and I took off for Popham. Paul on the other hand took the van with the demo Alpha in it. He had been carefully briefed how to get there and as he left well before us, he was requested to tell the airfield that we were coming. Halfway through the flight, Don announced on the radio that he had engine problems, but between us we resolved it wasn't serious - the propeller

was still going round! No sooner had we agreed this than we were greeted by Paul's voice on the air worried by Don's predicament. We soon established that it was really Paul who was in trouble! He was in Basingstoke - well off the planned route - so we arrived at Popham before the ground crew, to face the usual crosswind landing in turbulent conditions that is so characteristic of this airfield.

No sooner had I landed and parked than I looked to finals to see a Dragon Fly (like a Long Ezee) come into land. He touched down, bounced, then came down heavily, breaking his main-spar and coming to rest only yards away - not a good start, I thought - nor was it to be. On landing after my first demo flight, I looked over my shoulder to see the crumpled wreckage of the new Pegasus Quasar that had been tipped in on take-off. On the third flight of the day, the MW6 tipped over in front of me on landing - so conditions were far from ideal - but that is to be expected at Popham!

What was there to see at Popham this year? - well all the usual people were there with the usual products - so what was new? The Pegasus Quasar was making its first showing in public and looked interesting so it was disappointing that the demonstrator suffered such a premature ending before any of us could evaluate it. Bright colours seemed to predominate with all manufacturers including Mainair displaying their craft in various translucent colour schemes. The Shadows were there too and the new Shadow Streak repeatedly demonstrated its speed down the strip. Another person who repeatedly played to the crowd was Pete Davis with his gyrocopter, who made light of the conditions. The Microflight Spectrum was also there and looked impressive with its clean cut lines. Something that hadn't been seen before was Richard Meredith-Hardy's 'Bubble Barn'. As the description suggests, the construction of steel and PVC comes in the shape of a bubble, half of which can be winched up to allow access for aircraft etc. Although it did not appear to be a huge structure, on the Saturday night, when we all packed up for the day, we managed to park five aircraft in it - somehow!

Conditions on the Sunday were not dissimilar from the Saturday with a

fresh southerly wind making flying interesting including the flight home and landing on Catsbury. The wife was watching and wished she hadn't! It was interesting in the lee of the hill in such fresh winds. Fortunately John Cafful was on hand to put the aircraft away in the gusting conditions, for I distinctly got the impression that the aircraft hadn't got the message that flying was finished for the day!

LOGARYTHMICS

By Andrew John

(Since he first became interested in Microlighting, he has recorded each flight and associated experiences in an extended Log Book. Airscrew is delighted that Andrew is prepared to contribute some of his jottings about how he began 'Microwaving' as his aged aunt insists on calling it, and we look forward to many more to follow this first installment.)

Having watched the development of Microlights over the last ten years with mounting curiosity and increasing interest, as the latest aircraft became more technically developed and disciplined by the CAA, I attended the SVMC Open Evening in February 1989. As a result, I was sufficiently enthused to arrive at Woolstone Airfield late the following Saturday afternoon.

It was a cool, blustery day and light was failing fast. Not a good flying day at all, I thought, however a cheery John Hamer bundled me into an Ozee flying suit, placed a safety helmet together with an intercom system on my head and strapped me into the rear seat of his bright yellow podded flex-wing machine. Behind me was a 500cc two-stroke Rotax engine powering a pusher propeller, which to the cry of "Clear prop!" burst into life. At low revs it felt and sounded as if it was about to fall off the aircraft, rattling and clattering away very disconcertingly, however as soon as the revs built up and John accelerated to taxi out to the grass strip, the vibration ceased and the engine became very smooth running. The take-off was impressive as we used a mere 70 yards before leav-

ing the ground and climbed away at 500 ft per minute under full power.

Once airborne I was aware of the wing providing ample lift as the engine propelled us forward at about 55 mph. As this was my first flight in a Micro-light, I was expecting there to be severe roll and pitch in these conditions, similar to a fixed wing aircraft, but in fact the sensations were very different. As the pod is suspended from the wing, it acts very much like a pendulum which in turn can be rotated in roll and pitch by the pilot using a fixed 'A' frame mounted to the wing, acting rather like a reverse joystick. The net result is that the suspended pod will rotate about the fixed point on the wing, damping down any sudden movement of the wing due to turbulence. This in turn produces a much smoother ride than with a fixed wing aircraft in similar conditions.

I was aware of JH exerting some considerable pressure on the 'A' frame in order to anticipate and smooth out the rough air over the wing. We climbed to 150 ft and then overflew Bredon Hill, where I live, returning to the field after about 35 minutes. We made a standard approach for landing, steeper and faster than normal due to the wind speed, followed by a nice round-out and controlled landing on the tricycle undercarriage which has a drum footbrake on the front wheel.

I was definitely hooked at this point, so joined the SVMC and enrolled for their 'F' Flight groundschool training programme to be carried out by members of the Club.

There are three exams to be taken, each needing a pass mark of 70%. These are Theory of Flight and Engines, Navigation and Meteorology and Air Law. Good instruction plus much swatting got me through with three passes but from now on the clock starts to tick as the exams only last a year and I need to complete my flying training and test in that time or else have to retake the exams.

I'm beginning to enjoy this sport, but have a feeling that the difficult part is yet to come?!

Sur le Continent....

By Chris Wales

Saturday March 17th found Robbie and I with time on our hands, a beautiful day, and our PPL's in our pockets. We were only twenty miles from Blois Aerodrome on the Loire. From a previous visit, I knew there was a thriving ULM club there, so a visit seemed an excellent idea.

On arrival, we found a new owner rigging his Raven so Robbie was able to offer his knowledge in impeccable French. 'Le Weekend' did not really get started until mid afternoon as many people seem to work on Saturday mornings.

During the afternoon, we got to know some of the club members who were most friendly. I was offered a ride in the club two-seater and with the patron in the back seat, taxied out as directed, when suddenly the RPM went up and power was lost. I cut the engine and found that the prop had disintegrated!

Later, Rob and I were talking to a Spanish pilot who was married to a French girl. His machine was a Cosmos, and after enquiring about our experience, he generously offered us the use of his 'chariot' - their name for a trike. We both had flights of about twenty minutes and found it most enjoyable.

Our thanks to all the members of the club who made us most welcome - watch the skies - we SHALL return!

Fly-ins

Will anyone wishing or prepared to host a fly-in this summer, please contact Chris Wales 045276.493 with details.

Meanwhile there will be a series of impromptu evening fly-ins organised by various people - April will be Graham Arthur, May - Robbie Keene and April - Steven Watkins.

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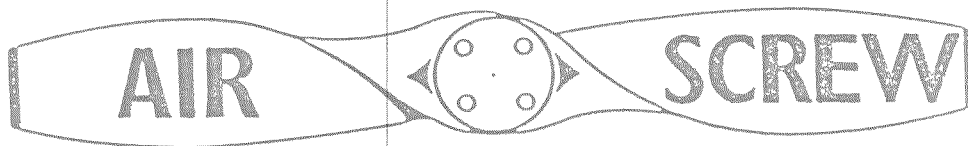
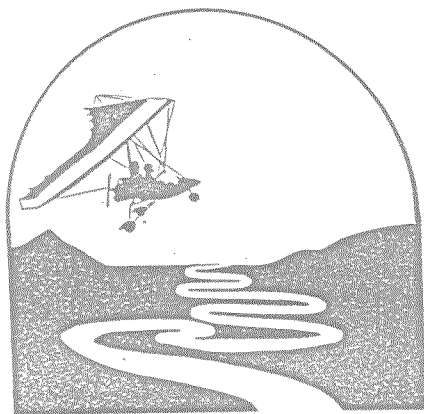
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Severn Valley Microlight Club

May Issue 1990

News, Views and Crewroom Gossip

J.C. does it!

On Sunday 29th April John Cafful ventured into the skies above Long Marston on his own. Well done John, we now look forward to seeing you getting your licence.

Fly-ins.

The poor weather in April caused fly-ins to be virtually cancelled - virtually but not completely as the fly-in to Weston Park did actually see a couple of stalwarts struggle in against the strong westerly wind. One of the organisers flew the 19 miles from his home field to the park and it took him just over 2 hours with a ground speed of 9 mph - and the landing was reported as 'interesting'!

Similarly, the fly-in to Badminton was affected by poor visibility, low cloud and wind, however Tony Penny managed to squeeze in, albeit late in the day - in fact, so late that everybody had gone home!

The last weekend of the month saw a complete change with everyone apparently shaking off the cobwebs and venturing to all points of the compass. Graham Arthur and Vic Booth flew into Halfpenny Green - interesting as this airfield doesn't normally accept

microlight. Tony Penny, on the other hand, flew south to Popham but when his radio failed, had the misfortune to be forced to land at Membury - strictly a no-no! As was to be expected he was greeted by the usual welcoming party! Another froup of intrepid aviators flew south to Somerset, then on to Devon and back via Wiltshire.

The good weather also prompted a hurriedly organised fly-in to Woolstone on 1st May, which over a dozen aircraft attended.

Air Race

Entries have now closed for the Great Microlight Rally and the Club has four entries accepted. Tony Penny will again be flying with Val Ruck in his Alpha, and Robbie Keene will also be going in his Raven but this time possibly with his son. The partnership of John Hamer and Chris Wales over the past two years is to split up and each is going his separate way. Chris is teaming up with Paul Gapper while John will have Don Law with him.

The race is scheduled to start on Saturday 16th June at Barton airfield (Manchester). The first leg of the route will take the competitors through Gloucestershire to Sandown in the Isle of Wight where they will spend Saturday night. On the Sunday they will be on their way again around various turnpoints on a route they decide which may range from the extreme south west of England to the very north of Scotland, before returning to Barton by Tuesday morning. The main topic of conversation among the competitors this year is not of the

route but the weather, because the past two year's Air Races have been held in glorious weather and as a result everyone expects it to be wet this year!

Monthly Speakers

The following schedule of monthly speakers has been arranged:

May 16th. - Don Cameron - Ballooning

June 20th - Brian Cosgrove - History of Microlighting

July 18th - The 'gang' on their Air Race experience.

Speakers are always somewhat difficult to come by and thus if you wish to address the assembled multitude, or know of someone who would be willing to do so, please advise the secretary - John Hamer - 045270.314 - yesterday

Smiths Industries - Open Day

Smiths Industries (the people who make those nice instruments) have been at Bishops Cleeve, Cheltenham for 50 years and to celebrate this fact they are holding an Open Day on Friday 18th and Saturday 19th June. How does this affect us? Well, as part of their celebrations, they are having a fly past on both days and the likely route most aircraft will take is over the Club field. The timings and aircraft that are taking part are not known at this time, but should you want to use the Club field on either of these days during the early afternoon, please check with the Club Secretary, John Hamer, beforehand - in case he has

been advised of any restrictions. Tel. 045270.(Hartpury)314

Woolstone - logging in

Will all members and visitors landing or taking off from the Club field at Woolstone note that there is now a booking-in book in the caravan which they should complete please.

Manor Farm, Bishops Cleeve

Please note -this is now an active parachuting base on a regular basis.

Madley Airfield

Airplay (UK) Ltd have sent us a map - please see back of Aircsrew- We are asked to impress upon any would-be flyers in that the PP really is dependent on the red shaded areas being no go. Please take note

STOP PRESS

News has just filtered through that there is a group forming at Defford to buy a Shadow - Interested?

Contact Stephen Watkins 0905. 821.015

A Good Day's Flying

This is how it's done!

By Chris Wales

Having kept an eye on the weather during the week, Friday evening there were a series of phone calls and as a result it was agreed that the following day it would either be Carmarthen and the Welsh Mountains, or if the weather moved south during the night we would go south towards Eaglescott.

Around 10 am on Saturday a gaggle of four aircraft assembled at Over and by that time a decision had been made to go south. The wing consisted of John Hamer with Craig Townsend, Don Law and passenger, Rob Keene with Dave Saunders and myself with my Round Britain partner Paul the Gabber - in front seat!

The first leg was to Upottery. Our course took us between Bath and Bristol and flying in a loose line astern with myself taking the lead, we climbed gradually to 3500 feet until we were

floating along just above the inversion. At this altitude it was a little cool but the air was fairly stable and visibility was good enough to make navigation no problem. The Mendips mast came up on track and soon we had the old airfield at Upottery in view.

They winch launch hanggliders here and the microlight airfield is about a mile south. The field is very large with a lane along the western boundary and a caravan parked near the gate. Beware though - the southern half of the field is rough and should be avoided. We stayed for a chat with Jim Greenfield who runs a microlight school there and who invited us to drop in anytime - just observe the normal joining procedures.

I was getting hungry by this time so I chivvied the gang back into their aircraft and we were airborne and on our way to Eaglescott where I knew from a previous visit that you are always made welcome and they have a superb canteen at the weekends.

Eaglescott is a grass strip and it all happens there - microlighting, gliding, parachuting and general aviation. It was quite busy when we arrived but slotting in was no trouble and we were made welcome and 140 litres of fuel were uplifted (remember to take your own oil). The grub was up to its expected high standard and reasonably priced too.

After a leisurely lunch it was decided to fly out to the North Devon coast at Lynton and follow it as far as Bridgewater, changing course there to fly more or less direct to Don's new strip at Swindon. From the time we hit the coast the vis. improved to 10+ miles and with a tail wind component, the countryside slid by at a very satisfactory rate. Don gave Lyneham a call and we were allowed to slide down the side of their airfield, which saved us a dogleg and gave us a grand view of their hardware parked in precise rows.

We were most impressed with Don's set up - a bit like Lyneham without the black stuff. The message is 'welcome anytime' - but strictly PPR. After inspecting the facilities and a quick cuppa, we were in the air again on the last leg back to base, arriving home having covered 200+ nm. enjoyed 5 hrs. flying, and the company of fellow aviators we'd met.

If it sounds like fun - please read on.....

Some do - Some don't

There are many I think who would also like to - but for various reasons miss out on - enjoying such pleasures of this life. Now I would like to talk to you about flying and going places you have never been before.

The Committee have spent much time talking about encouraging cross-country flying. It is my lot to see if there is a need within the membership to provide a helping hand into this area of experience. I have the support of the pilots who regularly go places to provide a wing man service for group cross country flying. I would propose a triangular course with two outlandings where fuel is available. Each leg would be approximately 30 nm.

Normally you would be alerted the night before the flight at the latest and be asked to rendezvous at a convenient strip. The next day all you need is a 1/2 mil south map and money to pay for petrol. The planning will be taken care of. If you would like to be involved in such a project, please fill the box below and post it to me:

Chris Wales, Hawthorn Cottage,
Popes Hill, Newnham, Glos.
GL14 1LE

Tel 045276(Westbury-on-Severn)
493 -if you want to talk about it.

Name:

Address:

Tel. No. Home:

Work:

A/c type and registration:

Please tick where applicable:

1. I would like to take part in a group cross country.
2. I have not been asked but would be willing to act as wing man.
3. I would like to take part as a passenger.

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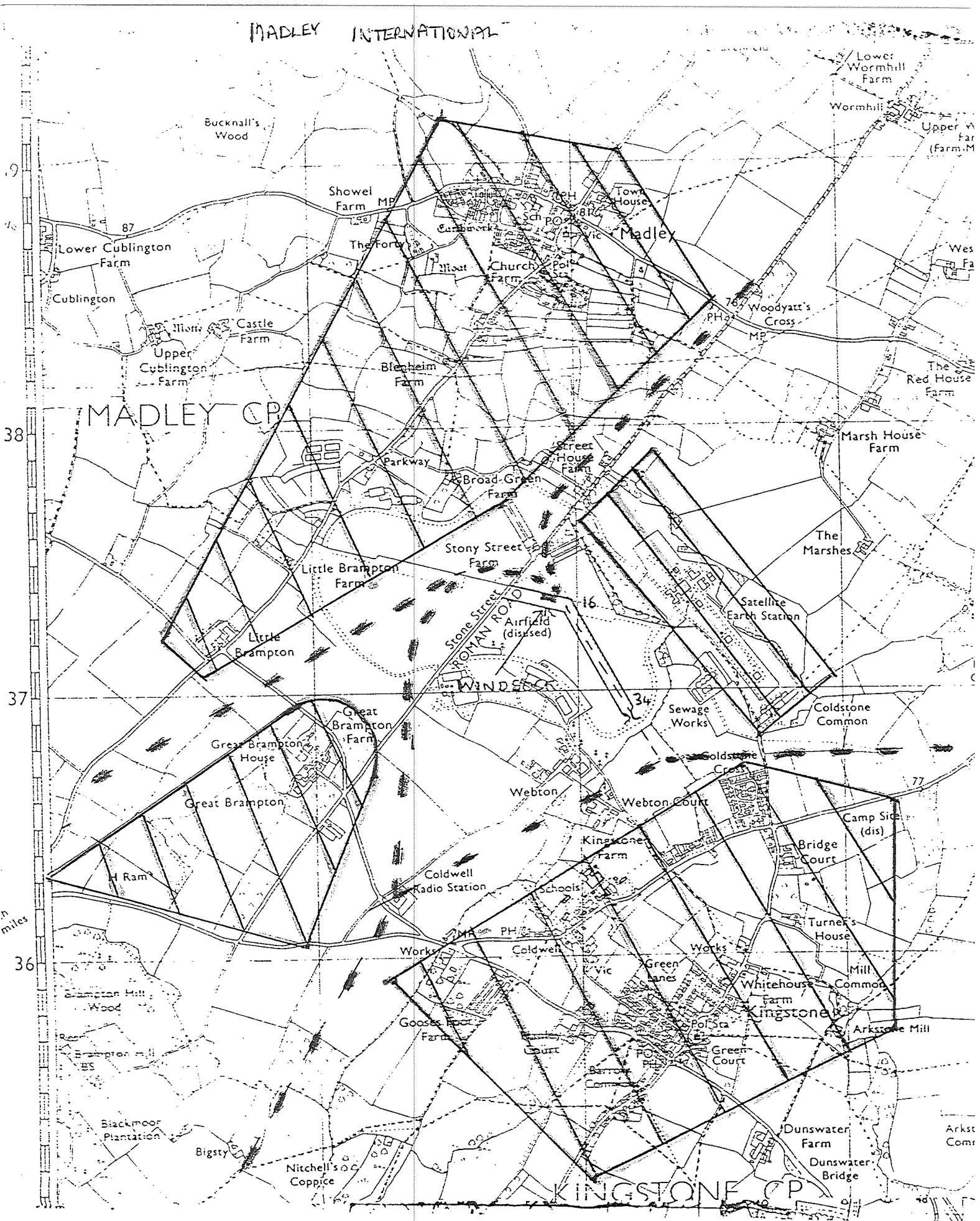
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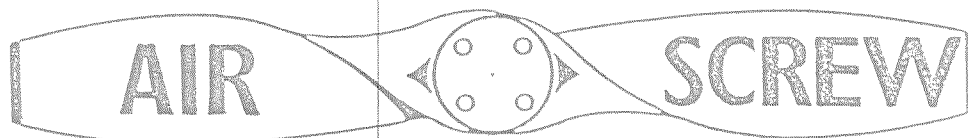
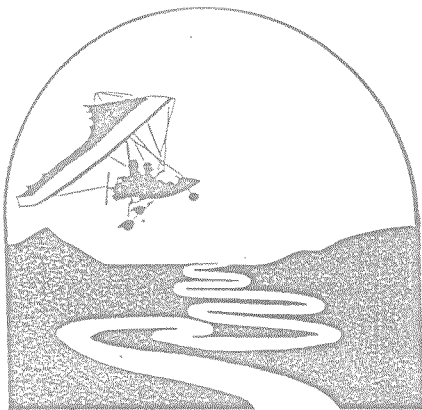
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Severn Valley Microlight Club

News, Views and Crew Room Gossip

Blown Out

This year June can only be noted for its blowy days which have inhibited flying. Save for the Air Race weekend, almost without exception members have been forced to contemplate the windsock trying to leave home. Among the victims of the weather were the Barnsley fly-in due the last weekend of the month and also the fly-in to Lyneham. The good news is that there will be another fly-in to Lyneham at the end of the month. The details are not being officially announced in case you-know-who up there arranges for it to be blown out again. For further details please contact Don Law or John Hamer.

Another event to look forward to is the fly-in at Weston Park on Saturday 21st. and Sunday 22nd. July. The Sunday features an Air Show so you need to get there before 12.45 pm. Details are available in the BMAA newsletter or from the organisers who request pilots phone them in advance to indicate their intentions - it allows the Midland Club to provision the food - which is free to pilots and crew!

More Licences

Despite the bad news about June weather, we are delighted to announce that both Bill and Barbara Austin have now obtained their restricted licences. Well done both

of you and we look forward to seeing you at future fly-ins.

Permits

As you may have noticed from the last Airscrew, the system for Permit renewals is being changed. While in the long run this should vastly speed up the process, in the short term, with the CAA still involved, things are seeming to move even slower than usual. Chris Wales actually had to visit Gatwick himself to expedite a certificate that had been there for over three weeks - and obtained one for another BMAA member that had been there for nearly three months! The lesson to be learnt from this story is get your inspections and check flights done well before expiry date of your current permit; don't wait to be reminded by the BMAA. They have in fact exacerbated the situation by shortening their lead time for issuing reminders to the extent that two members received their renewal applications only two days before the permit was due to expire. They are now grounded and can't even fly to get their aircraft checked. Result - some poor inspector and check pilot now have to get their inoculations, visas, gain and mount an expedition to the Forest to check out the collection of aluminium and dacron!

Low Flying

As you may have noted from the recent BMAA newsletter, our flying sites are not covered by the new Permanent Avoidance Zones. The basic reasons for this omission is that our sites are not permanently active, particularly during the day. In particular, if Woolstone was covered by such a zone, then military traffic would be diverted unacceptably close to Staverton. Nevertheless, if and when people use the sites they are strongly advised to use Freephone system. A recent conversation with the Squadron Leader in charge of low flying confirms that the system should also be used for after hours flying. The low flying office is open from 0600 hrs till 2300 hrs Monday - Friday. Those weekday evening flyers please use the system as you have probably noticed that the RAF now tend to fly late into the evening around the district.

Special Rules Zones

A recent airmiss incident involving a microlight and a Tristar has highlighted the dangers surrounding the Special Rules Zones in our near locality. Although it is questionable whether in this incident the microlight actually infringed Brize Norton airspace, what is certain from conversations with the CAA airmiss people is the fact that the Tristar

completed his circuit of the airfield mainly outside the SRZ

A similar practice has been observed on many occasions at Lyneham. It therefore follows that when flying past these areas it is not sufficient just to keep outside their space (assuming you haven't asked to cross it, and they will let you - if you ask nicely) but it could also pay dividends to give them a call even if you are just passing, for they can't always see you on radar - even when you are directly overhead and clearly visible (see Air Race story).

If you have no radio, then keep a good look out if you have to go anywhere near these areas and make sure your navigation is spot on and you know exactly where the SRZ and MATZ boundaries are located.

Monthly Meeting

For those of you that went to the BMAA Trade Fair, or for that matter the PFA Rally, you will have seen a small blue and white single seater, three axis microlight called a Mini Max. These aircraft of American design are currently being marketed by a small company in Dursley and they have agreed to come along and talk to the Club and show a film/video of their aircraft in action.

Insurance

Third party insurance for pilots for 1990/91 is now due. All pilots are encouraged to take out such insurance and should already have had application forms with their BMAA newsletter. Pilots are reminded that they need insurance to use the Club field at Woolstone.

Hangar Party - Been and gone!

It was held in June - not to be held on July 25th as advertised in last Aircrew - sorry. Editor's apologies for crossed wires there! (Were there any survivors? Maybe they'll have another one in July for all those who missed it.)

The Booze Cruise

On Tuesday 10th July thirty-five members and friends enjoyed a leisurely cruise up the River Avon. It was a beautiful evening, the food was tasty and the bar was open. Everyone I spoke to said what an excellent idea it had been, so many thanks to Chris Penny for organising such a successful social event.

The Great Microlight Rally 1990

June is the month of the Great Microlight Rally, or the Air Race as it is affectionately known. The event has become the major highlight of the microlight calendar ever since its beginnings as the 'Over the Roof of Britain Race' in 1985, made popular by Channel 4.

This year the Club had four aircraft in the race; Robbie Keene and his young son Rees, Chris Wales and Paul Gapper, Tony Penny and Val Ruck, John Hamer and Don Law. All the pilots had entered the race on several occasions in the past, but it was a new experience for Paul, Don and Rees.

The story that follows records some of the adventures that John and Don encountered on their way round, as told by John.

The Air Race

By John Hamer

Although the event starts at Manchester, I invariably seem to have a good warm up by flying up to Barton the day before, and this year was no exception. Robbie, Chris and myself flew up as a trio, while Don and Paul took the surface transport so that we would have wheels/accommodation while at Manchester. We arrived to find Tony and Val had already flown in.

It became apparent from the briefing that night that the weather would be reasonable - at least for the first few days at any rate. The first days's task was a flight from Barton to Sandown on the Isle of Wight via six turnpoints located in each of the six counties that we were scheduled to fly over. Initially this seemed no problem until it was realised that the zig-zag track down the country forced by the turnpoints meant that we were expected to fly 260 nm. in seven hours and we would have to land for fuel at least once and preferably only once. As I normally average 40 nm. per hour in light winds, this meant six and a half hours flying and a fuel stop better than thirty minutes if we were to meet the deadline. Failure to be there by seven o'clock would mean no points for that section.

When the great day arrived, fortunately the winds were light southerly but in reality they were insignificant. From the start, we were set off at 30 second intervals and thus it was a question of maintaining a schedule and flying accurately. Don and I were the last of the four SVMC members to take off, in fact we followed Tony and Val out of Barton but lost them when we took the 'corner' into the low level route at Crewe. They were last seen heading out to sea with a Chaser in tow.

The visibility was nothing to write home about and we just kept plugging along on our predetermined route and schedule to give us one fuel stop exactly halfway. Every now and then we would meet up with other microlights which all seemed to be going generally in our direction but it was obvious they weren't following the same route - the straight line between each turnpoint.

Our third turnpoint was just south east of Long Marston and it was here that we noted the black Alpha of Chris and Paul turning in front of us and so we followed them into Gloucestershire (as if we needed a lead to get back home!). Gloucestershire was half way and so we started to notice microlights landing in fields as we approached Bredon. We noted however that Chris, like us, knew where he could get a quick turn round so on we plugged - each to his own pastures. We obviously succeeded in a slightly faster stop - 15 minutes -

for after we turned at the next point - Lodges Barn Farm near Clearwell, we could see Chris just behind us, and so it was to remain until Stonehouse when he crept past. The final turnpoint we discovered didn't exist as the chap had forgotten to put it out! This caused us a few anxious moments and others a lot more problems. We arrived at Sandown just after Chris and Paul had landed. Interestingly, Robbie had just landed before him and so all the SVMC members except Tony and Val arrived almost together after nearly 300 miles of flying. Due to the staggered start, these landing positions were amended and at the end of the day we had got our nose in front of Chris by a few seconds - .68 of a point - to lie fourth in the flexwing class. Tony and Val arrived later due to the necessity of two fuel stops.

The task for the next three days amounted to visiting as many turnpoints as possible and getting back to Manchester before 10.30. pm. on Tuesday. From a look at the possible routes, the favourite route suggested that the first stop be Rochester, then to work up the east coast. Remembering the traffic jam that occurred at the first turnpoint the previous year, Don and I decided to go north first to Long Marston, then go east. Although the route was some 20 miles longer we figured on a quick turnround at Long Marston and that this would offset the longer distance. So from the start we flew north over the top of Popham and onward towards Brize Norton. Realising that a microlight had upset them the previous day by getting too close to a 'Royal' Tristar, we devised a devious plan to get through their zone. Over Newbury we contacted Lyneham whom we knew were microlight friendly and asked them for a Flight Information Service and also if they could arrange for clearance through Brize - which they did - so the transfer to Brize went without a hitch or deviation from course. We proceeded to fly straight over the middle of the airfield at 2000 ft. The only interesting moment occurred directly overhead Brize when I was asked where I was - and I was able to answer, "Directly above". After a moment's pause they acknowledged that they could

actually see us - we had obviously entered their radar blind spot directly above the airfield and caused panic.

At Long Marston we landed on the peritrack and Don borrowed Steve Comben's car to get us fuel from the local garage and so we were shortly on our way to Sutton Meadows. The journey was again fairly uninspiring because of the indifferent visibility. Sutton Meadows, a field in the Fenlands, was nothing to write home about and thus we landed straight ahead following a departing microlight. Only as we were approaching the threshold did we realise that we were landing downwind! Still, that was the most direct route to the punch point so we continued, as it appeared the Air Racers had reversed the circuit! A quick stop then ensued as there was no fuel to collect. As we departed, we taxied past the arriving Chris and Paul - so obviously our route via Long Marston paid off.

The journey to Cromer again proved uninteresting though visibility was beginning to test our navigation, but thanks to Don, we did manage to find a strip cut in corn with a small hut in the corner and a solitary microlight on the ground. I called up 'Cromer Radio' as instructed in the Air Race notes and the reply came back, "This is a private strip, on no account may you land." I asked him to repeat and got an even more emphatic response. I queried it and explained about the Air Race but the response came back just the same, "This is a private strip, you may not land here."

Puzzled, I acknowledged his instructions and decided to land anyway and sort it out on the ground. On landing we found John Bradbury beside his machine and he indicated that the person in charge of the airfield was away getting fuel for him and there was no-one else around - so to whom had I been talking? All was revealed when the owner arrived back. Apparently they had the same frequency as the private airfield of Lotus Cars and it was the security guard who was on the radio. He explained that they had had countless problems with them. On take off we saw another microlight hove into view and as predicted, he too called 'Cromer Radio' and was told, "This is a private strip....etc", so we got on

the radio and informed the security guard of his error and that there would be fifty more microlights calling on Cromer's authorised frequency, whereupon he thanked us for the information and advised that he would be closing down!

The next leg involved the longest bit of dead reckoning that we had done to date - 15 miles across the Wash in the haze - interesting when the land disappears before the other side has appeared - still we both noted that the 1/4 mil map had recorded the sandbanks accurately! Landfall came exactly as predicted although there was a dispute over what heading we were actually supposed to be flying. The journey continued up the east coast across the Humber to Sproatly - a lovely little field. Regrettably the farm is up for sale and thus the strip is threatened with closure. With an hour and a quarter before we were forced to land for the night, we decided the North Yorks Moors were not the place to find a suitable place to try and land, so we headed slightly inland and made for Bagby. In the worsening visibility we succeeded in locating this delightful little farm strip where we were made most welcome. While at the Isle of Wight, everybody had joked about having a party at Bagby and so we were disappointed to find that there was only one other Air Race microlight there and he lived locally, hence the reason for his stop. Nevertheless we found accommodation within walking distance at the local pub and thus a good stop over was assured.

We departed slightly late at ten minutes past eight on the Monday morning - breakfast was late - and as we were in Leeming MATZ we gave them a call and told them we were going north to Eshott routing via the railway and the motorway - the visibility precluded any other form of navigation for by now the weather was beginning to deteriorate with a front sweeping across the country but fortunately we had a tail wind, so progress was swift. Obviously there was little traffic around on a Monday morning for Leeming arranged all clearances and passed us on to Teeside who gave us a Radar Advisory Service - never had that before in a microlight - and kept telling us where we were. (I'm sure there was

something against use of navigational aids in the rules!) By now there was also another microlight in the air utilising the same services. Phil Lees, my Mainair Team colleague, was working the coast route and thus we were able to plot his progress as we converged towards South Shields where we opted for the coastal route. It was at this point that Don announced confidently that we were over the motorway and on course. While I didn't doubt we were on course, I did point out that the sign we were approaching clearly indicated that we were on an 'A' road albeit still heading for South Shields.....it turned out to be the motorway extension. Newcastle radar then advised us of a converging microlight but once I told them it was a colleague, they asked if we wanted to arrange a format!

At Eshott we took on fuel again and then we all had consultation as clearly the weather was deteriorating. Phil Lees had spent a fortune obtaining a forecast that made grim reading - could we get through to Cumbernauld? Would we be able to get back to Kirkbride in the strong southerly winds forecast? Just then a Mistral flew in and reported that he had turned back from trying to get to Cumbernauld. His arrival was followed by a Goldwing who had just got in from Kirkbride and thus we decided, with Phil Lees in tow, to go to Kirkbride as the safe option.

We set off into the deteriorating visibility and rain with Don map reading over my shoulder. We had opted for strictly IFR - I follow roads - and that is exactly what we did: when the road turned left so did we; when we came to a 'T' junction then we took the appropriate turning, never deviating or cutting corners. For an hour I followed Don's instructions implicitly as I could not afford to take my eyes off the road to check his navigation. It paid off for we managed to negotiate our way over the hills and into the clear blue skies above Kirkbride. We learnt later that the Mistral had tried to follow us but was once again forced to turn back.

Arrival at Kirkbride proved uninteresting as clearly it was now extremely windy. Phil landed first and radioed us to be careful but that he had managed to park in the lee of

a hangar. We followed his advice and as we landed we could see and feel the problem. We also parked by the hangar. No sooner had Don and Phil gone to book in than the wind shifted and our aircraft, despite our hanging on, tried to go flying again. Fortunately just at the point when I thought all was lost - one of the Alpha's main wheels was more than a foot off the ground - help in the shape of two fellow competitors rounded the corner and saved the situation. Although we now pushed them closer into the hangar and tied them down to the gratings, clearly we were both trapped because of the wind tunnel effect that the buildings were creating - so we retired to lunch.

The forecast winds obtained from the local airfield also indicated that things were not likely to get better, indeed the forecast was for worse. The headwind that was forecast now lead us to re-evaluate our calculations about getting home at all! Phil decided to make a run for it, so with our help we got him out of the shelter of the hangars. There were a few anxious moments but as we thought it too risky to go all the way out to the runways, he turned into wind and took off on the road/peritack leading on to the airfield. He subsequently radioed back that he was making progress and things were not too bad. Don and I were still in two minds, but then a black cloud loomed overhead and the wind eased momentarily allowing us to get out of the shelter and into the air. Once we were airborne we too made progress, in particular by nestling just under the cloud bottoms and making use of the lift.

For the first time in the race the visibility was good and thus navigation was academic as we made our way round the coast, across Morecombe Bay to St. Michaels. From here we decided to call it a day and headed back to Manchester as the forecast suggested extreme windy conditions the following day and thus having arrived back at Manchester we would at least score. We were one of the first to land but were shortly followed by a dozen others, with Chris and Paul powering their way in just before the close of play for the day. We stayed the night in the local Airport Inn and exchanged stories with fellow

competitors until the early hours of the following day.

Robbie and Tony Penny came in the following morning having stayed overnight at St. Michaels.

Although we all got home in one piece and we were really very lucky with the weather just holding off until the event finished - yes, it got much worse - the general conclusion was that while the 1989 Rally had been flown in almost perfect conditions with excellent visibility, the 1990 event was almost the opposite. This year only some 70 miles out of the 1000 flown did require serious navigation as we could not actually see where we were going. As the solo Belgian competitor put it, "I came to see Britain, but I haven't seen anything." - and he flew as far north as Oban in his search to find something to look at other than murk!

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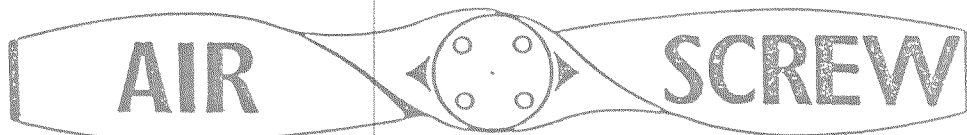
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Severn Valley Microlight Club

News, Views and Crew Room Gossip.

Robbie wins at Bagley.

News has just filtered through that Robbie plus son Rees have won the third round of the National Championships held at Bagley in Yorkshire.

after the first day they were lying third but the decisive leg was a timed fuel economy exercise from Bagley, north of York, to

Sproatley Airfield near Hull. Robbie was able to judge the strong headwind so well that he was able to land in his declared time which optimised his fuel use and thus he beat such well known competitors as Simon Baker and Andy Reid in the two-seat class. Well done Robbie!

Cotswold Summer Fly-in.

You will see advertised elsewhere in *Airscrew* as well as in the BMAA Flightline (or see it at Don Law's Microlights as the editor did!) that a fly-in is being organised at Barnsley near Cirencester on Saturday 30th June and Sunday 1st July. The event is being organised by Mike Calnan in conjunction with other activities in the village.

Even if the flying has to be curtailed, there will be a lot of other things to see and do, so why don't you come along with the family and support this event? Incidentally, he is also looking

for helpers, so if you have some time available, please give him a ring on Bibury 381.

Fly-in - Over

In continuing the Committee policy change to hold fly-ins at short notice in order to avoid cancellation due to weather, the second such event occurred on the last day of May. It was touch and go, for only at the last minute did the unexpected wind die down and half a dozen members were able to fly in from as far away as Swindon and as near as Hartpury - (bit of a marathon flight for John!)

With a considerable number of people turning up by road, the event turned out to be a success. Our thanks to Robbie Keene who hosted the event and provided the eats - which included fresh strawberries and cream! He was ably assisted by Chris Wales who was practising his culinary skills for a change.

Weston Park Fly-in

A note for your diary - Probably the most popular fly-in takes place once again at Weston Park near Telford on 21st/22nd July. The fly-in combines many events including an air display, fun fairs, model aircraft flying and a number of other activities. Further details will be published next month but in the meantime, put it in your

diary and if you have any questions, please contact John Hamer - Hartpury 314.

James Goes Commercial!

We are pleased to report that James Cairns-Terry, SVMC's most trusted pilot, has taken himself off to Trent Air Services at Cranfield to undergo the conversion course from flexwings to commercial jets - no doubt with a view to increasing his salary from peanuts to megabucks!

We all wish him the best of luck in obtaining his Commercial Pilot's Licence and will welcome him back with his Jumbo - if he can get it into Woolstone!

Licensed to.....

News has arrived from Long Marston that Dennis Beale has now passed his GFT and the arrival of his restricted licence from the CAA is eagerly awaited. Well done Dennis!

We also hear that Jim Taylor is now also full licensed and Cliff Hannam has his restricted licence. We understand that they achieved this elevated status some time ago - sorry for not reporting the good news sooner but nobody told me. If you have got some good news, please ring the Editor immediately (Westbury-on-Severn 341) - then the world will be advised!

Incidentally, the CAA have just advised that the licencing system is going computerised and they hope the new system will enhance response times - hopefully new pilots won't have to wait so long to get their applications processed.

Woolstone

After months of negotiation by Graham Arthur with the local council, planning permission has now been granted for the Club to officially use the field at Woolstone. There are however some restrictions, particularly on the hours of its use. These are:- Monday/Saturday 10.00 - 20.00 hrs and Sundays 10.00 - 12.00 hrs and 17.00 - 19.00 hrs. There are to be no take offs or landings outside these times.

All aircraft are to be fully legal and pilots require to be insured. the airfield is open to Club members only with visitors by Prior Permission only. All circuits are left hand at 500 ft. and are to be flown tight to the field. No houses are to be overflown and no aircraft should cross the main Cheltenham/Evesham road in the vicinity of the field (to avoid the local villages).

Check List

Have we got you noted correctly?

Published in this edition is the current SVMC membership list. Please check your entry and see if it is correct and if not please advise the secretary. Please note we use this information to send you your Aircscrew and to ring you up and advise you of Fly-ins, safety notices, etc. If we are to provide the service we think you expect of us, please ensure we have your correct details not only of yourself but also of your aircraft etc.

Model Aircraft

We have recently been advised that the Dowty Model Aircraft Club are using a couple of fields immediately to the south of Woolstone airfield, so members flying into Woolstone are asked to keep a good look out and

keep tight into the circuit on the south side of the airfield.

Parachuting Apperley

The report of parachuting once again taking place at Manor Farm, Bishops Cleeve in last month's Aircscrew was in fact mistaken. The actual location is Manor Farm, Apperley (near Haw Bridge). Apparently the field is only being used for parachute dropping - no aircraft appear to be using the strip - but they are actively dropping both at the weekend and during the evening. The site is almost in direct line with the track between the Woolstone and Hartpury/Over strips so don't forget to keep a good look out when passing through the area please.

Stephen Loses the Race!

We have great pleasure in announcing that Stephen Watkins failed in his bid to have his 'baby' flying first. Sarah beat him to the post by producing a baby daughter, Sarah, on 4th June.

(His aircraft - the Kitfox - as yet remains unnamed and the project has been shelved while Stephen attends to other more important duties.) Congratulations to Sarah and Stephen.

Wedding Bells

Other pleasing news on the social front is that two of our members have decided to tie the knot. Liz Crellin and Hugh Bethune are due to take the plunge on 25th August. Congratulations Liz and Hugh.

Daytrip to London - By Microlight

By Robbie Keene

I now know that it gets light at about 5.30 am. at the beginning of May, as that is the time I rose on Wednesday 9th to prepare my Raven for its first airborne tip to the London area. The forecast was not too good and drizzle

greeted me as I stepped bleary-eyed from the back door. The main thing in my favour was that the winds were forecast as only 10 kts. westerly at 2000 ft. With 68 litres of fuel on board and warmly dressed, I was airborne at 6.40 am. heading for Swindon.

The main reason for this trip was that the Farm Shop Association, of which I am a member, was having a seminar on a farm just south of the M25 at Nutfield. Knowing how chaotic the M25 can be at rush hour, I was really not looking forward to the prospect of going to this event by car.

Unfortunately this particular farm, being a pick-your-own enterprise, had no piece of grass long enough to land on so I had just about concluded that I would be compelled to drive when I noticed that Redhill Airfield was only 1 mile from the site. Upo- looking in Pooley's, I was disappointed to see the words "Microlights prohibited" in the blurb. Nevertheless I gave them a call, hoping to change their minds. "Not a chance!" was their initial response due to recent noise complaints. By coincidence the farmer I wished to visit was the airfield's worst complainer, so I told Mr. ATC that I would put in a good word for them if they accepted me.

"I'll have to ask the boss and call you back," was the reply. Not really expecting a call, I was very surprised to have one a few hours later: "We'd be delighted to have you Mr. Kene!"

Having obtained permission, I had decided that unless the weather was totally awful, I would go anyway. A it turned out the drizzle soon stopped and apart from a few low cumuli over the Cotswold escarpment, the cloud base was 2500 ft. and very calm air gave me a pleasant ride.

Brize Norton seemed surprised to be talking to a microlight at 7.00am. but were able to send me straight through their MATZ as no one else was about. The ground was passing very quickly with a 10kt. tail wind. Swindon was passed followed by Newbury. Then with a slightly more easterly track I headed for Basingstoke.

Here I called Farnborough who very politely cleared me through their airspace to Guildford. Only another 20 miles to Redhill but it was only 8.15

and the ATC didn't start work until 9.00 am! So to kill time, I slowly flew further along the M25 enjoying the sight of all the city yuppies sitting in their expensive motor cars going nowhere. The big jets from Heathrow were hauling themselves out of the haze to my left and I was very surprised how close Gatwick Airport seemed - just five miles to the south, the parked aircraft were clearly visible.

At 8.50 am I decided to see if Mr. ATC had climbed into his tower, so I pressed the PTT button and was glad to hear he had. After a hasty descent to 1000 ft. I slipped under Gatwick's CTR and joined Redhill for a long base onto Runway 26.

I was instructed to park in front of the brand new tower, presumably so that the ATC could get a better idea of what a flex wing microlight looked like! Having made it clear to me that he thought I was mentally unstable coming from Gloucestershire in such a frail craft, the controller was more than helpful - offering to keep an eye on my machine, as well as pointing me in the right direction of the seminar.

The day's programme finished slightly later than planned as my return trip was delayed until 6 pm. With only 3 hours of daylight, 90 nautical miles to go and a 15 kt. headwind, I knew I was pushing it - especially when I noticed how the clouds were darkening rapidly in the west.

About 30 mins. after leaving Redhill, the rain started, not heavy but visibility was much reduced. Farnborough again cleared me right across their airfield at 1000 ft. and then in the murk, with the visor covered in rain drops, I became temporarily disorientated. Roads appeared where they weren't supposed to be and then when Basingstoke finally loomed, there was no railway where it should have been..... Luckily the cloud lifted and the real Basingstoke came into sight. A band of brightness appeared in the distance and conditions improved.

Swindon was in sight at 8 pm., leaving me just enough time for a very smooth trip back to Over. I landed just after 9 pm. - exhausted, but very satisfied.

The outward journey had taken 2 hrs. 10 mins. on 18 litres of fuel and the return 3 hrs. on 33 litres!

A "G" Flight Tyro's Tale.

By Dave Saunders.

Wind, wind, and yet more wind. A winter of wind! Training opportunities are few and far between. The frustration of this period is alleviated somewhat by getting back seat rides, courtesy of some of the Club's seasoned pilots. If you can't ride the front seat, then dump those cans of sand or gravel and become animated ballast! It was on one of these occasions that I heard something to my advantage.

Date:- Friday 27 April

Scene - Robbie Keene's farm, Over.

I had just returned from a very pleasant local "jolly" kindly provided by Ken Cole. He had just taken off with my ten year old son Tom. While awaiting the return of this intrepid duo, Dave Watson told me that Robbie, John Hamer, Chris Wales and Don Law were off on a cross country flight the next day. Dave said, "Why don't you ask Robbie if you can go with him?" I approached Robbie, whose immediate response was, "Yes, of course you can. Be here at about 9 am. We are hoping to fly to Caernarvon in North Wales if the weather is O.K."

That evening I plotted a direct track on my 1:500,000 and noted with some disquiet the mountainous terrain en route. This wimp went to bed having reassured himself that these boys had been around a while and had no more desire to smack into the side of a mountain than he had!

Saturday 28th April. The weather looked as if it held the promise of high adventure. A little windy perhaps? but I would soon find out. So off I went down the Golden Valley by-pass with a heart full of hope and a bag full of Mars bars.

I was late and arrived at Robbie's in a state of panic but all was well, they were just starting preparations. John (the weather man) Hamer flew in from Hartpury with his "G" Flight passenger, Craig Townsend. He brought the news that the weather

over North Wales was not propitious to the gentle art of aviating. The pilots go into a huddle to discuss the available options. They eventually arrive at a decision loosely based on democratic principles and hand down the result to us lesser mortals.

The route will be broken into four legs viz: Gloucester - Uppottery (South of Taunton) via Bath, Wells, Glastonbury and Taunton.

Uppottery - Eaglescott (South of Barnstaple) via Tiverton.

Eaglescott - Swindon via Lynton, Minehead, Watchet, Burnham and Bath.

Swindon - Gloucester via Cirencester.

Paul Gapper starts to plot tracks, headings, etc. with an electronic navigational computer and a very professional looking flight planning form. He becomes the butt of much derisory comment, Robbie remarking that he has only just mastered the principles of hammer and screwdriver and could never learn to use such new fangled electronic gadgets. I start to wonder how he manages to navigate using such unlikely implements....but it makes my head ache, so I give up and accept that I am about to fly with a very special kind of navigator.

Don Law and his passenger arrive from Swindon. Pleasantries are exchanged, the route and leader confirmed and off we go in a loose formation comprising three Flash 2 Alphas and a Raven.

The air is relatively stable with the odd sudden gust which is firmly dealt with by Superman up front. We track past Dursley and Wootton-under-Edge and slither neatly past Filton's MATZ stub. In no time we are abeam Bristol and Bath. We studiously avoid Bristol Airport's special rules area and plough on towards the southwest.

At about this time I notice to my chagrin that bodily all is not well. Thirty five pounds worth of ski gloves plus thermal inserts have failed miserably to keep the digits at the temperature to which they have been accustomed. Robbie seems to be suffering similarly and is acting like some sort of aerial Napoleon - alternately stuffing his extremities into the remains of what must have been a motor cycle jacket. Fortunately my feet are protected by

a pair of ski boots which were lent to me the previous evening by Ken. The boots had been lurking in the back of Robbie's barn and appeared to have suffered the attentions of a frenzied razor slasher. A bit of canvas tape soon cured their wounds.

My pitiable state was forced to the back of my mind by Robbie muttering about something called an inversion layer. For a terrible moment I thought he was going to try flying upside down. Sanity prevailed when the met. exam so recently endured came to mind and I recalled the meaning of the expression. I would guess the view ahead to be a classis in terms of inversion layers with an impenetrable looking band of dark purplish skysurmounted by crystal blue above.

We were approaching a massive aerial which stands on the Mendips and rises to 1000 ft.AGL. Robbie spotted it long before I did, but when I eventually saw it, well what a sight - white and slim it stood before us like something out of science fiction!

Kings Sedgemoor slowly slid by below us with rows of irrigation ditches and what appeared to be commercial peat beds. The airfield of Weston Zoyland appeared on our right and was soon followed by Merryfield, which at one time was home airfield of the famous aviation writer, Harald Penrose. He wrote in depth about flying in this area and as a keen bird watcher, pursued his hobby in a tiny aircraft that he named "Airymouse".

Presently the M5, Taunton and the Blackdown hills hove into sight. After two and a quarter hours, Upottery was sighted shortly followed by our destination, a field used by a local microlight club. Robbie decided to show off by missing the cone marked runway and landing on a much more interesting piece of turf. I must confess that I did not notice the cones either!

The local group welcomed us and notes were exchanged, photographs taken and best of all, I got my hands warm again.

Before long, our goodbyes said, we were in the air again and bound for Eaglescott. We passed over the M5 and abeam Tiverton. Eaglescott is readily spotted since there is a radar dish adjacent. The circuit was busy with parachute dropping and glider

towing on our arrival, so we were requested to orbit to the north-west of the field. (All our aircraft were fitted with radio). After the flurry of activity had subsided, we were cleared to land in turn and joined downwind right hand for 26. Don Law had to go round again when he was confronted with a glider and then a tug complete with cable both landing towards him! - common practice for the tug apparently.

A piratical looking figure with a ferocious beard greeted us along with other local notables. Food was the order of the day and we all plodded off to the airfield cafe. Bacon and sausage sandwiches were consumed with much gusto and lip smacking - and some greedy devils also attacked the home made cakes. The place was very friendly and also good value for money. After lunch a very affable gent drove backwards and forwards to collect petrol for us. He told us that on busy days he spent practically the whole day at this unenviable task. Chris Wales mooted the idea that we might return via Sandown on the Isle of Wight but his audacious plan was thwarted, mainly because no one wanted to go with him. The journey from Upottery had taken an hour and bellies and tanks full, we were ready for another two hour stint.

We set course for Lynton on the north Devon coast which took us across a corner of Exmoor - What a wilderness. Just to the East of Lynton we turned to follow the coast and Robbie descended for a better view. Port Talbot and Swansea were visible in the distance, which Robbie thought looked a tempting challenge. Personally I was not over impressed with the notion - it looked awfully wet down there. Porlock was an interesting sight - having laboured up there on a number of occasions. Minehead was noted with little enthusiasm. Watchet's harbour was being dredged by JCB's which carried the mud through the harbour gates and dumped it on the muddy wastes beyond. The islands of Steephelm and Flathelm loomed in the distance; the river Parrett and the M5 were crossed; the huge Mendip aerial once more negotiated. Don Law obtained permission to penetrate Lyneham's SRZ where we saw about thirty Hercules parked.

We swung round to the south of Swindon, crossed the M4 and landed at Don's M4 Microlights field - a very neat and tidy establishment. A quick coffee and a natter and we were off on the final leg of our epic voyage, minus Don and passenger of course.

Radio controlled models and balloons were spotted as we kept the A419 to left of track. John went off to have a closer look at one balloon and Chris, disgusted with our pedestrian pace, roared off into the wide blue yonder. Flying back towards Gloucester over areas of dimly remembered picnics and the cub camps of childhood was a revelation. New insight is gleaned from this lofty chariot - the desire to have control and wander at will is powerful. Some day hopefully I will be endowed with this great privilege.....Prinknash Abbey appears closely followed by Robin-swallow hill where the pale faces of walkers look up at us as we slide past above them. At Over Robbie takes a close look at the wind sock, and suddenly the adventure has ended.

With the meagre needs of the aircraft attended to we round off the day with a couple of pints at a nearby pub. Many things are discussed in the sort of atmosphere that only people who have shared the same experiences can truly enjoy. So ends a day to be savoured - such days are fairly rare, but can be recalled at will as long as memory prevails.

My thanks to Robbie and the team for such a day. I do hope that they will forgive me the appalling liberties I have taken in recounting this Tyro's tale.

Our Visit to Staverton

By Vic Booth

Since building my MW6 I had been planning a flight into Staverton Airport so on the 6th May I decided to "go for it". (As this was the day of the County Show, it meant the £9 landing fee included an afternoon's entertainment!)

Take off from Woolstone with Marie in the back as co-pilot was at

16.50 hrs. Over Stoke Orchard at 2000 ft. I called Staverton tower for joining instructions. The circuit was near VNE - 65 kts. to minimise inconvenience to other traffic. In fact, we became no.1 to four other aircraft. It was with some nostalgia that I landed on 04, having flown my first solo in an Auster 5, using this runway, some 27 years ago.

After obtaining clearance we taxied round the peri track and parked line astern the 152s of Staverton Flying School. The landing fee was kindly arranged by Jenny Lyons to be paid through her school account. We then proceeded to visit the show.

At 18.15 hrs. we were ready to leave. I elected to take off from the 18/04 intersection which seemed to cause some concern in the tower. However, I was cleared and had reached 500 ft. by the end of the runway. Perhaps the controller was not familiar with our rate of climb! My last call was to say we were leaving the circuit to the north east, thank the tower and wish them good day - which was what we had certainly had.

The small hop back to base was uneventful and we were soon on the ground at Woolstone discussing our trip with the regulars.

Conclusion: Our visit to Staverton was very rewarding and I would certainly recommend it, despite the fee. I think Graham would have been reasonably satisfied with my RT procedure, perhaps with one or two exceptions?!

Hangar Party - Woolstone

Graham Arthur invites you all to a hangar party on July 25th in Graham's hangar at Woolstone. There will be lights, music and a barbeque - and it won't matter if it rains because there's lots of room in the hangar! Please bring a bottle - they may be able to provide a barrel of beer - and may a good time be had by all!

This is not actually a fly-in however members are welcome to fly in if they wish. You are also welcome to bring family and friends - and if you can't face the journey home, then you can always sleep over in the hangar.



Severn Valley Microtiller Club
Membership List

7 June 1990

No	Name	C/Name	Mem No	Home Tel No	Work Tel No	Address	Street	Town	County	M/C Reg	M/C Type	Licence R/T	BMA No	Ins No	Insurance
1	Arthur	Graham	113	0242 527194		17 Eldorado Rd,	Cheltenham,	Glos.	Glos	G-MRUE	Thruster	Y	225	150	Y
2	Austin	Barbara	174	0242 515064		Sheldon	Battleton Approach,	Cheltenham	Glos	G-MRUE	Flash 2A		225	24	Y
3	Austin	Bill	175	0242 515064		Battleton Approach,	Battleton Approach,	Cheltenham	Glos	G-MRUE	Flash 2A		225	24	Y
4	Bailey	Stephen	205	0452 862727		37 Boyerton Avenue,	Brookworth,	Gloucester							
5	Beale	Dennis	192	045275 424		7 The Cottage	Harlands Hill	Minsterworth	Glos GL2 8JY	G-MNUP	Flash 1		3527	13	
6	Bedford	Paul	61	0242 221491		Howard Close,	Ashtons Gardens	Gloucester	Glos	G-MNUP	Demon		2398	189	Y
7	Belhorne	Hugh	126	0386 750135		Candleford,	Harley Rd,	Gloucester	Morcs	G-MNVA	Flash 2		1998	189	Y
8	Bevan	Derek	177	0272 613915		49 Champion Road	Kingwood	Bristol	Avon BS15 4SX	G-MNVA	Flash 2		1998	189	Y
9	Booth	Vic	156	0242 583338		111 New Barn Lane	Presbury,	Cheltenham	GL52 3JQ	G-MNTP	MM-6		3134	40	Y
10	Bradley	Tom	168	0242 3333		7 Dayport Rd	Cheltenham	Glos		G-MNTP	Striker		3627	15	
11	Brewer	John	201	0905 427322		7 Sapphire Crescent,	St Johns,	Gloucester	Morcs	G-MNKS	Flash 1		3854	9	
12	Catell	John	133	045270 565		Round House,	33 Concord Road,	Gloucester	Glos	G-MNKS	Flash 1		2458	300	Y
13	Calms-Terry	James	18			15 Barnsley,	Cranfield Hillfield,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
14	Calman	Mike	197	028574 381		15 Barnsley,	Cranfield Hillfield,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
15	Cole	George	93	0531 5744		58 The Homend,	Cheltenham,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
16	Cole	Ken	81	0452 414374		14 Tuncate,	Cheltenham,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
17	Cotton	Phil	115	0242 680561		School House,	Cheltenham,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
18	Crellin	Liz	150	045270 298		045270 283	Church Lane,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
19	Curtis	Frank	84	0792 207920		Landry Cottage,	G.C.A. Hartbury House,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
20	Davies	Colin	8	0531 820953		0684 298600	Black Hill Lane,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
21	Evans	Ian	73	0684 298600		0684 298600	Hooka Lane,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
22	Frost	Norman	123	0452 863777		0242 221992	57 Gloucester Road,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
23	Gould	Gordon	3	0242 680579		0242 221992	Brookworth,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
24	Greasley	Colin	19	0600 890585		0291 424552	35 St Georges Road,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
25	Hamer	John	94	0594 842729		0594 842834	The Cottage,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
26	Hannam	Clifford	190	0452 416992		0452 416992	Gatsbury Cottage,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
27	Hatchett	Gee	209	0452 416992		0452 416992	2 Forest Road	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
28	Hinds	Bob	109	0594 516236		0452 416992	41 Myrtle Close,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
29	Hoult	Ken	100	045228391		045228391	The Stare,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
30	Hoult	Geoff	79	045228391		045228391	Foremont,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
31	Ingram	Colin	207	0242 672116		0242 221491	Foremont,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
32	Jakeway	Ken	200	0242 574450		0242 574450	Ustin',	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
33	John	Andrew	180	038 689 229		038 689 217	4 Eldenale Road,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
34	Keane	Robbie	87	0452 414975		0452 21014	Conderon Chase	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
35	Langley	Jon	77	0453 825447		0453 754192	Over Farm,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
36	Law	Don	195	0793 740854		0635 521100	14 Turnball,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
37	Lewis	Dave	52	0242 680202		0242 680202	3 Holly Tree Garden,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
38	Lloyd	Roger	173	0885 410390		0885 410390	Coose Green Farm,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
39	Lloyd	Adrian	125	0885 482504		0885 482504	Upper House Farm,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
40	Miller	David	128	0527 893382		0527 893382	24 Lower Westfields,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
41	Miller	John	210	0451 60956		0451 60956	Orchard House,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
42	Mitchell	John	130	0886 21719		0432 352333	Neurymad,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
43	Muro-Hunt	John	215	0885 410452		0885 410452	Berrifield Cottage,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
44	Newson	John	212	0454 416545		0272 383315	11 Fivyle Close,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
45	Nice	Harry	214	0594 510624		0452 500765	Frankland Road,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
46	Penny	Tony	89	0453 7557		0453 7557	Glory Bee,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
47	Powell	Phillip	183	0242 820647		0242 820647	17 Stratford Road	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
48	Pritchett	David	211	0242 584598		0684 297633	New Barn Farm,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
49	Pritchett	Jeremy	208	0242 226744		0242 226744	15 Russel Place,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
50	Pritchett	Julia	206	0531 650245		0242 673361	52 Grovesnor Street,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
51	Read	Dave	33	0242 575074		0242 575074	Croftmore,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
52	Risbey	Chris	202	0242 575074		0242 575074	Westview,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
53	Robinson	David	182	0452 504695		0452 504695	22 Leonard Road	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
54	Ruck	Valerie	178	0594 510348		0594 510348	Hollytree Place	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
55	Saunders	Dave	199	0242 241324		0242 241324	15 College Road,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
56	Stearry	John	186	0242 575567		0242 575567	4 Pittville Crescent	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
57	Stallard	Graham	92	0594 32414		0594 32414	The Old Forge,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
58	Stephens	David	154	0594 32414		0594 32414	Shooters Roost,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
59	Taylor	Jim	138	0594 32414		0594 32414	Sumpside,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
60	Taylor	Jim	189	0594 61074		0594 61074	Corner House	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
61	Thory	Roger	158	0242 862155		0242 862155	34 Richmond Orchard,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
62	Townsend	Craig	204	0452 417778		0452 417778	14 Richmond Gardens,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
63	Wales	Annie	98	045276 341		045276 341	Spring Bank Cottage,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
64	Wales	Chris	146	045276 493		045276 493	Harthorn Cottage,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
65	Watkins	Stephen	102	0905 821015		0905 821015	10thhurst Cottage,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
66	Watson	David	181	0452 421376		0452 421376	10thhurst Close	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
67	Webb	Richard	148	0452 24531		0452 24531	32 Kendal Rd,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
68	Westcott	John	171	0242 676181		0242 676181	22 Tenny Taylors Lane	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
69	Whittaker	Mike	127	0454 294598		0454 294598	14 Turnball,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
70	Whitbush	Keith	214	0793 740854		0793 740854	14 Turnball,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
71	Whitnash	Stuart	59	088582239		088582239	Wild Perry Farm,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y
72	Wren	Susie	203	0242 577018		0452 21267	25 Clarence Square,	Gloucester	Morcs	G-MNKS	Flash 1		2458	300	Y

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

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NGK

NBR8ES copper cored 1.110 each

BR9ES

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B9EV

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Sensible offers to 0242.221992 Day
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Immaculate. £3800 ono.

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Permit to June 1990. Alt. ASI. Com
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Always de-rigged and garaged.

Very well maintained. Complete

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Tel. 0608 678741

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Instruments attached to Goldwing
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Storm damaged wings - rebuildable

Enclosed trailer -

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WANTED

2 single seat covers

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THE SEVERN VALLEY MICROLIGHT CLUB COTSWOLD SUMMER FLY-IN

BARNSELY VILLAGE Nr CIRENCESTER Glos

Saturday June 30 Sunday July 1 1990

MICROLIGHTS

TRIAL FLIGHTS & DEMO FLIGHTS

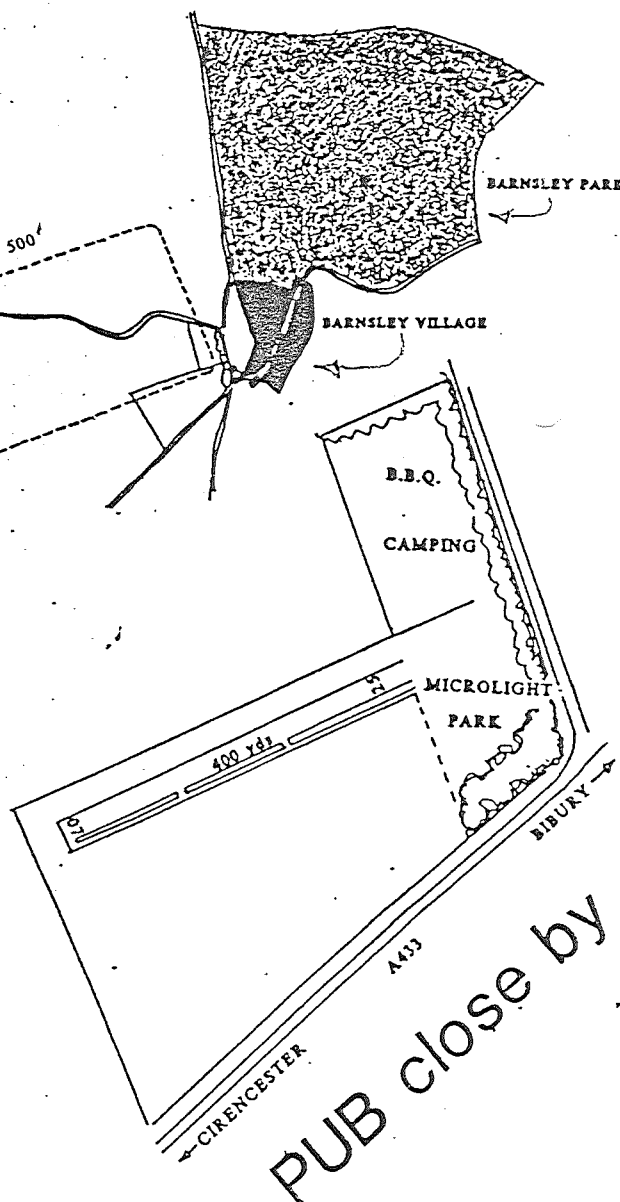
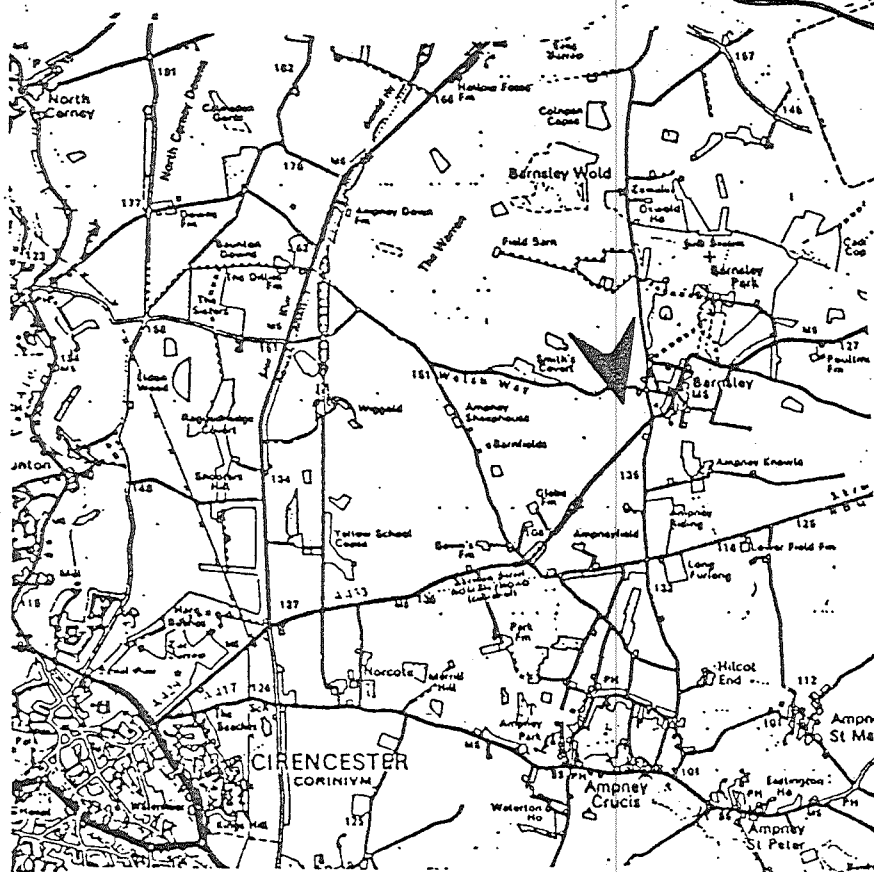
Plus HOT AIR BALLOONS HELICOPTER

Traditional village festival both days

B.B.Q BAR MUSIC on Saturday tickets 4.50

Pilot instructions

- No overflying Barnsley village or Park below 1500 QNH.
- Follow circuit pattern to avoid disturbance to other events in the village
- Radio equipped aircraft contact Brize Norton on 134.3
- All visiting pilots to be third party insured.



SAFETY FIRST, MIDDLE AND LAST!

Private flying is an activity which has blossomed in recent years, not just for pleasure, but for serious business purposes.

With this increase many new centres have sprung up, but surely the emphasis must be on safety. With this in mind we looked at a well established flying training organisation — Staverton Flying School.

The Staverton Flying School was founded in 1965 by a group of enthusiasts and quickly became established as a full time Civil Aviation Authority approved flying training organisation.

Staverton Flying School is now owned and run by Jennie Lyons, the Chief Flying Instructor. Starting work there in 1971 she qualified as a full instructor in 1975 and took over as Chief Instructor two years later. She purchased the School outright on Friday, February 13th 1981.

The Flying School, with its own entrance and car park is located on the North East side of Gloucester & Cheltenham (Staverton) Airport.

Situated midway between Gloucester and Cheltenham this is an unrivalled training base, not only having three good runways, NDB and radar, but being bereft of controlled airspace and the attendant restrictions to flying that this brings. As a further bonus it has excellent road and motorway links, an above average weather record and, for the more aesthetic amongst us, offers

the wonderful scenery of the Severn Valley to fly over.

For basic training, Staverton Flying School operates a fleet of five professionally maintained Cessna 152 two seater trainers. This aircraft is a proven design and is in wider use than any other training aircraft today. Fully equipped with dual



controls and side by side seating, it has above average handling qualities which instil confidence in students and passengers alike.

The school also operates two four-seat Cessna 172 aircraft and two six-seater, twin engine Partenavias, all available for hire by Club Members.

To gain a Private Pilots Licence, the trainee follows a Civil Aviation Authority approved syllabus. This consists of a minimum of 40 hours flying, 10 hours of which are flown solo, with two flying tests covering navigational and general handling skills. In addition the student will study a variety of interesting technical subjects for comparatively simple multi-choice examinations. All the training is carried out

under the direction of Qualified Flying Instructors, with the examinations being administered and conducted by Jennie and Dave who are Civil Aviation Authority appointed examiners.

The training starts with a Trial Lesson and after that is individually tailored to each student's needs. There is no maxi-

mum or minimum age, although you must be at least 17 years old to fly solo, nor are there any educational constraints, however, you must pass a simple medical before flying on your own.

The School has excellent ground training facilities, including individual briefing rooms, a large lecture room for additional evening classes and flight planning, modern audio visual aids and a pilots shop.

In recent years the School has extended its operation to additionally offer Pleasure Flying and Aerial Photography.

On the lighter side, there is a Social Club for Members and guests providing a relaxing environment with lounge bar and private lawn overlooking the Airport.

Over the last twenty years the School has grown considerably, flying an average of 3000 hours a year, and its aircraft have been seen in most of Europe and all over the UK.

At present the membership is over 250, from all walks of life and as far afield as Birmingham, Bristol and London. The School has trained hundreds of pilots, most of whom just fly for their own pleasure or business, but you will find members and ex-members flying for every major British airline and most branches of the Armed Forces.

But, above all, the aim of Staverton Flying School is to provide training to a high standard of safety, both for the Pilots Licence and advanced training in Instrument Flying, Night Flying, Multi-Engine Flying, and Aerobatics. To that end it is staffed by full time professional instructors, who provide personal training in a manner that ensures a high success rate, giving pilots the confidence and competence to enjoy their flying to the full. Additionally the School supplies advice to all pilots hiring or owning aircraft.

Finally, a word from the horses mouth. When asked if it was true that the School stresses the old maxim "Safety First", Jennie replied "It's Safety First, Middle and Last" — surely a sensible attitude for anyone with their head or feet in the clouds.

"HOLLAND" is a canal narrowboat built in 1899, and formerly used for carrying cargo. After laying derelict for many years, in 1975 she was completely rebuilt and converted into a passenger-carrying boat, equipped with seating for 45 people; toilet and washbasin, tilted bar and full weather protection. The rebuilding has been carried out to the highest standards to ensure the comfort and safety of the passengers, but at the same time preserving the style and traditions of a true canal working boat.

The original boatman's cabin, measuring only 8'0" x 7'0", in which boat families lived, has been retained and is fitted out and decorated in the original style. Externally the boat is decorated in the traditional bright colours with gaily painted watercans and gleaming brass work, a sight that was so familiar in bygone years on canals.

As soon as "HOLLAND" has cast off, the bar is open throughout the cruise and is well stocked with a range of bottled beers, stout, cider, minerals and spirits, together with draught bitter.

Tees and coffee, crisps, sweets, nuts, souvenirs and a limited stock of cigars are also available.

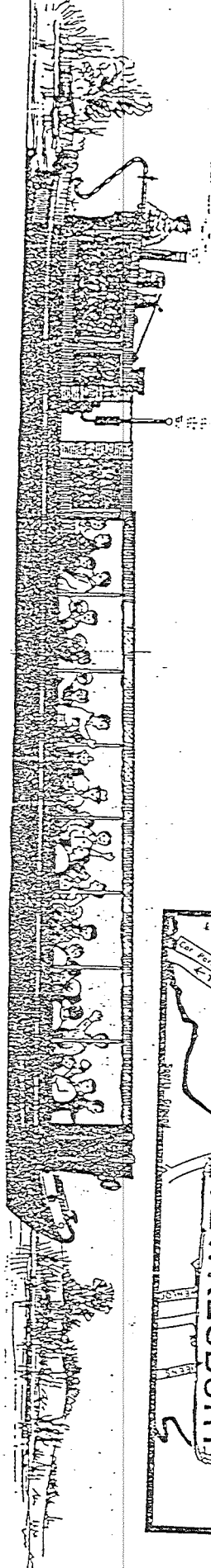
A selection of snacks can be provided but these must be pre-ordered when booking the meal.

A public address system is installed for the provision of a commentary on places of interest along the route and taped music is also available, if required.

Sewern, the narrowboat "HOLLAND", and the English canal systems are available at no extra charge.

"HOLLAND" carries a full Board of Trade certificate of safety, which means that she has been subjected to the most rigorous safety standards and tests. (This certificate permits the number of passengers to 45 and organizers should note that under no circumstances can this number be exceeded.)

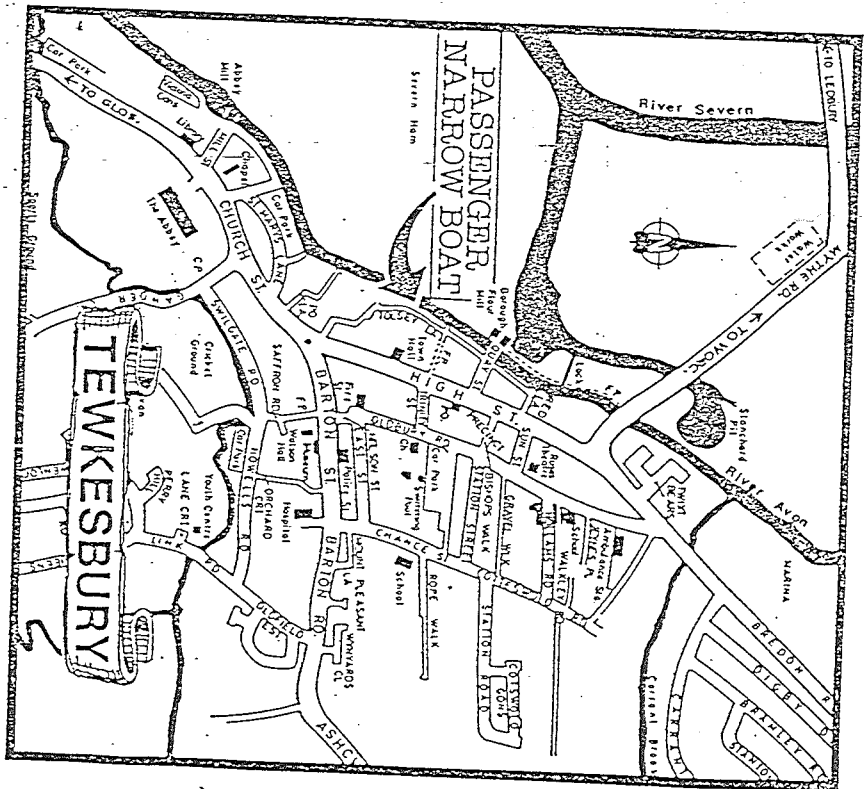
Should you have any query regarding the boat or the trips available, etc. please telephone or write to us for further information and advice.

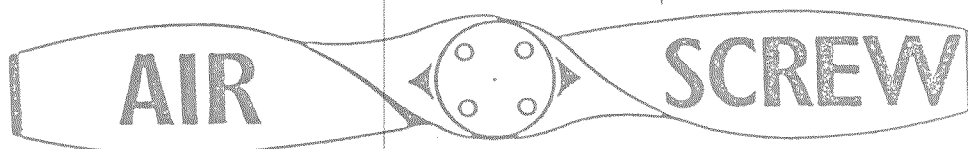
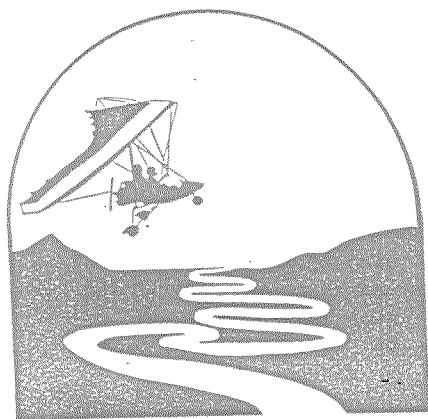


S.V.M.C BozeCruise, Tuesday 10th July 1990, departing Tewkesbury at 7:30pm.

It is not often that we have a fun evening together so why not join in on a pleasant river boat cruise, enjoy a good meal, have a good time and enjoy a drop of toddy. The cruise to Strensshan lock lasts two and a half hours and the cruise is available to members, friends and relatives strictly on a first come first served basis as the boat is licenced for a maximum of 45 places.

- The price of £6 per head includes a salad supper. Please state your choice of salad from CHICKEN/CHEESE/PORK PIE/PATE/HAM. Drinks may be purchased on board.
- Send payment to Christine Penny-Social Secretary, cheques made payable to S.V.M.C to secure your reservation addressed "Glory Bee", Brierley Way, Oldcroft, Nr. Lydney, GLOS GL15 4NE. Telephone (0594) 510624 evenings or (0452) 411010 daytime.





Severn Valley Microlight Club

August Issue 1990

News, Views and Crewroom Gossip

Shobdon/Long Marston

As no doubt most of you have seen, Shobdon now has a grass runway specially for microlights. As part of the traffic separation policy there is also a new procedure for microlights joining the circuit, so please contact the airfield by phone to be briefed before going there.

Golden Oldies

Tony Penny advises us that the other day he took an eighty year old for a flight.

John Hamer, always trying to go one better, took a ninety year old for his birthday treat. He has been giving the same old man a birthday flight for the past three years. The gentleman concerned enjoyed his birthday flight and had no qualms about the apparent fragility of the microlight - he shouldn't have, as he learnt to fly with the Royal Naval Air Service in 1918 on BE2cs.

IC 44/90

The CAA has just published its latest Aeronautical Information Circular for flight in VFR - ie. us lot.

The booklet is crammed full of useful information from what and

where you can fly, to radio frequencies; when airfields are open etc. It is highly recommended reading - especially as it is free. Copies can be obtained from the CAA in Gratton Road, Cheltenham.

Fly-ins

Devon and Somerset Club

Fly-in - Sunday August 19th

The Devon and Somerset Microlight Club are holding a fly-in on Sun. 19th August at the Taunton Agricultural Show Ground. For exact location and circuit details, contact John Hamer Tel. home 045270.314 or work 0242.533628.

Lyneham

Regrettably the trip to Lyneham was all but blown out again, however Don Law and Harry Niece, flying out of Redlands (M4 Microlights) near Swindon got there after a long haul into wind. (See following article from Don Law - very readable!)

Adrian Lloyd did attempt to get there also but got driven back by the weather after he reached Over.

Talking of things being blown off, the previous Airscrew indicated that

the fly-in to Barnsley had suffered this fate. Since then we have had a letter from an intrepid aviator who arrived overhead to find nobody there. All we can say is that the organiser, whose aircraft was tied down on the field, did see him and was waiting to rush out with the surprise bottle of Champagne that was to be presented to the person who had flown in from the furthest distance. shame - he should have landed and claimed his prize!

Yorkley Fly-in

Whilst on the subject of fly-ins, the impromptu event organised by the Club Chairman at Yorkley proved a great success with over a dozen aircraft risking all by crossing international borders into the Forest. Star of the show was Liz and Hugh Bethune's new Quasar - a wedding present?

ADVERTS

Please contact Annie (Airscrew Editor) if you still wish your advert to remain on the Advertisements page. It seems that several items have been sold and the page is now overflowing. So ads (other than

standing ads) which have been in for a long time may find themselves axed to make space for more recent ads - unless you request that they remain.

Letter From America

Translated and sent in by

Stephen Watkins

(An Ultralight pilot lists first-year expenses and concludes flying's not as inexpensive as he thought.)

If you're considering taking up ultralight flying, Philbert and I pass along to you this list based on his experience. After reading this cost comparison table, Philbert wrote an advertisement that is now running in several publications. The ad, which he placed in the "Personals" column, reads:

"Male student pilot, single, seeks lasting relationship with licensed female pilot who owns plane. Send photo of plane."

Cost of Flying

Purchase of new microlight ...£8000

Hand tools and electric drill for assembly ...£100

Replace spars with incorrectly drilled holes ...£350

Mechanics fee for assembling Microlight...£400

Monthly hangar rental for three months ...£91

Purchase of trailer to haul microlight ...£350

Purchase of pickup truck to haul microlight ...£8980

Mechanic's fee for disassembling microlight and re-assembling at airport ...££200

New propeller ...£150

New landing gear and another new propeller ...£650

Instructor's fee for flight training up to solo ...£400

Crane to remove microlight from tree ...£500

Doctor's fee to treat head injury (includes X-rays, which found nothing) ...£325

Purchase of radio, helmets, Ozee etc. ...£750

Mechanic's fee and new parts to re-build microlight ... £700

Build engine test stand to run engine at home ...£75

Replace propeller damaged in test run ...£150

New living room carpet .. £700

Patch/paint walls and ceiling ...£235

Monthly hangar rental (larger hangar with workshop ...£104

Purchase of ten acres of farmland ...£20500

Build hangar ...£750

Seven crates of beer ...£50

Emergency treatment after falling off hangar ...£150

Mower to cut grass ...£750

Divorce settlement .. £65638

Total first year cost .. £111148

hammer and pop rivet gun an incision into mother's rear end proved the easiest way to baby's inside. The two were then stitched up with ease and both are now doing fine.

Sunday 1st July announced the full development of baby's ablation system working satisfactorily. Over the next few days the operation scar had healed over completely and things were getting back to normal again.

The Spanish Experience

July 7th saw our departure to sunny Spain for the summer holidays. Janie had packed the bags which included Cosgrove, Cap.85, AirPilot Weather, etc. etc. just in case I got bored of looking at the scenery on the beach!

After five days I had reminded myself of all the Met subjects I've forgotten about and as a light relief it was suggested we visit the local Aero Club to see if they accept Microlights. (It's been an ambition of mine to fly to Spain for my holidays for quite some time.) Low and behold we found a Microlight school at the airfield! The institution was French, the aircraft Italian and with Janie's help (she's fluent in French) it was arranged that the following evening I could have a go.

Having heard rumours about French pilots, I was apprehensive, but when I was handed the intercom, the rumours became fact. The intercom system was a copy of the Contest system without the visor, microphones or speakers! The cutaways were there and one's ears were visible through the helmet. To communicate, the instructor shouted into your ear and waved his hands about. The question of the student wishing to speak to the instructor didn't arise as he couldn't have got a word in edgewise even if he'd wanted to.

Although the aircraft had only ten hours in its log book, a thorough pre-flight check was made much to the disgust of the instructor - didn't I trust the aircraft? After ten minutes I was relatively happy and we taxied to the holding point where attempting to turn the aircraft into wind for pre-take off checks resulted in a slap around the head. The instructor had never heard of these and thought I

Redlands News

Ground Works

July was a poor month for flying. It started with the post Round Britain blues. After such an event the very thought of flying around the local area for an hour or so seemed such a waste of time that it enabled efforts to be turned to the airfield.

Rumours were around that our caravan was pregnant and was about to give birth. This happy event happened on 29th June at 13.00 hrs. and with the help of Furgason, the midwife, our new baby was delivered albeit with much effort, and the groans were heard from a great distance. Baby is the spitting image of its mother and even weighs the same.

15.30 hrs. Baby was sleeping in its new position and the operating team sat down for a well deserved cuppa.

16.00 hrs. Baby was looking hungry and had snuggled up to mother so tightly that there was no way to feed her.

16.10 hrs. A minor operation was called for and with circular saw,

was going to take off across the rubble strewn manoeuvring area!

Take off was fine but with hands off the bar swung forward to within 2" of the bent compression strut. It took a long time to gain any appreciable height.

The mad Frenchman then demonstrated how soft the stall was - not surprising really with only 2" of forward movement - and how acrobatic they are - 130 degrees of bank is quite common with French pilots evidently. I wasn't convinced this was a good idea and took control and flew it back to the airstrip the English way.

Landing was interesting as 2" of forward movement doesn't give much of a flare but we used all the 500 yards available of runway and I suppose in a French way, as he said, he pays for it so why not use it? I couldn't help thinking that the fields we'd been flying over were nowhere near 500 yards long. Still we were in one piece and said our Au revoirs and much to Janie's delight I said I wouldn't fly with a Frenchman again.

Badminton Fly-in

21st. July. Holiday over and having returned to England, in the morning Janie asked if I wanted to go shopping or go to the airfield. I went to the airfield. Whilst I'd been away, the lads had built a patio, papered the kitchen and reconnected the septic tank and done a bit of flying. Steve Slaughter had passed his GFT and left an IOU for the beer!

22nd. July - waved goodbye to Janie and proceeded to fly in at Badminton with fellow club member Harry Niece. Badminton is only a hop away but the wind was fairly stiff and as expected the landing over the trees provided an interesting lesson for our 16 year old trainee, David Melville, who was in the back of the Alpha. We were directed to the Microlight park to find loads of Thrusters, a couple of Shadows and MW5's but no flexwings. Later on two more flexwings arrived from Daynton so the Club had a good turn out - 50% of the flexwings.

An hour later ten of the lads and Janie arrived by car and we all sat in the sun for a good airshow. A

magnificent comedy flying display by an American in a Cub gained rapturous applause from the pilots enclosure and a pair of Skyhawks did a wonderful sequence flying to music, a great idea for microlights, should we ever get our display licences sorted out.

A standard week's flying followed when 26th July brought disaster again to Redlands. MUGT was picked up by a dust devil and unceremoniously dumped back to mother earth causing damage to the hang strap and compression strut. This was the second time the Q had been "devilled" in one month! Pegasus came to the rescue again and GT was rebuilt and test flown later that evening.

Lyneham Fly-in

Saturday 28th July. A day of maintenance enveloped the airfield. The pressure washer reached places other methods couldn't get at and wings and trikes and engines were spick and span again for our fly-in to RAF Lyneham the next day.

Sunday 29th July. Organised fly-ins are obviously out of favour with the weather men. Although visibility was wonderful, the 25 kt. wind at 1000 ft. meant the XL's and student pilots were grounded again. We estimated that to Lyneham gave us a ground speed of 1 mile every 3 minutes - a long slog. With the help of the grounded pilots, Harry Neice and the Q, me with the Alpha, were rigged and tied down. A phone call to Lyneham established clearance to land on the perimeter track outside the control tower. This alleviated miles of taxiing, besides there would be more people there should we need wingmen. David Melville, our sixteen year old, conned his way into the back seat of the Q and with the wingmen holding down everything, Harry was walked to the threshold of 06, the wind was 90 degrees to the runway but take off was uneventful.

By the time my ballast, Harvey Martin, had strapped in and our wingmen had walked the Alpha to 06, the wind had veered and to attempt a downwind take off was not really on, so our aircraft was walked the quarter of a mile to the threshold of 24. Take

off was almost immediate and the ground crew had nearly as much ground speed walking to the hangar as we had flying.

The slow slog against the increasing headwind was further lengthened when Lyneham requested we turn 340 degrees to avoid other aircraft. This took us downwind about 3 miles, ten minutes extra flying time on a forty minute flight.

The wind at Lyneham was stated as 180-240 degrees, 15 kts. Runway in use 35 but you can use 18 if required. We opted for 18, touching down at the intersection of the taxiway and parked as requested behind the Hurcules. A hasty confirmation established the C130 was a static display (thank goodness).

We were instantly greeted by the SATCO Sq. Leader Lee Le Clerque, and ushered to the canteen and booking in desk for the C130 flights. This proved to be an experience I would not like to repeat - flying around Wiltshire at 1500 ft. with the back doors open in moderate turbulence. The sick bags were much in demand as the heat, noise and kerosine fumes made their way into ones lungs.

Departure from Lyneham was uneventful for the Alpha but Harry's Q did take off whilst holding on the taxiway in the windy conditions. Our sign off on the radio from Lyneham was "Lyneham we have Redlands in sight. Thanks for a great day. Hope to see you at Redlands soon for a flight in a Microlight."

"MW, have a safe landing and Don, I will be down next week to take you up on the offer!" Not very good RT language but wonderful PR! I'll let you know how they get on.

The Askern Odyssey

4th August. Wanderlust took the better of self-control and the Alpha, ballasted by John Melville, and Harry Neice in the Q, departed Redlands for Askern north of Doncaster. Harry being solo carried the spare fuel as although possible, the trip was stretching the limits on a fully laden Alpha.

Flying up to meet John Hamer, the head wind was gradually increasing and a downwind landing at Hartpur

was not a good idea. A quick radio call and John took off and we formatted overhead. MW lead the way and within 15 mins. John called up and asked where we were going. He had a different route marked on his map from us. A compromise was arranged and everything proceeded normally until we were 5 mins from half way - Halfpenny Green. A change of fuel tanks was required confirming our limit in range and an outlanding was inevitable. Five minutes further on a choice of field was determined for us as, with a change of battery, the intercom fuse blew. Our rapid descent conveyed to John and Harry that we had a problem as we spiralled into our outlanding field - much to the bemusement of my student passenger - as powerlines and trees were in abundance. Once on the ground we stretched the spring in the fuse holder to form a new fuse - a bad mistake, as this proceeded to burn its way through the fuse holder as the battery had been wired the wrong way round. So now no intercom, no radio. Both John and Harry were circling overhead avoiding light aircraft and helicopters. It seemed they didn't fancy our choice of outlanding field. With the intercom handheld, we relayed our situation and John said he would lead the way. My student asked whether I had planned this episode as we didn't have a map with the destination on it. Askern is 20 miles off the top of the half mill map! I didn't answer the question.

Once airborne again we found JH was heading off in a different direction from us. After we had nearly lost sight of him the better part of valour prevailed and we altered track and caught up - only to find he was right on track in the first place.

Over the Penines we met up with a cold front and opted to get above the cloud. It doesn't matter how many times you get up there, the sight is wonderful. Three microlights in close formation above the cotton wool in bright sunshine with the beautiful Pennines below - breathtaking!

Out track took us over an airstrip just south of Sheffield, Coal Aston. Pooleys state visiting aircraft are welcome. We overtook JH and proceeded to descend into the circuit to land so that we could have another

go at the radio and intercom - and also refuel. The wind was now 15/20 kts. We were greeted by the farmer and I went down to the farmhouse to explain the situation and pay the landing fee. A lot of diplomacy was required as we found out that Microlights were not in fact welcome. However we left good friends - but be warned if landing at Coal Aston. We couldn't fix the radio or intercom.

Take off wasn't text book - we turned 90 degrees as soon as we rotated - this avoided flying over the village and surrounding houses, and we throttled back and crept away without anybody knowing.

Finding the airfield at Askern wasn't difficult as the visibility behind the cold front was wonderful. On landing we were met by the West Riding Microlight Club and treated to a barbeque. Sunbathing followed for the rest of the afternoon. As time went by the wind was veering and picking up and rather than stay overnight we decided to make a run home. JH would go the route by which we had arrived and myself and CR would go 180 degrees to East Midlands and then through Upper Heyford and Brize Norton back to Redlands. Having no radio, CR was going to do the R/T and gain the necessary clearances.

Leaving Askern was sporting and within 7 mins. we were abeam Doncaster. My engine then started to hunt and die, hunt and die. We opted for a limp back to Askern and let CR go on his way. 29 mins. later we crept into the field of Askern to be offered immediate assistance. We had loaded the Alpha up with so many brochures and spares brought down to Askern by Mainair that we had pulled the choke cable and jammed it open, although the lever showed off - beware when loading your trike! We said farewell once more and set off back to Redlands, hoping the tailwind would make up for the deficiency in fuel.

Exact track was kept and we went over Nottingham airfield, then dived over Upper Heyford and the Oxford A1AA to 6300 QNE over the Thames at Lechlade and we glided into Redlands with one and a half litres of fuel left divided between two tanks. 1 mile out from the airfield we saw CR land and a near go around was

avoided by a most unorthodox finals, much to the bemusement of the gang watching from the caravan.

CR stated he was trying out Brize Norton's radar and DF equipment, that was why his trip took so long. I think he got lost!

Our round trip lasted seven and a half hours and we'd travelled some 300 statute miles. Now it's back to circuit bashing again for a couple of weeks - before Taunton on 21st. August.

By Don Law

Ed. comment - thanks Don! Let's have more please, (but a bit sooner next time - the midnight oil's burning low over the computer!)

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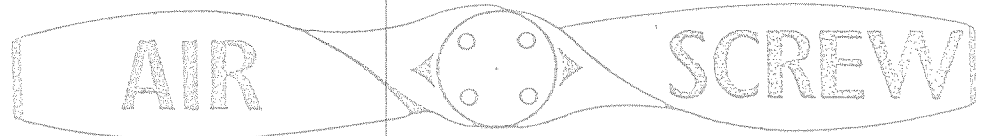
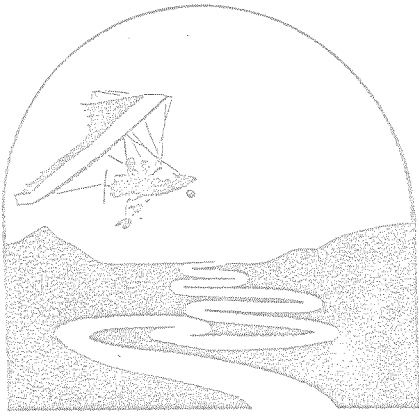
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Severn Valley Microlight Club

October Issue 1990

News, Views and Crewroom Gossip

We had hoped to report on the great Club fly-out to Finmere organised by Hugh and Liz Bethune, however the weather again put paid to getting off the ground. Regrettably, Hugh has therefore nothing to report except his adventures in the Isle of Man following his wedding - see report elsewhere in *Airscrew*.

Although the weather each weekend seems to be worse than the one before (is winter arriving?) the Battle of Britain weekend proved to be excellent - specially arranged to commemorate the 50th anniversary. That weekend seemed to bring out all the microlights in the country and over a dozen SVMC members ventured north to the West Midlands Microlight Club fly-in at Bridgenorth. On arrival, each flyer was greeted with a warm welcome, a cup of coffee and a bun. John Hamer and some others from Madley went on from there to the Midlands Microlight Club fly-in which was rumoured to be being held at Fradley. They eventually located this site, after some difficulty locating the field. It ought to be explained that the site they initially landed at is a Midland Club site just south of the airfield itself and immediately adjacent to the busy A38. The approach was in fact directly over this road - interesting. On their way in they did note the new Simon Baker/Gordon Faulkener school on the adjacent airfield, but they had to admit they

could not see where to land as cars seemed to be racing everywhere and there was the inevitable market, and of course model flyiong - rather like Long Marston - Perhaps it is quieter on weekdays? Fortunately for this expedition, there was still a couple of [Midland members about to go to the fly-in, so they were redirected to the site somewhere just north of Wolverhampton. Once they found the fly-in, they discovered it was a lunch expedition to a pub. John reports that there must have been thirty or so microlights in the field opposite the pub which was serving an excellent lunch - solves the catering problems for fly-ins! It was interesting to note that Tony Penny was not seen - must be something to do with his new slim line image!

Despite the unkind weather generally, Chris Wales and Johyn Hamer did manage to sneak off one weekday and, avoiding the Tornados, ventured into Wales - to Talgarth. There they were made most welcome and spent a pleasant afternoon in superb visibility giving the glider pilots joy rides. Chris and John noted that while visibility this side of the Brecons was about ten miles in the haze, it was virtually unlimited the other side of the mountains - undoubtedly the superior, clean air of Wales.

M4 Microlights on the up and up.

Don Law has now got his QFI which means they now have two QFIs at M4 Microlights. The red carpet (coloured grey) has already been laid in the new Clubhouse to entice more visitors no doubt and we understand that landing fees can now be paid by Barclaycard or Access. (However, we're told American Express will do nicely!) Congratulations Don and M4 Microlights.

Met. info. changed

We have just been informed that the standard Airmet weather forecasting format has changed. In future wind strength, direction, etc. information will be up front - which means you can ring off sooner if it's blowing, so it should prove to be to your advantage.

Notes for Your Diary

The monthly speaker for November will be Nigel Beale who will be talking on Rotax engines. Nigel is the UK distributor for Rotax who have become the dominant engine manufacturers for the UK microlight industry.

This will be the last Club meeting for the year as there will be no monthly meeting in December because of the Christmas dinner and dance - (see notice).

At the end of November, Sunday 25th - there is the BMAA Annual General Meeting and Trad Show at Donnington (near the East Midlands Airport.) This is a new location for the event and it is reported there will be more than enough space to fit everyone in, unlike the Town Hall at Wolverhampton, which has served so well for so many years. If nothing else, it shows that the sport is still expanding.

If you survive Christmas, then we'll expect to see you at the Club AGM on 16th January 1991.

Quasar Test Flight 1.

By roving reporter: Hugh Bethune

After receiving the certificate for G-WMIM, many short hops were made here and there, just getting the feel of things. The major differences are two very large advances over all previous microlights: Firstly, practically all noise and vibration have been ironed out and pod stability is unparalleled. This makes such a difference in every aspect of trikeing whether on the ground, climb out, cruise or let down. Secondly the wing, although a Q, has been differently trimmed by John Pack and Billy Brooks of Solar Wings. It really redefines the wing. Flight over many hours in Flash IIs and XLs has been fun but all the time with limitation - not so now. At approximately 30 mph. with the bar against the front strut and cruise power, VSI reads level flight. Flat out at 75 mph. is very easy and believe it or not, you adjust drift by moving the front wheel. Rough weather is not so scary either because the bar is easily controlled with one hand. Gone are the days when you leaned out of the pod hoping the wing would come level again!

So all in all things looked set fair for a good future - but how would long distance affect things? The target was a strip north of Grantham next to the railway line to Scotland, and that makes map reading easy. ETA was

10.30, with an expensive new strobe the reason for going. Based on the performance of the old Flash at 56 mph. hands off, it meant leaving Defford at 7.45 or thereabouts. With a clear NW airstream, wind should not have much effect at all - which was correct until Grantham, when all hell let loose (and there might have been something extremely nasty all over the new, white machine!).

However, all way points arrived early, much to the captain's delight and total flight time was 105 mins at 60 mph hands off - and they were for 90 mins. The strip there was 36/09 with a nice north-wester and caravans parked all the way up the east edge. Steve Comben trains bar in on approach, which Quasar says is 60 mph. Thank the Lord Solar put two excellent brakes on - the pod remains unscratched so far.

A quick flight for the instructor there and then back to Defford so that daughter could have a go. This proved a bad move as it was now boiling up everywhere and at 4/5000 ft. was plain horrible! A slightly slower time homeward - but who could tell from which direction the wind was coming?

In conclusion: fuel was ten litres per hour one up; seat support and general level of comfort is just superb, and many long journeys are planned for the future.

Air Law

By Dennis Beale

Since being volunteered for making new members aware of the studying they need to cover for the Air Law examination, one question is asked on a regular basis:

What are the minimum requirements for obtaining a licence?

The answers are carefully disguised in CAP 53 para. 5. Hopefully my simple (?) interpretation will help:

- Restricted Licence:

- Minimum 15 hrs.

- Not less than 7 hrs. to be as pilot in command (within preceeding 9 months)

- General Flying Test (within preceeding 9 months)

- Ground exams passed (within preceeding 12 months)

- Passengers may be carried after 25 hrs. (these must be signed off)

- Unrestricted Licence

- Minimum 25 hrs.

- Not less than 10 hrs. to be as pilot in command (within preceeding 9 months)

- Not less than 5 hrs. training in navigation of which 3 hrs. must be solo and include 2 solo 40 nm. cross country flights, during EACH of which the applicant must land at one other site at least, which is NOT LESS than 15 nm. from flight commencement site. Each solo must be over different routes and to different sites (within the previous 9 months)

- GFT (within preceeding 9 months)

- Ground exams passed (within preceeding 12 months)

- A restricted licence can be upgraded to unrestricted at no extra cost once the additional requirements (hours and cross country) are met.

Of course your flying instructor will be only too happy to advise you on any of the above. If you are embarrassed about asking him for the millionth time, then the BMAA office (in particular Jim Bell) is extremely helpful in untangling the jargon. Despite what else you may have read or heard, my experience is one of 110% help from the BMAA office).

Telephone number is 0869.38888

Hope this helps -

(For full details, read Flying Experience Requirements for Initial Grade of PPL(A) Group D (Microlight) at back of Airscrew.)

Ed. comment: Many thanks Dennis. That even makes sense to me!

Grand Social News

Halloween Party and Fledglings Passing out Parade

The newly licenced pilots of 'G' Flight (and others) are inviting the squadron and all friends to their Passing Out Parade and Halloween Party at the Airport Inn, Staverton on Friday 26th October - from eight till late. There will be a disco and bar laid on.

Pilots are required to wear their silk scarves in addition to fancy dress appropriate to Halloween (witches and warlocks!). Brian Cosgrove will be issuing the newly licenced pilots with their scarves.

Apart from being a very important occasion on the Club calendar, this will undoubtedly be the best party you'll go to this side of the Pecos. It is also a TKO* so there will be a three line whip!

Christmas Dinner and Dance

Having decided on a change this year, The Christmas dinner and dance will be held at the Hayden Court White House near Staverton on 6th December.. Cost is £17.50 per ticket and deposits will be collected at the next meeting. Dress formal.

*Total kill operation

Quasar Over Man

As you might know, Mrs. Bethune was Liz Crellin and hailed from the Isle of Man - so if she was to sign the contract, it had to be done over there. Right - where I go, the machine goes. However, the contract is to be signed by two persons alive and kicking and as the Irish Sea is very cold, 'er indoors wanted her man and machine in one piece over there, not in two pieces in the water. That meant trailering, something unthinkable but that's how it goes. Graham Stallard very kindly lent his superb trailer to us and off we went.

The ferry leaves from Heysham near Lancaster and it was amusing seeing the reaction most people have to the huge Mantis behind. You actually see the double looks. Once on the island, the geography became apparent. The centre is mountainous - up to 2300 ft. - the low land area is fairly level with an active airport and control area. The north is dead flat with two war-time dromes, one active and one civil. Very civil actually - the Manx Club welcomed us and put MWIM to bed with an Eagle, Thruster, Panther and former Raven - all in a vast WWII hangar. Jurby, the airfield, is kept to Ministry conditions - no grass or asphalt out of place - with a normal two runway criss-cross. The Club advised me to be careful taxiing because of the bumps. They are spoilt - we play billiards on rougher surfaces!

The rules took some working out; land yachts, radio controlled planes, motor bikes go-karts and microlights all share and have allotted times. On my own I worked out I couldn't fly at all. Manx interpreters said land between the bikes or on taxiways. Suddenly my training at Long Marston came into great use.

The flying over there was fantastic. Take off on 27 is over the sea, so no roller effect as at Defford. Actually, that bit of sea is a bombing range and F111s were working the targets most of the time only half a mile out from the shore, sadly none whilst we flew. An air to air video would be worth a bit to Iraq!

Several of Liz's family flew day one, the highlight being a trip around half the island. One beach is fifteen miles

long, so we flew down that at 10-15 ft. altitude and then it was motor up to Snafell at 2300 ft. An eclectic tramcar takes abnormal people up there and we enlivened this a bit circling the terminus cafe. Then it was motor off down to the famous Lady Isabella Mine water wheel at Laxey. It is gaily painted and so large arial views are as good as ground views.

Day two was even more eventful. Seven persons elected to go in the back - five missed out - this time from a field on Liz's brother's farm. The field was just perfect in every sense - funny how few are - and many hours flying was enjoyed. A lovely feature of mountainous islands is the weather conditions. Out to sea there was perfectly clear air, clouds on the mountains and in between, a mixture. This meant cotton wool from 1000ft. upwards, which is one of flight's greatest treats.

After getting back to the mainland, one can only think of a very enchanting people and place, beautiful scenery and flying. We are going back and we recommend you have a look too. Holiday cottages can be arranged - 0905.820398.

From our Roving Reporter
Hugh Bethune.

5 FLYING EXPERIENCE REQUIREMENTS FOR INITIAL GRANT OF PPL(A) GROUP D (MICROLIGHT)

5.1 Flying Training for Licence with Operational Limitations

An applicant for a PPL(A) which includes an Aircraft Rating in Group D only, with Operational Limitations, shall produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the Authority and pass a Flight Test. The syllabus of flying training must provide for a minimum of 15 hours of flight time in a microlight aeroplane including not less than 7 hours as PIC in the 9 months prior to the date of application.

5.2 Removal of Operational Limitations

The Operational Limitations at paragraph 1.6 may be removed as follows:

5.2.1 The Limitation No. 2 will cease to apply without application to the Authority when the pilot has achieved the minimum flying experience quoted in the Limitation.

5.2.2 The remaining Limitations will be removed from the licence, free of charge, on application to the Authority when the holder of the licence has obtained at least 25 hours experience in microlights, including at least 5 hours training in flight navigation in microlights supervised by a flying instructor within the 9 months prior to the date of application for the removal of the limitations. This navigation training, which forms Part 2 of the syllabus shall include two solo 40 nm cross-country flights, during each of which the applicant landed at least at one other site not less than 15 nm from the take-off site at which the flight began. The two solo cross-country flights must be flown over different routes and to different sites.

5.3 Flying Training for Licence without Operational Limitations

An applicant for a PPL(A) which includes an Aircraft Rating in Group D without Operational Limitation shall produce evidence of having satisfactorily completed a course of training to a syllabus recognised by the Authority and a Flight Test. The syllabus of flying training must provide for a minimum of 25 hours of flight time supervised by a flying instructor in a microlight aeroplane. The total must include:

- (a) not less than 10 hours as PIC in the 9 months prior to the date of application;
- (b) not less than 5 hours training in navigation of which at least 3 hours must be solo and must include two solo 40 nm cross-country flights, during each of which the applicant landed at least at one other site not less than 15 nm from the take-off site at which the flight began. The two solo cross-country flights must be flown over different routes and to different sites.

6 FLYING TRAINING CONDITIONS

6.1 All flying training specified in paragraph 5 above must be carried out under the supervision of a flying instructor holding a valid AFI Rating or a FI Rating on the type of microlight on which the training is conducted. Solo flying may only be carried out when the flying instructor is present at the take-off site at which the flight commences.

6.2 Flight in any microlight aeroplane is acceptable irrespective of the method of flight control used and should follow either the dual training system for a two seat aeroplane or the solo training system for a single seat aeroplane.

7 THE GENERAL FLIGHT TEST

7.1 An applicant for a PPL(A) endorsed with an Aircraft Rating for Group D will be required to pass a General Flight Test (GFT) conducted by a CAA authorised PPL Group D 'X' Examiner in a Group D Aeroplane.

7.2 Single Seat Aircraft GFT

Flying Tests conducted on single seat aircraft should include all the elements of the GFT conducted on two seat aeroplanes. The candidate will be required by the Examiner to carry out the various manoeuvres to a set sequence in an area in the Examiner's field of view. The test may be split into a series of short consecutive flights to enable the Examiner to re-brief the candidate on the next series of manoeuvres.

7.3 Flight Test Arrangements

Microlight flying training schools, the CAA and representative organisations will provide the addresses of PPL Group D Examiners.

7.4 Candidates should arrange the date and time of the test with the chosen Examiner who will enter the result of successful tests on the application Form FCL 102M. After completion the form should be sent to the BMAA at the address in Part 1, Appendix C.

7.5 The test will consist of a flight or series of flights of approximately one hour in total, during which the candidate will be assessed on all appropriate items detailed at Part 2, Appendix B.

7.6 GFT Pass Conditions

The whole of the Flight Test must be completed within a period of 28 days. A candidate who fails in any part of the Flight Test may be required to undertake further flying training before being accepted for re-test.

8 GROUND EXAMINATIONS

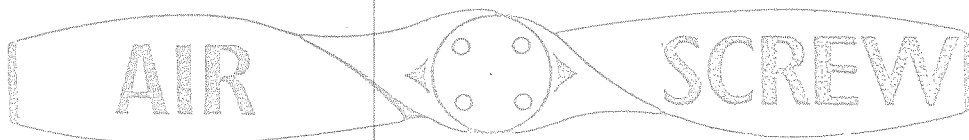
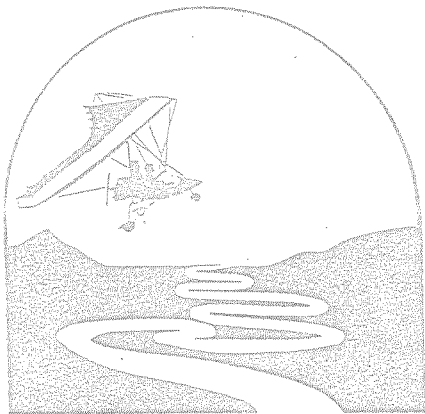
8.1 Unless qualifying for exemption as detailed at paragraph 9.2, applicants for a PPL(A) Group D will be required to obtain a pass in each of the following subjects:

- (a) Aviation Law, Flight Rules and Procedures,
- (b) Navigation and Meteorology,
- (c) Aircraft (General), and
- (d) Aircraft (Type) (Oral as Part of GFT — Pass/Fail).

8.2 The examinations in paragraph 8.1 (a) and (d) are the same for all PPL applicants, full details are given in Part 2, Appendix C.

8.3 The examinations in paragraph 8.1 (b) and (c) are specific to microlights; full details are given in Part 2, Appendix E.

8.4 The written examinations will consist of multiple choice papers. In order to qualify, candidates must obtain not less than 70 per cent of the possible marks for each subject. A valid pass in the examinations must be obtained in the 12 months preceding the date of application for the licence, except for the Aircraft (Type) ground examination where the time limit is 9 months.



Severn Valley Microlight Club

November Issue 1990

News, Views and Crewroom Gossip

Woolstone

Members will no doubt be delighted to learn that there was an overwhelming majority vote in favour of keeping the Club field, Woolstone. After the referendum it was decided that an open forum should be held more often in order that members should be able to air their views. These would take place at the usual monthly meetings after the speaker had finished, prior notice and subject for discussion to be published in *Aircrew* the preceeding month. If any member has a subject which they would like to be discussed, please contact any Committee Member.

Woolstone Photocall VIP

In view of the fact that the Club will be keeping Woolstone as base field, and the forthcoming Open Evening in February, it was decided to repeat the very successful photocall of several years back, only this time we would be able to muster many more aircraft and the venue would, of course, be Woolstone. The intention is to call all able-bodied pilots and machines to Woolstone on the second Sunday morning

in January - that will be SUNDAY 13th JAN. or the first decent, flyable Sunday thereafter. ALL pilots please note that this is a TKO* operation and please ring Dave Read for confirmation on the day - if he hasn't rung you first. We are expecting a full Squadron and Groundcrew turnout here please and, in response to request, notices are being posted in the local villages to invite the residents to spectate. It has also been suggested that the event make a small collection for charity, possibly the Gloucester Health Authority Helicopter Appeal. If Jensen will oblige with his lights, the show (and the safety!) will be complete.

The press will be present and this is expected to lead to spectacular photographs in the local newspapers (a treasured memento for those taking part) and some excellent publicity for the Club prior to Open Evening.

Most of the news this month has been on the social scene and very successful these social functions proved to be too, by everyone's account.

*total kill operation

Halloween Party

Although a little slow to get going, this proved to be an excellent affair which looked like going on all night! Held at the Airport Inn on 27th November (for those careless enough to have missed out on it.) Brian Cosgrove took the salute and presented silk scarves to the five pilots who passed out. These were Andrew John, Bill and Barbara Austin, Vic Booth and Keith Lindley.

The fancy dress was so effective that many of the members were unrecognisable - which one less than complimentary member pointed out was a blessing in general. Congratulations to Liz Bethune on her magnificent warts and whoever the guy with the trident was, thanks for the loan. It helped raise raffle money from otherwise unwilling payees a treat! As a result the raffle went very well indeed. Robbie won the cut glass set of glasses; a guest won the port; and Tony Penny won - wait for it - the Super Stud mixture! Surfact it to report that he drank it all on the spot without spilling a drop.

Thanks to Staverton Airport Inn for laying on a very good bar and candlelit decorations. Also many thanks to Dave Read, our new Social Secretary,

So, strapped in, we taxied to the southern end of the north/south runway, avoiding the still warm, dark patch on the ground where the previous night's bonfire had blazed. Away we went, up into the cold air, turning west. Time was limited so we kept climbing leaving a murky inversion below us. Temperature at 5000 ft. was -2 degrees centigrade and nearest cloud some fifteen miles away in all directions. We were climbing in a clear air hole with amazing visibility to the west, improving as we cleared 7000 ft. I made regular checks with Norman, who admitted 4500 ft. had been his previous best but was game to climb higher, so we continued with the reflected sunlight on the Rivers Severn and Avon and puffy cumulus in the distance. We finally levelled off over Upton-on-Severn at 8500 ft. - quite magic we both agreed! as, with throttle closed, we quietly slid slowly back to earth arriving over Woolstone with 3500 ft in hand to land finally without having to gun the engine once. Norman suffered minor frost bite to third digit of his right hand but will be

up and about again soon! Thanks, Norman, for your company and the mug of coffee.

Winter Wings

By Robbie Keene

With most of the crops now in the barn, I'm finally able to spend more time in the air. So on Sunday November 4th, a little jaunt to Abingdon was planned.

The weather was near perfect with only a light northerly wind. The aim was for John Hamer and John Cafful to fly to Redland Airfield at Swindon where John had to do some inspecting. Chris Wales and myself, along with passengers Annie and Kate, had to fit an exhaust to Chris' aircraft before following soon afterwards.

We left terra firma at 12.44 hrs. and with a good wind behind us and superb visibility it only took 34 minutes to get to Swindon. Coffee was waiting for us in what is now the most efficient, well run microlight drome in the west - Redland Airfield. Sunflowers have even been planted to add some colour around the new extended clubhouse!

Our stay at Redland was rather brief as I had arranged some after lunch entertainment for a friend near Abingdon. We took off and headed east following the main Swindon - London railway. It wasn't long before I had to talk to Abingdon ATC to clear us under their busy circuit which meant flying below 500 ft. That proved less difficult than navigating at that altitude and locating a field that I'd never seen before but which had only been described over the phone.

With the field found, the next task was to find our host's house which was not too difficult, and in order to attract his attention so that he could pick us up from the landing field, we buzzed his house. Unfortunately the white horse in the paddock behind the house was not so amused by our activities and promptly leapt the fence into the orchard behind! (Luckily this caused

no concern and he was easily recaptured later.)

Our uneventful landing was followed by a rather cramped ride in a car back to the house for coffee and nibbles. Our host's lunchtime guests had seen our arrival and were now desperately trying to finish the two bottles of wine they had started in order to acquire some Dutch courage for their inevitable first flight.

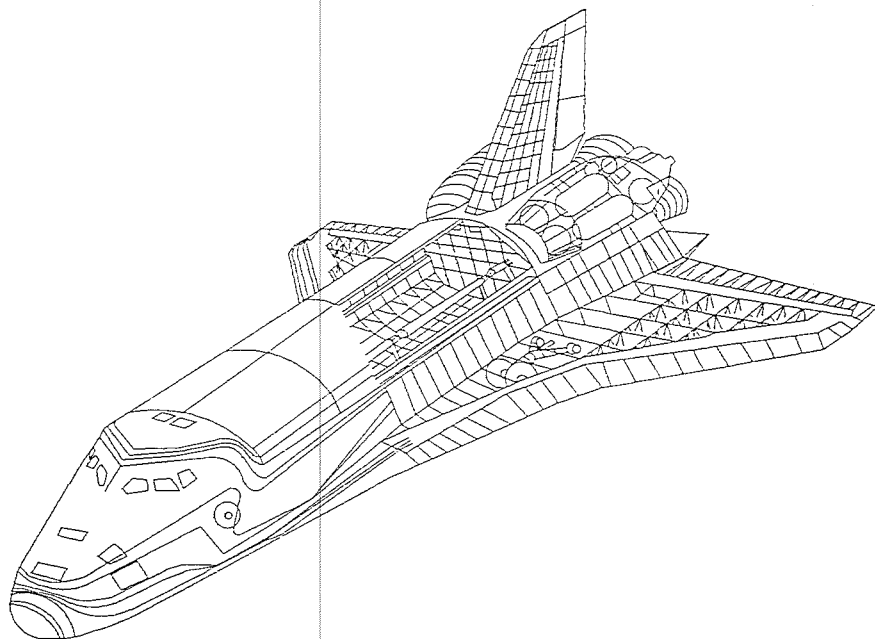
It wasn't long before we were back at the field talking to Abingdon, asking for permission for the microlights to do some joy rides in their airspace below 500 ft - under their busy circuit! They were most cooperative and good trips were immensely enjoyed by all who left the ground.

Soon it was time to leave as a headwind would lengthen our flight time homeward. The trip went well in spite of a few minor RT misunderstandings I had with Brize Norton during the lengthy transit across their zone. Finally after over an hour's flying during which the River Severn turned from liquid gold colour to deep wine red, the lights of Gloucester appeared and thankfully we descended from the cold air into the darkening gloom, to end an enjoyable afternoon's flight.

NO CLUB MEETING IN DECEMBER

Please note there will not be a Meeting at the usual time in December because of the Christmas Dinner Dance. The next Club Meeting will be the AGM on Wed. 16th January, 1991, and eat your heart out, you'll have to wait till then for your comic too.

**The Club Committee
wishes all SVMC
members and their
families a very Merry
Christmas and a Safe
and Happy New Year.**



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