

# Severn Valley Microlight Club

Jan. Issue 1991

## News, Views and Crewroom Gossip

### G Flight's First Licence

Congratulations go to John Brewer for gaining his licence just before Christmas. John is the first 'G' Flight member to gain his licence. 'G' Flight's training has been frustrated this year by poor weather and thus John's progress was greatly enhanced by a trip to Portugal to take advantage of the better weather.

### Corsend - Hartpury

Corsend Farm is currently up for sale and thus the future of the strip there must be in some doubt. At the moment the field in which the strip is located is being grazed by sheep and there is an electric fence right across the runway, so please check before visiting Corsend.

### Keene as Mustard!

Doubtless most of you have followed in Flightline Robbie Keene's progress in the National Championships. We are delighted to record that Robbie,

with his young son Rees, was eventually placed third overall after the mathematics were sorted out. His performance is even more creditable since he won one round outright against the 'professionals'.

### Tony has his Wings Clipped

The recent stormy weather has certainly kept us all on the ground, but unfortunately for Tony Penny, this grounding will last a bit longer as part of his hangar fell in damaging his wing and necessitating a visit to Mainair. Tough luck Tony.

### Poser of the Year Award

In recognition of his outstanding achievement of constructing his own aircraft and flying it to distant parts, including the PFA rally - where he was the only SVMC member to fly in - Vic Booth was awarded the Poser of the Year trophy at the annual Dinner Dance.

### Redlands Centimeters to Expand

Redlands, the base of the M4 Microlight Club at Swindon, is to expand yet again with the beginning of construction of a control tower and a second hangar scheduled to be completed next month. This new hangar will include a showroom stocked with Mai-

nair 'Alphas'. In addition a satellite base is also planned at a location just north of Blunden.

### Finmere Fly-in 1991

Get your wings out in '91, join the Frostbite Fingers Club. SVMC is flying again - another attempt to get to Finmere for the Vintage Aircraft Club Snowball Rally!

Date: January 26th. Saturday.

10.00 Meet at Woolstone

10.15 Best turned out microlight competition

10.30 Depart for Finmere

11.30 Arrive Finmere (radio is taboo). Eat your picnic, look at the oldies (and their aircraft).

13.00 Depart for Hinton-in-the-Hedges

13.15 Arrive Hinton and look around the works, club facilities and maybe a hot canteen.

14.15 Depart for homes.

Enquiries Hugh and Liz Bethune  
0905.820398

Make this a big event - everybody fly. Non-flyers can book seats if they supply the thermos and turkey sandwiches.

If weather fails us, there is a Valentine's fly-in later on in the year.

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## Annual Dinner Dance

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This took place at the Hayden Court Hotel, now called the White House, at Staverton on Thursday 6th December and was well attended by Club members. The evening's entertainment was shared with a perfumery company who were certainly out to enjoy themselves and thereby provided extra entertainment for certain SVMC members. Everyone present agreed that both dinner and entertainment were excellent and thoroughly enjoyed the event. Our grateful thanks go once more to our Social Officer, Dave Read. What will he dream up for us next? See the proposed social calendar for 1991 later in this edition.

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## Open Evening

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The Club will again be holding an Open Evening at the Airport Inn on Wednesday 20th February. The evening will consist of a slide accompanied talk and a superb piece of filming, guaranteed to make anyone long to get airborne.

The intention is, of course, to introduce microlighting to the public and encourage them to take up the sport. All members are naturally invited and are requested to please encourage anyone they know who might be interested to come along too. We will of course advertise as usual, but there's no recommendation like a personal one from an existing SVMC member, so please do your best for this once yearly occasion.

# ANNUAL GENERAL MEETING

The Club's Annual General Meeting will be held at Staverton on Wednesday 16th January. The Agenda is as follows:-

- Chairman's Report.
- Treasurer's Report
- Election of Officers for 1991
- Setting of Membership fee (proposed at £30)
- Outlook for the Future

All members are urged to attend as it is up to the membership to decide the outcome of all the above issues. We look forward to meeting together then.

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## Proposed Social Calendar for 1991

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JAN/early FEB.

Stand by for Woolstone Open Day.

FEB 16th SAT

Valentine's disco. Airport Inn, Staverton.

MARCH 29th FRI

Swimming Party Splash at Malvern (with meal).

APRIL 20th SAT

Skittles (venue to be arranged)

MAY 6th SAT

Barn Dance, Over Farm.

MAY 24th -

27th Whitsun - Isle of Wight Camp

JUNE 16th SUN

Severn Valley Railway to Kidderminster (with lunch)

JULY 13th SAT

Airfield Party, Woolstone.

OCT 26th SAT

Passing Out Parade and Halloween Party, Airport Inn.

NOV 8th FRI

Firework Party, Woolstone

DEC 20th FRI

Christmas Dinner and Dance.

# ADVERTISEMENTS

## CONTACT DAVE READ FOR THE FOLLOWING ITEMS:

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oil (Silkolene comp-2) 2.66/litre  
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four) 1.50/litre  
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Straight mineral 2.25litre  
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2.85/can  
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Work: 0242.673361

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Available at Corsend, near  
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Excellent grass strip.  
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Tel. 0608 678741  
or David Young at Long Newton  
Tel. 0666 504032

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Kept permanently rigged.  
Helmets with intercom. Long range  
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or (home) Tewkesbury 298364

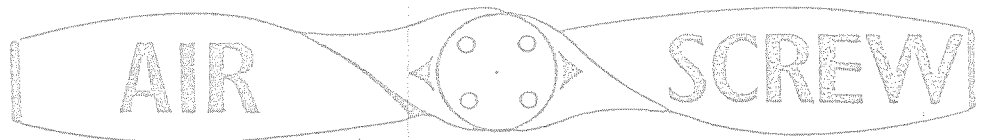
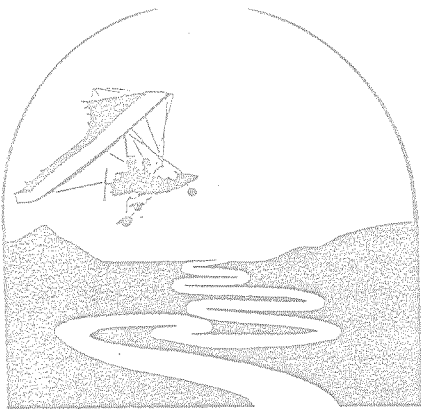
### CONTEST INTERCOMS

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Hangarage  
Contact : Don Law (home)  
0793.740854 or  
airfield - 0793.790052

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Can be padlocked. Ideal storage  
for Ozees, oddments etc. in hangar  
or garage.  
£6 pair.  
Contact: Adrian Lloyd 0885.482504





# Severn Valley Microlight Club

February Issue 1991

## Chairman's Report 1990

At the recent AGM, Tony Penny, Chairman, gave the following account of last year's events:-

1990 was overall a poor year for microlight flying although there were some good patches. The first quarter was dominated by the January gales, with the indifferent weather continuing until March. There was however a good patch during the summer before the inhospitable weather set in again in October. As the weather is one of the most important elements in microlighting, this naturally had an effect on all the flying activities of the Club.

### G. Flight

The 'new intake' of recruits to microlighting began their Ground School training at the end of February, following the Open Night. Fourteen members attended the Ground School and a 75% pass rate was achieved. A special thanks must go to Andrew John for organising Ground School and to the instructors who helped with him. The weather however greatly inhibited flying training and as a result only John Brewer obtained his licence during the year, although another couple of people did achieve solo standard. In addition, six other people gained their licences from the previous year's intake.

### Membership 1990

The membership appears to have stabilised at about 70+. At the end of the year, the membership had reached 76 while in 1989 there were 79 members and 77 the previous year. Aircraft ownership among members remains high with 60% either owning or having a share in an aircraft. Surprisingly, this is slightly down on the previous year but is accounted for by several previous owners having given up flying and left the Club. In general it has been found that once a member has purchased an aircraft, then he tends to remain in the Club.

### Fly-Ins/Outs 1990

A number of events were planned but as previously indicated, the weather was a major disrupting factor this year. Notwithstanding this, three particularly successful fly-in events were held at Woolstone, Yorkley and Over.

Although some organised events were planned, these were poorly supported and the main activity in this area consisted of impromptu and informal fly-outs by groups of members to various locations around the country. In addition, members attended various fly-ins organised by both the West Midlands, Midlands and West Yorkshire Microlight Clubs.

### Flying Competitions

Robbie Keene competed in four rounds of the National Championship, winning one event and coming third overall in the two-seat class. In addition, he was second in the M25 Rally - well done Robbie. This is the highest achievement of any Club member to date in these competitions.

For the first time, the Club entered four crews in the Round Britain Rally - Robbie Keene/Rhys Keene, Chris Wales/Paul Gapper, John Hamer/Don Law and Tony Penny/Val Ruck. We are pleased to report that they all finished despite the weather, with Chris and Paul coming a very creditable sixth.

### Club Safety

Once again, thankfully, there were no major or serious accidents to report.

A new Safety Officer is to be appointed for 1991 as Stephen Watkins has decided not to continue. Our thanks to Stephen for his support.

### Social Events

Three major events were held during the year. In July the Club organised a boat trip up the River Severn from Tewkesbury and this was fully subscribed with 45 people attending.

To celebrate Guy Fawkes Night, a firework and bonfire party was organised at Woolstone to which the local people were invited and quite a few attended.

Finally as Christmas approached, a very successful dinner and dance was held at the White Hart at Staverton.

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## 1990 Club Meetings

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As usual a full programme of events was organised with a monthly speaker being provided every month (except December). Our grateful thanks to John Hamer for this.

The year began with the AGM and a slide show on the highlights of the previous year. This was followed by the Open Night in February. Derek Pigott came in March to talk to us about his exploits in stunt flying for various films. This was followed by Dave Morten who informed us how he built his 'Whing Ding' Microlight. In May Don Cameron came and gave a fascinating lecture on his hot air balloons and the following month Brian Cosgrove gave a talk on the development of microlight flying.

Our members who took part in the Round Britain Rally then proceeded to illustrate their adventures. This was followed by Peter Harvey from Minimax who tried to persuade us all to construct this little single seat microlight. Robbie Keene then enlightened us on his exploits in the M25 Rally and in October Eddie Clapham and Steve Slade told us about their fascinating trip to the Soviet Union - Kiev to Odessa by microlight. Finally Nigel Beale gave an illustrated talk on his latest product range of Rotax engines.

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## Aircrew Magazine

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Again the monthly magazine Aircrew continued to be available each month (except December) to all members and various local flying schools.

The newsletter is constantly being reviewed with further computerisation being employed to streamline and facilitate its production and distribution. All the editorial team now requires is for members to submit their articles as, contrary to popular belief, the editor doesn't make up the stories

you read! - (well, not all of them anyway).

Our thanks to Annie for all her efforts, and to John Hamer who, in spite of everything, has seldom failed to supply the bulk of the copy. Supplies of midnight oil are to be delivered next week!

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## Club Services

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For aircraft owners, the Club is fortunate to have the services of two inspectors, Dave Read and John Hamer, and three check pilots, James Cairns-Terry, Adrian Lloyd and John Hamer. John is also BMAA Chief Pilot as well as a Mainair Team Pilot.

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## Woolstone - The Club Field

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Although this was our third year of occupation of the field at Woolstone, formal planning permission was only gained in May 1990.

From the records kept at Woolstone, utilisation appeared to be very low and thus the Committee questioned the disproportionately large amount of the budget being spent on this facility. The membership however gave overwhelming support for retention of the facility.

Many thanks must go to Graham Arthur who has done so much work not only with the planning authorities but also for negotiating with the farmer for the continuing use of the field.

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## Club Finances

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The Club's financial position remains sound, despite a small loss encountered during the year. All expenditure and income has been reviewed and if the same services and facilities are to be maintained for the coming year, then a slight increase in the membership fee will be needed.

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## 1991 Recruitment

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The campaign for new members will commence with an Open Evening on 20th February and all members are encouraged to bring friends and other interested parties along. John Hamer

will be giving a slide presentation on microlighting and complimenting this with his brilliant film - guaranteed to make everyone eat their hearts out to get airborne! This is to be followed up with a Fly-in at Woolstone on Sunday 24th February, weather permitting.

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## Membership Fees -Due NOW

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At the AGM, the membership fee for 1991 was agreed at £30. This fee is due now, so please complete the form and return it to Robbie. Remember if you don't pay you can't expect to continue receiving Aircrew and in addition we can't guarantee you won't be heckled at our events until you do, so don't delay, please pay!

For anyone who wishes to take the ten Ground School sessions, there will be an additional charge of £25. Ground School commences on Monday 23rd February, 7.30 pm. at the Airport Inn, Staverton.

Those who just want to take their exams again this year should contact Bill Austin about the time-table.

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## News, Views and Crewroom Gossip

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### Corsend - Hartpury

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Further to our note in last month's Aircrew, warning about sheep on the strip at Hartpury, a certain Dave Watson was seen to have difficulty getting onto the strip to take off, as the sheep insisted that this was the only place to be in a thirty-five acre field (well, that's sheep for you!). So great was the problem that his passenger, Colin Davis, had to be dispatched to herd the sheep off the runway as the sound of the Rotax engine only seemed to encourage them to flock closer on the runway.

## INFORMATION SHEET

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

The Club offers the following facilities and privileges:-

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

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

Many organised Fly-ins and expeditions.

Various social events, including barbecues, dances etc.

Aircraft inspection and check flying to facilitate aircraft permit renewals.

Free use of Club airfield at Woolstone.

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

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

Affiliation to the British Microlight Association (BMAA).

Advice on all aviation matters including aircraft purchase.

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### Committee Members:

Chairman - Andrew John

Home 038689.229

Work 038689.217

Secretary - John Hamer

Home 045270.314

Work 0242.533628

Treasurer - Robbie Keene

Home/Work 0452.414975

Safety Officer - Vic Booth

Home/Work 0242.583338

Training Officer

Bill Austin

Home/Work 0242.515064

### Other Useful People:

#### Inspectors

Dave Read 053181.245/0242.673361

John Hamer 045270.314/0242.533628

#### Check Pilots

John Hamer 045270.314

Adrian Lloyd 0885.82504

Club members use the following Flying Schools:-

Aerolite, Long Marston,  
Stratford on Avon 0789.299229

Aerotech, Hinton-in-the-Hedges  
Brackley 0295.811939

Woolstone Airfield  
Controller  
Graham Arthur  
Home 0242.522754

Airscrew & Publicity  
Annie Wales  
Home 045276.341

Social Organiser  
Dave Read  
Home 053181.245  
Work 0242.673361

Fly-in Organiser  
Keith Lindley  
Home 0242.232464  
Work 0242.583100

Air Play, Madley Airfield,  
Hereford 0981.251242

Avon Microlight, Long Marston,  
Stratford-on-Avon 0789.204010

Group D Aviation, Enstone  
Chipping Norton 0608.678741

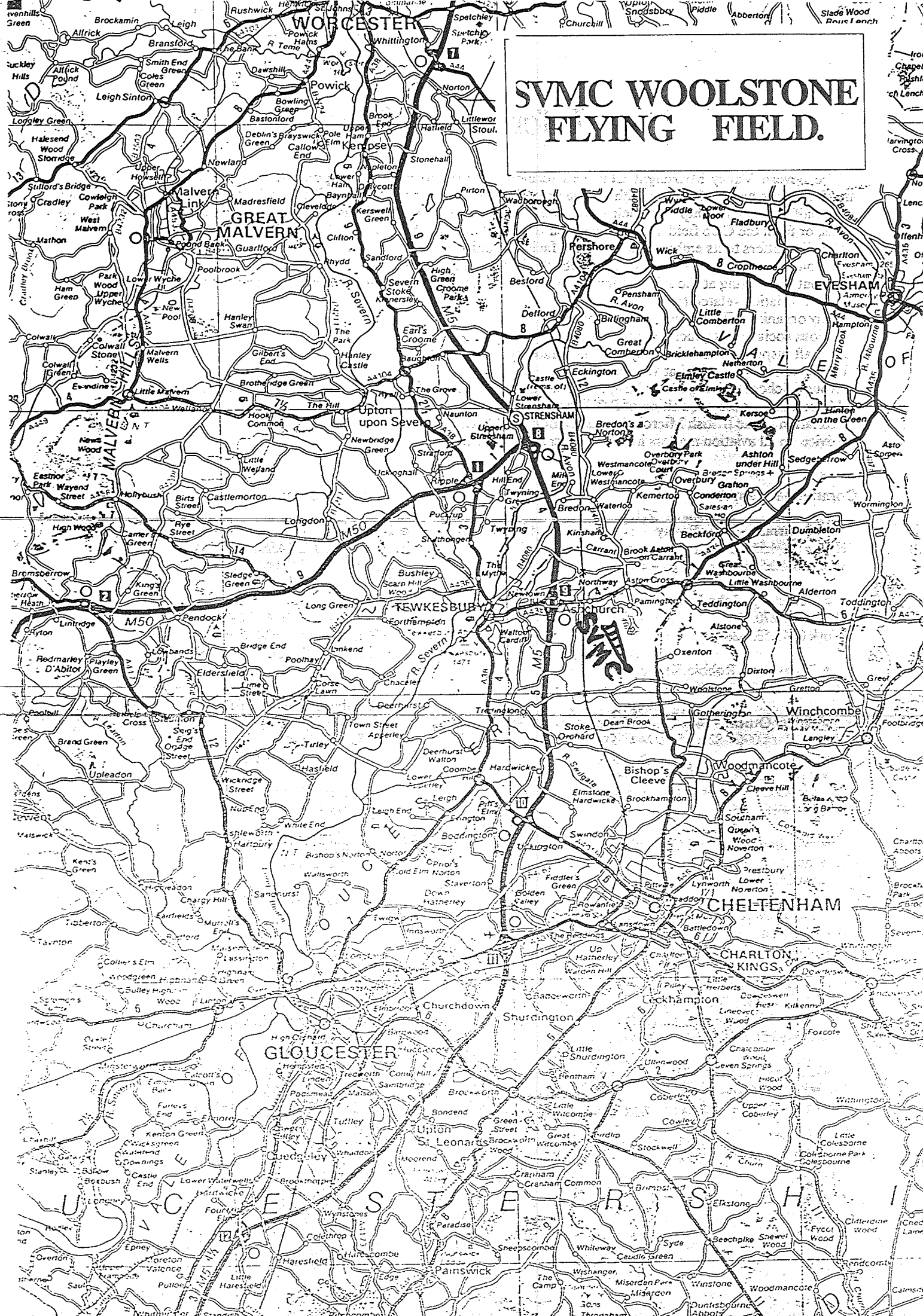
M4 Microlights, South Wanborough  
Swindon 0793.790052

Sabre Airsports, Shobdon.  
Leominster 056881.8768

Pegasus Flight Training,  
Long Newton, Tetbury 0666.504032



# SVMC WOOLSTONE FLYING FIELD.





Regretably we have to report that the problem no longer exists for the field plus strip has now been ploughed up.

The strip was put in some five years ago by Robbie Keene and was the first 'purpose built' microlight strip in Gloucestershire. This means that there is now only one strip at Hartpury. John Hamer advises that now he has a monopoly in the area, he will be increasing his landing fees - pilots will no longer be paid to risk their lives by landing there - they will be required to do so for free now! (if you know the site, you'll know exactly what he means!).

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## Fuel Warning

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A certain well known member with a white Alpha was taking advantage of the nice weather during January to cruise high above the river Wye with a passenger aboard when his faithful Rotax coughed and stopped. This member then looked at his fuel tank to find that he had forgotten to switch over fuel tanks and despite repeated attempts to air re-start, he was forced to test the gliding properties of the aircraft and successfully put down in a suitable field. The passenger is reputed to have merely commented that he was glad to be down because he was getting so cold - steely stuff!

This aside, another well known member who had a similar experience in the Air Race, resulting in a landing in a corn field (oh - you mean JH!) comments "Rotax will not start even with the slightest amount of throttle set." It is easy to forget this when the engine stops in flight. If attempting an air re-start, go through the usual start checks and ensure the throttle is closed. However, only attempt an air re-start if you have sufficient height and a suitable field in sight.

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## Microflight no more

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Despite the rumours that have been around for months, it is official; Microflight is no longer in business. The microlight flying school at Shobdon is now being run by Sabre Airsports. This outfit originated from Goring and is run by Peter Truscott. He specialises in three axis flying and in particular utilises the Spectrum which is built at Shobdon. The flex-

wing side of the school is being run by Sean Hayes, who was previously employed by Microflight. Please note that although they occupy the old Microflight portacabin, they have a different phone number - 056881-8768, and we are advised that visitors both by air and by car are still welcome.

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## Fly-ins

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One highlight of the year is the PFA Rally. In the past this has been held at Cranfield, but for various reasons has been forced to find another site. It has now been agreed that the Rally this year - usually in July - will be held at Wroughton. From this Club's point of view this is good news as this is only an hour's flying time away. In addition, it has also been agreed that Don Law's facilities at Redlands, near Swindon, will be utilised as the holding point for microlights.

Don't forget the Popham Trade Fair on Sat. 16/Sun 17th March. NB. This is NOT a fly-in.

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## Pride of the Fleet

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You will all have noticed at the BMAA AGM that Mainair were displaying their Alphas with new power units. We are delighted to report that one of the first Alphas powered by the new 503 Rotax with dual ignition has been purchased by Bill and Barbara Austin. Obviously they intend enjoying Bill's retirement in style with their new black Alpha - delivery due end of February.

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## New Faces on the Committee.

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The AGM saw some shuffling of posts with Andrew John taking on the mantle of Chairman. Three other new faces were also elected: Bill Austin is to become Training Officer and will be responsible for organising 'H' Flight. Vic Booth takes on the role of Safety Officer and Keith Lindley has agreed, somewhat reluctantly, to organise the flying events. Full details of the Committee can be found in the Information Sheet.

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## By AVR to the Loire Valley

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By Roger Lloyd

I have been trying for some time to fly to France. The reason, a business associate of mine is building a holiday home in Brittany single handed. This I wanted to see but alas, although he was over there for most of the summer, I just couldn't get everything to coincide - ie. weather and work. At the last SVMC meeting I mentioned this to Chris Wales.

"Ha!" he said, "I'm going to France next week to work on my cottage...."

(Where am I going wrong?) I expressed an interest and he said, "Well, if you come, you can contact me here." and he handed me the telephone number of his French speaking neighbour.

Like one of those lightly given out holiday addresses, I dare say he never expected to see me there. Well, a bit of stress and bother at work prompted a change of air - and magic, the weather was OK. Having worked out my course sometime before, (documents had been ready for months) all that was needed was windspeed, direction and fuel.

At midday on Friday 30th November I headed for my plane based at Milson. A quick check around and I left for Shobdon where I fuelled up and managed to borrow a lifejacket from HAC. This is not usually allowed as they are for club aircraft only. I collected all the frequencies needed and the weather for Bournemouth (forgetting to warn them of my impending arrival).

The flight down to the coast went without hitch. Flying at 3000 ft., all I had to do was contact Filton to cross their MATZ. I made sure I was outside the danger area on Salisbury plain by keeping the railway between Westbury and Warminster to my left, also by talking to Boscombe Down. To fly into Bournemouth you first have to contact Southampton - Boscombe gave me the frequency. I was cleared to enter their airspace and handed over to Bournemouth approach who promptly rapped me over the knuckles for having no PPR. They handed me to the tower and I made an uneventful

landing. My plane is an ARV which is over the weight for a microlight but not much over. I felt like a very small fish on the runway. I had to fly part way down it to make sure of clearing for the guy behind in a faster and bigger machine.

The time was now critical. I had to refuel, log a flightplan for Cherbourg (this for the first time), clear customs and immigration, and then wait for a slot to take off. There just wasn't time. I could have made Cherbourg just after dusk but I didn't think it worth the risk, so it was B & B in Christchurch.

I had a lot of help from Interair at Bournemouth. They very kindly let me park up on their patch, saving me a hefty fee for parking on the main airfield. At Interair I met the person responsible for writing the navigation software for the Psion computer marketed by them. He gave me a demonstration. I was impressed but the price was a bit too high - no sale there.

The following morning, my little plane was hidden under a coat of hoar frost. This removed, I headed for Cherbourg, got the weather and frequencies, then on to immigration, customs (duty free unfortunately closed) and the plane - which refused to start! After losing precious time, I got help from Interair again (thanks Interair) and got her going. Then the tower said it wasn't VER - more delays and hanging about with the engine burning fuel. When I finally got to line up I couldn't get full power, the engine coughed and spluttered the first few feet of runway - but I had so much room I decided to keep going. I felt it must be a bit of oil on the plugs which would clear itself - it was and it did.

I was airborne at last and heading for the Needles and the Isle of Wight where I could turn onto 180 for Cherbourg. Talking to Southampton again, I was informed that the relevant danger areas were inactive and I could keep below cloud at 3000ft. I have to point out that I had not flown over water before. I was nervous, very nervous! Every little change of sound from the engine focussed my full attention. I flew not from field to field but from boat to boat but it was a lovely day and nothing went wrong.

At Cherbourg there was nobody in the control tower so I just did an overhead, found one more plane in the

circuit and followed him in. He turned out to be English and very helpfully reminded me that I had to contact Brest Information and close my flight plan. He also said if there was nobody in Customs, all I had to do was write my details down with Passport no. and push it under the Customs Office door! (As it turned out, there was someone there).

I fuelled up again - some time spent here, trying to stop them charging for 3 litres more than my max. tank capacity, when it was half-full on arrival. I was assured the machine was new and Italian and infallible! On inspection, my ticket was jammed in the machine and I had the wrong one! The one thing which did impress me was the weather information facilities - nobody in the tower (if you wished to log a flightplan, you had to use an unmanned computer connected to Paris Information) but three people in the Met. Station and enough gizmos to please anybody.

Way behind schedule I set off for Blois with a possible refuelling at Alencon (my tank only holds 49 litres). The visibility was good to start but as I progressed cloud base came down and vis. came close to IMC. This induced no little panic attack when ground features didn't seem to agree with my map. Out of the gloom a large mast appeared and I had a fix - I was on course. After that features came up on time. Luckily the wind was only about 10 Knts. Alencon came up on time and on the nose - very satisfying. I had enough fuel to continue but as Blois has some restricted areas around it I decided to land and get some information. Alencon was not on radio and there is no signal square so I joined overhead and joined the circuit as I saw fit. The airfield is right on the edge of the town so it is a very tight circuit.

On landing there was quite a crowd of interested locals on the field. This meant a lot of handshaking and off came the engine cowling as they all wanted to see what was making that infernal noise (the ARV has a three cylinder 750cc. high revving two-stroke and idles at over 3000 revs.). By the time everybody had had a look and I had taken on fuel and coffee, the weather was very IMC and as it was late, local advice was don't go on. Another night of B.& B. That was the

night they broke through the chanel tunnel and I watched it in French not understanding a word. Next morning I discovered Alencon, with one small strip, two hangars and no obvious tower, had a weather station with telex, computers, two staff and a large colour screen showing a setelite picture of Europe. This they could loop over the last few hours so that you could see the weather potential. I was very impressed.

The vis. was just VMC so I left. I knew enough recognisable features around so that if the worse came to the worst I could follow road or rail or river. Just before Blois there is a wonderful feature; a rail/river combination that crosses right on my track: so if you have rail/river combination you are to the left; if you have river/rail you are to the right, and where they cross is a town. This feature was very helpful because the vis. was pretty poor. I have to add that at Alencon I had used the number Chris had given me to warn him of my impending arrival. This was as well because when I tried to speak to Blois, the voice that replied sounded very familiar.

"Chris here. Yes, you can land."

On landing I gave Chris a short flight - short because again somebody wanted to see where the rubber band was fixed which resulted in some engine cowling fixings not being replaced securely. The ensuing vibration meant a quick return to the field!

The following two days I enjoyed Chris's hospitality and his neighbour's vast stock of 1989 wines. I had a most enjoyable time. On leaving I gave Andre, his neighbour, a quick flight which he seemed to enjoy despite the delay in starting due to oiled plugs. Fairwells said I headed home as the weather was forecast to get very windy - otherwise I would have stayed longer.

About 10 miles out from Blois I hit cloud base about 500 ft. and very poor vis. I decided to believe my instruments and continue for 10 mins. If it got worse I would turn back. I'm glad to say it improved and with the help of a railway line, I found Alencon again. From there on it gradually improved until by the time I reached Cherbourg I was flying at 3000 ft. again. A refuelling and visit to customs and I was over the Chanel again, this time flying at 5000 ft. losing sight of land very quickly and not seeing it again until

almost overhead the Isle of Wight. The Needles and the Solent were a beautiful site! Apart from not being able to see the runway at Bourne-mouth and getting my knuckles rapped again for not being in the right place at the right time, everything went smoothly.

The trip back to Shobdon was one of those flights that make it worth all the expense and hassle. The light was fantastic. There was mist following water courses and a lot of hazy cloud about, but enough sunlight coming through to make it very beautiful. Words cannot describe adequately - you just have to experience it to appreciate it fully.

Luckily Shobdon wasn't in mist. I feel bound to add that on contacting Shobdon abeam Hereford, I was asked why I hadn't got PPR! The whole thing had been most enjoyable with some firsts experienced. I hope to be going again at Easter, and I would like to thank Chris once again for his hospitality.

---

## **Finnmere Fly-out - Frostbite Free of Charge**

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**By Hugh Bethune**

After weather rules out a trip to Finnere in December, the planned January jaunt was at risk just because of the time of year. However, Lady

Luck was mildly kind in that the morning of 26th was vis. and cloudbase just about on the limit if you live in the Severn Valley.

Graham Stallard in his Alpha and us in the Quasar left for Woolstone to be greeted by loads of machines all lined up ready to go. Not surprising really when you consider the Quasar was very late waking up and therefore late arriving.

Mr. Judge, for the best turned out machine, Robbie Keene, duly awarded Graham Stallard his prize which we then all helped to consume because Cadbury's are just so nice! After briefing, two three axis birds, an MW 6 and Thruster, decided to go their own way whilst the team, Rob Keene, Chris Wales and Norman, Keith Lindley, Graham Stallard and Quasar crew went theoretically direct to Finnere via. Toddington, Shipston and Banbury. What really occurred was that two went one way and three another! - The two went naval fashion, silent and deep, whilst the three made Jimmy Young seem amateur, so good was their on-air chat! Anyway, Graham and Quasar took them in tow and guided all into the Vintage Aircraft Rally.

You might ask where are the three axis? Well, after some foul language brought on by the foul weather they got lost over Toddington and went missing. Pity really, they had the Thruster going for a prize at the Rally!

After meeting nice folks who fly for fun, and exchanging ideas with an-

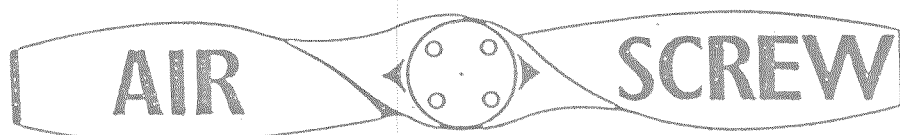
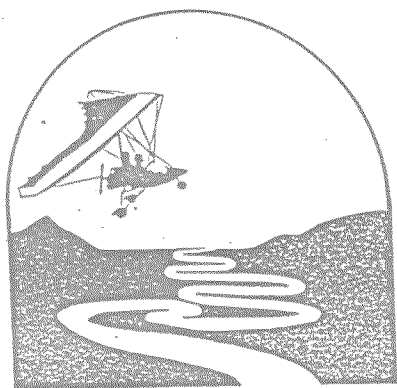
other club about fly-outs, Rob led us south of UHMRA to Enstone. How do you get a Galaxy up your posterior? Let Robbie get you too close to Upper Hayford! The C5 is big, even bigger on the concrete below you. The whiff of burnt kerosene reached us even up there!

We let down into Enstone behind Robbie - its runway really is a treat - miles of perfect tarmac. We lined up to await Geoff Weighall, our host, who refused to come down to earth, he was so comfortable training in the back of a Quasar. After what seemed like ten circuits, mixed in with Grobs and glider launches courtesy of Jaguar, he arrived. Pleasantries were exchanged and we felt obliged to depart as it was b..... cold (Chris Wales' electric gloves, only hot whilst flying, were getting too cold to wear) and darkness and clouds were threatening. The real hardy people, Rob, Keith and Chris went, we think, via Long Marston, but softies Graham and Quasar followed road signs back to Defford, Graham diverting to Woolstone to pick up a helmet he had brought for a possible passenger.

The day was fabulous and useful lessons were learnt. More fly-outs are planned and give good experience to all types of pilot. The best experience is team spirit.

One fly-out could be the Shuttleworth Collection at Old Warden.





## Severn Valley Microlight Club

March Issue 1991

### News, Views and Crew Room Gossip

Last month we reported the bad news that Microflight had ceased trading at Shobdon but also the good news that Sabre Air Sports had set up a microlight school in its place.

This month we have sadly to report more bad news. Aerotech International, based at Hinton-in-the-Hedges has now also gone into receivership. While the legalities are sorted out, the Aerotech Flying School has also closed and this has effectively curtailed microlight flying at Hinton. Training in the area is however still being undertaken by its former Chief Instructor - Paul De-whurst. He is now operating as Sky-craft and can be contacted on 0295.261.756.

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#### Dawn to Dusk?

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With the prospect of improving whether (where?) the time has arrived for those keen flyers to consider what to do this summer. One suggestion is to take part in the Dawn to Dusk Rally. This is a national competition whereby a pilot selects a task, announces in advance what he is going to do, then executes that task. Finally he submits a report on his expedition. The winner is judged on originality, flight planning as well as achievement. This year the competition is divided into two sections, the main one requiring more than eight hours flying in the time window (04.30 - 21.30) and a 'half' section requiring just four hours. Anyone

interested in taking part should contact John Hamer for further details. It is known that at least two club members are working on entries which will involve between 300 and 500 miles of flying in the day.

Closing date for entries is 1st April. (NOT an April fool)

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#### Or Round Britain?

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The other competition for which entries close at the end of March is the Round Britain Rally in June. The course this year - which is still sub-judice (but our computer has inside info.) will take the competitors north from Barton (Manchester) to the Scottish border before turning south to eventually finish at Sandown in the Isle of Wight on the second day. The second leg will then take the competitors back to Barton via mandatory and optional turn points.

Anyone interested in taking part even as a passenger should contact the Secretary, John Hamer, for further details. In addition anyone who has already submitted an entry is requested to contact him.

During last year's Round Britain Rally much confusion was reported at the Cromer turnpoint, when radio contact clearly advised that the airfield was closed and that on no account should a landing be made. It was subsequently discovered that the Cromer frequency and that of Hethel, some twenty miles away, were the same and it was Hethel that

did not want visitors. All has now been resolved with Cramer getting its own frequency - 129.825 - ie. the BMAA frequency. They are now known as Cromer Micro and thus clearly welcome microlights.

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#### Fly-In/Press Day

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Just as it seemed the weather had wrecked our chances of holding this event, we were all called together on Sunday 17th February at Woolstone airfield for what turned out to be a great success. Gloucester Ambulance Service were there and despite a number of members and/or machines being unavailable for a variety of reasons, at least twenty aircraft turned up from as far afield as Bristol and even a hot air balloon, though they decided not to fly. The morning that had begun most unpromisingly with light drizzle became much brighter and an excellent collection was made for the Ambulance Service. Members of the public were amazed to be invited to have a flight and without exception came back to earth delighted with their first experience of microlighting. Members of the press were there and all Club members and visitors were invited to line up for the photocall. Our thanks to Dave Read who spent a great deal of time and effort ringing round all the available members to make such a success of this event, and to all those who helped on the field, especially

Vic Booth who did an excellent marshalling job.

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### Open Evening

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On 20th February the Club held an Open Evening at which a slide presentation and a film of microlighting were shown. Over eighty people attended including the Chief Executive of the BMAA, Brian Cosgrove. As a result of this evening about 10/12 new people have joined the Club and seven have already started Ground School on Monday nights. For those interested the schedule of Ground School training is included later in this issue.

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### M4 Cloudbase Ltd.

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We have just received news from Don Law of M4 Cloudbase Ltd. official opening of the new showroom which took place earlier today - Wed. 20th March, at 4.30 pm. attended by VIP Brian Cosgrove and representatives of Pegasus, Mainair, Medway and RAF Lyneham (and Don's Bank Manager). The hangars are now completed and new instructor, Eric Dus has been welcomed, bringing M4's full time instructors up to three. At M4 Cloudbase pupils can train on Raven, Pegasus or Alpha (or all three if they wish).

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### Euro Weekend

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Further exciting developments at this ever forward looking school is a Euro weekend, planned for May 10th to 12th, visiting France, Luxembourg and Belgium. Anyone interested in joining them is most welcome. Please contact Don at the airfield: 0793.740854 or at home 0793.790052

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### Royal Exclusion Zone

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Everyone must by now be aware of the unprecedented royal air exclusion zone above Prince Charles' house, Higrove, near Tetbury. The zone extends to one and a half miles around Higrove House and to 2000 ft. in height - and mysteriously does not apply to aircraft other than helicopters and microlights, a fact which the CAA is unable to explain.

Another site affected by the re-opening of MATZ is Long Newton near Tetbury. The good news about this site is that it now has full planning

permission to operate from 07.00 until dusk or 21.00 hrs. whichever is earlier. Dave Young says that while visitors are welcome, it is still strictly PPR - phone 0666.5032 (and there is a landing fee). He says that until the site is developed with a new 600 yds. runway, the existing strip is tricky and thus requires a comprehensive briefing prior to tackling it.

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### Local Talent

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Perusal of the recent returns of membership renewal forms has shown that some members have been hiding their talents and achievements from the rest of us. Congratulations go to John Munro Hunt on achieving his licence. John joined the Club in the latter part of last year. He bought a Flash 2 and has subsequently got a move on to collect his licence.

Don Law has just become one of our Club's approved check pilots.

If you have achieved something please let us know so we can spread the good news.

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### Comic Relief?

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For those of you who have renewed your membership, you need read this item no further. For those who haven't, this will sadly be the last issue of this informative publication you will receive, unless, of course, you renew your subscription (30) PDQ.

Cheques to: R. Keene, Over Farm, Gloucester please. Thank you. (We'd hate to lose you, really!)

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### Fly-ins

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All the organised flying events to date have been defeated by the weather, which isn't altogether surprising given the time of year. Events planned for the next few weeks are as follows:-

#### Saturday 23rd. March - Treasure Hunt

Please note 11.00 hrs. START at Woolstone means fly out then, so please arrive earlier. Also please bring 'lunch money' as we are flying to a local hostelry afterwards, and an extra 25p. which will be required for one of the clues. Intrigued? Good - turn up in good time on the day.

#### Easter Weekend

Midlands Festival of Transport. A fly-in organised by Midland Microlight Flying Club. The festival takes place on the Sunday and Monday. Camping facilities available from the Saturday. Visitors will be well looked after.

Group fly-out depart Woolstone 10.30 Sunday or Monday depending on the weather.

#### Saturday 7th April

Milson, a second attempt for this short run to Clee Hill. Take a picnic. Depart Woolstone at 11.30

#### Saturday 13th April

A special invitation fly-in to Oakley from the Buckinghamshire Microlight Club. Oakley is situated near the Thame on the northern edge of the RAF Benson stub.

#### Sunday 21st. April

Ditton Priors. Another attempt at this straight forward journey up the Severn Valley. Depart Woolstone at 11.30. Lunch at a local hostelry in Ditton Priors.

Keith is compiling lists of passengers and spare seats so please contact him if you wish to be included. Those pilots who have short haul machines may like to be on the passenger list for longer outings.

Other journeys are being planned, some short and some long. Any ideas for fly-outs, fly-ins or details of visitable strips will be most welcome.

Contact Keith Lindley on 0242.232464.

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### Social Calendar 1991

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Please note carefully that events marked \* have dates changed:

\*March 30th (Sat) Swimming Party at "Splash", Malvern. Details at March meeting.

April 20th. (Sat) Skittles - venue as yet unknown.

May 4th (Sat) Barn Dance - Over Farm.

May 24th - 27th - Fri - Mon Isle of Wight Camp.

June 16th (Sun) Severn Valley Railway, Kidderminster

\*June 22nd (Sat) Swimming Party - Bob Hind's place, Newnham.

July 13th (Sat) Airfield Party - Woolstone



Aug. 9th (Fri) Avon Boat Trip-Tewkesbury

Oct 26th (Sat) Passing Out Parade - Airport Inn, Staverton.

Nov 8th (Fri) Firework Party - Woolstone

Dec 20th (Fri) Christmas Dinner and Dance - Haydon Court.

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### Over the Horizon

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Next month's speaker will be John Hamer with slides, maps etc. giving a talk aimed at encouraging people to more adventurous flying trips. Don't miss it.

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### Jottings from the Logbook

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#### By John Hamer

At the Club's AGM, John Hamer gave an excellent slide presentation which reflected his activities during 1990 - what follows is effectively the written accounts of that presentation.

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 1990.

January opened with me recovering from an operation on my ankle and looking forward to the prospect of flying again. My hopes of an early return to the air were severely dashed by the gales of 16th January. My hangar collapsed and only by a miracle was severe damage to my aircraft avoided. Indeed my wing did not have a scratch on it but because of the way the structure fell around it, effectively locking it in, it had to be dismantled to extract it from the wrecked building.

February was thus spent dismantling and rebuilding the hangar (with the aid of Chris Wales) and sorting out the damaged trike unit. I needn't have hurried as much as I did, for it wasn't until March that the weather improved enough to allow me to get airborne again - just in time to fly to Popham for the Trade Fair.

On the way there I popped into Redlands to collect Don Law and found that I was his very first visitor to his new airfield. Don and I went on to Popham where, as usual, there

was a severe cross wind which resulted in some very interesting landings including a number of accidents. The Trade Show itself had little to write home about as there was nothing particularly new except the Quasar which proceeded to write itself off during a takeoff. Despite the horrific spectre the crash presented, fortunately as is usual with such microlight accidents, no one was hurt.

March was also the month I was first able to use a new strip out at Little Rissington that a very good friend had specially established on his farm so that I could go and have lunch with him and he can come flying with me.

The end of April saw the better weather arriving and a number of expeditions being mounted. The first of these was in company of

Chris Wales, Robbie Keene and Don Law to Uppottery and on to

Eaglescott in Devon, before returning to Don's at Redlands through Lyneham airspace and then home. The following week - the first week in May - the gang was off again, this time north to Shobdon for lunch and then into Swansea for tea, before returning home via the Severn Bridge.

June is always remembered for the Round Britain Air Race and fortunately the weather again co-operated to a degree. The Club sent four crews this year:- Robbie Keene and son, Chris Wales and Paul Gapper, Tony Penny and Val Ruck, and finally Don Law and myself. The first day was effectively a race from Manchester down to the Isle of Wight via half a dozen turnpoints - one most notable being Stonehenge. Surprisingly, since we all had to stop for fuel, all of us except Tony got there within a couple of minutes of each other - indeed, if memory serves me correctly, I think Don and I were ahead of Robbie and Chris on elapsed time by about 10 seconds!

The problems really started on the following day - Sunday - for we had to decide our route back to Manchester via as many turnpoints as possible scattered the length of the country before our time ran out on the Tuesday morning. Added to our troubles was the fact that we knew that the weather was going to deteriorate with a front forecast for Monday. Don and I opted for the 'east coast' route

but visited Long Marston first as opposed to Rochester like the majority. We thus avoided a traffic jam before crossing the country to Sutton Meadows and then over to Cromer. From there it was north - across the Wash to Sproatly (Hull). As time was running out for the day, we stopped overnight at Bagby. The following morning we awoke to find the front arriving and the visibility falling, however we found our way up the motorway to Eshott before deciding that going further north in the deteriorating conditions was not prudent. So it was across the Pennines to Kirkbride, where we were almost permanently grounded because of the strong winds; however somehow we got airborne and back to Manchester via St. Michaels.

Thus it was a completely different experience to enjoy a night out in a long boat with the Club during July. This was an exclusive three hour trip with forty plus members, from Tewkesbury boating quietly up the Severn, complete with supper.

Another event in July was Western Park to which I struggled through the murk and mist - well, the Midland Microlight Club always feed you so well! The murk proved problematic for some of our members who travelled there. I understand there were some doubts about the accuracy of the maps they were using and they had to land to check them out!

July also saw me take my friend's old father for his birthday flight. He was once a pilot himself and learnt to fly in the RNAS in 1918. He was 91 this year.

August also had its flying moments. The trip up to north of Doncaster will be remembered for the time Don Law put down in a super little strip called Cold Aston because he was running low on fuel, and Harry Neath and I duly followed him in. Consulting Pooley's, it said "All visitors most welcome" - What it didn't say was "except microlights" and thus Don was left with the task of negotiating (ransoming?) our way out.

At the beginning of September I should have gone with Robbie Keene on the M25 Rally around London, but illness at the last moment prevented me. Robbie did really well and came second with a partner from

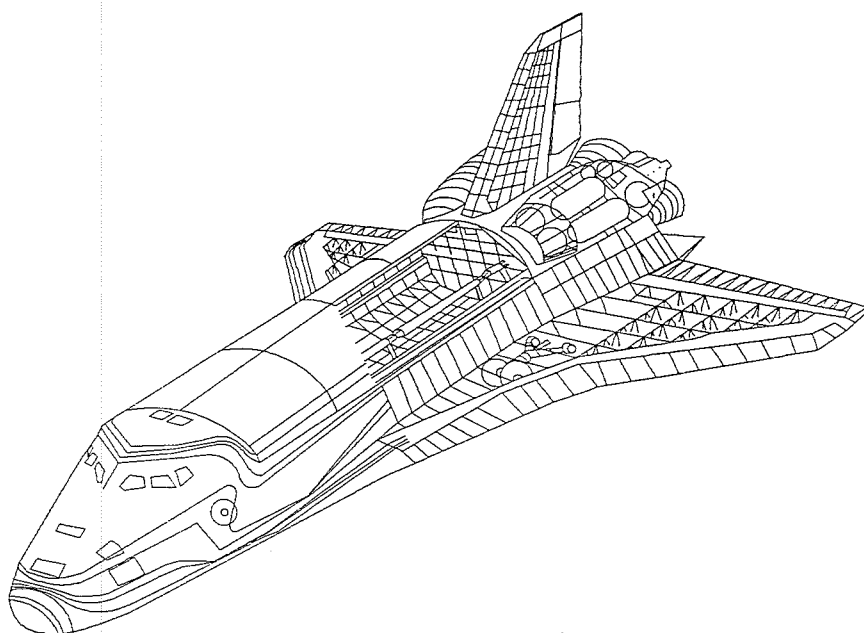
another club. Fortunately the 'flu didn't keep me in bed that long as the month was particularly good for flying. Apart from two sorties into the depths of Wales with Chris Wales - no pun intended - the month is to be remembered for one extraordinarily good day which saw me and many others visit the West Midlands Fly-in at Tasley just north of Bridgenorth. In addition, I went on and had lunch with the Midland Microlight Club at a fly-in they were having just north of Birmingham.

However the good weather didn't last long and October saw only a few flights around the area. Indeed the weather really was turning wintry now and I only had one other outing at the beginning of November with Robbie Keene and Chris Wales, to some friend of Robbie's near Abingdon. There we gave joy rides in the active MATZ with the RAF's full co-operation - the waves of radios.

The end of November also marks my return to hospital to have my ankle sorted out but as I looked out the window thinking about going flying again, I could see that I wasn't missing much.

Now for the statistics - the weather seemed to have taken its toll as my flying hours were down 30% on 1989, with only 120 hours achieved. Interestingly the average time for the 166 flights I made was still just over 40 minutes - this figure hasn't changed in the past three years. Nor has the number of flights over 3 hours - still only 3 but those over 2 hours have fallen to 10.

Another interesting fact is 1990 was the first complete year that I've operated from my own strip - just 12 minutes from armchair and into the air - so theoretically I had more opportunity to fly so something else must have stopped me - and contrary to popular opinion, it wasn't the wife!



# Family Super Swim

a

## Swimming Party with the Squadron

We've got the pool at Malvern (Splash) all to ourselves for two hours saturday evening 30th March. From 2000-2200hrs.

We've got the flume, the wave machine and the entire pool. And for those of you that would rather spectate, weve got the buffet and bar opened for our exclusive use.

But we need you! Actually we need a hundred and fifty of you. So bring your friends, family and children to the squadrons night out.

And its only going to cost you £1.50 each. Pay either at the door or in advance to Robbie Keene.

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airfield - 0793.790052

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## SEVERN VALLEY MICROLIGHT CLUB

### WOOLSTONE AIRFIELD

FEBRUARY 1991

It must be clearly understood that all activities at Woolstone Airfield are undertaken at your own risk.

Although the Club constantly reviews practices with improved safety in mind, the ultimate responsibility for avoiding hazarding others and taking care of your own life and limb, is yours - "SAFETY IS NO ACCIDENT".

Woolstone Airfield is operated by the Severn Valley Microlight Club (SVMC) for its members, all other use is by Prior Permission only. Requests for PPR use should be referred to the Airfield Controller or another Committee member, see details below.

A First Aid Kit and Fire Extinguisher are located in the caravan, and members must check their position for use in an emergency on booking in.

The nearest Telephone is at the Texaco Garage on the main Cheltenham to Evesham road (one mile having turned right at the main road). The emergency services will recognise the description "Woolstone Microlight Airfield".

#### Contact Telephone Numbers:-

SVMC Chairman	: Andrew John	: 0386 89229/217
Secretary	: John Hamer	: 0452 70314/0242 533628
Treasurer	: Robbie Keene	: 0452 414975
Safety Officer	: Vic Booth	: 0242 583338
Airfield Controller	: Graham Arthur	: 0242 522754

#### STANDING ORDERS

The Airfield is open : Monday - Saturday 10.00 - 20.00 hrs  
Sunday 10.00 - 12.00 hrs  
17.00 - 19.00 hrs

No take-offs or landings are permitted outside these hours.

All pilots must sign the Log (in the Caravan) both on arrival and before departure.

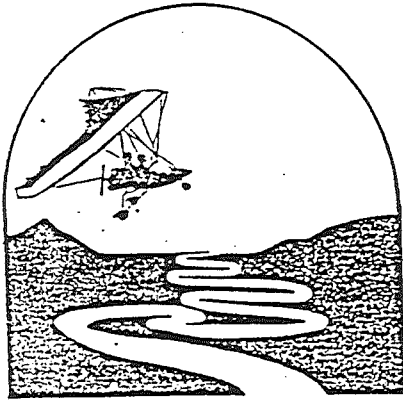
All pilots must have Third Party insurance cover for a minimum of £250,000. (Normal BMAA Third Party insurance).

All aircraft operating at Woolstone must have current and valid documentation.

All circuits are LEFT hand at 500ft QFE, and runway direction should be checked during the standard overhead join at 1000ft.

Do not fly below 2000 ft to the EAST of the main road (A435) and avoid overflying neighbouring farms and properties (see map).

Beware possible model aircraft flying approximately half a mile to the SOUTH of the airfield.



April Issue 1991



Gordon Gould  
South Acres Lodge  
The Pack  
Cheltenham  
GL50 2SD

# Severn Valley Microlight Club

## FLYING EVENTS

We actually had an advertised event that took place! - the treasure hunt. This was such a success that another has been scheduled for the end of April. See report by Dave Steade.

Events planned for the next few weeks are as follows:-

### Sunday 21st April

#### Ditton Priors.

Another attempt at this straight forward journey up the Severn Valley. Depart Woolstone at 1130 hrs. Lunch at a local hostelry in Ditton Priors.

### Saturday 27th. April

#### Treasure Hunt.

This will be organised by Robbie, the winner of the last one. Meet at Woolstone 1100 hrs.

### Sunday 5th. May

#### Milson.

Yet another attempt to reach Clee Hill. A nice relaxing run after the exertions of the Barn Dance the night before. Take a picnic. Depart Woolstone at 1130

### Saturday 11th. May

#### Old Warden near Biggleswade.

This is the home of The Shuttleworth Collection of historic aircraft. This exhibition is renowned for its presentation. There is no landing fee. Admission to the display is 3.50 or 3.00 for parties of ten or more. Restaurant facilities are available. Depart Woolstone 1100 hrs. Flight details from Hugh Bethune.

#### Contact KEITH LINDLEY

on (0242) 232464 for details of the other trips.

## News, Views and Crewroom Gossip

### Off to a Good Start

We are pleased to report that seven of 'H' Flight plus three left over from previous years, passed the first exam - Technical - following intense tuition by Messrs. John, Lloyd and Read. Congratulations all for achieving this 100% pass rate.

### Pride of the Fleet

Bill and Barbara Austin have now received their brand new Mainair Alpha 503 TP1 - (twin plug ignition for those of us who have difficulty

keeping up with all these technical innovations!)

Geoff and Ken Hoult have sold their Alpha, but it isn't going far as new member Dave Steade has parted with sufficient gold to effect a change of ownership. In addition, we understand that he has been undergoing intensive tuition on it at Shobdon and thus hopefully we will soon be able to report the first of 'H' Flight to go solo.

### Test Pilot

As many of you know, John Hamer has been a Mainair Team pilot for many years, testing and promoting their product in the field. In addition he has also been one of their production series test pilots responsible for clearing production aircraft for their initial issue of the Permits to Fly. Well, he has now been cleared as a company test pilot and was recently seen evaluating the new Mainair prototype at Popham.

In addition he is currently working on a couple of new projects for them including testing a new carbon fibre, three bladed propellor for the 462 Alpha. This is the same propellor that is now being fitted to the 503 TPI Alpha and by all accounts is a significant improvement on the wooden-precision three blade propellers - but doubtless John will tell us when his testing has been completed.

### Popham

Every year there is a Trade Show at Popham - and every year the weather contrives to make flying very

difficult. This year was no exception. The weekend was plagued with a succession of fronts rushing through depositing rain and lowering the cloud base making even the trees that line one side of the airfield difficult to see.

What was new at Popham then? Well really the most significant thing to report is that at long last they have put in a new NE/SW strip which reduces the rotor effect from a southerly wind as it crosses the trees that border the southern side of the airfield. The new strip was thus a great boon as the wind was a southerly all weekend and it enabled flying to occur during breaks in the weather, the first not coming until very late on Saturday afternoon after an incessant downpour. This poor weather put a big dampener on the proceedings which did not feature anything particularly outstanding.

Mainair were demonstrating their latest prototype, the 503 TPI Alpha whose remarkable quietness was attributed to the low noise engine, combined with the new 'C' type Rotax gearbox driving a four blade propeller.

The only other flexwing being demonstrated was the twin carb. 503 Quasar, although the Pegasus stand did feature their other two products, the Q and XL.

On the three axis side, the spectrum tackled the turbulent conditions as if it was on rails, while the new AX-3 nearly provided some show stopping moments as its landings on occasion featured unintentional sideslips in, followed by hops from one wheel to the other, before this French creation settled to earth.

Without doubt the quietest performer of the show was the Chevron, this time re-engined with a four cylinder Konig. The noise even on full power was barely audible even from 25 yards away, however its climb rate still leaves something to be desired, especially from flexwing flyers who like to get among the angels quickly.

Two aircraft that did exhibit remarkable climb performances were the Shadow Streak and the Renegade, but the former is certainly not a microlight and the latter is questionable (depends on how and by whom it was built).

Popham would not be Popham without mentioning that a resident

Thruster got airborne - there seemed to be hundreds scattered in neat lines all over the airfield.

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#### Weston Park

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There was a poor showing from SVMC at this fly-in - possibly due to the adverse weather conditions? Only John Hamer with Gus Hatchett in the back, turned up on the Sunday. (The Monday was blown out.) They were given a warm welcome by the Midland Microlight Club and were fed well (and free) - both enjoyed a full English breakfast after their trip there, which no doubt made it a memorable one.

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### The Great Woolstone Treasure Hunt

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By Dave Steade

The first round of the 1991 Treasure Hunt series was held on Saturday 23rd. March, 1991. For once the weather was kind and the high pressure over the weekend made for a cold but dry day. Winds were light and northerly.

At 11.00 a.m. six crews had turned out to enter the fray. Hugh Bethune had devised a taxing but manageable course leaving the bulk of the work to the spotter so that the pilots were able to concentrate on the flying.

The competitors set off at five minute intervals in an effort to prevent a follow-my-leader type of tactic. This was largely successful but was frustrated later on in the competition due to several of the competitors becoming involved in an extended conversation during a landing at Defford.

From the start at Woolstone, the route headed north with the instructions to fly to Bredon Hill and count the number of transmission dishes on the large tower to the right (19), followed by the number of aerals on the smaller tower to the left (6). A relatively simple task you may think, however there was some discussion at the end of the competition about when a

dish stops being a dish and simply becomes a round disc.

From Bredon we headed north west to find the island in the River Avon where some manmade river control systems are situated. The task here was to identify the sustems used - (two weirs and a lock).

The course then proceeded west along the river and over a static caravan site, counting the number of static caravans on the way (49). A problem seemed to increase in magnitude once everyone's fingers and thumbs were used up in that several circuits were needed in order to remember the sequence in which you were trying to count them. It is surprising how much more difficult this type of task becomes when you cannot put a line through the caravans as you count them!

The competitors were then directed to proceed west to the railway bridge across the river and then north to land at Defford air strip. The task was to find the donations box for the "Mission Aviation Fellowship", deposit 25p. (Hugh's little fund raising system) and read the note which told you where lunch was available - (Teddington Hands).

From Defford the route followed the railway north as far as the next level crossing and then headed west out to Porton Pool. The task here was to count the number of islands (5). Again some contentious issues were raised when the papers were scored with I think Robbie Keene counting what must have been a floating baked bean can as an extra island!

Heading west to the River Severn, a large caravan park was found and we needed to identify what sports were on offer (fishing). Personally I could only see the one, but some of the more eagle-eyed competitors found several on offer. - (John Hamer wondered whether any sports going on inside the caravans could be listed as extras!)

(Ed. note - just call him Tom in future.)

Following the River Severn south, a large white house came into view on the left. The task here was to count the number of storeys (4) - again an



item of some discussion when sorting out results with a heated debate ensuing as to whether a storey has to be entirely above ground to count as such.

Continuing south and keeping Upton-on-Severn on our left, we checked how many playing fields were available for the town (2). My rather loose interpretation of football pitches as playing fields cost us five points. Further south we passed over the M50 bridge across the Severn and were asked to count the number of support pillars (56). (Bonus points were not awarded for flying under the bridge.)

Near the Abbey at Tewkesbury, a branch of the Avon had some small black and white stepping stones - well, 'steppingstones' if you were fifty feet tall! - the task, to count them (8). Again continuing southward we came to a golf course and I think what was the most difficult task of the whole comp - to count the number of bunkers (48). Well, you can imagine bunkers on a golf course are not exactly regularly spaced and when does a bunker become a muddy patch and vice versa? Not surprisingly the answers did vary somewhat and we needed several circuits before I got the same number twice.

On the opposite side of the river from the golf course was another static caravan site and here again the job was to count the number of caravans (57). Heading north east, we then returned to Woolston before flying to the Teddington Hands pub at the intersection of A438 and A435. Arthur John had arranged the use of a superb field that was flat, hard and reasonably large, also thoughtfully providing a wind sock.

After removing some of our layers of clothing, we made our way over the fence, ready and eager for lunch and the de-briefing. Marking was definitely one of the highlights of the whole event with several very interesting debates materialising. One of the questions which caused much debate was the number of pillars supporting the M50 Bridge. The correct answer eventually accepted was 56, however there was argument for the view that only four pillars actually support the bridge, the other merely supported the roadway across the flood plain. Predictably, the number

of bunkers on the golf course was also the subject of much debate. However, in order to resolve the situation, 48, which was the number chosen by the greatest number of competitors, was chosen to be the correct answer.

Not all the questions carried the same number of marks - rightly so - and the points for each question were loaded according to their complexity. Only one point for the number of storeys in the white house but 25 points for the number of pillars supporting the M50 Bridge - and the number of bunkers on the golf course.

The results of the competition are set out below with Robbie Keene and Anthony Lynch winners by a clear margin. Their prize for this outstanding feat was the job of arranging the second round! The competition finished with all members giving a vote of thanks to Hugh Bethune which I feel was justly deserved for what turned out to be a carefully set out competition - not so difficult that people missed lunch, not so easy that people got bored.

Results:

John Hamer & Adrian Smith

46

Robbie Keene & Anthony Lynch

98

Andrew John & John Caffull

52

Hugh Bethune & Dave Steade

87

Keith Linley & Barbara Austin

38

Graham Arthur & Norman Frost

32

(Nos. denote Round One scores)

## Swansea - From the Back Seat

By Adrian Smith.

Sunday morning 24th June the telephone rang. It was John Hamer suffering withdrawal symptoms.

"I thought we'd go to Swansea," he said.

The weather looked good and a four hour round trip did not seem unreasonable.

"All right, I'll see you at 10.30," I replied.

I arrived at Catsbury on time at which John explained that one of the most important duties of a 'crew member' was to ensure that fuel and aircraft were in close proximity. I then found out precisely how far it was from the 'petrol store' (garage) to the hangar - too far - and the precise weight of two 20 litre cans of petrol - too heavy. The first few weeks of involvement with microlighting certainly requires a steep learning curve!

Whilst I was taking the fuel up to the hangar, John was telephoning Swansea Airport to inform them of our plans. (I presumed that this was so that they could lay on something special for lunch.) I climbed in the back seat and we were airborne at about 11.30. A quick hop to Over Farm to meet Hugh Bethune, together with his back seat passenger - oops, crew member - and Keith Linley.

The route was planned. All three microlights took to the air in line astern at 12 o'clock, ahead John and I in his Alpha followed by Hugh in his Quasar and finally Keith in his Alpha. Heading towards Monmouth we climbed over broken cloud at about 4500 ft. Good progress was made to Abergavenny, altitude coming down to about 3500 ft. At this point, whilst John and I with Keith in tow, turned a few degrees south along the heads of the valleys road, Hugh and his crew

made a feint towards Brecon, claiming that he knew all along that we were taking the heads of the valleys route, but that he was simply keeping the road on his left hand side. (Well, that's his story and he's sticking to it!) Visibility from this point was such that Swansea could be seen in the distance.

On entering the circuit, John was in radio contact with the tower and explained that he would be leading in two other microlights, one of which was in radio contact with him and the other would be following in behind without radio contact. We must have arrived at exactly the right time as a sky which had previously been littered with other light aircraft and parachutists was suddenly clear and we were given immediate instructions to land on runway 22.

Landing on a runway was an experience! First of all it was so long it was necessary to fly half the length of it before touching down in order to avoid the risk of road sickness and secondly it was so smooth you couldn't be certain that you had actually landed until you looked over the side to see whether the wheels were actually in contact with the ground.

We parked as directed and noted that the whole trip had merely taken one hour and twenty minutes. To reach Swansea by road in less than two hours is difficult. Imitating the crow has its advantages.

The next question was whether it would be appropriate to refuel before heading back. Hugh decided to do so but John and Keith reckoned they had sufficient to make the return journey.

We were airborne again at about 3.00 pm. and had decided to take a more southerly route back to Gloucestershire, following the coast to Cardiff. Hugh had explained that taking this route we would fly over a farmer friend of his whom he had not seen for several years and it was therefore agreed that if possible we would make a landing at his farm north of Bridgend.

Hugh managed to locate the farm and then landed in a selected field. As he drew his Quasar to the edge of the field beside a minor country road, a passing motorist stopped to give him a lift to the farmhouse. In the meantime, John, Keith and I maintained a holding pattern, whilst Hugh found out if the natives were friendly. It transpired that they were and we were directed to land in a field next door to the farmhouse.

We were greeted enthusiastically by the farmer and his family and were invited in for tea - Welsh hospitality at its best!

Time was pressing on and we had to leave sooner than we really wanted, but not before John and Hugh had taken various members of the family for several circuits of the farm.

Then it was back into the air for our final leg home following the M4 as far as Newport and then cross country across the Foprest of Dean. Daylight was beginning to wane and fuel was also beginning to get low. A careful balance had to be struck between speed and fuel consumption. An inflight switch was made to the reserve tank. Contact with Hugh and Keith had been lost as they had decided to take a more westerly route to enable Hugh to take on more fuel, perhaps near Monmouth.

Catsbury came into view and we landed. It had taken us about two and a half hours to fly back because of the more indirect route and the effect of headwind. It had been a long day. At least tomorrow I would be able to go to the office and have a rest!

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## STOP PRESS

## SOCIAL EVENTS:

### Skittles Evening

Sat. 20th April  
Long Marston - challenge match  
(by Aerolite)  
All members to attend - honour at  
stake!  
8.00.p.m.

## BARN DANCE

### Over Farm, Glos.

Sat. May 4th - with ploughman's  
supper.  
£4.50 per head.  
On past form this should be one  
of the best social events of the  
year so don't miss out - (numbers  
limited to capacity of the barn.)

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# INFORMATION SHEET

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

The Club offers the following facilities and privileges:-

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

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

Many organised Fly-ins and expeditions.

Various social events, including barbecues, dances etc.

Aircraft inspection and check flying to facilitate aircraft permit renewals.

Free use of Club airfield at Woolstone.

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

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

Affiliation to the British Microlight Aircraft Association (BMAA).

Advice on all aviation matters including aircraft purchase.

## Committee Members:

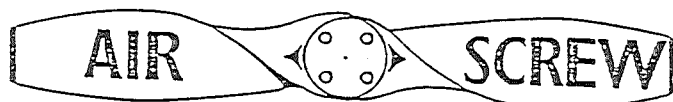
- Chairman - Andrew John  
Home 038689.229  
Work 038689.217
- Secretary John Hamer  
Home 045270.314  
Work 0242.533628
- Treasurer - Robbie Keene  
Home/Work 0452.414975
- Safety Officer - Vic Booth  
Home/Work 0242.583338
- Training Officer - Bill Austin  
Home/Work 0242.515064
- Woolstone Airfield Controller - Graham Arthur  
Home 0242.522754
- Airscrew & Publicity - Annie Wales  
Home 045276.341
- Social Organiser - Dave Read  
me 053181.245  
Work 0242.673361
- Fly-in Organiser - Keith Lindley  
Keith Lindley  
Home 0242.232464  
Work 0242.583100

## Other Useful People

- Inspectors  
Dave Read 053181.245/0242.673361  
John Hamer 045270.314/0242.533628
- Check Pilots  
John Hamer 045270.314  
Adrian Lloyd 0885.82504

## Club members use the following flying schools:-

- Aerolite, Long Marston, Stratford-on-Avon 0789.299229
- Skycraft, Banbury 0205.261756
- Air Play. Madley Airfield, Hereford 0981.251242
- Avon Microlight, Long Marston, Stratford-on-Avon  
0789.204010
- Group D Aviation, Enstone, Chipping Norton 0608.678741
- M4 Microlights, South Wanborough, Swindon 0793.790052
- Sabre Airsports, Shobdon, Leominster 056881.8768
- Pegasus Flight Training, Long Newnton, Tetbury  
0666.504032



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# Severn Valley Microlight Club

May Issue 1991

## News, Views and Crewroom Gossip

### Landing Fees

The new charges for landing at Heathrow and other BAA airports have just been published and it is interesting to see just how much a microlight carrying one passenger into this airport at peak times would be charged - that is if they would let you in in the first place....

From the tables, the following charges can be elicited:

Charges on Landing 414.90  
Passenger Charges 8.41  
Parking (1 hour) 15.60  
Navigation Charge 10.00  
Grand Total 448.91

And we thought that 6.80 charged per microlight at Swansea was expensive! (We now hear Shoreham charge 12 per microlight which is significantly more than the cost of fuel to get there!)

### Dressed to .....

A strange sight was seen leaving the ground at Over the other day. It was our very own James Cairns-Terry on leave from his Commercial Pilot's course at Cranfield. The unusual thing about the event was that James was flying in a morning suit. Could it be all this enclosed cockpit work that he has become accustomed to, or perhaps it is the new dress regulations for Cranfield's trainee pilots - the Eton College of the air?

Rumour has it that he had just been to a wedding and was showing off that he does own a morning suit plus top hat, as well as a scruffy jumper and trousers!

### PFA Rally

A date for your diary - the annual PFA Rally is, for the first time, being held at Wroughton on 5th, 6th and 7th July. Microlights will be welcome but the bad news is that at the moment the holding site for entry to the airfield is at Clench Common which is located on the 'other' side of a special rules area that will be surrounding the area during the period of the event. More information will be forthcoming nearer the event.

### Someone out there reads Airscrew

Apologies to Mainair and the original author for a technical inaccuracy which appeared in last month's issue. The report from Popham indicated that Mainair's 503 was being demonstrated with Rotax 'C' type gearbox. The sentence should have read: 'The 582 Alpha's remarkable quietness was attributed to the low noise engine, combined with the new 'C' type Rotax gearbox driving a four blade propeller.'

An article reviewing the 582 Alpha is included in this edition.

### Overseas Adventures

Robbie Keene and Chris Wales have just arrived back from their trip to France and Belgium. The trip, which lasted a week, included crossing the Channel as well as extensive adventures around the French and Belgium countryside. We are fortunate to have them agree to give an illustrated talk of their exploits at the Club's June meeting, so make a note in your diary to come on June 19th.

### The Redlands Saga continues....

Not only are Don Law's new showroom and hangar complete at his site at Redlands near Swindon but a new control tower has now been constructed. (Landing lights, a VSAI system and a customs post are expected next!)

### Chairman Glides Again

It is well known that our Chairman hails from a gliding background for he seems to take delight in perpetually returning to earth without the assistance of his engine for one reason or another. Well, he was at it again the other day.

High above Woolstone his normally trusty Rotax decided it had had enough of being thrashed without being fed the correct mixture and like all good workers, staged a lightning

strike in protest. This forced the boss to fend for himself and demonstrate to the assembled public that he hadn't forgotten how to land an aircraft without power.

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### Round Britain Race

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The Club has had two entries accepted for this year's event scheduled to start on Saturday 15th June. Hugh Bethune with his wife Liz have entered their Quasar for the first time, while last year's crew, Don Law and John Hamer have teamed up again but this time it is likely that Don will be flying his own aircraft, a new 503 TPI Alpha, while JH's "Charlie Fox" will, for the first time, be staying at home. It is planned that they will be telling us all of their adventures at the July Club meeting.

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### Barn Dance

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This event, which took place on the evening of Saturday May 4th, was very successful and actually boosted Club funds. Around ninety people enjoyed the dancing to The Green Willow Band. Many thanks to those who helped set things up, Andrew John, Graham Arthur, Vic and Marie Booth and to Bill and Barbara Austin for helping clear up afterwards. Thanks to Andrew for a splendid job of running the bar all night long, with some help from Vic I understand - and last but by no means least, thanks once again to Robbie and Sue, (especially Sue, who prepared all the excellent food) for letting us use their magnificent barn.

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### Club Members

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Please check enclosed details of members and advise if they are incorrect, out of date, etc.

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### FLYING EVENTS

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The fly out to Oakley took place on April 13 (see separate report) with three aircraft. Ditton Priors was cancelled yet again but we'll get there eventually! -

The treasure hunt scheduled for April 27 was postponed for lack of sufficient entrants prepared to brave the conditions but the preparations will be used later.

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### Old Warden near Biggleswade.

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**Saturday 11th or 18th May**

This is the home of The Shuttleworth Collection of historic aircraft. This exhibition is renowned for its presentation. There is no landing fee. Admission to the display is 3.50 or 3.00 for parties of ten or more. Restaurant facilities are available. Depart Woolstone 1100 hrs. Flight details from Hugh Bethune.

**Sunday 19th May**

Fly in at the West Midlands Microlight Club at their field at Tasley which is immediately to the north of Bridgnorth.

**Microlight treasure hunt.**

**Saturday 1st June**

Researched by John Hamer. Participants to bring reading glasses, dictionary and a quarter mil map.

Depart Woolstone from 1600hrs.

**Saturday 8th June**

Fly in and open day at Woolstone. A time to return the hospitality shown to us by other clubs in the past.

**Saturday 15th June**

Start of the Round Britain Rally from Barton.

**Saturday 22nd June**

Fly in and swim in at Bob Hinds, Newnham. If you can't fly in then drive in.

**Contact KEITH LINDLEY on (0242) 232464 for details.**

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### OAKLEY

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**By Keith Lindley**

Saturday 13th April was the day of our invitation to fly in to the Buckinghamshire Microlight Club airfield at Oakley. This airfield, officially disused, is on the northern edge of RAF Benson stub and is roughly midway between Oxford and Thame.

Various telephone calls had elicited that there were to be three participants from Over, Chris Wales, Robbie Keene and myself. Don Law was flying directly from Swindon.

The day dawned dry but breezy with mists. Staverton were muttering something about 15kts.

After delaying for a while, to let the visibility improve, Robbie took off to test his engine which he had recently overhauled. All was well and he invited Chris and I up to join him and so our journey commenced at about midday.

Conditions were very turbulent especially as we climbed over the escarpment heading eastward.

On passing Chedworth my helmet intercom became disconnected so I could no longer hear the others on the radio.

Abeam Little Rissington we had a rest from the turbulence but unfortunately we were making little headway so it was a case of descend into the fray once more and head towards the Brize SRA. Robbie obtained clearance for us to cut the corner of the SRA towards Witney and the north of Oxford thus avoiding Kidlington. I being deaf, was just following Robbie little realising that he was getting a wiggling from the Brize controller for not maintaining height.

The passage to the north of Oxford seemed to take an eternity but eventually we reached the television mast, the marker point for Oakley. It was here that Robbie waved me on to lead into Oakley because I had read the circuit procedure. I don't know what went wrong but I lost Oakley, over compensating for the wind. After realising the error of my ways I caught up with Chris and Robbie as we landed into the welcoming arms of the members of the Bucks club. This part of the trip had taken 1hr 50min at an average ground speed of 29mph.

I don't know if it was our B.O. but Don had hightailed it back to Swindon when he saw us approaching.

Pads of foam rubber, concrete blocks and a garden roller were provided for the wings. There was much amazement that anybody was mad enough to turn up at all. Packed into a car, we were whisked off to the other side of the field into a hangar for eats and a jumble sale. The main

thing that Robbie was interested in at the sale was the hangar but they wouldn't sell.

Don had previously invited us to drop in at his place on the way back and so a course for Swindon was plotted.

Wing walkers escorted us back onto the runway and it was instant take-off as soon as they let go. By the time we reached the other end of the runway we were at 3000 feet. Turning south-west we had the wind behind us for the run to Swindon. Conditions at this height were absolutely blissful as we overflew RAF Abingdon at 3500 ft. All good things come to an end and as the cloud cover below was thickening we had to do a spiral descent of some 2000 ft through the first available hole in case we missed Swindon. With Redlands located we witnessed a hurried scramble to the signals square to reverse the T, they didn't really want us to land down wind. Taxying off the runway I took a closer look at the grass as my machine was blown over. Robbie, who was coming in after me, had to find somewhere else to land. Being the type of day it was, there were plenty of hands to the rescue. The flight had taken 25 mins with an average ground speed of 79 mph.

After retrieving my machine, a cup of coffee and a few bits from Don's old plane, we were ready for the return to Over.

The flight along the A417 was uneventful apart from avoiding a few gliders at South Cerney. On descending the escarpment we were back into the turbulence. Chris had a few practice landing attempts, then Robbie showed us how to do it, and then I had a few more practices inspecting the daffodils, the ploughed field and the pylon lines before making it in safely. This leg had taken 1 hr 5 min (31 mph).

The steeds were securely stabled whereupon we all collapsed in Robbie's kitchen. The time was now seven thirty and Chris's wife was threatening dark deeds with his dinner.

Many thanks to the members at the Buckinghamshire club for their hospitality and similarly to Don Law and his merry lads at Redlands for theirs.

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## Flight Test - Mainair 582 Alpha

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By John Harmer

At Popham this year Mainair had brought down from Rochdale their latest creation, the 582 Alpha. The aircraft is effectively the well known, tried and tested Alpha airframe but re-engined with the low noise 582 Rotax engine. This engine is water cooled with twin CDI ignition developing about 60 hp. In the new Alpha, this engine is used to drive a four blade carbon fibre propeller through the new Rotax 'C' type gearbox. For this particular aircraft/engine combination, the gearbox was configured with a 3:1 reduction drive but the unique feature of it is the utilisation of an internal rubber doughnut coupling giving a smoother and quieter drive to the propeller.

Mainair specially asked me to fly the aircraft and give them a general assessment of what I thought about it, so once the weather had cleared it was time to think about flying the aircraft. Jim Cunliffe, a Mainair test pilot, had the first flight and from the outset it was obvious that this was a remarkably quiet aircraft.

My turn came and so, with Roger Patrick the chief designer, in the back seat, the engine was started. Being a big engine, the pull start takes a fair pull but once the engine is going the whole thing is very smooth. Obviously the carbon prop is beautifully balanced for there is little or no airframe vibration and taxi out with the powerful engine is easy. After the usual checks, it was time to line up on the new Popham strip. Holding the aircraft on the brakes and increasing the power dipped the nose as the new front suspension damper came into play. On brake release, the aircraft accelerated quickly forward and soon left the rain-soaked grass strip. I noted that previous aircraft leaving this strip had encountered a lot of turbulence at the end, so a full power climb at 50 mph. was initiated, which took the VSI off the clock and the aircraft was at 1000 ft. before leaving the field. The VSI was an electronic gadget which I soon came to realise was not always telling the truth - how I wish they had fitted a VSI from a

well known Cheltenham firm (Ed. note - which shall remain nameless as they cost as much as the plane!)

Once straight and level, the first thing I noticed was the speed - a true 60 mph. No, the ASI wasn't lying for it also felt that speed but astonishingly didn't sound that speed - no thrashing engine noise, it was so quiet - why? I wondered. A quick check of the rpm. revealed the answer - only 5000 rpm. Slowing the aircraft down to 'normal' Alpha speed of 50 mph. correspondingly reduced the engine speed to just above 4000 rpm. - standard Alphas, two up, start to fall out of the sky at this rpm. Increasing the power, the aircraft quickly climbed and although the rate was obviously quick, as I left the 503 TPI Alpha that was following us well below, the angle of climb was in no way alarming - my feet were always below my head! With the bar held in, the aircraft would easily do 70 plus with very little effort on behalf of the pilot; in addition, I noted that with increased speed, the roll response was much sharper.

Finally, this aircraft also incorporated a new hand throttle which I found comes much more readily to hand and is ergonomically designed such that there is no confusion in respect of its direction of operation as there used to be with the old ratchet system. In brief, I think this is a real breakthrough for microlights for the aircraft is a significant step towards an environmentally friendly machine without sacrificing any performance. Indeed, far from sacrificing, the 582 is actually an improvement particularly if the mean fuel economy figures are to be believed.

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# INFORMATION SHEET

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

The Club offers the following facilities and privileges:-

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

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

Many organised Fly-ins and expeditions.

Various social events, including barbecues, dances etc.

Aircraft inspection and check flying to facilitate aircraft permit renewals.

Free use of Club airfield at Woolstone.

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

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

Affiliation to the British Microlight Aircraft Association (BMAA).

Advice on all aviation matters including aircraft purchase.

## Committee Members:

- Chairman - Andrew John  
Home 038689.229  
Work 038689.217
- Secretary John Hamer  
Home 045270.314  
Work 0242.533628
- Treasurer - Robbie Keene  
Home/Work 0452.414975
- Safety Officer - Vic Booth  
Home/Work 0242.583338
- Training Officer - Bill Austin  
Home/Work 0242.515064
- Woolstone Airfield Controller - Graham Arthur  
Home 0242.522754
- Airscrew & Publicity - Annie Wales  
Home 045276.341
- Social Organiser - Dave Read  
me 053181.245  
Work 0242.673361
- Fly-in Organiser - Keith Lindley  
Keith Lindley  
Home 0242.232464  
Work 0242.583100

## Other Useful People

- Inspectors  
Dave Read 053181.245/0242.673361  
John Hamer 045270.314/0242.533628  
Don Law 0793.740854/0793.790052
- Check Pilots  
John Hamer 045270.314  
Adrian Lloyd 0885.82504

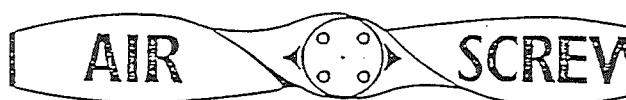
## Club members use the following flying schools:-

- Aerolite, Long Marston, Stratford-on-Avon 0789.299229
- Skycraft, Banbury 0205.261756
- Air Play. Madley Airfield, Hereford 0981.251242
- Avon Microlight, Long Marston, Stratford-on-Avon 0789.204010
- Group D Aviation, Enstone, Chipping Norton 0608.678741
- M4 Microlights, South Wanborough, Swindon 0793.790052
- Sabre Airsports, Shobdon, Leominster 056881.8768
- Pegasus Flight Training, Long Newnton, Tetbury 0666.504032

Severn Valley Microlight Club  
Membership List

1 May 1991

No	Name	C/name	Home	No	Home	Tel	No	Work	Tel	No	Address	Street	Town	County	A/C Reg	A/C Type	Licence	R/T	BMAA	No	Hrs	Insurance
1	Arthur	Graham	113	0242	522754			17 Eldorado Rd,			Cheltenham,	Glos.	G-MTB	Thruster	F	Y	2255	140	Y			
2	Austin	Barbara	174	0242	515064			Sheldon			Battledown Approach,	Cheltenham	Glos	G-MBA	Flash 2A	F	Y	3219	44	Y		
3	Austin	Billy	175	0242	515064			Sheldon			Battledown Approach,	Cheltenham	Glos	G-MBA	Flash 2A	F	Y	3219	41	Y		
4	Bailes	Nigel	222	0285	659318			7 Quarry Close,			Stratton,	Cirencester,	Glos	G-MBA	Flash 1	F	Y	3527	25	Y		
5	Beale	Dennis	192	045275	424			The Cottage			Hartlands Hill	Minsterworth	Glos	G-MBA	Flash 1	F	Y	1998	258	Y		
6	Bethune	Hugh	126	0905	820398			Sunnyside Cottage,			Pirton Court,	Pirton,	Glos	G-MBA	Flash 1	F	Y	3134	120	Y		
7	Booth	Vic	156	0242	583338			111 New Barn Lane			Prestrbury,	Cheltenham	Glos	G-MBA	Flash 1	F	Y	3031	45	Y		
8	Brewer	John	201	0905	56781			7 Sapphire Crescent,			St Johns,	Cheltenham	Glos	G-MBA	Flash 1	F	Y	3031	45	Y		
9	Brittenden	Michael	229	0242	23690			Flat 2,			5 High Street,	Cheltenham	Glos	G-MBA	Flash 1	F	Y	3031	45	Y		
10	Carful	John	153	045270	565			Pound House,			33 Corsend Road,	Bedford	Glos	G-MBA	Flash 1	F	Y	3854	30	Y		
11	Cairns-Terry	James	18	0234	750111			Trent Air Services,			Granfield Airfield,	Bedfordshire	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
12	Cale	Trevor	217	0684	544685			24 Wilton Road			Barnards Green	Malvern	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
13	Calman	Nike	197	028574	381			15 Barnsley,			Nr Cirencester,	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
14	Christie	John	121	0452	830161			10 The Braleys,			Longhope,	Gloucestershire	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
15	Cole	Ken	81	0452	414374			14 Tunacre,			Higman,	Gloucestershire	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
16	Cole	George	93	0531	5744			58 The Homend,			Ledbury	Herefordshire	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
17	Cornwell	Roger	194	0235	833445			Bluna, The Greenway			West Hendred,	Herefordshire	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
18	Cotton	Phil	115	0242	680581			School House,			Church Lane,	Herefordshire	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
19	Davies	Colin	8	0531	820953			Rose Cottage,			Church Lane,	Herefordshire	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
20	Davis	Steven	220	0860	796580			Flat 6,			16 Evesham Road,	Cheltenham	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
21	Evans	Ian	73	0684	298364			57 Gloucester Road,			Tenkesbury,	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
22	Frost	Norran	123	0452	863777			87 Gouerton Drive,			Brockworth,	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
23	Gould	Gordon	3	0242	680579			South Acres Lodge			The Pack	Cheltenham	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
24	Haer	John	94	045270	314			Catsbury Cottage,			Hartbury,	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
25	Hanna	Clifford	190	0594	842729			2 Forest Road			Lydney	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
26	Hatchett	Bes	209	0452	414992			41, Myrtle Close,			Robinswood,	Gloucester.	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
27	Hinds	Bob	109	0594	516256			The Staure,			Newham,	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
28	Hillings	Paul	225	0452	411775			81 Theresa Street,			Off Seymour Road,	Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
29	Hoult	Geoff	74	045288	391			Foxmount,			Bristol Road,	Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
30	Hoult	Ken	100	045288	391			Conderon Chase			Bristol Road,	Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y		
31	John	Andrew	180	038	689 229			Over Farm,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
32	Keene	Robbie	87	0452	414975			3 Holly Tree Garden,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
33	Langley	Jon	77	0453	825447			10 Turnball,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
34	Law	Don	195	0793	740854			Copse Green Farm,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
35	Lewis	Dave	52	0242	680202			26 Belland Drive			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
36	Lindley	Keith	216	0242	232464			24 Lower Westfields,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
37	Lloyd	Adrian	125	0885	482504			Upper House Barn,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
38	Lloyd	Roger	173	0885	410390			Orchard House,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
39	Miller	David	128	0527	893382			Herrysad,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
40	Miller	John	210	0451	60456			'Drabington'			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
41	Micro-Hunt	John	215	0885	410452			14 Ranton Hollow,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
42	Nice	Harry	214	0472	512666			Holly Tree Place,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
43	Penny	Tony	89	0594	510348			Croftorne,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
44	Read	Dave	33	0531	650245			Holly Tree Place,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
45	Ruck	Valerie	178	0594	510348			Rose Cottage			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
46	Sagar	Dari	230	090560	488			15 College Road,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
47	Saunders	Dave	199	0242	241324			1 Goodrich Hill,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
48	Saith	Adrian	228	045270	659			The Old Forge,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
49	Stallard	Graham	92	0684	72103			18 Brookland Lane,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
50	Stead	David	221	0905	820598			Shooters Roost,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
51	Stephens	David	154	0594	33434			High Green Farm,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
52	Stone	Matthew	223	0905	67235			Flat 5,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
53	Summers	Roy	227	0452	311614			4 Tamar Road,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
54	Tustin	George	226	0242	239547			Hawthorn Cottage,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
55	Wales	Chris	146	045276	493			Inchcroft Cottage,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
56	Watkins	Stephen	102	0905	821015			10 Gimson Close			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
57	Watson	David	181	0452	421376			32 Kendal Rd,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
58	Webb	Richard	148	0452	24531			Wild Perry Farm,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
59	Whistance	Stuart	59	0885	483803			Dawlish Cottage,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
60	Whittaker	Mike	127	0456	294598			Widrush,			Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			
61	Wren	Susie	203	0793	740304						Gloucester	Glos	G-MBA	Flash 1	F	Y	2458	320	Y			



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## Severn Valley Microlight Club

June Issue 1991

# News, Views and Crewroom Gossip

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### Lemmings.....?

---

Following in the flight path of Robbie Keene and Chris Wales, three more members have now crossed the great divide into France and Belgium. Don Law in company with Harry Niece and John Hamer went for a long weekend to the French equivalent of the BMAA Popham Trade Show near Metz. The story of their adventures can be found elsewhere in Aircrew.

---

### Customs at Redlands

---

You may have thought we were joking when in last Aircrew we mentioned that Don Law was thinking of installing a Customs Post for his overseas visitors. Apparently Customs have got wind of this and are going to pay him a visit - seriously - we are not joking this time!

It all started when Don and friends applied for a temporary export licence at Shoreham for their microlights during their recent excursion to France. On the said export form they all put Redlands as their initial point of departure and now Customs have decided to pay him a visit to find out about this new airfield that has sprung up near Swindon. (Obviously Customs have not read the latest version of Pooley's Flight Guide, otherwise they would know where it is) and also, according to the good book,

they would know that it even boasts its own restaurant, has its own maintenance facilities, fuel and A/G radio frequency called Redlands Radio.

---

### Kit Fox Beats Baby Boom

---

Last year we reported that Stephen Watkins was building a Kit Fox and a race was on as to whether he could get it airborne before Sarah had their baby daughter. Baby Sophie won and the aircraft project was thereby shelved for a while. However we can now report that in a resume of the race, Stephen has won (second time round) as his aircraft flew for the first time on Sunday morning at the end of May. Sarah's second baby isn't due for several months yet - our best wishes to them all.

We also learnt that as Stephen could not find a suitable test pilot for his 'baby' he underwent a conversion course onto taildraggers and did the job himself - brave fellow! - thereby proving the old adage of "you built it - you fly it!"

We understand that although the maiden flight was not recorded for posterity, Stephen has agreed to give the Club an illustrated talk on his project - currently scheduled for November to give him some time to prepare.

---

### Hugh Goes National

---

Hugh Bethune has now got the competitive urge for he was seen at the first round of the National Championships at Rufforth. While we do not have any record of how well he got on (save that in one event he managed to beat several well known names) we understand he has every intention of competing in further rounds. Good luck Hugh.

---

### Fairford Matz

---

With the ending of the Gulf War the Americans are withdrawing their B52s back to America and returning the Fairford base to care and maintenance. As a result, the MATZ imposed during their stay will be withdrawn at the end of the month and this will make it easier for non radio aircraft travelling south to Swindon and beyond.

---

### Flightline Gets It Wrong

---

From the recent issue of the BMAA magazine, Flightline, it would appear that there has been a boardroom coup in SVMC with John Hamer assuming the position of Chairman. However John assures us that this is not the case and in fact Andrew John remains firmly in the Chair. The report that appeared in Flightline was the first submitted by the Club in recent years and by editing

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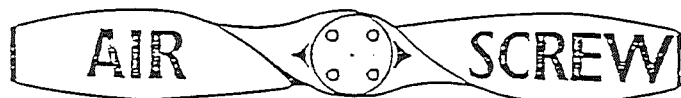
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---



# Severn Valley Microlight Club

Gordon Gould  
South Acres Lodge  
The Pack  
Cheltenham  
GL50 2SD

July Issue 1991

## News, Views and Crewroom Gossip

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### Round Britain Air Race

---

Despite the weather, the Air Race did run in June. A graphic account by Don Law is included later in this issue. To complement this Hugh and Liz Bethune will be giving an illustrated talk on their adventures at the Club meet. There is no doubt about the fact that they all got very wet and there is an unconfirmed rumour that Don Law did a 'Levi' advert in a launderette in Whitby as his clothes were being dried.

---

### Fair Stands the Wind for France? - Again!

---

Following the recent spate of continental ventures, another trip is being planned for September. The principal reason is to visit a show in the Loire Valley on September 14th/15th. The intention is to fly out the previous day - Friday 13th September (superstitious people please note.) Anyone interested should contact Don Law on 0793790052. It is interesting to note that France is not as far away from here as either the Scottish border or indeed Land's End.

---

### Skiing

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Whilst talking of trips, Don Law is also planning a skiing trip in January - this is the second Club ski-trip in the offing as Jeff Hoult is also planning one. Anyway, anyone interested, please contact Don on 0793-790052 or alternatively, see Jeff Hoult at a Club meet.

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### Shobdon

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The Microlight School at Shobdon was incorrectly listed on the Information Sheet under the previous owner's number. Will potential students (and others) please note that the correct telephone number is - 056881 3168. Apologies to Peter Truscott who incidentally is now doing training on Powerchutes, which judging from Andrew John's article last month, seems an 'interesting alternative' way of getting airborne.

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### Flying News

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**Rain, Rain and Even More Rain!**  
The poor weather in June inhibited not only the Club's Fly-in at Woolstone but also cancelled the fly-in to the USAF base at Upper Heyford. Notwithstanding the fact that the fly-in

was cancelled, several members took advantage of the USAF's invitation and went along by road to attend their establishment.

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### Bob Hind's Barbecue

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We did our best. Bob had the solar panel rigged up for the swimming pool; Dave lit the barbeque and stoically cooked sausage and beef burgers - but all to no avail. Not only did it start to rain, it also blew a small gale so no aircraft appeared over the horizon or anywhere else for that matter. However, a few stalwart members did arrive by car and were generously entertained in Bob's kitchen with coffee and beef burgers. I guess you could say we made the best of a rotten Saturday. Many thanks to Bob for giving up his time to entertain those of us who turned up. He has kindly offered to try again later in the year - perhaps September? - when the weather may have decided to behave itself a little better.

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### Dawn to Dusk

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The final weekend in June provided a window in the poor weather sufficient for Chris Wales and Rosie Callinan to complete their scheduled task for the Dawn to Dusk Rally. The competition, open to all aviators, is about

# ADVERTISEMENTS

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Two stroke straight mineral oil  
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Two stroke semi-synthetic  
mine-ral oil (Silkolene comp-2)  
3.50/litre  
Four stroke oils (Silkolene super  
four) 1.90/litre  
Castor oil (Castorene R40)  
3.00/litre

### AIRCRAFT QUALITY BOLTS

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Contact Dave Read  
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Excellent grass strip.  
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Complete with sails, cover,  
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Excellent condition.  
Good buy at £900.  
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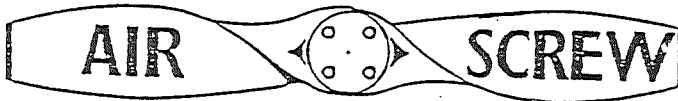
Mainair Alpha.  
Tel. Adrian Smith - 045276.659  
(home) or 0452.612345 (work)

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### 503TPI Alpha

Only raced once to France and  
Belgium. Only rallied once around  
Britain. 100 hrs. Loads of goodies  
Offers Don Law 0793.790052

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## Severn Valley Microlight Club



August Issue 1991

### News, Views & Crewroom Gossip

We are pleased to announce that the first member of this year's new recruits has now obtained his licence. David Steade had been flying at Shobdon in his Alpha and seems to have been able to put in the hours when all the rest of us have been grounded. ~~They must have~~ different weather up there. Well done anyway Dave and we look forward to seeing you around the skies.

Incidentally David is flying around in Geoff and Ken Hoult's black Alpha. They sold this to concentrate on building a Rans Coyote which is a small two-seat, three axis microlight. We understand that it is almost complete and should have its first flight any day now. Good luck Geoff and Ken.

#### Fly-In - 27th July

After many attempts, the weather finally cooperated and we managed to arrange for a good day to coincide with a suitable Saturday. Indeed it was as if there had been a sudden hatching of microlights for over forty aircraft visited Woolstone during the day and on one occasion there were eight aircraft in the circuit all wanting to land. After the good day's flying a successful party was held at which there was excellent food, drink and music enjoyed by all that attended. Many thanks to the Woolstone crew for hosting the

event and to Dave Reed for organising the barbeque.

#### Eavesdropping over the Intercom

Last month a couple of our 'gallant' pilots undertook to fly the ladies from the local Round Table group. Thinking they were into a night of flying older ladies they were surprised when young, sprightly things turned up. Their spirits thus elevated, they set about their enjoyable task. On one trip John Hamer was innocently asked 'How far do you go?' - His answer - though apparently not recorded, was said to have been something to the effect of 'How far would you like.....?' - Typical!

#### Dawn to Dusk

This year the Club has had two entries in the Dawn to Dusk competition. The competition is basically one in which you decide on a task that must involve at least eight hours flying on one day. You tell the organisers what that task is and what your objectives are and then go out and fly the mission and report back. You are then judged on your results. Chris Wales with Rosie Callinan have completed their task and their adventures will be expounded at the Club meet in October. Meanwhile our other entrant, John

Hamer, has been looking for a suitable weather window.

After several false starts, he actually got off the ground the other Sunday. His objective was to photograph all the used and disused military airfields in Wales. This adventure involves departing at about 6.30 am. flying all the way round Wales with two fuel stops and arriving back home some eleven flying hours later, just before dusk. The Sunday he eventually chose appeared ideal - the visibility at dawn was unlimited and the sky completely clear. The forecast over Wales was not quite that encouraging but appeared adequate. The first leg involved a flight down the coast to Haverfordwest - some 150 miles the way seagulls fly!

All seemed to go well until crossing the Welsh border when the skies became overcast and the cloud base started to lower, initially to 2000 ft, but by the time he went across Cardiff Airport he was down to 1000 ft. - then 700 ft. over St. Athan and below this passing Porthcawl. Indeed, the only way he could maintain adequate ground clearance was to fly down the coast just over the sea as the cloud seemed to be hugging the land. Ever hopeful that the sun would soon lift the mantle - it was only just after eight - he soldiered on across Swansea Airport, where he discovered three microlights about to take off. The further he flew west the lower the cloud base seemed

He tuned his radio into Swansea as he didn't believe anyone would be flying in such a low cloud base, but Swansea proved very active. He could hardly believe this but on reaching Pembrey the cloud base started to lift and was nearly 2000 ft. passing Swansea and indeed, by the time he reached his home at Hartpury, there was hardly a cloud in the sky and no one would believe he had run into low cloud! Time has run out now for him to complete this task this year as the competition closes on 12th August. Tough luck John - sounds like sod's law again - better luck next time!

### **Fly-in/Swim-in - Bob Hinds**

**Sat. 1st Sept.**

This was the great summer extravaganza which failed to come off due to bad weather. Bob has very kindly agreed to host another attempt. If the weather is kinder, this is certainly well worth a visit. Bob now has a super new airstrip and has once again offered us the use of his swimming pool and barbeque. The farm is set in beautiful surroundings in the Forest of Dean, just above Newnham and looking down over the Severn estuary. See map at back of this issue for reference. Those who can't make it by air are welcome to come by road and will find it an excellent day out!

### **Aerolite Fly-In - Long Marston**

**20/21st September**

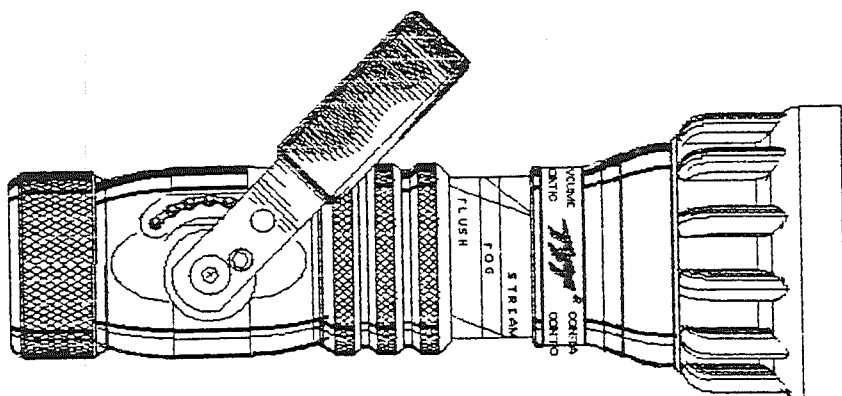
The by now famous 'Eagle' Fly-in will be held at Long Marston on Sat./Sun/ 20th/21st September and everyone is welcome to come along and see the forerunners of today's microlights in all their glorious colours. If you wish to fly in, it is essential that you book a slot with Aerolite before you venture near Long Marston. In fact, it is now mandatory that you call Aerolite (0789-204010) if you wish to visit Long Marston at any time otherwise you may find yourself paying a punitive landing fee and having to trailer out. Paradoxically the rules for visiting Avon Microlights however are unchanged.

### **September Meet**

The monthly talk on Wednesday 18th September is scheduled to be given by a member of the R.A.F.'s Battle of Britain Memorial Flight. This should be a very interesting talk on their activities - so please come along and bring friends and family.

#### **Aircrew Articles**

As you can see from this issue of Aircrew, we are drastically short of articles. As the weather has turned in our favour lately, there must many members who are making up for all those lost opportunities. We would very much like to hear about your experiences. Please write or phone Annie at the Tel. no. given on the Information page.





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Only raced once to France and

Belgium. Only rallied once around

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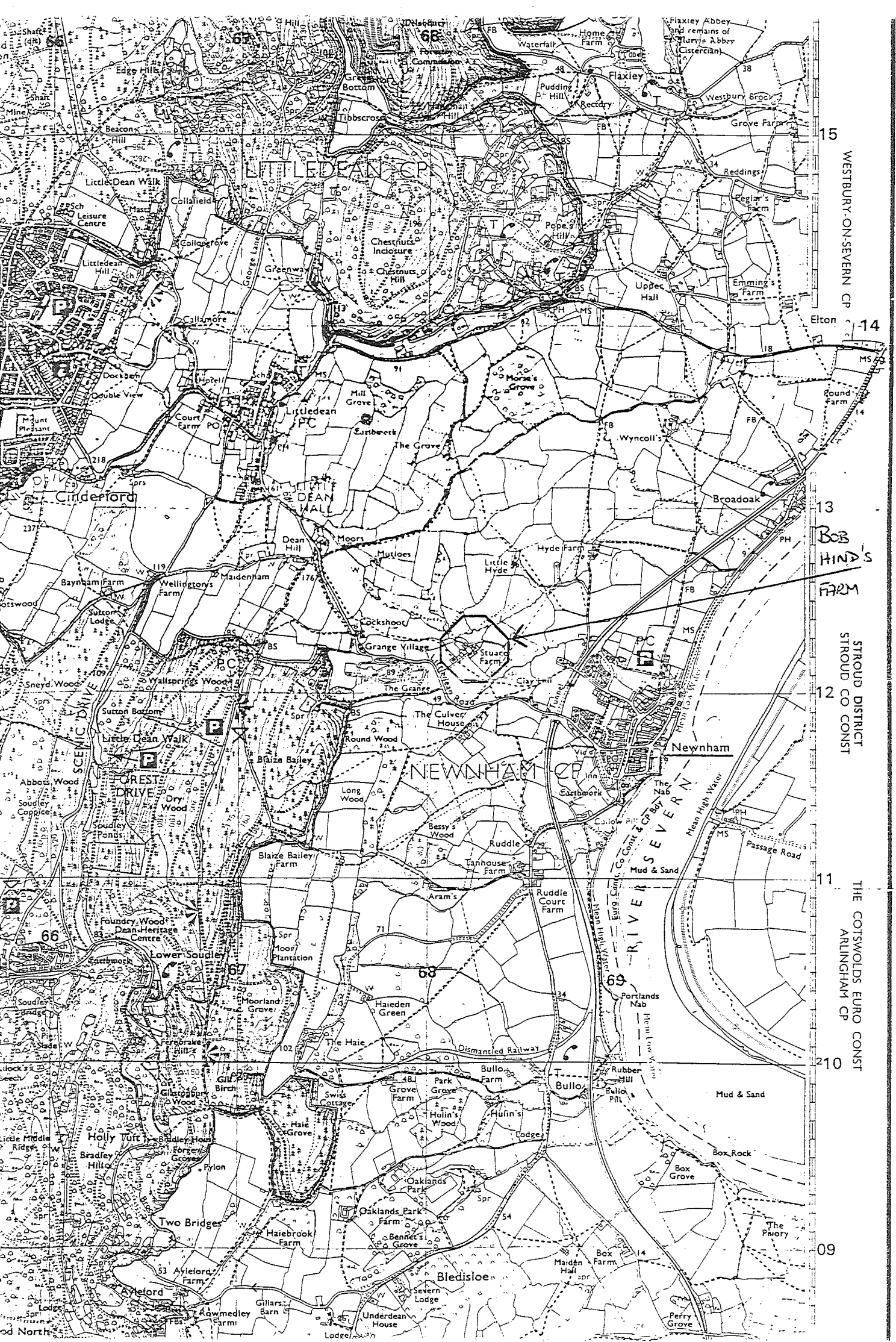
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evenings

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WESTBURY-ON-SEVERN CP

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14

13

BOB HIND'S FARM

12

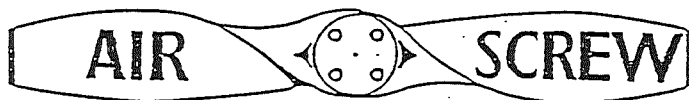
STROUD DISTRICT  
STROUD CO CONST

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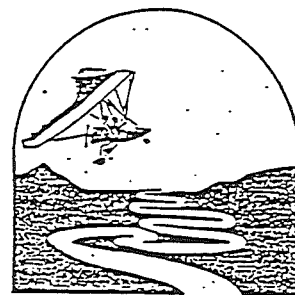
THE COTSWOLDS EURO CONST  
ARLINGHAM CP

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# Severn Valley Microlight Club

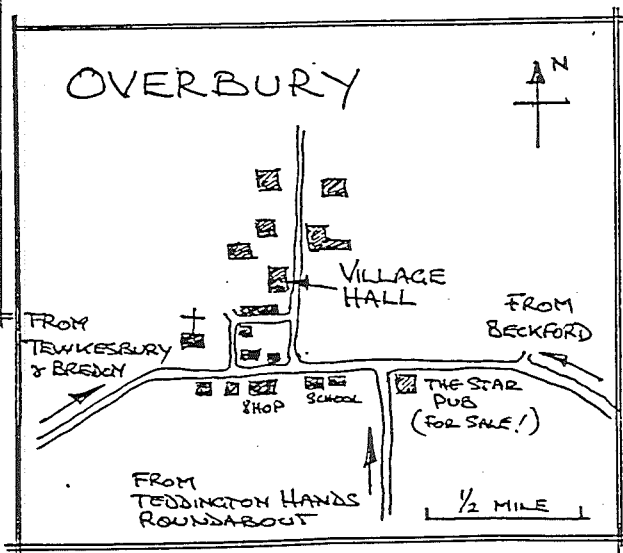
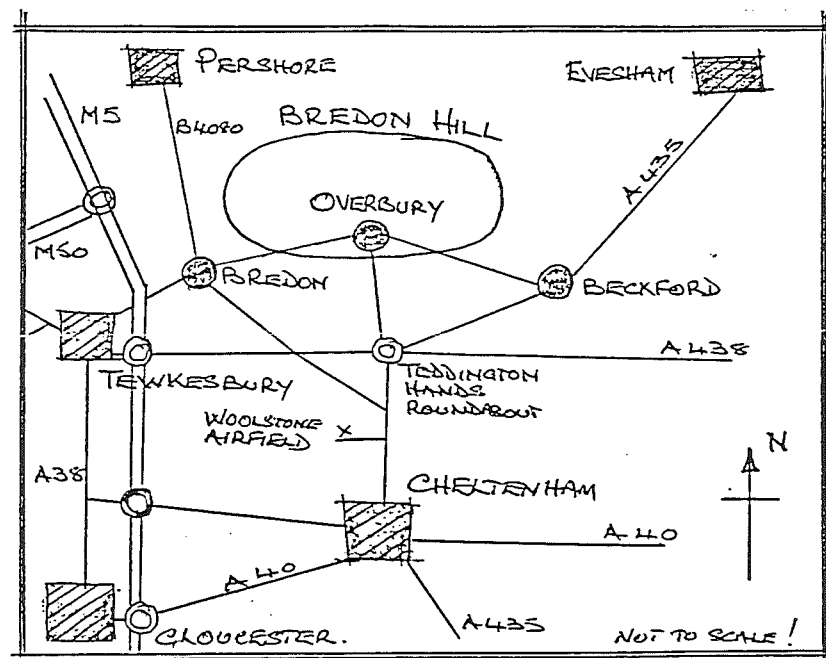


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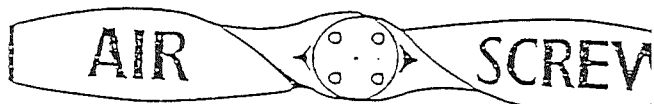
## Monthly Meeting - Wednesday 18th September 1991

Due to circumstances beyond the Club's control, the venue at the Airport Inn will now longer be available for our monthly meetings. (It has now been converted to a restaurant). As a result the monthly meeting venue has been rearranged. The Battle of Britain Memorial Flight Presentation will now take place at Overbury village hall on Wednesday 16th October 1991 at 20.00 hrs. There will be a bar, but this will be shut at 20.00 hrs when the presentation starts, so please be early. Please spread the word about our changed venue for this evening and bring along any friends for what should be a very interesting evening.

Please note that for the venue/date for the October meeting will be on the third Thursday of the month, i.e. Thursday 17th October at the Vintage Motor Cycle Clubhouse located adjacent to the Plough Inn at Staverton.







# Severn Valley Microlight Club

Gordon Gould  
South Acres Lodge  
The Pack  
Cheltenham  
GL50 2SD

September Issue 1991

## News, Views and Crewroom Gossip

### \* On The Move

Those who attended the meeting in August will have been aware that our usual venue at the Airport Inn at Staverton had been converted into a restaurant and that we were bundled into the small room adjacent. For the September meeting we have arranged the use of Overbury Village Hall but this is once off to accommodate the Battle of Britain Memorial Flight Presentation. In October we are back at Staverton but at a slightly different location for we have arranged with the Vintage Motor Cycle Club to use their club house. This is located just beside the Plough Inn which itself stands on the corner of the road as you turn off the Old Gloucester Road towards Staverton Airport. Please note however that as the club house is usually in use on Wednesdays, the meeting date has been moved to the Thursday, ie. the third Thursday in the month. The October talk on Thursday 17th October will feature an entry for the Dawn to Dusk Rally. The November talk on Thursday 21st November is also scheduled for the same location and will be by Steven Watkins on building his Kitfox.

### \* Three More Years

The planning permission for the Club to use Woolstone for microlight flying activities has been extended for a further three years which is excellent news. The minor detail of renegotiating the rest for the next three years is all that remains.

### \* James Gets His Big Wings

The other week James Cairns-Terry was seen around the microlight field at Overbury sporting a very smart set of shiny gold wings on his chest. Enquiry reveals that James has now passed all his exams successfully and is well on his way to obtaining his commercial pilot's licence at Trent Air Services at Cranfield. Indeed he was spotted the other week circuiting J.H.'s field at Hartpury in one of those funny fixed wing things, a Slingsby T67. Well done James - you're the first home grown product to make the big time - from microlights to jumbos!

(On 2nd. September twenty-five years ago, the Ministry of Aviation granted one of our members a pilot's licence for 'flying machines'. I don't think they had microlights in mind in those days!)

### \* Ninety-two Years Young

How old - or how young do you need to be to fly in a microlight? is often a question asked. One of our most experienced aviators shared the joys of microlight flying the other day with someone who goes back an awful lot further - in fact all the way back to BE2Cs of World War I. For the third year running, John Hamer took his old friend's father flying for what now is becoming his annual birthday trip. His age this year - ninety-two.

It was some seventy-three years ago that this veteran had his first flight and gained his wings with the Royal Naval Air Service. His thoughts on microlights? - just like the old fabric aircraft with all those wires and an open cockpit. He is now looking forward to his next birthday and his next flight. Many happy returns from all of SVMC!

### \* Another Flex- to Fixed-wing

Hugh and Liz Bethune are selling their Quasar G-MWIM because they are going fixed-wing and buying a Chevron. A certain malicious rumour has it that Hugh doesn't like aircraft with a high climb rate and that his aircraft have progressively reflected this. We pay no heed to such nonsense of course, but at least we won't

be able to hear him coming any more - or will we???

#### \* Mainair News

As has been reported before, John Hamer has been undertaking tests on carbon fibre props for Mainair. Last week he was up at Rochdale undergoing the final hurdle, the noise test with the CAA. We are pleased to report that his journey was not in vain as the test was successful and thus subject to the final paperwork, this means that the carbon fibre prop. is now cleared for the 462 Alpha. These props, apart from giving better performance, are much smoother as balancing is not required, and because of their precision manufacture, are easy to install and set up. In addition, they are extremely damage resistant and prop. tape is a thing of the past.

While up there, John also saw their new package called the Mercury. This is basically the Gemini trike unit with the 503 engine (as fitted to Flash 1 and 2) married up to the Alpha wing. The idea behind this new package is to cater for the lower end of the market. The other aircraft that Mainair are working on is a three-axis tail dragger and at the time of viewing, this was being covered. Concerted efforts are being made to have this aircraft ready for the AGM in November.

#### \* Airscrew Gets Upgraded

Due to a downturn in the computer market, the Club has been able to take advantage of the low prices and upgraded the computer facilities to increase the editor's software and reduce production time (as well as preserving Annie's nerves!).

#### \* Pegasus News

There is a rumour that Pegasus are currently working on an upgraded Quasar which will feature a new wing with the ability to trim the wing in flight from 42-62 mph. We understand the device fixed to the 'A' frame alters the luff lines thus affecting a change in trim of the wing, which in turn changes the hands off speed.

#### \* Ken's Only a Phone Call Away

Observant members will have noticed that Keb Cole doesn't carry a radio in his aircraft but a mobile phone! This is not, as believed by some, to talk to his friends while flying along but rather to summon his crew (his wife) to come and collect him when he lands in remote locations as he is wont to do when the weather is suspect for flying. He has obviously taken lessons from the balloon fraternity who employ the same tactics to summon their ground crew when they land out - however, we haven't seen any evidence of the champagne - yet!

## Fly-ins

#### \* Bob Hind's Barbeque

On Sunday 1st. September the fly-in at Bob's finally took place and although the morning threatened to be cloudy, in spite of all the fine weather, it cleared up around lunch time and turned into yet another hot, sunny afternoon. Consequently six aircraft got airborne and many more arrived by car to enjoy Bob's barbeque, the lovely garden with views over the Severn and even a dip in the pool for the more adventurous! This was followed by the giving of several joy rides to visitors, many of whom had never flown in a microlight before and all of whom were delighted by the experience.

Many thanks to Bob for generously letting us use his farm once more, and we were all so glad that this time the sun shone and it was probably the most enjoyable fly-in this year. Thanks also to Dave Read who has spent so much time and energy trying to whip up flagging enthusiasms - this time at least it paid off!

#### \* Long Marston Fly-in

Please remember that for the Long Marston fly-in on 22nd/23rd. September, all visiting pilots are required to have PPR and a 'slot' time

for arrival will be given on contacting Aerolite.

#### \* Micro Treasure Hunt No.2

On the last Thursday in August, six crews assembled at Woolstone for another mission into the unknown. They were briefed by the Mission Commander as follows:-

This mission is classified secret and should not be disclosed, discussed or otherwise revealed to anyone (except your crew) until after the mission is completed.

Today's task, which has been set by High Command after months of investigation, research and planning, is the most challenging, comprehensive, testing and daunting mission ever undertaken by the Severn Valley Microlight Squadron. It will demand high levels of skill in flying, aerial navigation and map reading as well as decisive judgement, crew co-operation, teamwork and integrity.

The mission consists of ten targets and is designed to test:-

1. Recognition of environmental control systems and mathematical ability.
2. Knowledge of history and the English language as well as comprehension of basic shapes.
3. Ability to recognise the optimum ingress from aquatic highways into establishments that purvey alcoholic beverages.
4. Knowledge of British communication system's structures and ecclesiastical architecture.
5. Recognition of small aeronautical establishments as well as the ability to recognise and count brightly coloured objects.
6. A knowledge and understanding of the British waterways system as well as a comprehensive knowledge of basic domestic architecture.
7. Aviation recognition capability as well as a thorough knowledge of the English alphabet and Civil Aviation procedures and requirements.
8. Ability to recognise human habitat and associated aquatic features as well as listed monuments that are now part of the English heritage.

9. A general knowledge of agriculture, history and defensive fortifications.

10. An understanding of sport and its associated territorial requirements. Details of how to navigate to and locate these, the ten targets in the wilds and depth of the Gloucestershire countryside, are contained in the attached Mission Profile Order. These instructions are fully detailed, comprehensive and idiot-proof - but only if read carefully and obeyed. Conjecture, supposition and guesswork have no place on this mission. Care, comprehension and acute vision will get you there and enable you to get it **RIGHT FIRST TIME!** (Failure is not a work understood by the Mission Commander.)

You will of course require, for this mission:-

brains, intelligence, skill, cunning, daring, panache, guts (the **RIGHT STUFF**) - but most of all, an up to date 1/4 mil. map!

Ed. comment - HOW many did you say flew?

Although previous missions may have required you to exercise your low flying ability while counting bridge piers, breaching dams, etc; this sortie can be considered relatively high level. The mission should be flown no lower than 1000 ft QNH except when landing at target 7. The mission has been designed that a lower altitude will make some of the targets difficult, if not impossible, to find. All objectives are obvious when you get overhead. All directions and bearings to the next objective are taken from directly overhead the current objective and are magnetic  $\pm 10$  degrees i.e. they are only approximately accurate - but that is no excuse for getting lost!

There is only one correct result at each target. Democratically arrived at answers will NOT be accepted. The Mission Commander's (just call me Adolph)'s decision is final, irrevocable and will not be changed .....unless suitably bribed.

You should leave Woolstone at least five minutes after the previous aircraft. There are no friendly forces today, so keep a good lookout.

After reading the Op. Order, you should now be ready to fly the mission. Total time will be used as a deciding factor in the event of equal scores. Remember the mission is not over until

you have landed and completed your Operation Record which should be handed to the Mission Commander. Do not discuss the mission with fellow aviators until they too have completed their Operations Record and handed it in. - Good Luck!

The crews set off into the gathering gloom with the following instructions:-

1. Go west to the railway and take the train north; just before the first bridge after Ashchurch level crossing, turn due west. If your engine stopped at this point you could be in the 'shit'. How many large rotary circles would you have to avoid?

2. Take a boat trip on the Avon towards the site of the battle in 1471. At the confluence of the rivers there are the remains of a man-made object on either bank of the Avon - draw simply the shape of the fence surrounding either of the remains (plan view).

3. Continuing the boat trip until the first bridge crossing the Severn, which pub would you moor outside (assuming there is space) - the one on the north side or the one on the south side of the bridge?

4. Feeling religious and wanting to join the angels once again, head due west to the first church after crossing the A417 at the telephone box. Does the church have a tower or a spire?

5. Turning south, a landing strip should come into view - there are white bollards pointing at it. How many individual white bollards are there?

6. Now travel in a SE direction and proceed to where the River Severn divides. On the west Severn there is a disused man-made feature that was essential for the boating community to proceed along the river. A similarly named device is more usually found on a front door. What is it?

7. Proceed to the bridge over the river, before heading towards another landing strip. Land. Circuits to the east, avoid overflying the hospital. What is the registration of the micro-light in the hangar that has a message "PLEASE FLY ME" written in the dust on its engine cover?

8. Take off and fly SW to Minsterworth. What is the structure that would be useful if you wanted to call a friend and that can be found adjacent to the swimming pool in a garden situated near the river?

9. Go north. Approximately 1 mile WNW of Kent's Green there is an unusual and isolated large, old farmhouse that would be easy to defend if under attack by foot soldiers or cavalry. What is the surrounding defensive feature?

10. Head for Woolstone via. Chaceley where they play a ball game on a green surface marked with white lines. What is the game?

Return to Base.

All the crews bar one, which went missing over target 7, returned to base having executed the mission successfully. Although there was some discussion over individual targets, the mission was declared a total success - Ed. comment - No doubt they had 'ways' of making you agree!

Who won, I hear you ask? - the Squadron did of course! Individual scores are classified and will not be revealed to anyone (not even the winners?).....unless suitably bribed etc.

If you were not one of those crews, why don't you try your hand at finding these clues next time you're out flying? It will take you about an hour. The answers are currently held by the Mission Commander (\*\*\*\* \*\*\*\*\* - ask any Committee Member) in a safe, naturally.

P.S. Information has been received that target 5 may have moved but you are invited to land there instead - and there is a possibility that target 7 might just be flying if the dusty plea is accepted by its owner! - **GOOD LUCK!**

## \* Annie Takes the Plunge

On Sat. 31st August our Aircrew Editor, Annie Wales, took a somewhat spectacular dive for the Cobalt Appeal's Crack Cancer Campaign. Not content with the normal 2000ft. static line parachute jump, Annie, inspired by SVMC member Stuart Whistance, who is a free fall parachutist as well as a microlight pilot, decided to go for the 10000ft. free fall jump. This involved 6000ft. free fall before pulling the rip cord and descending the final 4000ft. at a more sedate pace, dangling from a square chute.

The climb, in a Britain Norman Islander was nothing unusual - except that it was a little unusual to be in an aircraft with a gaping hole in the side. But it was a perfect day, the view was beautiful.....baling out was something else! Determined to keep my eyes shut, I was thwarted by the guy with a cine camera. The plunge itself was a total sensory overload! - the acceleration rate plus the amazing noise a body makes when in free fall was way beyond expectation. However, after the initial shock, the actual sensation of free fall was amazing and totally exhilarating. Unfortunately I had barely acclimatized to this when we'd reached the allotted 4000ft. and it was time to pull the rip-cord. It had taken a mere 30 seconds! Parachuting was tame by comparison and the immediate reaction was to go back and do it again to experience that amazing free fall.

Many thanks to all those who were generous enough to sponsor me. If you want proof, you can see the video (it only lasts about 9/10 mins). Altogether I should collect £230 for the Cobalt Appeal, which can't be bad, can it?

## \* A Testing Time

*By Barbara Austin*

Having enjoyed a most successful Treasure Hunt which I am sure someone else will write up, I thought members might be interested to hear of a trip I made in a different area.

It came about by way of my arranging a trial flight for a friend in the

Portsmouth area. A call to the BMAA elicited the name Tom Daniels who is associated with the Sussex Microlight Club. Arrangements were made and we duly arrived at a nameless strip near Portsmouth.

I had arranged for my friend to fly in a flex wing which turned out to be a Raven and was myself given the opportunity of flying with other club members in either a Thruster or a Challenger. Since I had already been up in (I dare not say experienced) a Thruster, the choice was easy and the Challenger it had to be.

It is a very neat tandem, two-seater, fixed wing with full ailerons, a pusher prop. and a Rotax 503 twin carb. engine. The metal wing struts and sturdy looking wings give it a substantial appearance emphasising the elongated cockpit. The manufacturers claim that such a machine can be put together as a home-built in only 40/60 hrs. - Seems incredible though it's owner, my pilot, Dick Hall, assured me that this is so.

My friend was taken up for a quick circuit to see if she enjoyed it whilst we awaited the arrival of the third club member, Mike Swindall, to pilot the Thruster. As always, my friend came down with the usual ear splitting grin (I have yet to see any first-timer looking anything different!)

Plans were quickly made to cross to the Isle of Wight despite the limited visibility. A quick PPR call to Sandown and we were off (but someone had to go back again to do up their helmet!).

The Challenger rose smoothly into the air - a very gentle take off. We banked gently round heading towards Portsmouth and Gilkicker Point. Looking back at the Raven, we saw him disappear in the opposite direction! - and as he was off radio (aerial wires pulled out of the connection socket!) we could not call him up. We decided he had changed his mind because of the vis. and proceeded on our way.

We climbed steadily to 3000 ft. covering the ground quickly despite going into wind. Cruise speed is 70 mph. (Slightly faster than my flex!) We even reached 95 mph. at one point later in the trip. VNE is 100 mph.

Overhead the coastline we could just make out the Island and proceeded across the 5 miles of water using the line of forts as an obvious guide towards Ryde pier. Then inland, a quick radio call for joining instructions and gently downwards towards the golf course and Sandown Airfield.

Landing approach was very smooth and gentle converting to a VERY low extended flight along the runway avoiding the bump before halfway (runway 23). Good piloting and a responsive aircraft were both eminently apparent. We were speedily followed in by the Thruster and (amazingly) shortly after by the Raven. They must have flown 'bar in' all the way bearing in mind we had seen them set off in the opposite direction! A £7 landing fee ensured that we were the only microlights on site!

A quick cup of tea and we departed Sandown speedily in increasing gloom and low cloud after a few spots of rain. A quick radio call and we were off. This time we lifted off - just - and then after a long, low run along the strip, we made what seemed a near vertical climb out - wow!

Back across the Solent we left the others behind and then a fascinating glimpse of Portsmouth harbour took in such sights as the Victory and Britannia. Then away inland and eastward into the sun with impromptu non-stop visits to various people and groups - with smiles and waves and headlights flashing in recognition.....I even saw the actual ground where cricket was first played at Hambledon. Then we took a look at Butser Hill, the highest point in the area, which was currently sprouting an "Air Festival" with model aircraft, kites and paraflights all in evidence. At times, the kites were as high as we were! After a low run over extensive fields behind brother-in-law's house (we were level with the dishes on the draining board!) we were off again, back to base in ever decreasing vis.

Landing was smooth despite problems ascertaining the wind direction (no wind sock nor handy smoke) and we taxied in to greet the others who



were patiently waiting. I had certainly had a prolonged demonstration of the controlled manouverability of the Challenger.

My friend still had that ear splitting grin which persisted all day. Not so the men who came to fly the Raven next since by then the Raven was out of action. A slight something had dropped off somewhere en route for-

tunately missing the prop. but ensuring that it was the end of that day's flexi flying!

The planes being put away in enormous hangars - no rigging for these Southerners - we departed our separate ways. Words cannot express fully the enjoyment that our flights had given. I only hope the pilots had enjoyed them too. Once again, the friend-

liness of the microlight community had not failed us.

P.S. It struck me that navigation was a great deal more difficult in their immediate area once the coastline disappeared. We are spoilt with such clear land marks as the Malverns, Bredon, the River Severn etc.

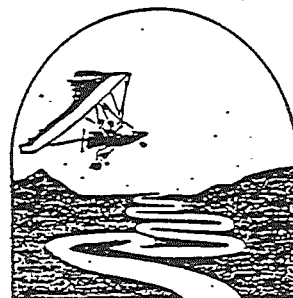
This space was reserved for the article we had hoped that you would write. Why not write it now and send it to :-

Annie Wales,  
Spring Bank Cottage,  
New Lane,  
Flaxley,  
Newnham  
Glos

- your contribution will gratefully received.



# Severn Valley Microlight Club



October Issue 1991

## News, Views and Crewroom Gossip

### Change of Venue - and Date

As the Airport Inn at Staverton can no longer accommodate the Club for its monthly meetings, we have had to scout around for an alternative meeting place.

At present we have agreed with the Vintage Motor Cycle Club to use their premises for our October and November meetings. Unfortunately they cannot accommodate us on our usual Wednesday evenings, and thus for October and November we have moved the meeting to the last Tuesday in the month - ie. October 29th and November 26th.

The premises are located on the Gloucester side of the pub on the corner as you turn off the old Gloucester/Cheltenham road into Staverton Airport. You get into the club car park by going through the car park in front of the pub.

### STOP PRESS

Unfortunately due to the above unforeseen circumstances, we will not now be able to hold the annual Passing Out Parade on Sat. 26th as formerly advertised.

However we are endeavouring to hold a Christmas Party in December. Details to be publicised later.

### Long Marston Fly-in

Sat/Sun 21st/22nd. Sept.

In spite of very windy conditions, the Vintage Rally at Long Marston was the usual success, thanks to the skilful marshalling of Dave Read and Jeff Houl. We have it from the most reliable of sources that Dave was visible in all directions by the wearing of day-glow 'poof-coloured' orange overalls! (They didn't mention Jeff so presumably he blended into the background and was lucky to survive.)

Dave also imported a band of Air Scouts for the weekend to help out generally and apparently the smooth running of the event owed much to their enthusiasm and tireless effort. SVMC would like to thank the Air Scouts very much for their valuable contribution and hope they'll want to come again next year. A big thanks also to Dave and Jeff.

### A Woolly Story

The Chairman remarked the other day that he used his microlight to buy some sheep - was he trying to literally pull the wool over my eyes? enquired the listener.

"No truly," our Chairman replied.

"I took along my shepherd with me."

Now the picture of an aerial sheep-dog sprang to mind - certainly beats the traditional method of rounding up sheep.

"No," Our Chairman replied once more.

He was only using the microlight as transport to get him to a particular farm.

"What was the rate per mile?" The accounting mind of our listener was heard to reflect.

### Warning All Microlights...

Heard on the radio recently:- What is the unique behavioural feature of the Carpenter Bee? It tries to mate with anything that flies! - So microlighters be warned!

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## Battle of Britain Presentation

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The presentation of 18th September by Officer Commanding the Battle of Britain Memorial Flight, was a fascinating evening of nostalgia and, for some, a re-living of old memories. Squadron Leader Tomalin, with the aid of slides and video, explained the formation of the Flight and the history of the aircraft of which it is made up. At the end, a collection in aid of the RAF Benevolent Fund was made and a total of £70 was collected. Thank you to all who contributed so generously - (and if the person who put in a two franc piece would contact me, I'll be glad to give it back!)

Following this most interesting lecture, (which was held in the Village Hall at Overbury) the organiser, Adrian Lloyd, was obviously very impressed with the engines in the historic aircraft and the tremendous power they clearly produced. In a recent correspondence with the Chairman, he indicated that he was considering replacing the Rotax in his Alpha with a Merlin!

He went on to enquire of Andrew whether he thought John Hamer would sign off the modification! (It is quite unprintable what JH thinks of this enquiry.....)

However he was also inspired by the sleek performers. He has just committed himself to the building of a little, single-seat, high performance monoplane capable of achieving speeds in excess of Mach 0.1 (You noticed the decimal point!)

regrettably this will not be powered by a Merlin but by the ubiquitous Rotax. He plans to build the sports version of the Mini-Max - the pile of wood and plans are expected any day. As the completed aircraft is unlikely to be flying before '92 or '93, he has indicated that he will be keeping his Alpha - and anyway, he can't take the girls for a ride in his acquisition!

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## New Wings

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Trevor Cale, who joined us late in 1990 and is training at Madley with Terry Walsh is anxiously looking at the

weather and awaiting his new Pegasus 'Q' before he goes solo.

While at Long Marston, John Cafful has clocked up sufficient solo hours that he expects to take his GFT in the near future. Good luck John.

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## My First 100 Hours

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By Andrew John

Remembering only too well the agonies of aggregating 25 hours for my full PPL(D), the thought of reaching 100 hours did not then enter my head! But now, some eighteen months later, I would have passed through the barrier almost unnoticed if I had not totted up the totals on the last page of my log book. Casual mention of the event to impress the domestic front was followed by an extravagant celebration with a bottle of sparkling 'Liebfrog' (from Tesco's - very good). I even thought of saving the cork as a memento but it broke on the way out, which brought me back to earth with a bump!

So, big deal! - I've survived 100 hours aloft and made well past that number of indifferent landings in between travelling some reasonable distances now. Those aside, what are the most significant memories and lessons learnt along the way?

Encouragement:- From the start, as a rookie member of SVMC, I found enthusiasm for our type of flying very infectious. But if it had not been for Dave Watson encouraging me one evening to 'go for it!' - as only he can, and start my flying training, I might still be waiting to take my GFT now.

Steve Comben's instruction has done me well - I can still hear him enquiring as to..... "What the hell do I think you're doing....?!" And at home I've received total encouragement from everyone which has allowed me to concentrate more fully when flying, which I really appreciate.

Advice:- Very similar in many ways to encouragement but now of much needed importance as the subject grows and grows. Training begins, lectures and early flying followed by selection and purchase of an aircraft. At every corner there has been some-

one who has been prepared to advise and assist when asked to prevent me making a serious mistake. My brother Hugh, ex RAF and now instructing with his own Charter business at Hurn Airport, thinks I'm bonkers but has given me very good, sound advice and encouragement.

Frustrations:- This is probably the most memorable part of flying training - caused not as you would think by the weather cancelling slots, but by my lack of experience which in itself breeds a kind of misplaced confidence and it is left to an observant instructor to point out the flaws which need attention. In the early days, I expected the weather to suit my flying slots but now I find I fly when my slots suit the weather.

The inability to master certain flying/handling skills was hard, such as landings and steering the trike with that silly little nose wheel! Spending an hour rigging and feeling the wind increasingly blowing up one's shirt-tail only to de-rig without leaving the ground, was hard. I still rig and de-rig each time I fly; to me it's part of my flying and reflects the way I keep my aircraft at home in the garage and the flexibility it gives me trailering to one of several airstrips according to weather and circumstance.

Expenses:- It's odd just how desirable a long range tank can become despite it's painful price and a grim bank balance - the good organisers plan well in advance with a heavily marked Mairnair catalogue to be found on the kitchen table three weeks before Christmas! Funding flying seems to be the art of shuffling financial priorities with the minimum of objection from others.

I have found that claims that Micro-lights are reasonably cheap to run are fully upheld until you bend them, and then it can hurt. But generally the costs are very similar to those for a medium second-hand car. Fuel at 20 mpg in a straight line is acceptable to me.

Passenger Flying:- Having qualified to take passengers, it took me a further ten hours solo flying to pluck up courage to ask the nineteen-year-old son of a neighbour to be my first passenger. He willingly agreed and was the first of many who, without exception, have all enjoyed the experience, finding that fresh air flying at a speed to savour the

scenery, is an incredible experience. So far, my passengers have ranged from complete strangers found on the airfield to my mother aged 82 and even my boss who, like everyone else, was speechless afterwards!

**Farming:-** As a farmer, to me flying has a love/hate relationship with the land, with a heavy dose of weather thrown in. However, I find that the opportunity to observe as a bird from on high can give an excellent view of crops, stock and other aspects of the farm which from the ground cannot be seen at all. Also it gives me a good view of my neighbour's crops, which helps to dilute extravagant 'pub talk'!

**Emergencies:-** Back to basic training and how to cope when disaster strikes - the initial reaction. My previous gliding training has come to my rescue on several occasions. I confess to being happier cutting the engine over the M5 at 2500 ft. with a tail wind and making the Woolstone airfield with 1000ft. in hand to land without gunning the engine, rather than rely on the Rotax to power me round the same circuit at 500 ft. With an 8:1 glide angle, which is quite respectable and 100% better than 4:1, it should be used and this can greatly improve emergency landing practice.

In my GFT, the one thing I messed up completely was the emergency landing approach and only after the generous fourth attempt was it considered survivable.

Yes, I've had several emergencies to cope with in my first 100 hours - all of which were avoidable which is a sobering thought. In some ways I am luckier than those who have not heard that sudden silence at 500 ft. on finals, with a ploughed field below, or at 4000 ft. with 50 fields to choose from but hesitant over the final choice at 1000 ft., or even 1500 ft upwind of Woolstone two miles from the field with a dead engine.... But thanks to those who taught me to fly, I made it back safely and learnt from my mistakes.

I couldn't wish for a more totally absorbing sport than Microlighting. To fly with the freedom of a bird is exhilarating and to experience so much on every flight is totally absorbing. My first 100 hours has been a combined

effort - thank you everyone who assisted me.

## Mission M.T.H.2 - A Pilot's View

By Bill Austin

On 28th August 1991, six microlights set out on a secret Mission from an undisclosed airfield north of Bishops Cleeve. The Mission Commander, (who can only be identified as JH for security reasons) distributed a comprehensive briefing statement to all crews at the last possible moment before departure. This was not to be disclosed to other crews or discussed with them until after completion of the Mission - probably to ensure we didn't all get the same answers! It was also said to be idiot proof - (should it not have been pilot proof instead?) As it was so secret, I am surprised that we were not instructed to eat the brief after we had digested it - if you see what I mean.

The secrecy of the Mission was well maintained since all aircraft, from the BS2 Quasar to the Learjet Flash 2 Alphas, departed into the setting sun and did not see each other again until back at Mission H.Q. (The Americans are not the only ones who fly stealth missions!)

What did we find? A sewage works (not by smell I hasten to add;) some telephone boxes; a church; a pub by the river (but no suitable landing site nearby unfortunately;) two airstrips (one with bollards pointing to it and bullocks nearby) and a tennis court. I must confess, we didn't do the out-landing but just flew Over! (get it??)

On returning to base H.Q., it was noticeable that JH, Mission Commander extraordinaire, decided to leave in a great hurry. It is not clear whether this was because (a) he was about to miss his supper; (b) the light was failing and his night rating was nil; (c) he had heard the comments of the first crews to return and thought he might spend the night hanging from the windsock mast or (d) he didn't fancy a de-briefing (de-bagging?) session.

At the end of the day, it was an enjoyable Mission with a difference, thanks to JH. Oh, the difference? - we

will never know who won because it was all a big secret!

## Defect Reports

The following is a list of defect reports accumulated over the past months. If you own one of the listed machines, I will be happy to forward you a copy of the relevant reports:

- (1) Highway Demon 175
- (2) Pegasus XLS  
XL LC  
Flash 1  
Quasar  
Q462 LC
- (3) Medway Raven
- (4) Thruster
- (5) MW6 (Robin Engine)
- (6) Mainair Alpha 503  
Flash 2A  
Flash 2
- (7) Puma Sprint
- (8) Chaser S.377
- (9) Medway Hybrid XL Robin  
EC44PM
- (10) Lightning DS./UAS. Trine
- (11) Chevron 2.32
- (12) Snowbird
- (13) Panther XL Robin 440
- (14) Quicksilver 503
- (15) Dual Striker
- (16) Pathfinder 1s

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### Contact:

Dave Read: Tel.

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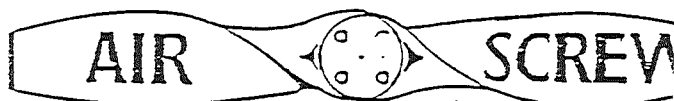
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# Severn Valley Microlight Club

Nov. Issue 1991



## News, Views and Crewroom Gossip

### Homebuilts

Geoff Hoult's Rans S6 brings the Club's total completed and flying 'homebuilts' up to three. Vic Booth being the first with his MW6 which was followed earlier this year by Stephen Watkins' Kitfox (a Group 'A' aircraft). Waiting in the wings to fly is Matthew Stone's MW6 which is completed but is most unfortunately having some problems with paperwork with the PFA/CAA. In a nutshell, the aircraft so presently a few pounds too heavy to qualify for certification under microlight rules which assume that the aircraft flies with two 14 stone crew whatever their actual weight.

Further back down the 'production line' there are several more MW6's in the build. Nigel Bailes, who purchased a half built aircraft - has now completed all the main structures and is finishing off the details. Ken Cole has built his fuselage and is presently making wing ribs, not only for himself but also for Colin Davis and his brother George. We understand that Colin is still in the process of building his fuselage while George's fuselage construction has been inhibited pend-

ing receipt of 'Fatboy' drawings, ie. the side by side seat version powered by a 447 engine.

With the increasing interest in home-built aircraft in the Club - over 10% are or have built aircraft - John has agreed to run a series of articles in Airscrew to record his particular trials, tribulations of his project as it unfolds. The first in the series of 'Diary of a Homebuilder' follows elsewhere in this edition.

### It Flies!

As previously reported in these columns, Geoff Hoult has been slaving away for the past year building a Rans S6. We are now pleased to report that his efforts have been successful as on Saturday 26th October, in the capable hands of Eddie Clapham, the product of Geoff's efforts successfully became airborne at Long Marston. Congratulations Geoff from all the Club. We hope that you will come and give a talk to the Club about all your trials and tribulations - from the depths of despair to the moment of supreme elation when you realised that your creation could fly! It would certainly be an inspiration to the many members who seem to be following suit. Good luck

with G-MWUK - we wish you many happy hours flying in the years to come.

### Gold Rings for Captain James

We are delighted to congratulate James Cairns-Terry on completing his course at Cranfield and gaining his CPL/IR. He is now going on to take his ATPL examination before he is ready to take you wherever you wish to go on a 'you supply the airplane/fuel' basis.

### Quote of the Month

A superb pilot is one whose superb decisions avoid using his superb skill.

#### Permit Issue/Renewal Fees Increase

We have recently been advised by the BMAA that due to increasing costs, the fee for issuing a Permit to Fly and the fee for re-validating it are to increase with effect from 18th November. The new costs are:-

Issue of Permit to Fly £65

Revalidation £50

The equivalent fees through the PFA are 126 for the initial permit and first

year, then 68 for the renewal thereafter.

## Validity of Permit to Fly

The CAA has recently reminded the BMAA that validity of a Permit to Fly (PTF) ceases once an aircraft is involved in an accident and remains so until the aircraft has been formally declared airworthy again. The BMAA have thus introduced a new system (at the insistence of the CAA) to cope with this situation. In brief the procedure is as follows:-

Once an accident has been reported to the BMAA, a suspension notice will be issued to the owner. To recind this the owner will then require the aircraft (following repair) to be inspected and check flown, before returning to Deddington the appropriate form completed with Inspector's and Check Pilot's signatures. A PTF validation will then be re-issued. The BMAA are concerned that this procedure will inhibit the reporting of accidents and so as not to discourage this, they have waived the fee for doing the administrative work involved in complying with the CAA's demand.

## Cosgrove Mark 3

Brian Cosgrove, the BMAA's Chief Executive and well known author whose book is obligatory reading for every student pilot, has been revising his manual to reflect the recent air-space changes and the requirements for exams to now include 'Human Performance Limitations'. Air space changes? I hear you say - yes, they've changed the rules again! They look very imposing and comprehensive but in reality for the VFR pilot not much is different except that all the previous visibility minima are now in kilometres, ie. the 1.5 nautical miles for solo flying becomes 3Km and the three nautical miles with passengers becomes 5Km. Similarly above 3000ft visibility has to be 5Km and 1000ft vertically from cloud or 1800Km horizontally.

# Chevron ramblings

By Hugh Bethune

Well the ultimate flying machine so longed for over many years was eventually trailed down the M6/M5 from its previous owner in Lancashire. He had only one baby, but the field was not kind to MVUO who had been replaced by the brute power of a microlight (no mistake) StreakShadow.

How does one fly three axis after the crudities of two axis? Well, the Chev is known to mix with the company of the ultimate gliding guru, Derek Piggott. He kindly gave several hours 'hands on' experience at a very hot and still Defford. Not only did circuit bashing occur but the engine was turned off at 400 feet agl! and magic - after twirling around ballerina style, a few minutes later the dials read 1500 feet agl. Beat that for cheap flying!

A superb gent called Arthur has flown 20-30 types belonging to everybody and is now constructing a Kitfox at Defford. To add another type, he kindly sat right hand for several hours whilst experience was built. In front of him is a Decca navigator which accepts all sorts of instructions but all the time tells you to go right. It still said thirteen miles to run when we arrived at our goal. (We have subsequently found the aerial is defective.)

Eventually UO and HRB went together and things are coming together. The niceties of flaring and wings level and applying rudder all at once seem a whole new ball park, AND when you realise it is always preferable to arrive main wheels first. At one stage, going back to two axis was seriously thought about but practice might make it perfect.

So you can pedal a bit, now about pedalling somewhere? Let us have a look at where we used to go. All the little strips were fun in their own right and it seems some are taboo now on. Chevrons glide at 17:1 at 40 knts. With full flap which is limited to 45 knts. they travel big distances compared to trikes. To illustrate, at twenty feet above one end of Defford strip, which is a generous place, with no flap you will not put it down unless there is a good headwind. Full flap, you use well over half runway.

Over strip has a problem, two trees at the north end forty-five feet apart - and the wingspan is forty-four feet. The other way there are buildings to leap over. We have yet to allow Robbie to claim a landing fee!

Hammerdrome is verboten as oak is stronger than composites in this context.

Woolstone is the next target, a fresh westerly being awaited. The problem in this case is that if in a trike your wheels miss the fence posts, you plop it down. Unfortunately the Chevron in that position still has another thirteen feet of useful aerodynamic aids still coming to think about.....One day??

So let's look over the hills. An old favourite is Eaglescott and Liz had not eaten of their cakes so off we went. JH ducked out to see donkeys, leaving us on our own. So it was just two straight lines, the first Defford - north Somerset coast, then Eaglescott. It took exactly two hours and 18.5 litres. After piles of their good grub, back home. Liz went to sleep 4000 feet above Exmoor - wasn't she excited? - whilst a 757 did a good show for us dropping all the way from 20,000 down into Cardiff, all in glorious technicolour. One of those rare days when viz. is perfect.

Long Marston was attended but only after the day before having had practice on that short tarmac runway. You think we jest but hot tarmac is a recipe for going upwards, not downwards, and Chevron is programmed as such.

Barry put on a fantastic show which even the weather could not spoil. It made Popham look really downbeat. Derek Piggott put his Chevron through



its paces in winds others felt most unhappy about, yet still took Darry Sagar up when he said he was thinking about buying one.

UO slipped away at midday only to find 20-25 knts. crosswind at Defford and training seriously short on that subject. The book said no flaps and approach at 50 knts and max. crosswind 15 knts. We had not taken that last bit in and she handled it beautifully.

The 20th October looked good - a 10 mph. north westerly and a wet front drifting south. This was the first opportunity to fly in cold, windy weather and what a revelation. Up to Bromyard and Milson, not landing because it rained badly and brown tinted plastic covered in water is difficult to see through. Still it prepared us for the Round Britain. Then into the most delightful strip in the Wyre Forest you could find. If you cannot see much in the rain, at least you know you are welcome on noise grounds.

Then there were another two firsts. Into a brand new strip purpose made for the Worcester division, the big tyres doing a grand rolling job, then into a field of Mr. Watkins, freshly covered in sewage (the field) and across the tramlines. Again all is still in one piece.

By the way, Chevron score so far is 11 out of 10.

To put the record straight about Chevrons and to dispel the uneducated comments from people who have never even flown in them, their abilities all round are unequalled.

With 32 bhp. of course they cannot just leap into the air and rocket off, however, once airborne, nothing in the microlight category has yet reached the ability to do everything the Chevron can do.

If you want to see, then stick out your thumb when you see us around!

## A Homebuilder's Diary

By John Hamer

Why did I want to build an aircraft? Having spent the past five years flying the state of the art flexwings, and with no new major advances on the horizon for this type of aircraft, I decided to look around for something different to fly and that would take me further a field quicker and be more weather tolerant. The market is however very limited when the other limitations are put in, ie. it must be a microlight and be able to operate from my field - so the Chevron was out. An initial look at the current manufacturers revealed no aircraft that could better the performance of my existing Alpha and thus the only answer appeared to be on the homebuild market.

A look at the two seat homebuilds revealed that most of them displayed the performance similar to the flexwings, but usually lacked the range due to inability to carry much fuel as most of them were weight critical. Indeed weight seemed to be a major factor in most of them, often necessitating the smaller engine size to keep them microlight legal. In addition, at the end of the day, the total monetary cost of constructing these aircraft was quite appreciative let alone the cost of labour - made flexwings seem cheap.

Another consideration was whether to build from plans or to buy a kit. A consultation with others indicated that sourcing aircraft material in the UK was a problem and a great deal of time could be spent looking even for what should be standard items. In addition you may be forced to buy a lot more of some materials due to minimum buy quantities and thus the extra cost of buying a kit may not be significant.

Construction was another consideration. The majority of designs were based on a metal tubular fuselage with wings of wood/metal spars and ribs covered in fabric. From a personal preference I like to work in wood. In brief, there only seemed to be one aircraft kit on the market that combined all these qualities - the TEAM Mini Max. This single seat aircraft with a shoulder wing is an all wooden construction three axis aircraft. The design is American and is currently being imported through a local agent Peter Harvey. So following a 'sit in,' one at the Long Marston Fly-in, I gave Peter Harvey a ring for further details.

The following day Peter arrived on the door step complete with plans. He patiently went through each stage of the build and left me the plans and photographs to read and coupled with a comprehensive manual, it made the task of building look simple. It was quickly decided that this was the challenge I needed and thus with approval from the boss, on 1st. October I placed my order for the sports version. Unfortunately, or perhaps fortunately as things turned out, Peter did not have a kit in stock. He estimated that it would take about 4 - 6 weeks before delivery. There was however much to do in the meantime. I decided to build it in one of my sheds/stables and thus the first job was to clear out all the junk and re-house what I wanted to keep elsewhere around the establishment. It was quickly realised that you need quite a large shed to accommodate the 4 x 14ft table they recommend is needed to build it. Well that was the first problem - building a flat, level table. Fortunately Chris Wales came to the rescue and supplied the material for the table top, with the legs being made up of 4x2 timber I had left over from another project. It was surprising just how much timber went into the table.

The next problem was kiting out the workshop. Fortunately few specialist tools seem to be needed, but I did treat myself to a new jig saw as my old one had seen better days.

On the planning side, careful study was made of the drawings trying to anticipate any difficulties and any changes that I might want. One of the

major changes that I plan is to try to bury the engine in the cowling by turning the gearbox over. Current UK builders have left the engine sticking well out of the cowling inhibiting forward view as well as causing additional drag. Nigel Beale was most helpful in supplying all the necessary drawings for the various engine options. At this stage it looks feasible to do as I planned with a Rotax 477 engine although it will be tight against a bulkhead which will need moving slightly. I learn however that this may be done in the kit that I am to get which now incorporates a lot of additional modifications to take bigger engines than the original Rotax 277. My other concern was range/endurance of the aircraft. The current tank is 5 US gallons (about 18 litres) which will last about two hours. A phone call to Peter about my concern brought the latest drawings from America - 5 litre wing tanks - one in each wing. Fitting details are scarce at this point for if combined with the original tank, the total fuel capacity will go over 50 litres - taking the aircraft out of the micro-light category. A better option at this stage looks like replacing the existing fuel tank with a larger one. The centre of gravity calculation shows only a

change of less than an inch even with 50 litres. The problem now is with the all up weight of the aircraft which is currently being considered by the PFA. The new modifications package being introduced should increase the max weight for the Mini Max with the new modifications is at present 590lbs which of course is still well within microlight limits (390Kgms approx. 858lbs.) The wing loading is also well within limits as well.

As with anything in this life, paperwork seems to raise its head if you want to do anything and you need to get approval to gain a permit to fly such a homebuild. At present this cannot be done under the auspices of the BMAA but fortunately the Popular Flying Association has just such a mandate from the CAA. So the next step was to join the PFA and register the project. Unfortunately I was just too late to avoid the membership fee increase to £27. A further £30 was required to register the project with them. They then sent a book which requires an inspector to complete at various stages of the build to indicate that the work was being done satisfactorily. I thus contacted Eddie Clapham who test flew the first Mini

Max in the country and he has agreed to be the inspector for the project. Incidentally he was also the inspector of Geoff Hoult's aircraft.

On Saturday 2nd. November, four weeks from placing my order, I begin to anxiously await news of the kit. As if for an apology for the delay a video tape from Peter Harvey drops through the letter box. This is the latest promotional tape from America featuring in particular the sports Mini Max. Part of the video shows it being put through its paces most enthusiastically by the company pilot whom I later learn is nearly 16 stone! A phone call to Peter to thank him reveals that he has just had a fax to say that kit No.470 has just left the factory and normally he expects to get them in 10 days. I circle November 12th on the calendar and get back to sweeping out the now completed workshop!

To be continued.....

## CHRISTMAS ACTIVITIES

### Grand Christmas Fly-in, lunch and

### Treasure Hunt from Woolstone.

Sunday December 1st.

- Meet Woolstone at 10.00hrs.
- Leave for treasure hunt 10.30 hrs.

- Arrive Teddington Hands pub for lunch approx.12.00.-12.30 hrs. to eat at 13.00 hrs.

Those wishing to take part as 'crew'/ treasure

spotters, etc. please ring Fly-ins Officer Keith Lindley to arrange. Members and/or families wishing to attend the meal only will find the Teddington Hands pub approx. one mile down the B4078 if they turn left from Woolstone. The pub is on the right just before the roundabout junction with the Tewkesbury/Stowe road.

Keith Lindley Tel:  
Home.0242.232464  
Work.0242.583100

### Grand Christmas Get-together

- Tuesday 17th December
- Teddington Hands pub

We will be challenging Aerolite to a fight to the death skittles match in which we have every intention of winning back honour after last year's thrashing.

Your support is desperately needed!

- 7.30 pm for 8.00 pm.

- There is NO DECEMBER CLUB MEETING - SO SEE YOU ALL THERE!