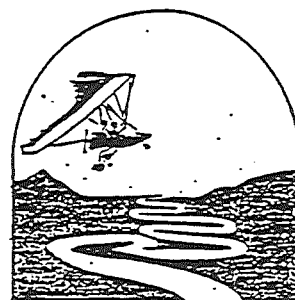


Severn Valley Microlight Club



News Views and Crewroom Gossip

SVMC ANNUAL GENERAL MEETING

Wednesday 15th January 1992

The Club's Annual General Meeting will be held at the new venue of St Peter's Church Social Club, just off Black Dog Way in Gloucester on Wednesday 15th January at 20.00hrs.

The Agenda will be as follows:-

Chairman's Report

Treasurer's Report

Election of Officer for 1992

Setting Membership fee for 1992

Any Other Business including programme for 1992

Regretably parking is fairly limited at the club itself, but is available either in adjacent streets or at Courts just opposite the Church itself. Please refer to map included.

Dawn to Dusk Competition

Earlier this year Chris Wales and partner Rosie Callinan entered the

Dawn to Dusk Competition, and their exploits were expounded by Rosie at the October Club meeting. At the time the results of the competition had yet to be published.

On 12th December Chris and Rosie plus entourage went up to London to find out their fate, and came away with the Microlight Trophy. We are advised that it was such a large trophy that they had their doubts about travelling with it on the London Underground. In fact it is an extremely beautiful silver punch bowl which bears such illustrious names as

We just hope that Chris can afford to fill it to celebrate their wonderful achievement. Well done.

Redlands Hots Up

With the recent spate of homebuilding projects, Don Law has seen an opportunity to utilise all the scrap by installing a wood burning stove in the crewroom at Redlands! We are advised that so hot did the stove get that the place nearly went on fire and that hasty modification had to be done to insulate one wall to allow entry to the adjacent toilet. We are advised by recent visiting members that the warm crewroom and cup of coffee was espe-

cially welcome after the cold flight down to Swindon!

OPEN EVENING

Wednesday 19th February

The Club will once again be holding an Open Evening at St. Peter's Hall, Black Dog Way, Gloucester to which members are invited to bring friends and family and anyone else that might be interested in microlighting. This is our annual recruitment evening which consists of an illustrated talk and film with the intention of introducing the public to microlighting and encouraging them to take up the sport. It will be well advertised in the local press but there's no recommendation like a personal recommendation from an existing SVMC member.

Come and See the Hardware

The Open Evening will be followed, weather permitting, by the usual Fly-in at Woolstone on Sunday February 23rd. to introduce prospective new members to the hardware. Would all airworthy pilots please standby for air-

experience flights from 10.00am onwards. Friends and family are welcome but please remember that airfields are potentially dangerous places for young children left unattended

Woolstone Gate

Would all those using the airfield at Woolstone ensure that the gate is closed when quitting the field. There is an automatic locking device on the gate and those wishing to visit the field should ring any Committee Member for the combination number in order to unlock it.

Social Reports

Woolstone Treasure Hunt

This event scheduled for 10.30 am. on Sunday December 1st. never in fact took place due to almost IFR conditions. Nevertheless there was an amazing turn-out of spartan pilots - more than were seen at many a summer fly-in - which only goes to prove that if the challenge is great enough, they'll turn up! And in spite of no treasure hunt, an excellent lunch was enjoyed by all, including two visitors from across the Channel who are convinced we do this all the time.

Skittles

A very successful skittles evening took place at the Teddington Hands on the evening of Tuesday 17th December when we once again let Aerolite win. (They had come a long way after all.) However it has been noted that they operated the score board and that when we arrived, they were practising! But at least the money stayed in the county. The challenge will continue....

ADVERTISEMENTS

Would anyone wishing to place an advert in Aircrew please contact the editor. All current advertisements

will be deemed to be no longer required for 1992 unless notified otherwise.

Editor: Annie Wales Glos. 760.341.

Safer in the Air?

The following sad missive was received from Roger Cale in December: 'Unfortunately, on a visit to France on 15th October, I was injured in a car crash and suffered four broken ribs, five stitches and torn ligaments in the leg! So it was a week in a French Hospital and a week in an English one. Three weeks ago my new Q arrived at Madley and all I could do was to go down and admire it 'from afar!' With luck I will soon be 100% once again and I can get back into the air and achieve the solo that I was so near to before the accident.

Once consolation is that I have no memory whatsoever of the accident, either before, during or after!

Incidentally, if ever anyone wants a 'crew' to fill the spare seat, I am ready and willing and available at almost any time!

Sorry to hear your bad news Trevor and we hope you're much better by now. Meanwhile, anyone going for a jolly with a spare seat, perhaps you'd like to contact Trevor - Tel:

0684.564685

A Homebuilder Diary -

John Hamer's Mini Max Project - continued

On the morning of 23rd November I was at 2000ft testing Ken Cole's aircraft when I noticed a car roll up to my front door with a trailer attached. Even at that height I could see the large wooden box on the trailer that obviously contained the bits for the project that is to keep me entertained over the next few months or two years as a friend said to me ie 1991 & 1992!

The large box, 12 x 2 x 2 foot contained all the bits required to build the Mini Max with the exception of the Rotax 447 engine which I had purchased some days earlier in response to an advert I had seen at the AGM at Donnington.

Peter Harvey the agent for Mini Max in the UK, and I struggled with the box into my shed and I must confess that my first thoughts were 'I can't see all this weight flying, they must have made a lot of provision for scrap!' - Time will tell -

My first task was to unpack the 'box' and check whether all the items were there. The wood was of all assorted sizes but fortunately was all of it was numbered so checking it off against the packing list was relative easy. The metal items though proved more of a challenge and required much reference to plans and instructions. All this took time. It was thus not until day two that wood was cut.

Fortunately I had had the plans and instructions for some time and had read them thoroughly, so building was able to be commence virtually right away. On advice, I choose to build the simplest structure first - the fin. Although the plans are comprehensive, no full size drawings are provided (except the wing ribs) and thus the first task was to transfer all the critical dimensions onto the bench which I had covered with lining paper. Once drawn out it was a question of selecting the right timber and cutting to length and then gluing. This is done with a two part epoxy resin and the joint held together with 1/8" ply gussets which are temporarily stapled in place. The gussets themselves all have to be cut individually and chamfered prior to gluing and this is time consuming. Once one side was glued it was a question of leaving it to dry before turning the structure over and gluing and stapling the gussets to the other side. Once complete it was then a question of sanding the whole structure down including putting the profile on the leading edge.

The process was then repeated with the fin, but this time it was more tricky as the fin has a profile that prevents it being built flat as with the rudder and thus various blocks were utilised to get the structure aligned correctly. Experienced gained here meant that I devised a far better and more precise jiggling arrangement when building the elevator which has an identical profile. With the fin & rudder finished the

hinges were then inserted and then a recognisable shape was at last seen.

The exercise was then repeated with the tailplane and elevator although this time on a bigger scale. With the two structures completed, the moment of truth arrived when the two were mated together, yes - the holes did align and it did look like the drawing!

There now followed a short interlude from woodwork while all the metal fittings were manufactured. Manufactured being the operative word, as the kit supplied only bar or tube and the rest was up to you. The thought of having to file so much was daunting until I discovered that my bench sander did an efficient job on aluminium as on wood.

With the tailplane structure now complete, I felt it was time to consult the professionals. Indeed it is a mandatory requirement to get your work signed off, so with the bits I had manufactured and the plans, I ventured off to see Eddie Clapham at Oldbury.

He was more than enthusiastic about what I had done and was very encouraging as well as supplying useful advice.

With the back end done, it was time to start the long job of making the wings. The first task was construction of a wing rib jig to build the 24 ribs required. This was done on a separate 5x1 foot board. First the plan was laid down over which a sheet of heavy duty polythene was placed to prevent the glue sticking. The job then followed of making all the formers and holding devices so that each rib came out exactly to size. From this plan/jig I then cut all the wood required and shaped all the gussets required - approximately 1200 in all. It took over three days to complete this task. It was then back to gluing and stapling as before. Each rib took about an hour to glue up with the exception of the end and centre ribs which required special strengthening inserts and end pieces. Progress was helped along, when on Christmas eve as a goodwill gesture my wife brought me out a cup of coffee and then proceeded to accidentally(?) lock me in - so all I could do for next few hours was build ribs without being

guilty of neglecting my Christmas duties!

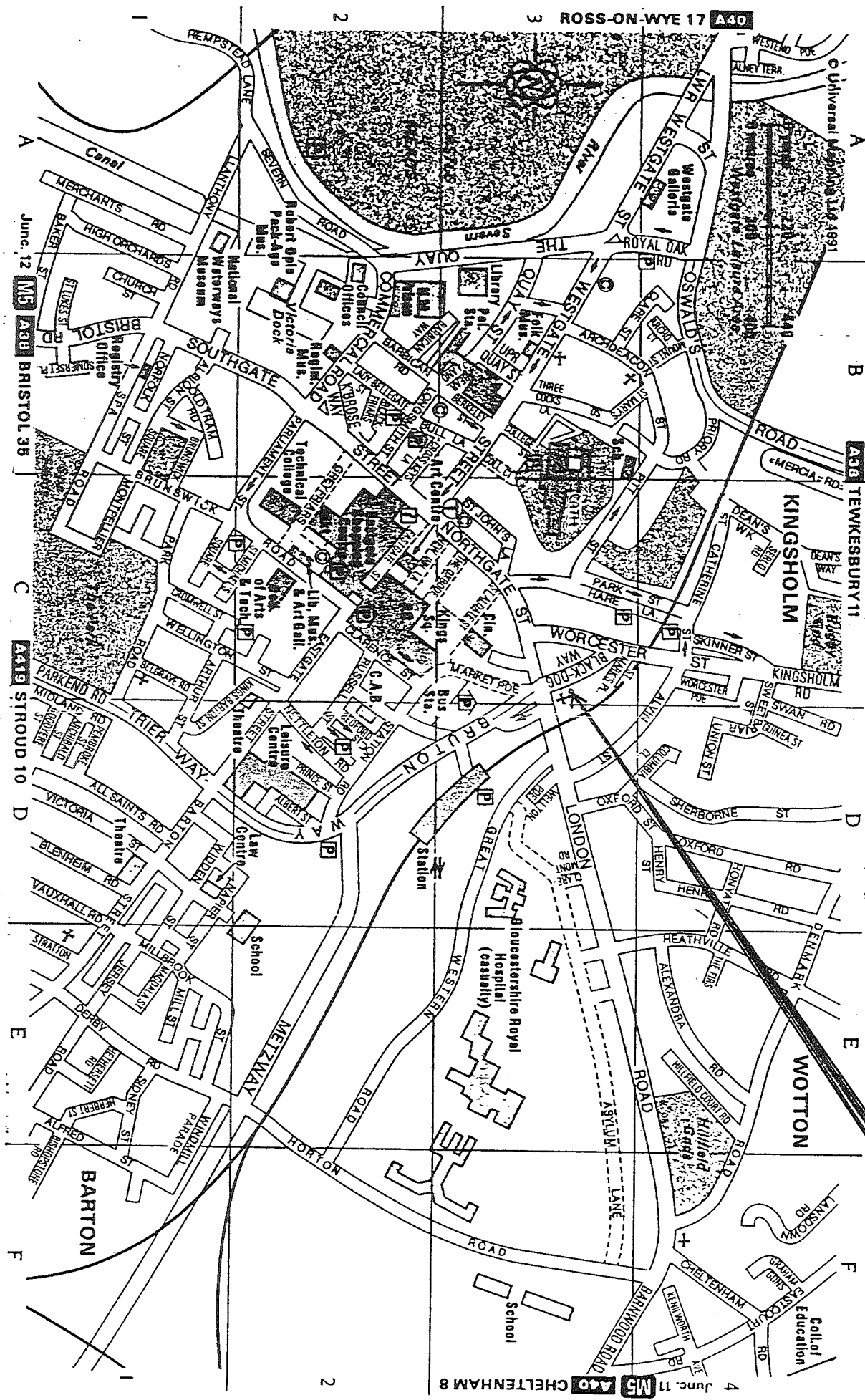
I have now reached the stage of having completed all the ribs, including destapling them all. This latter task was an option, but I calculated that as I had used about 3000 and as this represented a significant weight, and as then final aircraft weight is still a bit of a guess, I decided to save another couple of pounds just in case.

Further work on the wings has been held up while I have started to mock up the engine installation as my plan to lower the engine below the cowl line will require specific PFA approval. The largest problem being that although the thrust line of the engine is retained by inverting the gearbox, the thrust line through the engine mounting itself has now been raised and an additional securing point to the airframe needs to be identified. In addition the cooling problems of burying the engine are also being addressed. The task is being achieved at the moment by cutting pieces of cardboard to exact size and seeing where adjustment and additions need to be made. The changes will then be drawn up and the whole submitted to the PFA for hopefully their approval.

For the record, I now completed over 100 hours to date and the secret I've found is try to do something each day no matter how small. At that rate the project seems to keep ticking along. The project is expected to take about 500 hours although the manual indicates a lot less! When will it fly? - everybody keeps asking me - well that depends on many things - but hopefully before the end of the summer - which on current weather forecasts comes out about 1st June!

To be continued

SVMC WISHES ALL ITS MEMBERS A VERY HAPPY AND SAFE NEW YEAR



GLoucester

St Peter's Parish
Social Club

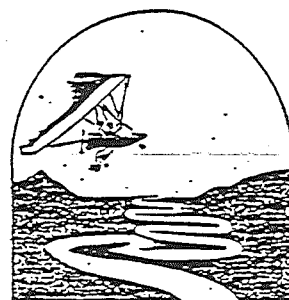
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June 12 M5 A40 BRISTOL 36



Severn Valley Microlight Club

February Issue 1992



CHAIRMAN'S REPORT 1992

It has become a tradition to begin this report with a review of the past year's weather. 1991 was no exception to the usual unpredictable frontal systems followed by sluggish anticyclones. However in between a considerable number of flying hours have been flown by our Club members both in this country and abroad.

H. Flight

Following our February intake of new members, Bill Austin launched his training programme with eight students and his band of volunteer instructors. The standard achieved this year reached a new high with an average pass mark of 90% - an excellent start to the flying careers of the five students who finished the course. They were then in the hands of their 'Godfathers' who introduced those who had not already flown, to flying microlights and assisted them through the ab-initio stage of student flying. David Steade led the way as the first student to pass his GFT, again in what must have been record time. The most recent GFT success is John Cafful from an earlier flight, a great achievement after many frustrations.

Currently there is an R/T course running with eight members attending instruction at Staverton Flying School

thanks to Jenny Lyons and Steve Hender. Many thanks to Bill Austin for running the training side so efficiently and successfully.

Membership

We ended the year with sixty-eight members, a few less than last year. Of our members, a greater number than ever now either own or share an aircraft and it is this aspect which creates a solid core of dedicated and enthusiastic members which helps to encourage new members.

Fly-ins/Outs

Keith Lindley, as Fly-ins organiser has had the most unenviable job this year with so much of his programme having to be scratched because of the weather. However he kept smiling and produced some excellent outings such as to Weston Park, Tasley, Oakley, Finmere, Old Warden and Swansea. Each occasion was an eventful trip and much enjoyed by the crews that took part - or most of them! It was good to be visited by members of many other clubs who are always assured of a welcome at Woolstone (PPR).

Our most successful Fly-in at Woolstone was on 27th July and resulted in

40 aircraft signing the log. An excellent day in good flying weather was followed by a barbeque in the evening.

Of particular note in 1991 are two separate trips to France made by Club members. The first by Robbie Keene and Chris Wales who crossed the channel and flew as far east as Strasbourg before returning via Belgium to Holland and home. John Hamer, with Mark Cox as crew, then joined a gaggle of flexwings including Don Law, Harry Niece, John Flack and Dave Young who again crossed the channel and flew well into French territory, returning after many adventures and well satisfied that touring in microlights is definitely on!

Flying Competitions

Hugh and Liz Bethune are now thoroughly enjoying the competition scene. They entered both the Nationals and the Round Britain Rally. The latter proved to be a bit soggy for some but much enjoyed by most. The Dawn to Dusk competition had two Club entries. John Hamer photographing Welsh coastal wartime aerodromes and Chris Wales and Rosie Callinan following a ley line from Cornwall to Lincolnshire. Sadly John's well planned trip had to be abandoned due to low cloud but Chris and Rosie not only completed their

trip but to their and everyone else's surprise, they walked away with the Microlight Trophy! A noble success.

Club Safety

There have been no serious accidents this year. Many thanks to Vic Booth for looking after the Club's Safety interests so well, a very responsible position.

1991 Club Meetings

Following our annual recruiting evening with an 'Introduction to Microlighting', the rest of the year's programme is summarised as follows:

March - A presentation by Mainair with John Binidge and Jim Cunliffe.

April - 'Over the Horizon' with John Hamer.

May - 'Rolling in the Sky' - The Red Arrows, a video.

June - 'A Trip to the Continent' - Robbie Keene and Chris Wales.

July - 'The Round Britain Rally' - Hugh Bethune.

September - 'The Battle of Britain Memorial Flight' by Sq. Ldr. Andy Tomalin.

October - 'Dawn to Dusk Competition' - Rosie Callinan.

November - 'How I built my Kitfox' - Stephen Watkins.

December - Skittles evening with Long Marston.

A wide selection of very interesting topics which were much appreciated by those who attended the various meetings.

Social Events

Demand for the old style of Social events seems to be waning, nevertheless in May Robbie Keene again provided his lovely old barn for a very successful Barn Dance. At a second attempt, due to bad weather, Bob Hinds provided his new strip and his swimming pool for a Fly-in, swim-in-barbeque which was a great success - many thanks Bob for your hospitality.

Then in December, in lieu of a dinner dance, which did not attract enough

support, a skittles match with Long Marston was held at the Teddington Hands Pub. A most enjoyable evening ensued during which we graciously allowed them to win!

We also used the same venue for the Treasure Hunt finish on two occasions, though conditions on the second trip were not too favourable - however the food was good!

As usual, Dave Read had done a great job in both organising and rounding up support for the various functions. Sadly he is not seeking re-election this year. We shall miss his enthusiasm but feel sure it will pop up somewhere else before long!

Venue

Our venue had to change in August due to the Airport Inn undergoing major alterations. We moved to the Vintage Motorcycle Clubhouse at Staverton until December but found that it was too small for our larger meetings and is also now temporarily "dry" as the pub next door is being sold! So St. Peter's Hall here in Gloucester will be our venue on the 3rd. Wednesday in the month for the foreseeable future.

Airscrew

Again Annie Wales has done a marvellous job editing Airscrew. She can always use new material so if you have anything at all which you think might interest members, put it on paper and let her have it. Thank you Annie.

Woolstone Airfield

1991 has been a much better year. Firstly planning permission was confirmed for the next three years. Secondly the number of movements recorded have risen from 270 in 1990 to 403 in 1991, proving the airfield has a very important role to play and members are using it more together with visitors from other clubs. Graham Arthur has been working away behind the scenes to achieve both our planning success and negotiations with the farmer over rent, and generally keep-

ing a very tidy airfield - many thanks Graham.

Home Builders

Perhaps the most notable feature of 1991 has been the rolling out and displaying of the latest completed kit built aircraft. Stephen Watkins led the way with his superb Kitfox followed by Geoff Hoult's beautiful Rans Coyote. Both aircraft are prime examples of quality workmanship and have really set the standard for those to follow. There are currently four MW6's under construction and also the only single seater Minimax. We look forward to progress reports and seeing each aircraft completed. In the meantime, we wish the builders patience and determination, as by all accounts they will need plenty of both!

Club Finances

Financially the Club is in good shape. A small surplus was made in 1991 and the accounts together with next year's budget show how it is still possible with tight control on expenditure, to keep the subscription at such a modest level. Robbie Keene is not seeking re-election in 1992 so we owe him a big debt of gratitude for all the work he has put into controlling the Club's finances whilst being Treasurer. Many thanks Robbie.

Finally

Despite the Club's nomadic existence this autumn searching for a good base for our monthly meetings, it has been a good year for the SVMC. As Club Secretary, John Hamer puts in a lot of work behind the scenes as well as supporting the Chairman - thank you John and all the Committee, for your cheerful and hardworking support.

Andrew John

Chairman SVMC 1991

News Views and crewroom Gossip

JC Does it at Last

We are pleased to report that John Cafful has at last passed his GFT and all his ground exams. Incidentally he got 100% in the new Human Performance and Limitations exam. We must congratulate John on sticking with it through all the frustrating time and finally coming out on top. Well done John. We hope to see you in the skies around here soon.

Round Britain Rally

The Great Microlight Rally or Round Britain race as it is affectionately known is once again scheduled to take place in mid June. As usual the start point will be at Manchester (Barton) and is liable to take the competitors all over the country in the ensuing few days. Anyone one who has registered an entry or who is thinking of taking part is asked to contact John Hamer. If you would like to take part but haven't got a partner or would just like to go along for the ride, why don't you contact him to see if there are any spare places?

"See the Hardware" Fly-In

As a follow up to the Open Night on 19th February, there will be a fly in to Woolstone on Sunday 23rd February from 10.00am to show the hardware to interested people and to take them flying. All members are urged to make a special effort to bring along their aircraft and a spare helmet.

Ground School

SVMC ground school will start on Monday 24th February at the Vintage Motor Cycle Clubhouse at Staverton. This is where we had the October and November meetings. Members are

welcome to come along and support the new trainees.

See programme and map.

Cost of the 13 lecture training course is to remain at £25 - Where else can you get such good value?

(Sainsburys?)

Catsbury's Runway Improvements

Whether it's related to John's new project and his worry about getting his craft down, or whether the gales before Christmas had a helping hand we are not told. Visitors however to John Hamer's strip at Hartpury will note there is now no longer a large tree at the end of his runway 15, in fact it is now possible to land the other way ie on 33. We are advised that runway 15 is still the preferred runway being slightly uphill and 33 should only be used when there is a northerly/north-westerly wind blowing and landing must be on the threshold due to the adverse slope. Incidentally visitors are welcome, but a briefing from John is advisable for those that haven't been there before. Circuits are to the south and there are facilities (somewhat better than just a caravan!)

Membership Fee

As agreed at the AGM, the membership fee will remain unchanged at £30. Please note this is due now, so please send/give your money plus completed membership form to Dennis Beale.

TREASURER'S NOTES

By Dennis Beale

On taking over as Treasurer I would like to thank Robbie on behalf of the Club for the time and effort he has given whilst filling this role. I hope to

continue the efficient standards he has set.

After the AGM I did suggest that at each Club night we hold a raffle. It has always surprised me that we have a series of very interesting talks which must attract expenses, yet there is never a collection of Club night subs or any other form of fund raising. I will donate the prize for our next meeting. It is not intended to go round forcing people to buy tickets but to have a table where they are for sale. So please make the effort to buy some. Anyone who wishes to donate prizes or help by selling tickets at future evenings will be well received (touch forelock, bow, scrape, creep, lick??.....etc.)

There was considerably strong feeling at the AGM for increasing the annual subs. I agree that it is good for a Club to be financially healthy. It was also argued that increased membership is the best way to raise income and that a lower membership fee achieves this. Both these points are valid and I think we can have the best of both worlds by getting our additional income from such things as raffles.

If the membership would like, I am happy to give a periodic (quarterly or half-yearly) report on the financial status and projected out-turn. Meanwhile please renew subs quickly, I am happy to do this at Club night or to receive them by post.

1992 Ground School - 'I Flight'

The weekly classes for the four ground exams will commence on Monday 24th February. There will be a total of thirteen sessions including the exams. All classes and exams will be held on Mondays - except for Bank Holidays - at the Vintage Motor-cycle Club premises next to the Plough Inn, Gloucester Road, Staverton, starting at 7.00 pm.

The Course is divided into three main sections:-

- 1. Three lectures on the technical aspects of flight, engines and three axis/weightshift aircraft.
- 2. Navigation and Meteorology. (Three lectures)
- 3. Air Law and Human Performance Limitations. (Three lectures)

At the end of each section you will be able to take the CAA exam which remains valid for twelve months from that date. A more detailed programme is available from the Club Training Officer, Bill Austin.

SVMC Pantomime

By Bill (Charming) Austin

Once upon a time there was a pilot called Barbarella who lived with Prince (Charming) Bill. They had an upmarket Flash 2 Alpha carriage and psychedelic canopy to match. One day after the return of their carriage from Santa's workshop in Rochdale, the weather was just right for a flight of fancy so away they went to Woolstone full of anticipation and excitement.

The canopy had first to be assembled which was done with due care

and attention and was soon ready to be placed over the gleaming black carriage. As a final check, Barbarella opened the right hand canopy window. What was this? Small, solid, black deposits and chewed up zip fabric! It couldn't be! No! Not now! What of the left hand window? Oh woe! The plastic zip tang and part of the zip came away in Barbarella's hand and there was a hole in the canopy fabric!

"Oh fie and a plague upon your hangar!" cried Barbarella, (This IS a fairy story remember) "Now I will never get to Long Marston."

(Note: this was the best substitute for a ball available.)

The mice had feasted right royally and were now too fat to be turned into horses.

The canopy and carriage were sadly packed away to be towed back to the stately home by a horseless carriage. What was to be done? It was a mere ten days to Christmas.

Prince (Charming) Bill had an idea. Would Santa's workshop be able to perform a miracle? A telephone call to Santa Claus Cunliffe in his workshop in Rochdale resulted in an invitation to visit his grotto to see if his elves could work a miracle. Barbarella was so excited. A four a.m. start, a three hour journey and she would at last meet Father Christmas!

The job was done. The elves had excelled themselves and a beaming Santa sent them on their way with a canopy as good as new and a carriage thoroughly inspected and tested.

All fairy stories come to a happy end. Yes, Barbarella will go to the ball (sorry, Long Marston) and Prince Bill will be anxiously awaiting his next visa statement. The mice had an early Christmas dinner costing £200 (the parts alone cost only £1.83p!)

To finish the story one of the Club's ugly sisters gave the happy couple a present to mark the occasion - a book entitled 'Mouse Tales - All you never wanted to know about mice.'

Ed. note: Which ugly sister was that then??

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Homebuilder's Diary

Episode 3

The story so far:-

Last September John Hamer embarked on a homebuilding project to give him something to do during the winter. He chose to build a single seat wooden shoulder wing monoplane called a Mini Max and powered in his case by a Rotax 447 engine. November saw his kit arrive and during the same month he was fortunate enough to procure a low hour second hand engine. There ensued frantic cutting and sticking of wood, and a the whole tailplane was completed by Christmas.

The Christmas holidays saw him literally locked in his shed by his wife making the ribs for the wings. He takes up the story again:-

With the long Christmas holidays over, the pace of building has slowed due to less hours being available and the occasional bouts of flying, although the recent fogs have helped the building. All the ribs were finished at the beginning of the month together with all the hinges to fix the ailerons. This required some outside help to finish off the reaming of the holes which form the bearing surface. It was then on with the main and rear spars. So as to keep the building process even, the spars were done in pairs. In addition it helped ensure that a left and right were built and not two of one side. John Cafful came to my

assistance when the time came to chamfered the edges precisely to 10 degrees. This had to be done outside, for a clear length of over 24 ft. was required for the spar to be feed through the sander and out the other side. I booked John for the Saturday morning when a trip to Finnere was on the cards. I offered him the carrot of going to Finnere if he turned up and the weather was suitable. He turned up on time, but jointly we decided things didn't look too good flying wise so we got on with the task in hand, which we completed just as the heavens started to open. I'm told some people actually went there in this downpour, or rather found their way back! Now they know why I'm

looking forward to flying an enclosed cockpit aircraft again!

With the spars finished, the right wing was started. The completed ribs were slid onto the rear spar. Both spars were then glued/pinned into place. The next task was the diagonal cross bracing followed by the compression struts between the two spars. Here I ran into a problem. The plans called up RS17 - all the timber in the kit is numbered. I went to the box - no RS17. The packing list also omitted this. The instructions also didn't mention it, but I knew these had yet to be updated to reflect the new Mini Max 91 design. So it was on to the phone to Peter Harvey. Peter didn't have any in stock, but said he would go to Bristol to fetch some for me. This allowed me time to finish off the aluminium pieces to hold the wings and struts on. There are 16 of these and these are

now currently away being anodised. Within 48 hours Peter was on the doorstep and thus building was able to proceed. All the bracing and boxing in of the ends has now been completed.

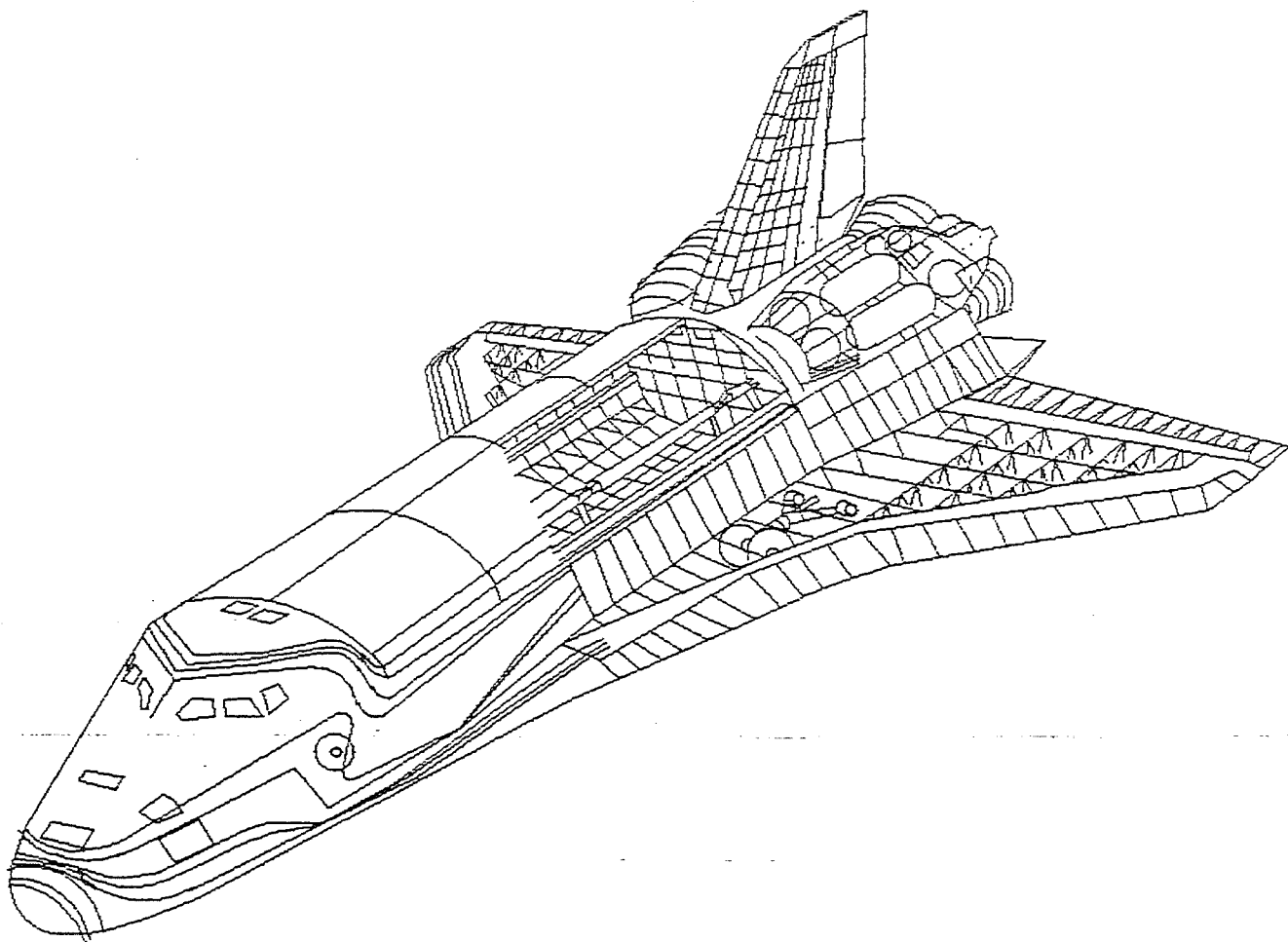
Adding the nose ribs and then the ply sheeting, and finishing off the aileron which at the moment is still fixed to the wing will take about another week's work - assuming no interruptions - like flying. In parallel with building, moments have been snatched to complete the "lowered" engine mock up and consult everyone about the additional top fixing. A trip was made to Nigel Beale to procure his advice as well as a propeller and an exhaust. A set of the existing plans were photocopied (thank you Adrian Smith) and have been modified to reflect the changes I require to produce the streamlined front end. The whole submission - 20 pages in all, is

currently with the PFA awaiting their approval.

When is it expected to fly is the most question I get asked, well after nearly 200 hours on the project, it is still on programme to be ready to fly by 1st June.

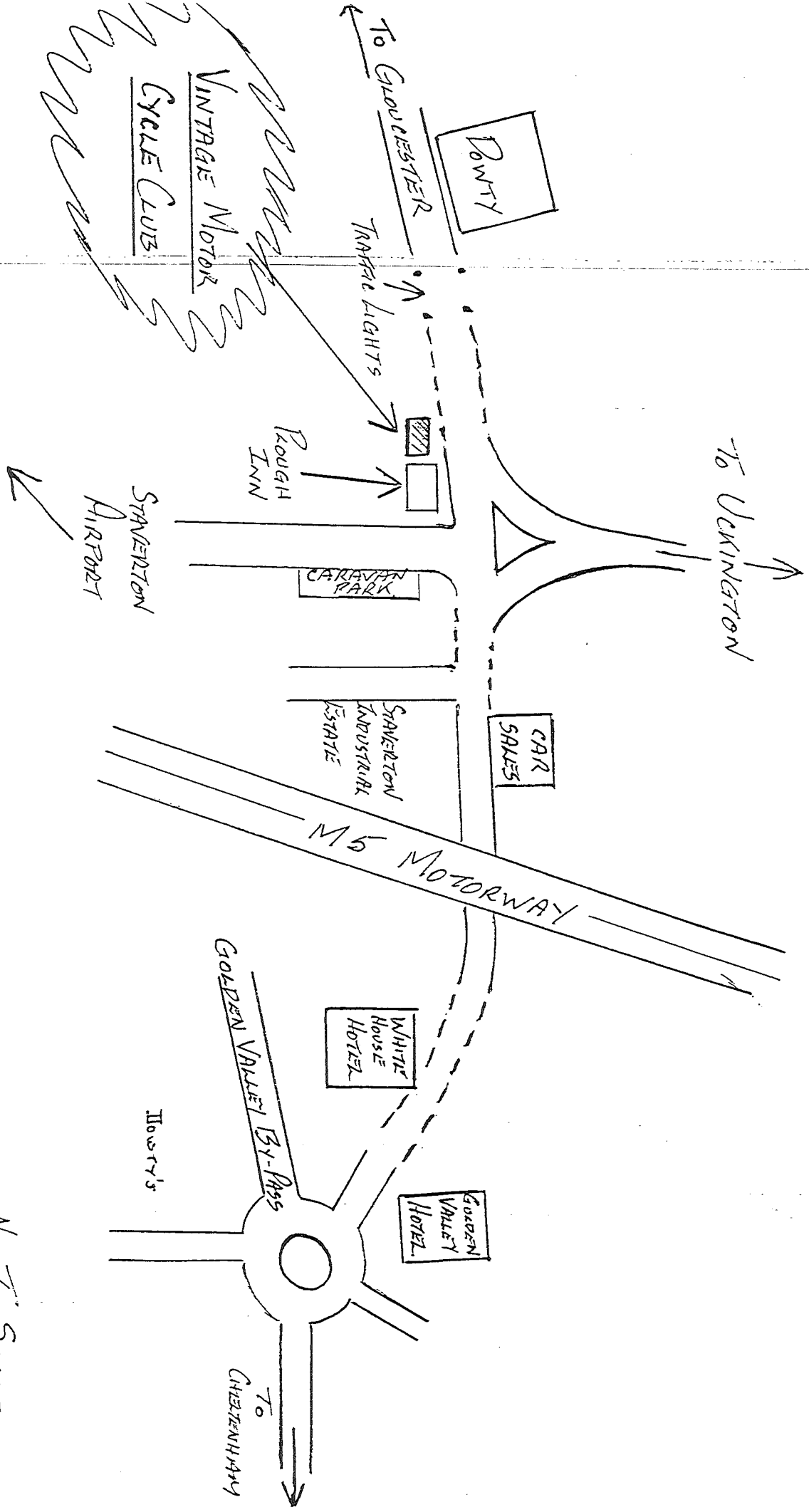
Incidentally everyone is most welcome to come and see the project, and I won't be employing the "Voyager Seven Minute rule". This is where the Rutans had a similar open door policy when building their aircraft. They would stop and explain their project to any visitors, but if they stayed more than seven minutes they were expected to work.!

To be continued



S.V.M.C. Ground School 1992

TO BE HELD AT THE VINTAGE MOTOR CYCLE CLUBHOUSE



NOT TO SCALE

SEVERN VALLEY MICROLIGHT CLUB

D R BEALE
THE COTTAGE
HARTLANDS HILL
MINSTERWORTH
GLOS. GL2 8JY
TEL: 0452 750424
WORK: 0272 543217

24 ~~January~~ Feb 1992

Gordon,

1992 Membership card enclosed.

I am seriously contemplating going Zaxis. Any chance of a flight in the Shadow sometime?

Regards

Dennis Beale.

D R BEALE

HON. TREASURER

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 - Dennis Beale

Home 0452.750424

Work 0272.543217

- 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

- Special Functions Organiser - Nigel Bailes

Home 0285.659318

- Fly-in Organiser - Robbie Keene

Home 0452.414975

Work 0452.21014

* 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

Don Law 0793.740854/0793.790052

* Club members use the following flying schools:-

Aerolite, Long Marston, Stratford-on-Avon 0789.299229

Air Play. Madley Airfield, Hereford 0981.251242

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

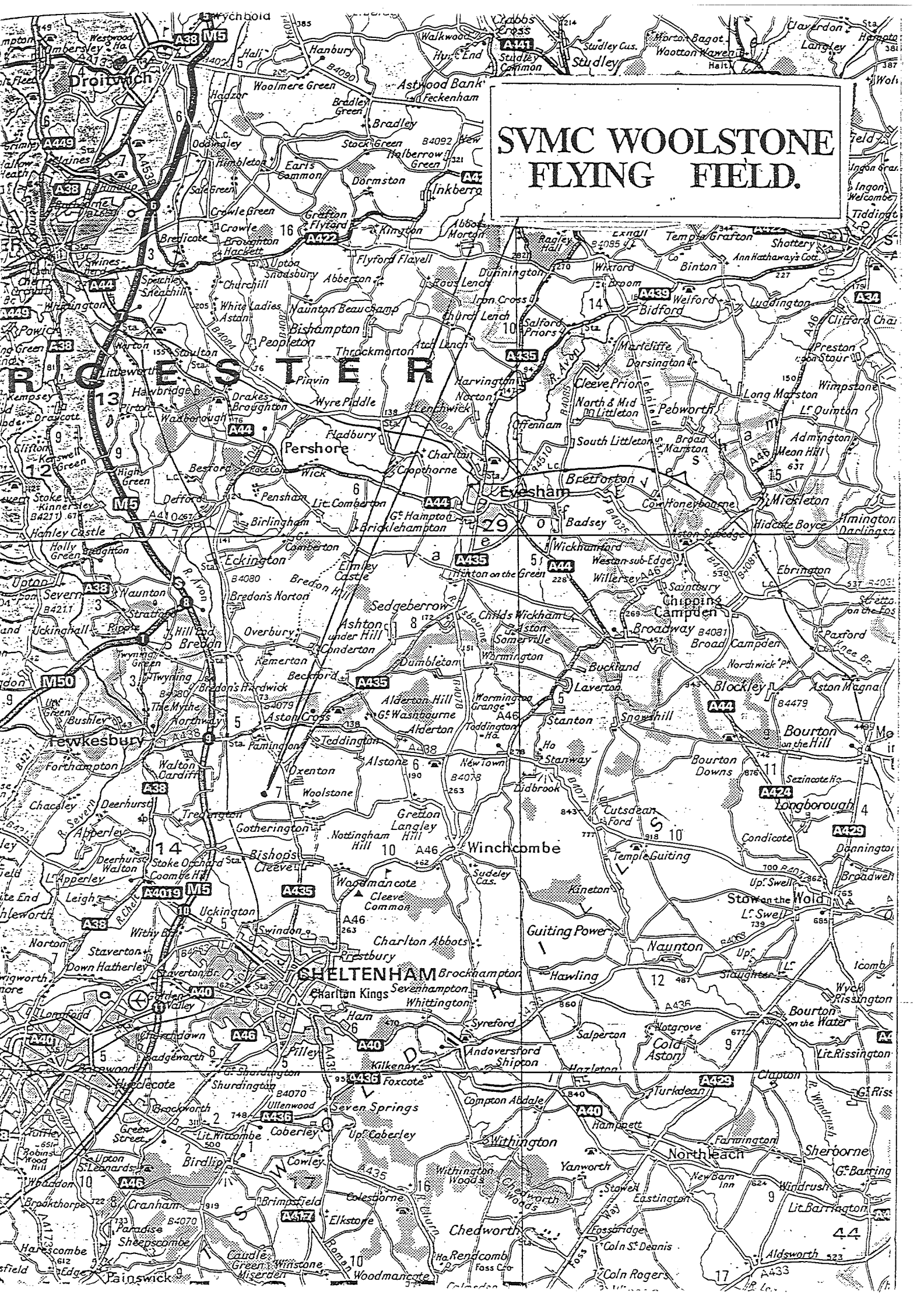
Group D Aviation, Enstone, Chipping Norton
0608.678741

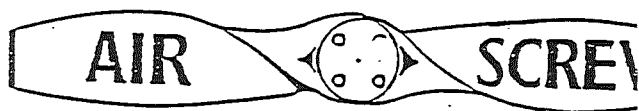
M4 Microlights, South Wanborough, Swindon
0793.790052

Sabre Airsports, Shobdon, Leominster 056881.8168

Pegasus Flight Training, Long Newnton, Tetbury
0666.504032

SVMC WOOLSTONE FLYING FIELD.





Gordon Gould
South Acres Lodge
The Pack
Cheltenham
GL50 2SD

Severn Valley Microlight Club



March Issue 1997

News Views and Crewroom Gossip

Flying News

Hardware Day at Woolstone.

Sunday 23rd. February was 'See the Hardware in Action Day' at Woolstone - the follow-up to the Open Night the previous Wednesday. The Gods were in a good mood and gave us fine, flyable weather for a change. Statistically the morning can be recorded as nine aircraft present on the field representing seven different makes, of which four were three-axis machines and five were flexwings.

As far as flights were concerned, twelve persons who attended the Open Night were given flights as well as a number of friends of Club members - many for the first time in a microlight. All of them emerged from the experience with the obligatory ear-to-ear grin (of enthusiasm and exhilaration rather than relief.)

Without a doubt the morning can be recorded as a great success in promoting our sport but not without saying a big thank you to the pilots who worked hard without complaint and gave freely of their time, fuel and enthusiasm to

allow others to experience the freedom of the skies.

A big thank you to Bill Austin too, for quietly ensuring the safety which is so essential in making these occasions a success.

On the Move

Following John Cafful's successful acquisition of his licence, he and Dennis Beale have moved their aircraft out of Long Marston to Over, and both have been recently seen exploring the new sites of Gloucestershire.

Fly Out

The next major event in the calendar is the Festival of Transport being held at Weston Park. The Midland Microlight club run the aviation side of the event and make everyone flying in most welcome as well as usually feeding them. It is normal that a large party from the club go there over the long Easter weekend (18th-20th April) and some have been known to camp there. All members are encouraged to go and those without aircraft should contact those with as there will be many spare back seats. Further details can be obtained from John Hamer.

Visit to Portugal

Don Law is planning an extended expedition this summer. Following the minor foray into France last summer, he is planning to Cross the Channel once again and go down through France, into Spain and all the way round the coast to Portugal. He then plans to take the short way back over the Pyrannees! The planned dates are to leave Redlands on Thursday 7th May and return before 17th May. Anyone interested in going should contact Don on 0793 790052. Good Luck Don and we look forward to hearing about your adventures. We'll book you in for a monthly talk!

Pied Piper Appeal

Chris Wales, who won the the Microlight Section of the Dawn to Dusk Competition, has come up with an even more ingenious idea for this year's competition. His intention is to fly from Over to Hamlyn (in Germany) and to combine the Dawn to Dusk attempt with a sponsorship for Gloucestershire Hospital's Pied Piper Appeal. For such an excellent idea, we

hope all members will be generous enough to sponsor Chris, especially for this very worthy local cause. We also wish him a safe and successful flight whenever he decides to do it - some time in June apparently.

Ground School Training

Miracles do sometimes happen! At the end of Open Night, three souls had committed themselves to thirteen weeks of blood, sweat and tears - (the Training Officer had only tears!) Nevertheless the Hamer magnetism drew ten people to the introductory session (or was it just that there was nothing better on TV?)

When work really started in earnest on 2nd. March, nine persons not only turned up but paid up as well. Four of these are new Club members and the others are existing members. We wish them all the best of luck in the coming weeks and hope that they will all start their flying training as soon as possible.

Monthly Meetings

The programme for the monthly meetings is as follows:-

18th March - John Flack talking about Pegasus Microlights.

22nd April - Geoff Hoult describing his trials and tribulations experienced in the construction of his Rans S6.

20th May - Ron Bates on Rotax engines - their maintenance and problems

17th June - Robbie Robertson - gliding

All lectures will take place in the St Peter's Social Club on the third Wednesday of each month at 8.00pm.

If there is anyone out there with something interesting to say or knows of someone who has a talk that might interest the club, please contact John Hamer.

Squawk!

If anyone has a grievance they feel the Club ought to be aware of, or the

Committee just won't be bothered with, please use Airscrew to air your views. Incidentally, it doesn't absolutely have to be a grievance - there could be the faint possibility that someone out there wants to say something nice? Whatever your views, please write to Annie Wales and you will be assured of valuable newsletter space.

For Sale.....

The Chairman has recently been having problems with his intercom system, to the extent that his passenger has been unable to talk to him. This episode reminds one of an advert seen in a well known magazine "For Sale - One headset - suitable for nervous passenger or wife - microphone does not work."

Membership Fees

Memberships fees are now overdue and all those that haven't paid are asked to send their dues to Dennis Beale - a membership form is enclosed with this newsletter for those outstanding. For those that do not rejoin, this will be the last newsletter that you will get. In addition please don't expect such a warm welcome should you subsequently turn up to any of our events or our airfield. If you wish to have the benefits of the club then please pay now.

Insurance

The Club has been approached by an insurance agent with a view to providing ground risks insurance for microlights. The rates being quoted are 1.5% on the value of the microlight with a £500 excess and 2.0% on the value with a £250 excess. This equates to £90 on a £6000 microlight assuming the insured undertakes to pay the first £500 of any claim. Members are reminded that "microlight" crime is on the increase with more than 10 stolen last year alone, so for those that wish to insure their treasured possessions then further details can be obtained from John Hamer.

Licences

To keep your licence valid you need your Log Book stamped every thirteen months. Don Law is qualified and prepared to do this for the usual fee of £6.00, £3.00 of which he will generously donate to the Club. Please see Don at any Club meeting.

Homebuilder's Diary

The Continuing saga of John Hamer's Mini Max

Last month I reported that I was just completing the right wing; well this has now been done and indeed the left wing has also been completed. The second wing took considerable less time than the previous one as all the major items ie the spars and the ribs had already been completed. In addition I didn't have to read and understand the plans so carefully this time around although this confidence nearly lead me to make to a disaster when I glued a couple of bits in the wrong order. Progress during the period has not been limited both by visitors (most welcome) and the fact that considerable time out was taken getting the talks ready for the club. The "programme" is about a fortnight behind schedule and slipping. The item that I thought that would stop the show, ie the modification to lower the engine, has now been approved by the PFA so from that point of view all is go. This has allowed the fuselage with the modified front end to be started.

During the period I took time out to go with Peter Harvey down to Bournemouth to see one that had actually been built. It was surprising what I learnt about the machine and the ideas that that I got. It is surprising what is not on the plans despite them being very comprehensive by normal standards. The aircraft has now also been registered with the CAA and thus has a

it own letters G-MYAW - appropriate for a three axis aircraft! It wasn't specially picked, it was in fact the next one off the pile although a small but limited choice was offered, it was de-

appropriate. In my conversation with the CAA it was ascertained that my aircraft was the tenth aircraft registered, of which it is thought that five are currently flying.

To be continued.....

Safety is no Accident

By Vic Booth

With the flying season now with us once more, it's a god time to turn our thoughts to safety and a letter I received from the BMAA highlighting the dangers of trying to land on form strips near to power lines is worth thinking about. There were two accidents involving microlights colliding with power lines while trying to land, one serious.

I would like to summarise the risks:

1. Be very aware of power lines, particularly near farm strips.
2. Use clues to find the lines - look for poles, pole shadows, clumps of grass in straight lines and transformers. Lines often run alongside roads, verges and hedgerows.
3. Do not expect the wires to break on contact - they are very strong.
4. Dangers of electrocution exist even after contact; never assume wires are dead.
5. Inform the electricity company immediately of any contact or of any aircraft coming to rest near to the lines.
6. Do not hesitate to contact the company for advice.

Another aspect of safety of which we should all be aware is engine starting drill. An incident recently reported to me concerned a weightshift aircraft and a spectator.

So to all pilots: a good look around and a very loud shout of 'clear prop!' and then PAUSE for a few seconds to allow anyone in the vicinity of the propeller to remove themselves. The problem is probably greater for aircraft with pusher props because the pilot's field of vision is more restricted, however, if in doubt obtain assistance.

Advice to spectators: always treat propellers as live and stay well clear,

particularly when people are aboard the aircraft. Feed propellers on a strict diet of fresh air not miscellaneous human parts!

Editor's Flight Report

KITFOX - A Real Little Beauty!

At Woolstone's 'Hardware Day', Stephen Watkins made me an offer I couldn't possibly refuse - a ride in his recently completed Kitfox. With only 44 hrs. on the clock so far, I felt this was a privilege indeed.

First impressions were of a beautifully finished, streamlined taildragger with easy access through a perspex door which hinges at the top and can be removed for 'through the air' summer flying. The windscreen extends over the rear spar giving excellent visibility and as there was a cool wind, it was a pleasure not to have to don the usual layers.

The high pitched two-stroke engine is fairly noisy but what took my breath away was the incredibly short take off run - 60 ft. at the most - and alarmingly fast climb out reminiscent of a glider on a winch launch! (I confessed to Stephen later that I was waiting for engine failure.) In fact the Kitfox is capable of in excess of 1200 ft/min - well earning itself the title of STOL.

This outstanding short field and climb performance is apparently due to the combination of the three blade propeller, wing design and the 582 LC liquid cooled Rotax engine which produces 64 hp. through 2.58 to 1 gearbox.

Seating is fixed which is a disadvantage if you are not as tall as Stephen. I had to sit on my jacket to enable good visibility. I also found the control column awkward as it was cranked too far away and I really needed another cushion behind me. Stephen admits he's not too happy with this himself and intends doing a mod. However the delightfully light, crisp handling gave very positive and immediate response in both roll and yaw. As an ex-glider pilot it was a treat to have rudder.

As we came onto approach, Stephen took over with a spectacular sideslip, kicking off drift and landing in practi-

cally as short a distance as the take-off run. Very impressive.

With a cruise speed of 80 - 85 mph. the Kitfox has a range of approximately 255 miles and average fuel consumption of 2.5 gals. per hour. For easy hangarage and trailing, the wings easily swing back allowing the aircraft to be towed and stored in a normal sized garage. If all this sounds too good to be true, little wonder there are already in excess of 1000 up and flying in the States and at least 77 already in U.K. And you don't have to be a specialist to build the kit either, but before you get carried away - Stephen took 1500 hrs. to construct his AND he's still married!

QUASAR - Sleek, quiet and comfortable.

I was beginning to think I'd never get the flight in the Quasar that Hugh Bethune had kindly offered me - but once again, Woolstone 'Hardware Day' proved the perfect opportunity. Beside the overwhelming numbers of Mainair Alphas, the Quasar looked sleek and sophisticated with its gleaming white all in one pod and wheel fairing.

First impressions were that it offered a far more comfortable ride to the passenger than the Alpha. Seating was more comfortable with no annoying mono pole at the back of your head and there was far less vibration. I began to understand why Liz was still enthusiastic about doing a second Round Britain.

However, what you gain in comfort you lose in outlook. Sitting at the same level as the pilot means that forward vision is severely restricted. It is also impossible to fly from the back (unless you are content to dive) - a serious drawback. In instruction, training bars get around this but these also constitute a risk hazard in cases of crash landing.

Ground run and ascent rate are much like the Alpha but Hugh demonstrated the extremely forgiving stall characteristic. At 42 mph. engine on we were still climbing happily, at 35 mph. there was no attempt to drop a wing, merely a soft wallow back to flying speed, whereas roll control can be effected with one hand.

At cruising speed of just over 50 mph. the Quasar has approximately four hours flying on a full tank of 42 litres - but the tank is immovable, definitely a drawback to out-of-the-way landings.

Overall performance does not quite match up to the Alpha but Hugh points out that his engine is smaller - only 503 air cooled - and when the new Quasar comes out around June with its 582 LC Rotax it will show its true colours. For sheer good looks and comfort combined with this new engine the Quasar should be a competitor to be reckoned with.

Fly-in to Fimmere

by David Steade

Five aircraft and seven individuals gathered at Woolstone on Saturday 25th for the Fimmere Fly-in. A high pressure was prevalent for the weekend but a front had been forecast moving from the North West, supposedly due to bring a little rain or drizzle to the area by 15.00 hrs. However, as we were to learn later to our cost, this was obviously another Michael Fish forecast. By 11.30 am. we were off. Hugh and Liz Bethune with their Quasar took the lead doing the pathfinder role and Keith Lindley, Graham Stallard, myself and John Brewer with Andy Griffin as his passenger all following on behind in Flash Alphas. John Brewer who had come over from his base at Long Marston had unfortunately left his map behind, however he was kindly loaned another one at Woolstone but obviously had decided that the use of maps was unsporting, so proceeded to leave this one behind as well and spent the rest of the day playing follow-my-leader.

The group headed North East initially and then East passing to the North of Shipston-on-Stour, past the glider site at Edgehill and then skirting the North of Banbury. From there the group veered further South past Hinton-in-the-Hedges and Turweston, finally into Fimmere. The weather on the way was crisp and above 2000 feet the clag cleared and a very enjoyable flight had resulted. The flight time was only 50 mins. with the slight tail wind. Although we were ignorant of the fact at this time, it had been raining

at Woolstone since 12.00 - indeed Barbara and Bill Austin, who were putting their aircraft together when we left, were unable to get a flight in.

A brief stop was made at Fimmere where we were all expertly guided to our parking places by the local A.T.S. which enabled us to take advantage of the soup and sandwiches put on for the occasion, however the bad weather and misty conditions had limited the turn out and after an hour or so we thought it prudent to make a start back with the head wind that we knew we had to contend with. At about 2.00 pm. the group set off for the return visit. Hugh and Liz Bethune in India Mike, again leading the way and doing an admirable job of navigating in the somewhat murky conditions.

By the time we had reached Turweston we were already starting to get a hint of things to come with the spots of rain appearing on the windscreen and visor. The group retraced their way in, following the power transmission lines past Hinton to come North of Banbury skirting the Upper Heyford control zone. However, by this time the five planes were becoming quite split up with Hugh Bethune, Graham Stallard and myself staying together in the lead group but John Brewer with Andy Griffin on board and Keith Lindley starting to drop further behind.

Eventually a gap of some miles opened up and the lead group lost contact entirely with the two other aircraft. The weather by this time had also deteriorated and a steady persistent drizzle was now being experienced. The lead group with Hugh, Graham Stallard and myself pressed on, the navigation being accomplished by following the main power transmission line which runs virtually due West from Banbury past Shipston-on-Stour, skirting Evesham and eventually through Defford, the home base for Hugh and Graham Stallard. Keith Lindley and John Brewer were now left to their own devices and presumably making for Long Marston as John still had no map.

I remembered some time ago when purchasing my Aquatex Ozze suit the guy did say that it was not completely waterproof. Well, for anyone wondering, I can definitely confirm that state-

ment. The flight back was taking considerably longer with the head wind than the flight in and apart from keeping a careful eye out for the other two aircraft, I found that the time could be interestingly passed away by having a small wager with oneself as to which point the next cold trickle of water would run down one's body. The front zips seemed to be the main entry point but even slight movement seemed to produce a new torrent of ice cold water. The aircraft seemed to be tolerating the water better than the pilot and there was no discernable change in the flying characteristics whatsoever.

By now, as a result of a slight detour taken by myself, I had lost contact with the other two members of the lead group and for the last fifteen miles I was on my own. Heading slightly South to the South of Broadway and then due West to the left of Bredon Hill, where to my relief I could see the River Avon ahead and the motorway just in front, I turned right and flew IFM (I follow motorways) for a few miles to my landing field at Kempsey, much relieved to be down on the ground. This had certainly been one of those days that reminded me of the saying "It's much better to be down on the ground wishing you were in the air, than in the air wishing you were on the ground."

Hugh Bethune and wife, together with Graham Stallard had also had a difficult and wet journey back to Defford but I am pleased to say with no mishaps and both landed safely. The tail end charlies, John Brewer with passenger Andy Griffin, and Keith Lindley had decided to head for John Brewer's place at Long Marston as predicted, which in retrospect may have been the best choice for us all. They landed in torrential rain and Keith wisely decided to leave his aircraft there for the evening, returning on Sunday to fetch it back with the trailer.

Well, this had been my first significant cross-country flight and I must admit I hope not to make another one in such atrocious weather conditions. However, it's a little more experience and no doubt I am now a little older and wiser.

Gaining The Heights With the URCCF

The following is an article written for the United Reform Church Caravan Fellowship after the 'victim' had met up with John Hamer:-

This was our first rally with the 'Fellowship' and I know one always strives to get nearer to our maker but I feel that this idea can sometimes be taken a little too far.

Sybil and I had arrived at Ashleworth, a little village near Gloucester, where the URCCF were holding their rally, on Friday afternoon. Everything had gone smoothly till after the Sunday morning service at the old twelfth century church. I stupidly engaged into conversation with a strange man whose name turned out to be John. Our discourse started off all right but got around to flying and microlights. To cut a long story short, I was invited over to see his flying machine in the flesh, so to speak, after dinner. Time was short as we had to pack up the caravan and get off, but Sybil wisely said that she would take the awning down while I slipped over to see the microlight for a couple of minutes.

So off I set with my camera, a couple of miles up the road to the address I had been given. This I found quite easily, up a long farm track to a lovely chocolate-box thatched cottage. As I approached, I noticed a little wind-sock fluttering over a hedge in the corner of a rough field. Ha, ha, the 'private airfield' I chuckled to myself!

John picked up a large shovel and took me through a small opening in his back garden that led into the rough field.

"Why the big shovel?" I asked somewhat intrigued.

"Well I like to clear the cow droppings in the field," he replied and started shovelling away as we walked, true to his word.

Must be some custom, I thought to myself, I expect it gets pretty lonely out here and that can have funny effects on some people after a time.

To be continued!

A Cautionary Tale

By David Steade

Just after Christmas last year, having carried out the winter maintenance on my Alpha and it being some time since the engine had been run, I decided that a precautionary warm-up would be worthwhile. I particularly wanted to check the radio, as I recently changed the original carbon plug leads for a copper core variety and I had some concern whether this may now cause radio interference.

The trike was duly pushed around to the back garden where the preparations were made.

A conveniently sized house brick was placed under the front wheel (mistake no. 1) and fuel placed into the tank. I donned my helmet intercom, turned on the radio and got aboard. The engine started after three or four pulls and sounded its usual sweet self. My left foot was held firmly on the front brake and half revs were used to initially warm up. However, after a minute or so this became monotonous so I decided to set the hand throttle (mistake no. 2.) After four or five minutes, the engine was nicely warm and the hand throttle was increased slightly to about 5000 RPM on the tachometer (mistake no. 3.) My concentration now wandered as I became engrossed in the radio, attempting to analyse whether there was any interference present (mistake no. 4.)

Well, most people reading this will have already guessed the next part of the story. The aircraft, now under about 75% thrust, decided that the house brick and the footbrake were not really man enough to hold it back. The front wheel rose slightly and I realised the trike was moving forward. I looked up - twelve feet of grass, eight feet of flower bed and three feet of pathway lay between me and the greenhouse!

0.87 seconds to impact.....I lift my foot from the foot throttle.

0.70 seconds to impact..... the engine has not slowed; the trike is accelerating rapidly. My brain, slightly confused, I remove my left foot from the brake.

.60 seconds to impact.....Taking my foot off the brake had not slowed the engine either (well it wouldn't would it!!) I remember I have set the hand throttle. I have now cleared the grass and am making headway into the flower bed. The trike is still accelerating rapidly.

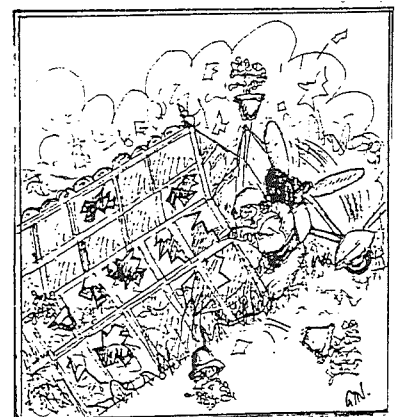
0.40 seconds to impact....I close the hand throttle; my left foot is hard on the brake once again. The trike has accelerated very rapidly unhindered by excess fuel, passengers or wing. My right hand fumbles for the ignition switch.

0.20 seconds to impact.....The ignition switch is turned off. I have now cleared the flower bed, managing neatly to miss any valuable specimens - (only clever part to this story.)

0.00 seconds. IMPACT!!.....There did not seem any apparent deceleration of the trike. A Mayday call had not been made. The trike impaled itself two feet into the front of the greenhouse.

I was lucky. The damage was confined to the cockpit fairing and a mere £300 (Ugh!!) put everything back just as it had been. The morals of this story are very simple:-

1. Always be very, very careful.
2. I had read many times 'stake the aircraft down and tie securely when it is ground run. Make sure YOU do.
3. Only use the foot throttle and always keep your hand on the ignition switch when you are running the engine. You do not spend so many hours in a microlight as you do in a car and your reactions are, as a consequence, slower.



ADVERTISEMENTS

Flash II Alpha 503	Half-share in MW6	£50 REWARD
GMVBN excellent condition Long range tank Full instrumentation Battery-charger/regulator Strobes Newton prop. Loads more. Hangared at Don Law's place. (Going 3 axis) Tel. 0367.241404	Two-seat, 3 axis microlight Hangared at Woolstone Ready to fly Fully legal - one year's permit and full insurance. £4500 o.n.o. For details contact: Ian Evans Tel: (home) 0684.298364 or Vic Booth Tel. 0242.583338	For information leading to the conviction of person or persons responsible for the theft of the generator from the hangar at Woolstone. Geoff Hoult: Tel.0452.28391

IN VIEW OF THE DELIBERATE ERROR PRINTED IN LAST MONTH'S AIRSCREW ABOUT THE CLUB VENUE, SO ABLY SPOTTED BY ROBBIE KEENE THIS TIME - (DON'T FORGET TO COLLECT YOUR PRIZE ON LEAVING ROBBIE!) THE EDITOR WISHES TO DRAW YOUR ATTENTION TO THE AMENDED SECTION OF THE INFORMATION SHEET BELOW. ANY MORE COMPLAINTS; PLEASE SEE COMPLAINTS OFFICER: ROBBIE KEENE.

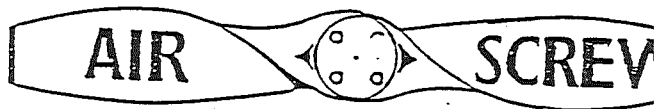
INFORMATION SHEET

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 St. Peter's Social Club at Gloucester on the third Wednesday in the month with a speaker on a microlight or other aviation related subject.
- 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.

Gordon Gould
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The Pack
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GL50 2SD



Severn Valley Microlight Club

April Issue 1992



News Views and Crewroom Gossip

Flying News

Fly Out Weston Park

The Midland Microlight Club are this year hosting the National Championships at Weston Park - just over an hours flying time north of our area. The event lasts over the whole of the Easter holiday. On Easter Sunday and Monday there is also a Festival of Transport being held and many supporting side events. The event is well worth going to, and this year they have even introduced a cross wind runway. This is a far cry from the first year when members will recall flying into a very short downhill strip after negotiating some very big trees on the approach. John Hamer has all the details for those who wish to go.

Fly Out Norfolk

Rich and Elaine Joseph invite SVMC members to visit them at their new farm near Norwich. Anyone who

remembers Fly-ins of years gone by to Clearwell will know the warm hospitality of Elaine and Rich Joseph. This time they have offered to provide transport from the landing strip and dinner, bed and breakfast for all - (though actual beds available are restricted to six, Elaine assures me there is plenty of floor space and cushions!)

The plan is to fly out the last weekend in April, which will be Sat 25th, returning on the Sunday 26th. If the weather prevents this then we try again on Sat/Sun 2nd/3rd May. - meeting at Woolstone 10.00 hrs. and stopping at Sandy (Beds. Microlight Centre) who will be expecting us and then on to Felthorpe Flying Club where we will be able to park the aircraft over night. Here the Josephs will kindly meet us and take us back to the house for dinner and what I am sure will prove to be a most enjoyable evening.

For details - phone Fly-ins Organiser, Robbie Keene Tel. 0452 414975 or Annie Wales Tel. 0452 760 341

Treasure Hunt - WOOLSTONE

5th April

At last we managed to get a decent window in the weather to coincide with one of our events. Eleven pilots submitted results, the other two are still accumulating penalty points. Eighteen aircraft were counted on the ground at Teddington, a good turnout from the supporters as well.

For those who didn't take part, the competition comprised of questions about thirteen targets whose location was given as an OS reference. Further assistance was given in the form of a map. Each target had a points value, loosely based on it's distance from Woolstone. The timer started on being given the questions, at Woolstone, to handing in the answers at Teddington. 75 minutes was allowed, penalty points being incurred for each minute early or late. The time allowance therefore included preparation execution and completion.

For those who did take part, the correct answers are as follows,

A) What water sport starts here? - sailing - (Avon Sailing Club on the Severn) - 8pts

B) What craft live here? - skiffs (or any portable boat) - (Cheltenham College Rowing Club) - 7pts

C) Which side of clubhouse is ramp on? - S or SW (there are two) - (Severn Sailing Club on the Avon) - 9pts

D) How many aerals? - 1 on the day - on the western edge of Brendon Hill - 10pts

E) Describe shape of stone object on ground - circular - (view point on Cleeve Hill) - 6pts

F) How many dishes on central mast? - 4 - (3 masts on Cleeve Hill) - 7pts

G) How many floodlight posts around pitch? - 14 - (Rugby ground between Bishops Cleeve and Stoke Orchard) - 3pts

H) How many circular filter beds - 7 - (Sewage farm near Swindon village) - 4pts

I) How many sides to building? - 6 - (Broadway tower) - 10pts

J) How many flag poles? - 3 - (Broadway tower) - 10pts

K) How many gauges? - 2 (One standard, one narrow) - (GWR railway at Toddington) - 10pts

L) How many bridges between the B4077 & B46322? - 6 - (Railway from Toddington to Winchcombe) - 10pts

M) How many formal gardens? - 1 - (Sudely Castle) - 9pts

Nobody got target D, most identifying the main mast on the top. Target M seems to have provoked much argument between crew members. The only crew who reported the correct answer were the Austins but they are still accumulating time penalties.

The winners were Mathew Keene and his Dad with 84 points.

The results :- G-MNVP(84), G-MWTR(64), G-MTHZ(54), G-MTZO(51), G-MTTF(46), G-MVCF(45), G-MNVW(32), G-MVER(29), G-MVBN(24), G-MVXM(19), G-MVIZ(2).

Come in G-MWIA and G-MWRA your time is up!

Thank you all for a splendid turnout and thank you Marie for your assistance in collecting the forms and timekeeping.

Keith Lindley

Second Treasure Hunt

Woolstone

Robbie has arranged this for the next fine Sunday, so be prepared.

James C-T

Congratulations are in order again for James Cairns Terry for he has recently qualified as an assistant flying instructor onlight aircraft instructor. This qualification is on top of the CPL qualification he gained earlier this year. The spin off for the club about his recent qualification is that it will also enable him to instruct on micro-lights and we understand that he may be seen in the back seat around Long Marston this summer.

Training

With a one hundred percent pass rate on their first exam the new intake is to be congratulated on their success. In addition their instructors, Andrew John, Adrian Lloyd and Hugh Bethune must also to be thanked on getting the message across so successfully.

Wrong Date

Did you spot the obvious mistake in last months Aircrew? The date for Geoff Hoult's talk was given as 22nd April, when in fact it should have been the week earlier. We apologise to him and anyone who missed his talk because of this error. The Secretary is to buy a new diary! Incidentally the talks will always be on the third Wednesday of the month unless prior notice is given and this will be well advertised. As a reminder, the talk for May is by

Ronnie Bates on Rotax engines. This is to be followed by Robbie Robertson's talk on gliding in June. Other talks in the pipe line include the Round Britain Race, Don Law's trip to Portugal, Adrian Lloyd on propeller maintenance, and there is even a rumour there is a talk on building a Mini Max in construction - so to speak! There are still a few vacant slots in the programme so if anyone has got any ideas please let the Secretary know.

Portugal Trip

Don Law trip to Portugal is still all go for 7th May, so best of luck Don and his crew. He has promised to tell all on his return and provisionally we have booked him for a talk in July ... if they let him out of Spain.

Treasurer's Notes

Would members please note the following are available through the Treasurer, Dennis Beale:

MAPS

As a Club we get a small discount on maps. Current price for laminated maps is £9.00 plus p&tp.

Through the Club you pay £8.50 saving £50 and the p&tp. The Club also benefits by 50p.

Self-adhesive Club stickers @ 50p.

SVMC and the Pied Piper Appeal

The Pied Piper Appeal has a great task ahead to raise - in just four years - the £4 million required to build the new hospital but the enormous benefits to the community that it will bring will be well worth the effort and the wait.

Wards 22 and 23 of the Gloucester Royal Hospital - where the majority of the district's children are presently cared for - were built in the Victorian era and are now beginning to show signs of their age. The state-of-the-

art- equipment usually carried in a modern hospital cannot be accommodated and even the sickest children - those with cancer and leukaemia - are receiving first class care, but in second class surroundings. Sometimes the children have to stay in adult wards because there just isn't enough room elsewhere.

The work won't stop by 1996 either as a Pied Piper Trust is being formed to give permanent support to better local child health care. Unlike many hospitals, the Gloucestershire Children's Hospital will be designed to make a child's illness pass with as few problems as possible. The design philosophy behind the hospital is to create a caring, family atmosphere where children can get better as quickly and as comfortably as possible.

Even if you're not a parent, children play such a major part in most people's lives, that we all want to provide the best for them. That is why SVMCHas decided to give all possible support to this Appeal.

You will have noticed that a sponsorship form is enclosed with this issue of Aircrew. This is for you to raise sponsorship for Chris Wales who intends flying from Over to Ham-lein in late June. The Chairman and Committee would like to ask each one of you receiving this form to do your best to raise at least £25 sponsorship for Chris Wales and the Pied Piper Appeal.

Later on we would also like as many as possible of you to join in a photocall 'flying send-off' for Chris from Over which, in conjunction with the local media, we hope will help to increase publicity for the Appeal.

Gaining The Heights With the URCCF

Continued from last month....

After more energetic shovelling, we came to a little wooden shed, which John unlocked and although it was quite small, it obviously held his

pride and joy, a 'hangar' I thought, a little flippantly. I was still finding difficulty in taking the situation seriously. No pun intended but I was soon to come to earth with a bang; however, at this time I remained innocent of the true situation.

John entered the shed and wheeled out what I can only describe as a small triangular metal frame standing on three wheels. At what I later found out to be the front end was a very small plastic canopy, really just big enough to house a pair of legs complete with moderate sized shoes. In the middle, really sitting on the frame, was a seat and at the back perched a little engine and propeller. John returned into the shed and brought out a wing covered in material. This was in crescent shape and I recognised this as the sort of shape I had seen floating in the sky but it did not look very big down here on the ground! Any rate, oblivious of my thoughts, John had started to bolt the wings onto the top of the tricycle frame. It appeared that the tricycle part hung from the wing by one bolt, 'a clever hinge attachment' John called it. I held my own council!

Of course I found the micro-light very fascinating. It looked very frail and much smaller than I had imagined as I watched them flying from the safety of the ground. Following my inspection, I noticed that John had returned from the shed with a crash hat. My heart leapt in anticipation - he is going to give me a demonstration, I would certainly like to watch him try and take off that runway (bumpy field complete with cow pats.) I asked what effect the cow pats had on the aircraft if you did not clean them away - 'damned uncomfortable splattered all over your face,' seemed a pretty reasonable answer, although I had expected something a little more technical!

My joy was short lived when he approached and fitted the crash hat over my head. But there is only one seat! Wrong! it folds out into two! Two! John and me! - but I only came to look!

It's very difficult to have an intelligent discussion with a crash helmet

over your head and you can't hear what you are saying, let alone the other person. Apart from saying 'No way!' and looking a real chicken, I realised I had gone beyond the point of no return - there was no way out!

'Don't worry,' I told myself, 'it can't possibly get off the ground, it's much too small!'

So I had little choice but to humour the man.

The engine was started and run up.

"It's rattling away nicely, should keep going," said John. "Come on, get in the seat and I will belt you in."

My heart was thumping. There was no doubt about it, I was scared to death and with no way out! He should have said 'belt you on' because there was no 'in' with any stretch of the imagination - and with a single lap belt at that!

The next minute, John was in front of me, with my legs curled around him and my knuckles white holding onto a little bar that ran down on either side. We bumped our way to the top of the field and John shouted "Ready?"

I managed a 'sob' that was taken as an acquiescence, and we were off - charging up the field at an alarming rate. My shocked eyes saw an approaching mound, far larger than the rest, right in the path of our track - I closed my eyes in abject terror. I got a funny lifting sensation in my stomach and when I managed to open my eyes again, I was surrounded by a model of tiny fields and hedgerows and a river running by. A feeling of panic started to build up inside, but what could I do? There was nowhere to go but down and that was what I was worried about anyway. A feeling of unreality came over me. It was just a model laid out below and looking gingerly down I could see my good wife waving below in the company of the rest of the fellowship. I tried to wave back but I think I only managed to move a couple of fingers as my hands were still firmly gripping the metal bar. One has to keep up appearances!

We flew on over the city of Gloucester and the surrounding countryside. The altimeter said we were at 3000 ft. with a flying speed of 40 mph. I believed it, I would have believed anything at that time. We had been up for over half an hour and I must admit that

although it was a lovely hot day, sitting up there on what I can only describe as a motor-bike suspended under a wing, it got pretty cold with the wind rushing by. John shouted that we were approaching the landing strip although I must admit I failed to see it amongst all the other fields because they all looked alike to me, cow pats and all!

The landing was a little traumatic because John could not decide which way to land, at least, so he shouted back to me and then, when he had made up his mind, he decided that we were too high and he would have to lose some height quickly. I found out what he meant as we dropped out of the sky. The little field came up at us at an alarming rate - I had the sensation of leaving my stomach still sitting in the air far above me while I expected to be splattered all over the ground below. The next minute we were down rushing along the ground at a furious rate but without a bump or a bounce - we were down!

Certainly not what one usually expects to do on one's first rally with the URCCF. Don't let me put you off caravanning with the fellowship, but just take my advice - don't get talking with strange men on a rally!

THE R/T COURSE

By Andrew John

"...G-MTHZ your engine has failed!"

Not again! But this time I am on the ground when I hear this unwelcome news over my headphones. By now practice has taught me how to react by transmitting a MAYDAY call on the correct frequency, giving the necessary information in the right order and to await an acknowledgement from the controller - my tutor next door!

Together with seven other Club members (R/T pronunciation seVEN) was taking instruction for the CAA Aeronautical Radio Telephony Licence exam at Staverton Flying School, in the very capable hands

of Steve Hender. He introduced us to the complex and highly disciplined world of R/T and make no mistake, this is no CB substitute where you can chat your chin off to some wag down Wiltshire way who thinks he's over Worcester! The message is very quickly implanted that you say nothing on the air - or not quite nothing as economy of speech is paramount in the interest of safety. Some words become longer - Yes = AFFIRM, No = NEGATIVE, while others shrink alarmingly - "I understand your message and will comply with it" = WILCO. The phonetic alphabet takes a while to absorb but constant practice helps, whether in the bath, mowing the lawn or whatever. Clarity of speech is vital to ensure the correct details of a message are perfectly understood, and to avoid misunderstandings numerical pronunciations are deliberately overemphasised, e.g. NINER and FIFE (9 and 5.) The correct way to transmit numerical information requires a lot of concentration as does the shortened version of the 24 hour clock, but in almost every case the more practice you have the easier it all becomes.

Fortunately Steve has enormous patience and enthusiasm, producing plenty of real life radio patter to demonstrate to those of us who are used to nothing much more than the Archers over the airwaves, the reality of just how well practised and accurate you need to be with R/T.

Following the group sessions we split into pairs and attempted a practice route as produced in a test paper. For this the essential details are described, your call sign, aircraft type, radio equipment, type of flight - eg. VFR, point of departure and ETA at your eventual destination via a route drawn over a fictitious area during which will be found examples of most occasions when the Radio should be used. You are also given details of all necessary frequencies, headings, ETA's and altitudes. Fifteen minutes are allowed to prepare for the test, during which time all the various pieces of information need to be shuffled into the right order to be available for reference during the 'flight'.

Controlled aerospace in one shape or another covers a large part of the UK and learning what to ask for and from whom was one of the more difficult aspects of the course. Apart from a MATZ zone, I was thoroughly confused to begin with by LARS, RIS's and RAS's. FIS's, special VFR's from CTL zones, QTE's and QDM's from Homers etc. etc! However Keith and I survived our first test paper together and were then split again for 'solo' instruction by Steve. The next series of sessions are designed to give further practice in the art of speaking into a microphone in a steady controlled fashion and describing what needs to be said in a way that can be clearly understood by a controller.

Bill Austin had told me many months previously that you learn more about Air Law and its application from the RT course than ever learnt in ground school - he's absolutely correct! Weekly visits to Steve continued to the point when he felt I had reached the required standard to sit the exam. In addition I had put in a considerable amount of 'homework' including imaginary R/T conversations, often whilst driving the car, to other people's astonishment!

The R/T exam is divided into two parts; firstly a written paper followed by a practical test similar to the ones practised during the training sessions. Standards are high; a 70% pass is required in the written exam and in the practical test the examiner must be satisfied that you can operate and correctly transmit all the necessary information required to safely use a radio in an aircraft. However there is one part of the exam which if muffed results in certain failure and that is the 'MAYDAY' call and its associated procedures. So practising becomes second nature, getting this correct is an absolute must.

So by the time 1700 hrs. one recent Sunday arrived, I was nervously awaiting my test at Staverton, going over in my head all that I had taken in during the last two months or so. I don't know about you but for me exams are rather similar (psychologi-

cally) to a visit to the dentist! But this visit went well and I passed along with, as it turned out, all members of the Club who took the course. On behalf of us all, our thanks go to both Jenny Lyons and Steve Hender for their combined efforts to train us to the required standards of the R/T examination.

Something else to add to the shopping list - a Radio! Anyone got a bargain?

Home Builders Diary

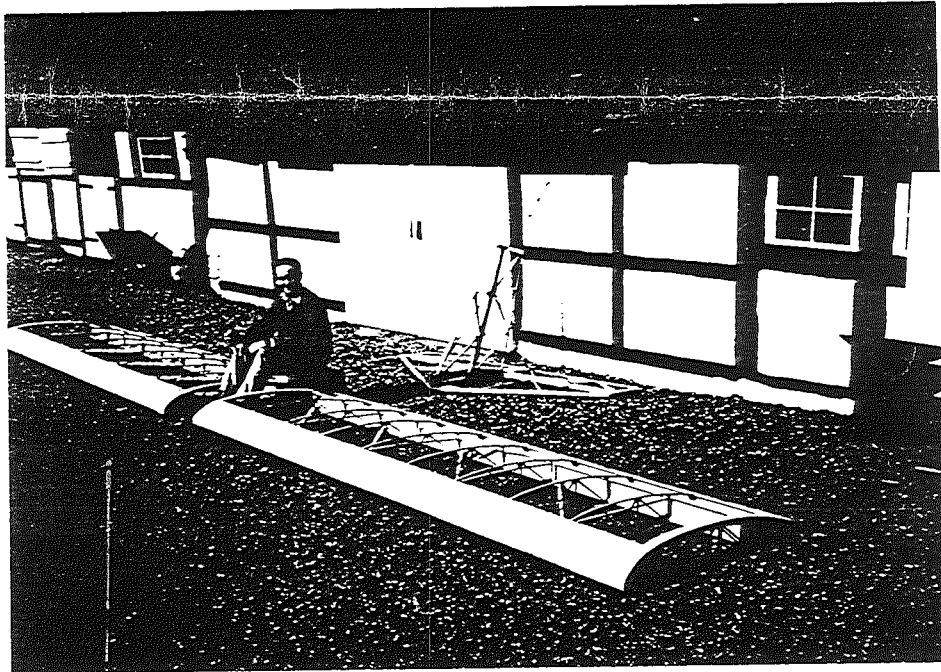
John Hamer's continuing account of the building of his Mini Max.

The story so far - having built the tailplane and wings, the next thing is the fuselage.

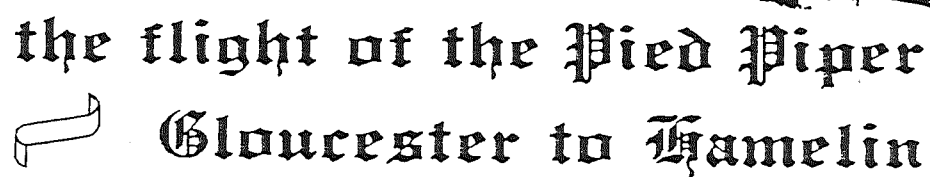
There never seems to be as much time available for doing those important jobs as one would like, and certainly never enough time to allocate for aeroplane building. March/April has been one of those months when other priorities on my time have reduced the time I've been able to spend on the project, however construction of the fuselage continues to make steady progress. The two slab sides were initially bonded together at the wing spar carry through points making a box like shape. This shape was then pulled in at the front end with the gluing in of the engine mount. The tail end was then pulled in and all the diagonals and cross bracing added. Surprisingly the structure has firmed up very considerably, and despite the thinness of the timber employed, it feels and sounds as solid as a piece of oak. With the tail and front end pulled in the next thing was to fit the seat and sit in it for the

first time and try to imagine what it will be like with canopy etc. in place. Surprisingly despite it's size there is considerable room in the cockpit, however time will tell for there is still much to fit. In parallel with this activity, work has also started with the paint brush, for James Cairns Terry has been slaving away in the garage varnishing the wings. (Something about a bonus incentive scheme operating here, the bonus being allowed to fly it when it is finished!)

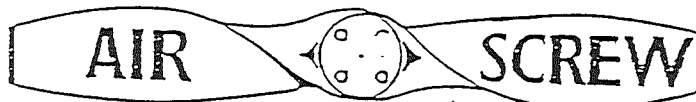
The project is slowing slipping behind schedule and a revised date of August is now probably a more realistic target for the aircraft's first flight, but much depends on the weather. Good weather will mean I'm off flying, and we must be in for some of that in view of the poor winter (flying wise) that we have had.



Kittyhawk 1992??.....If you follow my drift.

[illegible]

Gordon Gould
South Acres Lodge
The Pack
Cheltenham
GL50 2SD



Severn Valley Microlight Club



May Issue 1992

News, Views and Crewroom Gossip

* Don Law - On his way

We are pleased to report that Don Law and his crew did get away on Thursday 7th May for their expedition to Portugal. Their departure was delayed a few hours due to foggy conditions at Redlands, thus their U.K. departure point of Headcorn airfield was later in the day than expected which unfortunately meant that as they were approaching the French coast the fog came down again. They were thus forced to retrace their steps and spend the night at Headcorn.

The following day did see them cross the Channel and on into France. Flying conditions have been reported as rough with fairly strong headwinds and poor conditions being encountered causing them on one occasion to make a precautionary landing at a military airfield which nearly resulted in their arrest - the full story will be published later. They have also had their mishaps with one aircraft being blown over on a runway in France and Don's engine blowing up resulting in him having to acquire a replacement.

Despite all the drama, we under-

stand they are thoroughly enjoying the hospitality and thus look forward to hearing the full story when they return. Don is scheduled to give a lecture on his exploits to the Club in July - so mark the date in your diary now.

* Pled Piper Appeal

Chris Wales' preparations for his Dawn to Dusk task which features flying from Gloucester to Hamelin in support of Gloucestershire's Hospital Pied Piper Appeal, are coming on apace. Chris advises that he has prepared all the literature and sponsorship forms and is currently canvassing support. A major sponsor has appeared in the form of Solar Wings who have provisionally generously offered the use of their new 582 Quasar for the trip.

Could we remind members that they also received a sponsorship form in last month's Airscrew and once again ask if everyone would do their best to raise sponsorship for Chris and this very worthwhile appeal.

* Long Grass Warning

The Safety Officer would like to remind everyone that with the impending approach of summer (which hopefully just wasn't last weekend?) we should all be aware of the hazards of long grass and freshly cut grass. Long grass will lengthen take off and in certain makes of trikes completely inhibit take off altogether as it wraps round the wire between the main wheels. On landing the stopping effect can also have the tendency to trip aircraft over. Cut grass poses the problem of clogging spats and clumps being thrown into the prop. There have been a number of incidents over the past few years due to vegetation - so go carefully.

* Success!

Bill Austin was delighted to report 100% pass rate in the Nav. and Met. exam. Congratulations to everyone and may you have the same success in Flying Training.!

I was so pleased to receive a letter from Trevor Cale at the end of April

to say that after the unfortunate sage of his car accident in France and the resultant lack of flying, he has now gone solo - at 18.45 hrs. on 19th April. He says he need hardly add that it was a glorious experience! - which must ring a chord in the heart of everyone.

Trevor returned from a trip to Romania in time to visit Popham - perhaps it was he who brought the good weather with him. Congratulations Trevor - now it's back to dedicated flying!

* Next Committee Meeting:

Over Farm - Wed. June 3rd.
at 7.30pm.

Popham - well, Almost!

* By Vic Booth

Sunday 3rd. May dawned and promised to be a lovely day. We had decided to make the trip to Popham for the Microlight Trade Fair. It was necessary to be on the ground before 11.00 hrs. so we set off for Woolstone at 8.00 hrs. The plan was to take a fuel stop at Redlands with the help of Marie and Gay, who were acting 'ground crew' and travelling by road.

With 'TF' rigged and ready to go, with Nigel Bailes in the rear seat, we took off for 'M4' at 08.40 hrs. It really was a beautiful day and a number of hot air balloons were already airborne.

Passing Cirencester, I did a quick circuit of my brother's house at Ampney Crucis, then on again towards Swindon and M4 at Redlands. Overhead Down Ampney I was pointing out to Nigel the area where, in the past, I've flown model aircraft. At 1500 ft. to me that Fairford, to the east, looked very deserted, as we travelled on in a south easterly direction.

At this point there was a sudden loss of power followed by decidedly nasty metallic noises from the engine. An immediate check of the fuel, ignition and a dash of choke in a forlorn attempt to restore power were to no avail. The engine simply ran down and stopped over a period of five seconds or so.

I instinctively made a 180 degree turn back towards Down Ampney. Anyone familiar with this airfield will know the majority of the runways have been removed, however one area, which I know to be the south east end of 33, looked as if it would be OK. After doing my best to reassure Nigel (who then did his best to reassure me) - the descent began!

At 50 kts., as we approached the runway, it became apparent that two thirds of the width was usable due to mounds of earth having been placed along the length of our chosen landing site. It was obvious that if I attempted to land on the runway there was a high risk of the starboard wing striking the mound.

I changed course for a reluctant landing in the crop, just to the left of the runway. Into the glare, I held off as long as I could, skimming the surface of the crop for as long as possible until finally sinking into it when the nose wheel was immediately pulled down. For a second I thought we might nose over, however everything turned out OK. even though the ground roll was VERY short.

With a sigh of relief, we removed ourselves from the aircraft and surveyed the area. The crop was probably Spring corn and was about 6-8 ins. high. If it had been Winter corn we would certainly have turned over as by now the crop would be a foot tall.

Our immediate thoughts were to contact Marie and Gay so we set off to find a phone. At this point we met the Farm Manager, who had witnessed our descent. He turned out to be extremely helpful, allowing us to use a phone in the nearby grain drying plant office. Later in the day we returned with the trailer and inspected the crop

for damage. It was difficult to locate the area where we had landed.

* Conclusion:

Any forced landing is hazardous and I hope this will be the first and last I have to face. On examining the engine, we found the rear cylinder big end bearing had broken up and fragments had damaged the piston. After consulting the experts, I was unable to come up with one single reason why this should happen after only 220 hrs. However one person who has a wide experience of Rotax engines, suggested that a safe period before complete overhaul should be 150 hrs. After that you are on borrowed time!

Fortunately there was no damage to the aircraft or the occupants and we retrieved 'TF' by road. Perhaps we will make Popham next year.

P.S. The engine has now been repaired - the cost being £990 - Ouch!

LOGARYTHMICS 5

* 'One Thing Leads to Another...'

● By Andrew John

The weather on Cup Final Saturday was grim, the sort of day when it is so bad you don't feel guilty watching the match when you should be mowing the lawn. So it was a pleasant surprise to find Sunday dawning clear and bright with a good chance of passing the Hamer 1030 test. (?) I drove over to Woolstone to rig as yet uncertain as to any particular destination. I was joined unexpectedly by my fearless crewman, Norman Frost, who on discussion agreed that a quick trip to Milsom, on to Clee Hills, would suit us well.

We were away by 11.30 hrs. firstly to photograph various fields of Oil-seed Rape on the farm which I needed to support some documentation, and then north west over Breton Hill, skirting a heavy shower over Worcester. Visibility was at least 60 miles and the countryside

from 2000 feet looked stunning in its Spring colours.

We arrived overhead Milsom to see a flexwing on the ground which on landing turned out to be Adrian and Gaye just about to leave for Shobdon en route to Hardwick near Hay-on-Wye for a Fly-in- barbeque. The strip at Milsom has plenty of length running up hill roughly North/South. Having signed the log and paid a landing fee of £1 we decided that a trip to Shobdon was on so we left with Adrian agreeing that he would use the radio for both of us. Once on the ground at Shobdon with log signed and landing fees paid, we found two more flexwing pilots also aiming for Hardwick so Norman and I agreed to extend our trip further, not before a check on the fuel state. A brief comfort stop was had by all and Norman just remembered to phone Ruby to tell her he would not be home for lunch!

We took off one after the other from the grass strip alongside the main

runway, both of which I noticed were operated simultaneously - so beware, fellow travellers. Crossing the River Wye at Whitney we could make out a strip across two fields on a farmstead nestling under the foothills to the Black Mountains, some three miles north east of Hay and two miles south west of Dorstone at the head of the Golden Valley, which is one of the finest areas of farmland in Herefordshire. We landed behind a Shadow on a good up-slope with plenty of room for an overshoot but I could imagine that a stiff westerly could create some turbulence. The farmer is Graham Pritchard and obviously very Micro-light friendly with his own machine and a dual purpose barn in the field acting as a useful hangar. His wife Judy and friends provided us with coffee and food from the barbeque and a very warm welcome.

One or two other aircraft arrived before we decided to leave having first purchased some fuel from Graham to give a good safety margin on the way home. We took off and climbed up

and over Hay Bluff, looking down on the impressive folds of the Black Mountains, then followed the Llanthorn Valley down past the Abbey ruins before turning on to 080 for Woolstone. We had a smooth run back down wind marked by the unusually low temperature with freezing level at 3000 ft. - a lot colder than many Winter flying days.

We finally arrived back at Woolstone having covered about 150 miles in 3 hrs. 20 mins. - slightly further than originally intended! I learnt later of a strange coincidence which occurred at Shobdon while we were there. Last Christmas a farming friend of mine was given, as a present from his wife, a trial flying lesson from Shobdon. Unknown to me he had decided to take the lesson this Sunday for one hour. As we landed there, he took off and landed back as we took off for Hardwick. I had no idea until he rang me the next day!

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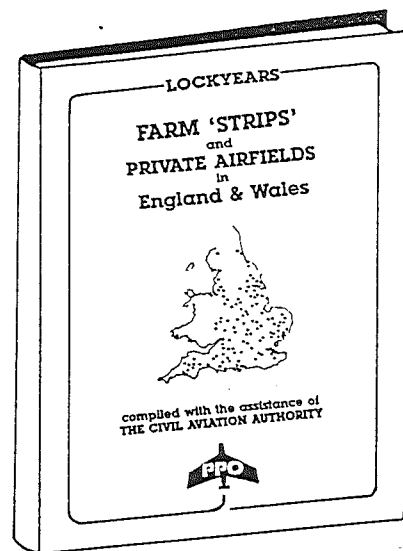
● For Information

Leading to the conviction of person or persons responsible for the theft of the generator from the hangar at Woolstone.

Geoff Hoult: Tel. 0452.28391



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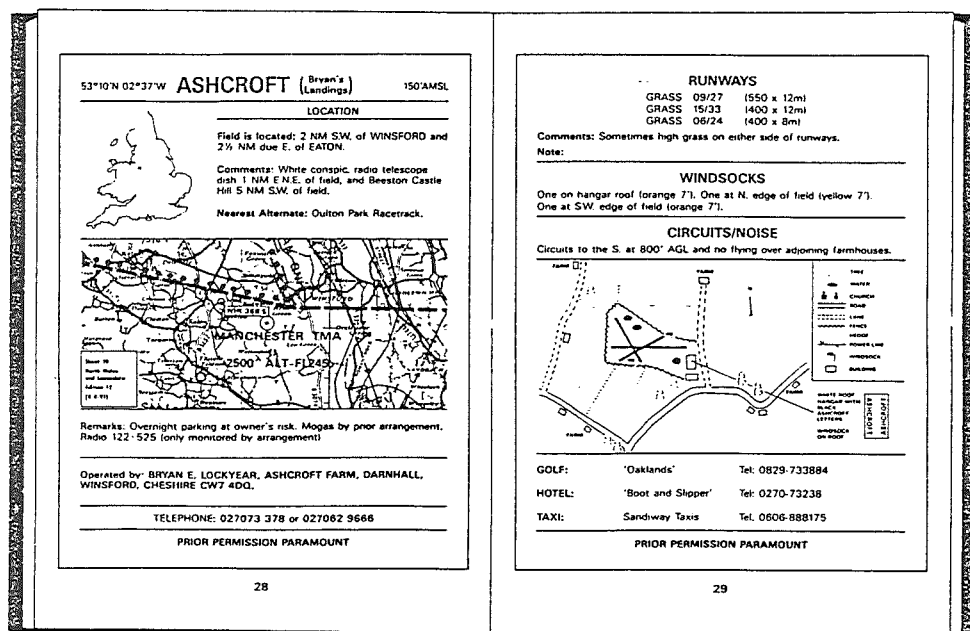
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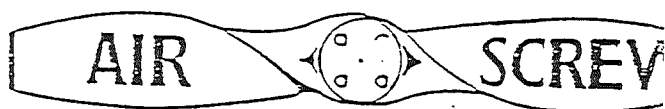
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Severn Valley Microlight Club



June Issue 1992

News, Views and Crewroom Gossip

Dave goes it alone

The Bank holiday weekend saw Dave Garrett venture into the skies by himself for the first time at Redlands. Congratulations on going solo and we hope your licence is not that far off. Dave is the first of this year's recruits to go solo - or at least, admit to us that he has gone solo!

Always in the Sh1t

The other week, Jim Taylor was having his aircraft flight tested at Over. This task having been completed, he prepared to fly back to Hartpury with John Hamer where his aircraft is presently kept. All was not well however, as the starter failed but all was not lost as Cliff Hannam offered his aircraft (which he shares with Jim) for the flight home. Thus the two intrepid aviators were able to get home, but once there Jim, grateful for Cliff's generosity, felt he ought to return the aircraft to Over just in case Cliff wished to fly the following day - so he took off again.

By the time he reached Over, Cliff had already put Jim's aircraft away and gone, thus Jim was forced to return to Hartpury. This was not all that had returned to Hartpury, for the cattle on John's field had arrived for their evening drink so blocking the runway. However John, on hearing the returning aircraft, ran out and moved the animals off the runway. Unfortunately there was not time to remove their visiting cards, and yes, you've guessed it, Jim landed right in it in Cliff's immaculately clean aircraft. It took him nearly two hours to clean the aircraft and his flying suit had to be committed to the washing machine! (But it all goes to prove he's the 'Right Stuff' - Ed.)

Aircrew by Airmail

It may be of interest to readers to reveal some of the secrets that go on in trying to ensure that a Newsletter appears on time every month. The basis of the production is a combination of manpower (and womanpower) coupled together with computer technology and transportation.

Take a typical edition - Some of the articles are initially prepared by con-

tributors on computer (principally using Wordstar) and then dumped onto floppy disk - both sizes are acceptable. These are then posted to the Editor in her 'office' in the heart of the Forest of Dean or even, as last month, flown into a nearby field for collection. Handwritten and typed articles are also received but prior notice is required in order to wordprocess these due in time to meet the deadline which is usually the weekend before publication. Once all the articles are in, these are loaded/entered into the computer and then using the Desk Top Publisher they are formatted into the Aircrew before printing out. The hard copy is then sent to John Hamer either by leaving it at the Over Farm Shop (or by him flying in to collect it like last month.) The title is then added before taking it for photocopying on either the Monday or Tuesday night before publication at a former member's facilities in Gloucester. The labels with individual names are added - these are produced by JH's computer utilising the membership database but are added manually to each copy. The copies are then distributed at the club meeting. Those which are not collected are put in envelopes and, utilising a second set of labels, posted off to absent members.

Redlands stays on the map

Only two weeks ago Don Law found out that his application for the continuing use of Redlands was about to be turned down - when the Press rang him up for comment. This motivated Don into action particularly as there had been no consultation and he wasn't aware of any complaints. It turned out that although the Parish Council, the District Council and the environmental health people had no objection, there had been seven complaints from five people living some distance from the site.

With assistance from a planning consultant and some tough talking, Don has now succeeded in getting his permission for the site including all the hangars and club house on a five year basis with no training on Sunday.

Monthly Talks

We reported last month that Don Law and associates were well on their way to Portugal. In the event, various things inhibited them succeeding in getting all the way there. They do however have a story to tell, and all will be revealed at the Club meeting in July.

August is provisionally booked for Robbie Keene to tell us about his adventures in this year's Round Britain Race, while September's meeting has been earmarked for a talk on Propellers and their maintenance by Adrian Lloyd.

'J' Flight Ground School 1992

* By Bill Austin

After a disappointing start - only three people had enrolled before the start of the course - ten people eventually attended the lectures. Of these, nine took the exams; the other one 'acquiring knowledge' (his words, not mine) in the hope that in 1993 he will be in a position to do his flying training and then take the exams. Three people were completely new to microlighting, one was in the process of re-validating his licence after it had lapsed and the remaining five were already into microlight flying but needed to take the exams.

There were four exams this year instead of the three in previous years - the addition being Human Performance Limitations. This sounds both horrendous and technical but it really comes down to common sense. In fact five out of the eight who sat the exam obtained 100 per cent. The Air Law paper has changed too in that it is much more microlight orientated and therefore IMC/IFR regulations and the like can be sidelined. However you have to know more about permits, exemptions and privileges of your licence! The average pass mark for all exams was 88% - a not inconsiderable achievement. There may however be an explanation for this excellent 'human performance' in the 101 cans of beer consumed over the thirteen weeks - it was Heineken after all and we all know what that reaches!

My job as training Officer was made easier by the 100% support I received from the students, the magnificent efforts of my 'volunteer' instructors - John Hamer, Andrew John, Hugh Bethune, Adrian Lloyd and Dave Steade - and the BMAA Examiner, Don Law. My thanks to them all.

Two of the 'newcomers' to microlighting have started their flying training - John Hodgson with Dave Young at Long Newnton and Dave Garrett with Don Law at Swindon. Congratu-

lations are due to Dave Garrett who went solo over the last Bank Holiday week-end.

For the information of all Club members, I can report that the Ground School course this year has been **TOTALLY** self-financing and in fact been able to put a small contribution back into the Club funds. Bearing in mind that we have been in a recession, I think we can be proud of ourselves and the fact that the Club is still attracting new members.

Hartpury Open Day

Sat/Sun 6th and 7th June, Hartpury Agricultural College Open Weekend was an unqualified success for SVMC. Of the 100 leaflets we had printed 76 were handed out and have generated at least five serious enquiries about membership. One gentleman from Selsey Common, Stroud, was so impressed when he heard John Hamer's interview with Radio Gloucestershire that he jumped straight into his car and came to Hartpury to view and gain more information. His wife assured me he will be joining up!

From a most unpromising morning, Saturday turned into a beautiful, sunny afternoon which certainly brought the crowds though a gusting easterly kept the microlights away. Andrew's static display, in beautiful condition as one would expect, drew considerable interest and Bill Austin's vigilance in explaining the finer points was such that he could hardly be persuaded to abandon his post to have a look around at the many and varied stands.

Attractions ranged from the agricultural - crops, machinery and livestock (including Robbie Keene's Farm Shop stand next to our own) to the Cheltenham Balloon Club, Cotswold Water Sports and ourselves. I was even able to discover what a rotten shot I was on the laser clay pigeon shoot.

On Sunday, although the weather was hazy and vis. was poor, no less than four SVMC pilots landed on the specially allotted strip to the delight of the crowd. A nice selection of three-axis and weight shift was provided by Vic and Marie Booth in the MW6; John Hamer and Dennis Beale in their Alphas and Steven Watkins in the Kitfox. John Hamer took the College Principal and Co-ordinator up for fly arounds which seem to have convinced them that what Andrew had told them was absolutely true; micro-lights have a fascinating and useful role to play in agriculture.

Many thanks to all who took part, especially Andrew for letting everyone 'paw' his aircraft, Bill for his untiring explanations and John for the use of his caravan as a 'base'. Altogether it was a most interesting and rewarding weekend which seems to have done a great deal for the furtherance of good public relations as well as establishing a very promising link with Hartpury Agricultural College.

Homebuilder's Diary

* John Hamer's Mini Max project - continued

Due to an error/defect in the highly computerised process that brings you *Aircrew*, last month's edition omitted John Hamer's continuing saga. John's report for May thus follows:

Following publication of the article in April's *Aircrew* with a picture of my part-built aeroplane, various people have suggested suitable captions for the photograph - they range from:

"The kit doesn't include everything"

"The plans are not that comprehensive"

"I think I forgotten to build something" -

Well the plans are very comprehensive, and I don't think that I have forgotten anything because now I can see the bottom of the box. There is little left to do structurally. The month saw the completion of the basic fuselage and construction of the undercarriage which was built separately on the bench before mating with the fuselage. It did fit when offered up! Cleverly the undercarriage is mounted using piano hinges as the fixing device. The hinge pin can be extracted to enable the undercarriage to be removed - essential if the fuselage is to be got out of the workshop without demolishing the latter! The control runs have now all been incorporated and all the struts and supporting metal work have been completed. I'm now waiting a dry day and an extra pair of hands so that the wings can be offered up to the fuselage and rigged before the fixing holes are drilled. Then there will only be the turtle deck fuselage and canopy to complete before covering.

I took a weekend out during the month to go on a course with Classic Airports to learn how to fabric cover aircraft using the Ceconite 7600 process. All I can say is that the book makes it look simpler than it is. I'm glad that I was trying to cover their pieces in view of the number of mistakes I made - still that is what I went to learn.

Progress during the month has perhaps been partially restricted by the number of visitors that have turned up, and flying! I did spend two days at Popham, flying in on one of them in amazingly good weather considering it was Popham. This proved most interesting particularly as I saw the sports version of the Mini Max fly for the first time. It's short take offs and its general nippiness certainly made it stand out from the rest - biased? (of course!) well, ask anyone else that was there on the Sunday.

June's report

Well a dry day did arrive at the right moment, and thus with the aid of John Cafful, I spent the whole of a Sunday rigging the aircraft. Getting the aircraft exactly level, then putting in the

three degrees of dihedral on the wings proved an endless job of checking, adjusting, measuring and checking again before drilling the holes for the wing pins which hold the wings on. It was even more fiddley to get everything aligned to drill the various holes for the struts. After nearly eight hours of continuous work, we were eventually able to pull the trestles away and the whole aircraft sat on its wheels for the first time. This was however short lived as the whole structure had to be dismantled and returned to the shed where work has concentrated on putting on the turtle deck and completing the firewalling of the engine bay.

At the time of writing, work has started on the canopy itself. Over the next four weeks the pressure is on to finish off the airframe and varnish it as I've agreed that it can be displayed on the Mini Max stand at the PFA rally at Wroughton - so if if you fancy doing some sanding or varnishing

(John Hamer Tel. Glos 760.314)

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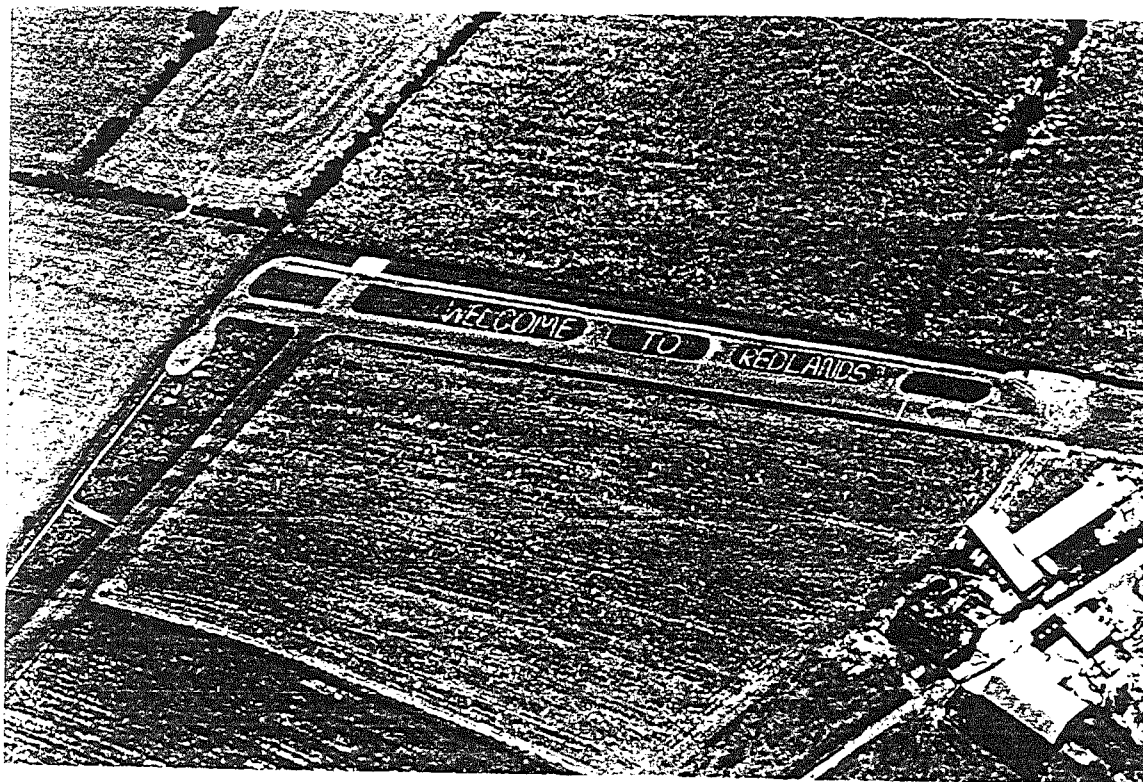
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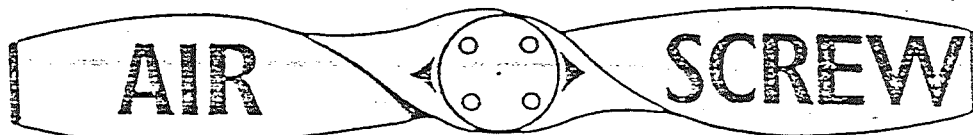
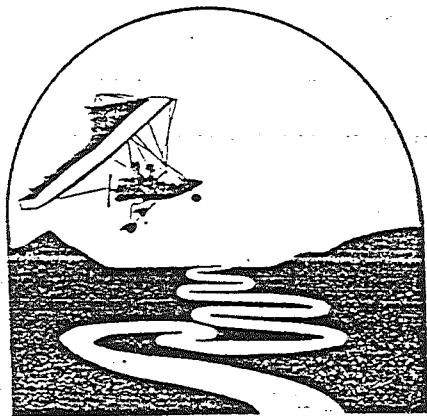
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Severn Valley Microlight Club

July Issue 1992

News Views and Crewroom Gossip

Round Britain Rally

Congratulations go to Hugh and Liz Bethune for their splendid effort in coming third in last month's Round Britain Rally. Also congratulations to Rob Keene who finished the course for the "nth" time. He must know most of Britain by now!

Gone Overseas

Hugh and Liz have now left the shores of England to settle in the Isle of Man. They have extended an invitation for anyone to visit them and have offered free accommodation and meals to the first person to fly over and see them in a microlight. Please let them know before you go - something about warning the natives to ensure your safe arrival otherwise they might put you in the pot for supper!

It is safer by Air

Many of you have heard that our Treasurer, Dennis Beale, had the misfortune to be hit by a car last month while riding down a country lane. Regrettably he suffered severe damage to his undercarriage which, despite the availability of the best mechanics around and sufficient spares, will be sometime before restoration is complete. This hasn't kept Dennis grounded to his armchair for he was seen at the Treasure Hunt and at the PFA rally at Wroughton.

Hope you have a speedy recovery, Dennis, and that you get back into the air soon.

Madley

Terry Walsh has been forced to move his establishment from Madley near Hereford as the GPO wanted their airfield back. All is not lost for he has moved to a large field close by and near Allensmore.

Welcome at Redlands

Last month we showed an aerial view of the airfield showing the 'Welcome' sign cut out in the grass. So on the Sunday of the PFA rally I saw the sign and landed! (well it didn't say PPR required!) Actually as anyone who was in the area knows, the weather that day was very "iffy" and the vis had come right down in the rain preventing the helicopter getting to the Rally up on the hill.

Talking of Redlands, the new north/south strip is now operational and the planning matters have all been settled favourably. In addition the organisation down there is planning a few trips/events; the first being a mystery tour on 25th July, the next being a visit to the microlight show at Blois in France. It is planned to leave on 3rd September and be back on 6th. Finally, on the weekend they turn the clocks back in October, they plan to have one final fling before the snows of winter arrive and have an expedition to Lands End. Anyone interested in any of these outings should ring Don Law on 0793-790052.

Gordon Gould
South Acres Lodge
The Pack
Cheltenham
GL50 2SD

Licence Renewals

Don Law has asked that anyone one bringing a log book to him for signature, should also bring their licence with them. Notwithstanding that he is legally obliged to look at them, some people have had them changed since last year and he needs to get the new number.

Pegasus Newsletter

Pegasus are now issuing a quarterly newsletter and these will be coming out with Microlight Flying in the near future. Anyone who hasn't or doesn't receive a copy can get one by either contacting the Secretary or ringing John Fack 0672 515066. In addition he is also on the look out for stories for his next newsletter - so if you've got anything interesting to say again contact JF.Ed. note. But don't forget to tell me first please!

Vic Goes Quiet Again

Following Vic Booth's engine failure and subsequent successful forced landing at Down Ampney, he spent much hard earned cash in having the whole engine overhauled. He was however soon back in the air, but regrettably not for long for on a return trip from East Bach in the Forest of Dean, he began losing power and was once again forced to exercise his considerable skill rather than risk trying to make it over May Hill and the subsequent woodland. A small field near Ruardean was his selected choice of landing site this time and we are pleased to report another successful outlanding. Subsequent investigation has basically concluded that contamination introduced at the overhaul was to blame. There is a strong rumour that Vic won't be going back to that

Rotax agent again. (He is located somewhere just south of Swindon but for obvious reason we are unable to mention his name.)

Happy Tidings

News has just reached us of the engagement of Dave Lewis and Sharon Jones. Apparently they met at a Christmas party where Dave was dressed as a Munster. Obviously Sharon has got over the shock of discovering what he's really like as the engagement was officially announced on Sat. 11th July. Congratulations Dave and Sharon.

TREASURE HUNT 2

* A Report by Robbie Keene

The second successful impromptu Treasure Hunt this year took place on 26th June and with a record number of entries - no less than 14 - a great achievement considering the short notice.

Fifteen turnpoints were set over an area of North Gloucestershire, starting at Woolstone and finishing at Over. Ten points were awarded for each correct answer to simple (if you knew the answers!) questions but to add a little more interest, competitors had to state their expected arrival time at Over and for every minute early or late, a 5 point penalty was incurred. This really sorted them out! However four actually managed to arrive within their minute and thus incur no time penalty.

Of the fourteen who started, three withdrew due to engine problems, navigational problems! map overboard! and - hunger pains? The remaining results, out of a maximum of 150, were as follows:

- 1st. Chris and Anette Wales 130
- 2nd. Steve and Juliette Tandy 110
- 3rd. John Hamer and Annie Wales 105

- 4th. John Munro-Hunt and passenger 75
- Joint 5th. Cliff Hannam and Jim Taylor/Neil Wainwright and passenger 65
- 7th. Bill Austin and Norman Frost 60
- 8th. Dave Stead 55
- 9th. Adrian Lloyd 35
- 10th. Vic Booth 25
- 11th. Steve Watkins -55! Oh dear!

Thanks must go to Annie's son, Mike, who did the scoring whilst I cooked the burgers, and to Sue for doing the teas and strawberries and cream. Thanks to all who enthusiastically turned up and competed which made the preparation work so worthwhile. Ed. comment - many thanks to you too Rob. for organising such a thoroughly enjoyable evening! (You can see how popular it was by the number of articles it's sparked off - more of this please!)

Volunteers for setting another Treasure Hunt or two later in the summer would be appreciated.

Friday Pleasure Hunt

* By Bill Austin

Friday - the start of 'le week-end'; what exotic pleasures does it hold in store? A visit to Sainsburys? Safeways and a large dent in the wallet? Out with the paint brush to renovate the outside of the house? A visit to the mother-in-law? Getting permission from the 'Senior Air Traffic Controller' to be totally antisocial, banal and boring by going flying when you should be mowing the lawn? Well, perhaps all of these and many more in one form or another, but this Friday was different - a 'pleasure hunt' had been arranged by Robbie.

I had an empty back seat because my personal 'SATCO' is currently in Australia (how to achieve this, for those interested, is available from the author on payment of £10) however the vacancy was soon filled by Norman Frost.

the vacancy was soon filled by Norman Frost.

Woolstone at 1800 hrs was deserted apart from my Alpha and that of John Brewer. We began to wonder whether anyone else was going to turn out and even had visions of Robbie tied behind the counter at Over Farm Shop - he was, after all, the organiser of the event! However, within ten minutes the sky began to darken and the air reverberated to the sound of Rotaxes converging on the field. For a brief moment it was the Gatwick of Gloucestershire as fourteen aircraft lined up on the strip.

We were briefed, issued with a map, a list of fifteen questions and politely asked to tell Mike before we took off, the time at which we would land back at Over with marks being deducted for each minute early or late. You can imagine my thoughts as all my flying to date has been take off, fly around and land when ready or had enough. Norman and I decided on an hour, so off we went.

A combination of Norman's local knowledge and my spot-on navigation (it's here somewhere, or behind us, or over there....) helped us find quite a few of the answers. We decided to go for landing as near to our predicted time as possible rather than doggedly pursuing all the clues and lose all our effort in penalty points.

Landing back at Over, Robbie had laid on a barbeque and strawberries and cream for all the crews and many others who turned out for the occasion. Without going into details, the whole event was indeed a 'pleasure hunt' undoubtedly enjoyed by all the participants. Thanks to Robbie for his organisation and to Sue for her efforts with the strawberries and tea/coffee. The only thing that could have been better was the visibility. One final thought - only eleven results were announced. Does this mean that there are still three crews in permanent orbit over Gloucestershire?

Research and Development

* By Adrian Lloyd

As with many things in life, the most amazing and far reaching discoveries have often been discovered purely by accident. So it was with our amazing 'find'.

Gently floating home on a windless evening from the Robbie Strawberry Fly-in, I was demonstrating to passenger Dave Garrett that his machine still flew in dead straight lines even after some 200 hrs. plus. Furthermore, as I refused to put my hands back on the bar, preferring to fold them in peaceful repose, Dave decided that in the event, somebody had to steer the aeroplane. The question was how?

Ever a resourceful man, Dave simply leaned out on one side. Guess what? The aeroplane gently turned towards the lean. Coincidence perhaps? Try it the other way - amazing - the aircraft responded. By now my passenger was dodging around all over the place in the back, demonstrating his total control over the machine without so much as a touch on the bar. And so a meandering course was established for home. However, after a while I tired of my passenger's antics in the back and returned to normal full control.

On return to base, consultations took place with fellow Club member, John Munro-Hunt who, it transpired, had carried out much R and D work himself on this very matter. John's line of research however had centred on the use of the nosewheel to effect turns while in the air. Evidently the aircraft could be turned by simply turning the nosewheel.

It must be pointed out however that these alternative methods of steerage need to be considerably fine tuned after much practice, if circuits and landings are to be attempted. I would point out that I can accept no responsibility whatsoever if circuit practice using the aforementioned methods, uses up a minimum of 30 square miles

of Gloucestershire. Also I do not know whether the control of pitch could be effected if the pilot and passenger were to lean forward or back together. I suggest that maybe some other SVMC member would like to R and D along that line.

PS. Thank you Robbie, it was a great Fly-in!

Homebuilder's Diary Continued

* John Hamer's account of building his Mini Max

The past month saw me initially working on the canopy - the main complication being to ensure the profile matches at the interface with both the front and back turtle decks. Added complication was the making of the rather ingenious but over engineered overcentre locking mechanism for the canopy. I found the only way to assemble all the pieces once they were manufactured was to follow the plans meticulously as it just was not obvious how the dozen or so pieces all went together.

The effort for the rest of the month was then switched to getting the whole airframe structure varnished and tidied up for the PFA rally at the beginning of July. Work included getting the engine cowling to fit and the propeller spinner to fit. This proved a particularly tricky job ensuring initially that the alignment was spot on and then cutting the kevalar wrapping to allow the prop blades to come through. Basically the thin material didn't cut or file easily as it tended to 'fray' so a clean line was difficult to achieve. Nearly a fortnight was devoted to varnishing the whole aircraft with two coats of polyurethane varnish. It is surprising just how much surface area there is and my thanks must go John Cafful who did some of the hard work. The results were all very pleasing particularly as the aircraft was much admired on the Mini Max stand at Wroughton. So much so that the organisers asked whether I was prepared to put it on the PFA

exhibition stand to go in the RAF museum where they are having a display over the next couple of months. I however have declined their offer on the basis that the aircraft was too young to go into a museum just yet - and anyway I wanted to prove it can fly first!

Wroughton itself proved very interesting and useful. Firstly I met many of my fellow builders - there are now 34 Mini Maxes in various stages of construction and six are now flying. There was a great deal of information exchange as more than half of the owners turned up over the three days. Secondly I was able to take the opportunity to get all my work to date inspected and signed off by Eddie Clapham; and thirdly I was also able to get the Chief Engineer to look at

my lowered engine installation and give his final approval. To date he had only given his approval in principle following the submission of my drawings and had reserved the right to impose some tests. Fortunately he now considers the installation strong enough and has waived further testing.

What next? Well I'm going on holiday and thus work will have to stop. When I come back however work will start on the fuel system, rudder cables and various other details pending covering. I may get held up here as I want to utilise a slightly non standard system which entails converting my fabric to effectively ceconite 7600. This conversion process will save me having to buy new fabric in order to utilise the more environmental and easier to use process being totally water based. The

resultant is also lighter. Regrettably this conversion has not been utilised before though I've had samples tested, so PFA approval is again being sought.

The question I was most asked at Wroughton - and subsequently is: "When is it due to fly?"

Well I hope to have it flying by the end of the summer. I won't specify when I think the end of summer will be though - I will remind you that one tends to think of summer as the season of combine harvesters etc. Well I know someone who was combining on Christmas day - so perhaps this year, for me anyway, summer will not be over until my Mini Max flies - whenever that may be!

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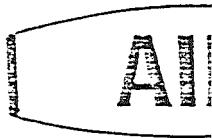
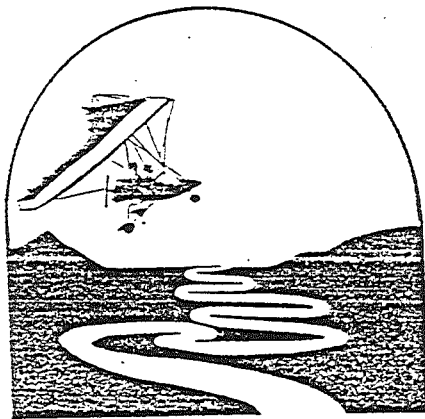
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Severn Valley Microlight Club

August Issue 1992

News, Views and Crewroom Gossip

Fair Stood the Wind for Hamelin

* Annette's version of her and Chris' Dawn to Dusk epic trip for the Pied Piper Appeal.

At 4.45 am. on Wednesday 22nd. of August (the same day as the Pied Piper played his fatal tune) with the moon still full in the sky, Chris and Annette left Over bound for Hamelin.

With a slight tail wind they made Manston early - 7.29 am. and had to wait 30 mins for customs - time for a sandwich and to file a flight plan to Grimbergen near Brussels, Belgium. All done, they were ready strapped in (having forgotten to put on their life jackets) when an airport official arrived in a rush to tell them that Grimbergen was closed! So they had to find another place to go and decided on Kortrijk further west of Brussels and this time they decided they'd better put the life jackets on.

They flew to Dover and then out across the channel. Annette told me she had decided to keep her eyes closed at this point, but just couldn't resist looking. However the crossing went without incident and they were in sight of land the whole way so she felt quite happy.

Navigation in northern France proved very difficult with little fields, little villages and no big, easily identified towns, however they made it to Kortrijk without trouble, cleared customs and filed a flight plan to Munchen Gladbach. This also proved to be a straight forward flight and with the persisting tail wind they made it in good time. Their reception was excellent - everyone was very impressed that they had come all that way. However when they said they were going on to Hamelin - it was by now 4.30 - Sish - they were warned they'd never make it before nightfall, but SVMC pilots don't scare easily.

Before reaching Hamelin the weather deteriorated and it became really grey and murky but luckily as they approached the city itself, it cleared enough for them to take photos. They then flew on to Bad Pyrmont whom they failed to raise on the radio so had to fly on to another field, Hoxter - where they were just putting microlights away. Here also

they were very well received by people who were amazed they had come so far. As the radio battery was well run down by this time, they asked if it could be put on charge. Unfortunately there was no fitting available but no worry, they made one up on the spot to enable the battery to be recharged. The Dawn to Dusk certificate was duly signed and they were invited to have bowls of soup with the members of a gliding task week based there. There was a lot of flying activity going on at this airfield.

Chris and Annette had intended staying with friends until Saturday morning but poor conditions and vis. persuaded them to make a local detour and come home Sunday instead. Coming back across the Channel was quite an adventure as they left Calais at 5.24 (English time) to arrive at Manston at 6.02 - just as the Customs man was going home. They finally arrived at their destination for the night - Farthing Corner, two miles north of Dettling VOR at 7.30 pm.

I'm sure we all join in welcoming Chris and Annette safely home and are delighted to congratulate them on their outstanding achievement. Could you now please remember the appeal Andrew made when the sponsor sheets were handed out in May and ask you all to make your sponsorship as generously as possible to Dennis

Beale, Club Treasurer, who will pay it into the Pied Piper Appeal Fund. It is after all for an excellent cause - the building of a new children's hospital.

Aquaplaning?

Coincidentally on the day Chris and Anette returned across the Channel another microlight had the misfortune to ditch in the this stretch of water that separates we Brits from the Frogs. Indeed those who knew that they were on their way back were worried that it was our own intrepid pair that had taken an early bath.

The story is slowly emerging as to what happened. We understand that a pilot from the south plus girl friend crossed the Channel with others for the weekend in Northern France. On the return trip the engine (a 503) started giving problems after leaving the French coast, so the pilot called Mayday and told the French that he was going down in the "drink". The French came back with "What is this drink?!" Notwithstanding this little linguistic difficulty they got their message across despite the fact that the girlfriend in the back was crying that she didn't want to die so young - neither of them could swim.

As a result the French launched a helicopter to pick them up. In the meantime the microlight, an Alpha, was effectively landed in the sea, skipping along the surface before settling in the water - aqua-planed perchance? It did not somersault on touching the water as one might have thought. The aircraft started to sink and, according to the occupants, seemed to go a long way down before they were able to release themselves. In actual fact it only sank as far as the sail which had a couple of lilos inside. It probably seemed deep for the pair as neither could swim. The lilos did not keep the aircraft afloat but may have delayed the eventual sinking which took place after about twenty minutes. It was twenty five minutes before the French picked them up - just as well that it was the summer. He was fortunate - but spare a thought for how he explained this to his wife.....

A Mystery Trip

Billed as a mystery trip, Don Law took a party of microlights into Lyneham for their ATC families day. The expedition set out just after ten thirty on a Saturday morning and headed for Lyneham where he had been invited to take a few microlights. ATC went awfully quiet initially when Don calmly advised them that he was at the head of a dozen microlights. The microlights then proceeded into the Lyneham overhead, where after a tight circuit eleven microlights stream landed before taxiing in as a group to park beside the control tower. The observant and mathematically inclined will note the maths don't add up - your right of course - one microlight was lost unbeknown to Don shortly after take-off.

Several intrepid aviators then gave the RAF flights while they in turn gave our aviators flights in their Hercules, as well as feeding them and showing them round air traffic control.

Uncertain of position - a thing of the past

Those of you that were at Don Law's recent lecture on his exploits in France may have heard him mention his troubles with being uncertain of his position at various times. Well he has now solved his problem by acquiring a portable GPS. (Global Positioning System). This magic box of tricks which is no bigger than a normal radio, utilises satellites to accurately ascertain position by triangulation and the on-board computer to calculate effect of changes on this position to give ground speed, track, time to the next way point as well as distance off track, course to steer and many other functions. All these functions are of course being constantly updated. As Don demonstrated at Lyneham, even as you just

walk along the accuracy is unbelievable.

Mayday-evil Do!

Yet another super extravaganza has been organised at Robbie's famous barn - site of so many excellent get togethers in the past.

A supper and mediaeval sing song with the Puzzle Jug group of players will be held at Over Farm on 12th September. Tickets will be available from all Committee Members. Further details can be obtained from Robbie Keene - 0452 414975.

Gone Solo

Just before last month's meeting, John Hodgeson went solo at Long Newnton. Congratulations John we look forward to you getting your licence.

Going Dual

Geoff Hoults has at long last decided that he has been going 'solo' long enough and has announced that in the near future he will officially be going 'dual'. Congratulations and best wishes for their future happiness go to Joyce and Geoff who announced their engagement on the 26th July. Rumour has it that Joyce won Geoff on the roulette table.

It's a Pilot!

Congratulations go to Don and Jane Law on production of their latest offspring - a boy - a future pilot?

Got Licensed

The news has filtered through that we have another licensed pilot in our midst. After tremendous perseverance, we are pleased to congratulate Trevor Cale on passing his GFT at the end of July, as Trevor says, to his utter delight and relief!

Trevor had many set backs during his training not the least a period in hospital as the result of a car crash. Well done Trevor - hope to see you around. Incidentally for his nav. ex. he was sent to Haverfordwest from Madley - that's quite a hike at the best of times let alone as your qualifying cross country - about 200 miles round trip! However Trevor recommends the new site of Terry Walsh's at Allensmore, just outside Hereford. It is set in the most glorious countryside and consists of a very large field bordered by a lake and a small wood - ideal for camping and picnicing and spending a few pleasant hours, he says. Obviously well worth a visit.

Fly Ins

On 29th August Redlands are holding an open day to celebrate their acquisition of their planning permission. The event is due to commence on the Saturday afternoon with a BBQ and possibly a pig roast and continue into the evening. More details can be obtained from Don Law on 0793 790052.

Shobdon Fly-in

Also along similar lines, the Shobdon Microlight Club are holding a fly in and BBQ on Saturday 5th September. Non radio microlights are welcome, but PPR is essential. Further details can be obtained on 05448-532.

Trip to France

Don Law and co. are planning another visit to France at the beginning of September. The plan for this bold and daring adventure is to visit the microlight show at Blois. They intend starting out on Thursday 2nd September hopefully getting most, if not all the way in one day. They would then start back on the Saturday, which gives them some leeway for bad weather and

dodgy navigation - sorry forgot - there won't be any this time thanks to Don's portable satellite navigation system (GPS).

Monthly Talk

Due to availability or rather lack of availability of one of the speakers, the talks planned for August and September have been reversed. This now means that the September talk will be given by Robbie Keene, who will be telling us of his exploits on the Round Britain Race earlier this year. The August talk will now be on Chris and Annette Wales' Dawn to Dusk trip to Hamelin in Germany.

Homebuilder's Diary

* John Hamer's Mini Max project continued

Following the display of the aircraft at the PFA rally at Wroughton, really very little has been done on the small craft. The glazing - a difficult job - is now complete. There now remains a series of little jobs to do before covering. Most of these are held up at the moment for the want of small items and thus progress has been very limited during the period. It was not helped by a) going on holiday, b) good flying weather and c) the Olympics. Now that all three are over, progress might be more substantial in August.

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Elevation - 320ft

Rwy 24/06 Length 445* yds x 12 yds

Rwy 17/35 Length 300 yds x 16 yds

Circuits: 24 RH 06 LH

17 RH 35 LH

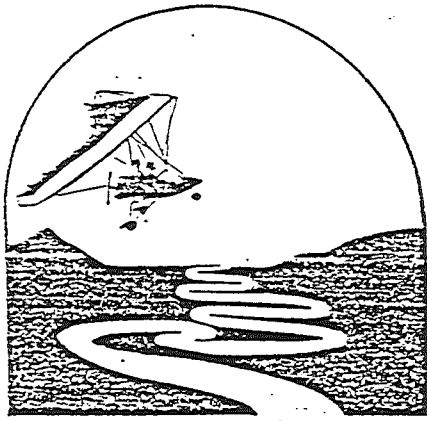
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All Approaches from the North or West. Please

* 354 yds from displaced threshold



M4 Microlights



Gordon Gould
South Acres Lodge
The Pack
Cheltenham
GL50 2SD

Severn Valley Microlight Club

September Issue 1992

News Views and Crewroom Gossip

Another Licence

Congratulations to Brian Gilmore who, as those at the last meeting heard, has recently passed his GFT at Aerolite. Congratulations Brian - you can now get on and build that MW6.

Long Marston Fly In

There is to be a 'Vintage' Fly In at Long Marston on 18th, 19th and 20th September. The event especially features vintage microlights, but all microlights are welcome. There will also be many other attractions.

Last year's event was highly successful and well supported by SVMC members and thus members are once again strongly recommended to make this event if possible. Pilots should note that PPR is a mandatory requirement if they wish to fly in. Details of this event are contained elsewhere in this newsletter.

Bob Hind's Fly In - Newnham, Forest of Dean.

Once again Bob has kindly invited us to fly-in to his farm near Newnham. Those who came last summer will no doubt remember the barbeque and swimming in Bob's lovely garden. The field is to the right of the A48 just to the east of Newnham village. The farm is called The Staure and to reach it by road you need to turn right in the centre of Newnham (Littledean road) and approximately two miles from the village, on the hill, there is a right turning signposted to The Staure Farm. No doubt anyone brave enough to want to swim will be welcome to do so! but there will be a barbeque and hot drinks available on the lawn, kind permission of Bob Hinds.

Don's Roasting Success!

The weather, principally the strong winds, limited the numbers that attended the Redlands Fly in at the end of August. Notwithstanding this, several members did either fly in or went by road for what turned out to be a well supported event complete with roasted pig.

Go back to England - (Do not collect 200 francs!)

Having made record time to Calais because of the extremely strong tailwinds, Don Law's and associates' expedition to the microlight show at Blois, had the wind sharply removed from their sails thanks to French bureaucracy which effectively prevented them flying in France.

Fortunately they didn't lock him up and have returned him to tell his story at next month's monthly meeting. As an appetiser, Tom Thomson, a member of the team, has written his view of his first trip over the Channel, which appears later in this newsletter.

Watch out! There is a thief about

What is the world coming to when you can't even trust fellow microlight pilots? The following is an extract from a letter received from a distraught pilot/owner:-

"My microlight was stolen from it's locked hanger at St Michaels, near Garstang, Lancashire between 2 pm Sept and 9am on the following day. The aircraft was rigged by the thieves who then flew it from the field.

The plane is a red Mainair Gemini Flash 2 Alpha with the registration letter G-MYAX on the red and white wing. The aircraft serial number is 905-0592-7-W704 and the Rotax engine has the number 3986502. Antenna wiring is fitted and instrumentation includes ASI, altimeter, compass CHT, tachometer and VSI.

A theft of this nature from a well secured hangar means that no one's plane can be considered safe. It is in the interests of the microlighting community as a whole, that my aircraft, and hopefully the thieves, be traced at the earliest possible opportunity. If you are offered for sale an aircraft which may even vaguely fit the description of the above plane, or if you can shed any light on the plane's whereabouts, could you please contact either myself, or the police at Garstang. - Dave Lane 0617946659 Hm 067942836wk."

So keep your eyes open!

Homebuilder's Diary - The continuing saga of JH's Minimax

Progress on the aircraft has now slowed due to various family commitments and hold ups in procuring some vital things like the instruments. Indeed much time has been spent mocking up the instrument panel and acquiring the various items. Thanks to friends, the panel now looks like a splendid advert for a well known local company.

The other area of work has involved construction and fitment of the band brakes whose design is simple but effective. Indeed I can readily see the possibility of standing the little aircraft on its nose if they are applied too hard - a far cry from the usual microlight brake.

The throttle assembly and choke are now all fitted with the fuel system about to go in. There seems dozens of little jobs still to do before the covering. Incidentally I've just received approval from the PFA to utilise a special process to convert my fabric so that I can use the Ceconite 7600 process. The advantage of this is that the whole process is water based and non toxic so can be done in the garage without extractor fans etc.

The other thing that has taken up much time is an attempt to get a club going for fellow builders of Mini Maxs and during the month I issued the first newsletter to the 34 people that are building, or have built the aircraft. Six aircraft are currently flying and I confidently predict that by next spring the number will have doubled as there are several in the throws of hatching, hopefully mine will be one of them although hatching date seems to be moving to the right all the time.

ZEN and the Art of Microlight Flying

* The European Trip

By Tom Thomson

Earlier this year I learned of a proposed flight to the Microlight fair at Blois in central France, and decided that, as a low hours pilot, the experience gained on the trip would be worth the effort and expense of joining the expedition. Some days have passed since my return, allowing me to organise my thoughts on my first long distance flight.

The organisation of the trip, efficiently carried out by Don Law, is largely unknown to me although I appreciate the time and care expended by Don on flight planning and paperwork necessary before 'going foreign'. My own flight planning consisted merely of copying routes from Don's maps and jotting down a few headings and bearings. A major omission was not noting the frequencies of the airfields en route so that our fuel stop at Blackbush had me non radio. The team leader owning a GPS made me lazy in my outward bound navigation, a situation which was remedied on the return leg.

The flying was interesting and enjoyable and less tiring than I had imagined it would be, even flying for five hours out of seven. A formation flight was intended but the six aircraft soon spread themselves across the sky. Throughout, due to the excellent visibility, the views were stunning of London sprawling out over my left arm; of 747's landing at Gatwick and Heathrow, which seemed very near, and of the French coast ahead, tinted with the purple of distance. The experience of leaving the English coast was very exciting with no sign of the butterflies I had expected and I enjoyed the difference between the English and French countryside, both of which could be seen from mid-channel.

Over the Channel the turbulence, endured for most of the flight, disap-

peared completely, making this part, for me, the most impressive leg of the journey. The cross-channel ferries crossed the tracks of the supertankers, container ships and tramp steamers with a sprinkling of small fishing boats in the huge expanse of grey sea bounded by the white cliffs of the south east coast of England. In contrast, the flat, green fields of France were a magnificent sight although the reaching of the far coast was a welcome achievement. Did I imagine an even stronger bond with my

Raven after sharing this journey with her, during which her reliability and honesty were both real and heartening.

There were many other firsts for me during this trip including formation take-offs which must have impressed any onlooker; the bureaucratic French whose inflexible attitude spelt the end of our French flying; the refuelling at strange and busy aerodromes using both grass and tarmac runways; and the camaraderie of a group of people who

are doing something which they all, for reasons of their own, find special and worthwhile.

For myself this trip has given me a taste for flying further afield, seeing new horizons and for learning more about why I love flying microlight aircraft.

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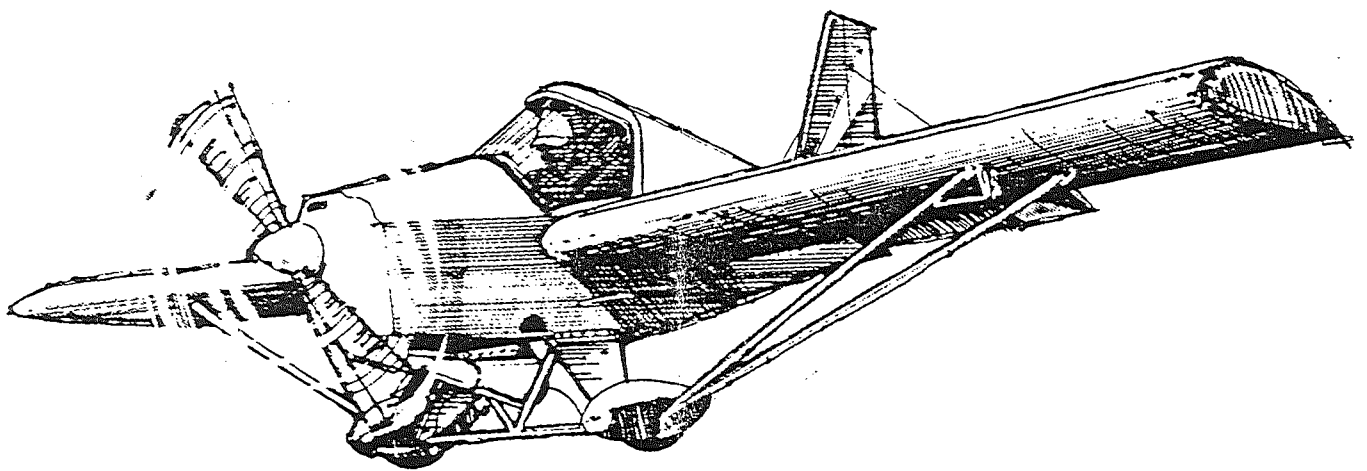
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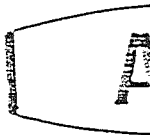
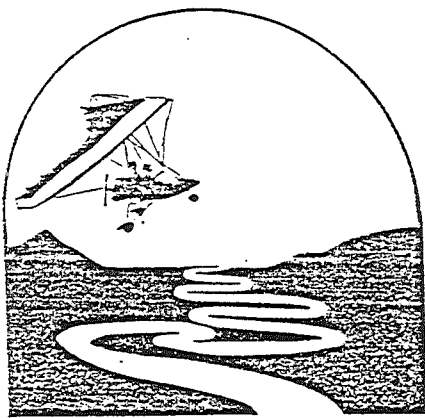
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Gordon Gould
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Severn valley microlight club

October Issue 1992

News, Views and Crewroom Gossip

Last Adventure of the Season?

The weekend of 24th/25th October marks the end of British Summer Time and effectively heralds the commencement of Winter, although the recent cold winds would indicate it has already arrived! As a final fling, the Redlands crew have planned a trip to the farthest outpost of England - ie. Lands End. The trip will commence, weather permitting, on Saturday morning with a stop possibly at Eaglescott, before spending the night at Lands End. The route for the return trip will similarly have one stop. Those interested in going should ring Don Law on 0793.790052 - and their report of their exploits to the editor should be filed no later than 14th November!

A New Shape in the Skies

Malcolm Cox has recently purchased a Goldwing from 'Up North' and so a new shape will be appearing at Club Fly-ins from now on. For those of you that don't know the Goldwing, it is a canard design which comes from the Bert Rutan stable and

dates from the early '80s. The futuristic design however would lead one to believe that it has emerged from a much later date than the dawn of microlighting. The aircraft is principally of wood construction featuring a single seat with a pusher prop powered by a Robin engine. We understand Malcolm's aircraft also has a canopy which should keep him warm - we were going to say dry, but unfortunately that is one condition in which these aircraft are not happy flying. The aircraft has a critical wing section on the canard which is not too clever when wet - but anyway who wants to fly in the rain?

Don Goes Electric

News is filtering out that Don Law is concentrating on his great objective in life, ie. to make life easier. To this end he has been working on an electric start system for trikes and has just succeeded in developing and producing such a device that will be 'retrofitable' on all trikes except the Quasar. Currently this is undergoing trials at Redlands and is scheduled to be on sale at the BMAA AGM in November.

Ed. note. Remember, you read it here first!

Fire

Fire seems to have been flavour of the month if that is the right word. Firstly came the sad news that the Mini Max demonstrator of Peter Harvey's had gone up in flames whilst sitting in its trailer in a lay-by. The cause is not known but vandalism cannot be ruled out.

We then heard that Pegasus had had a fire in their fibreglass shop which has resulted in production of the Quasar being halted whilst the moulds are replaced. They are also, we understand, in the process of 'downsizing' and moving to cheaper premises. We since heard that another manufacturer, Medway had also had a fire and as a result has been forced into temporary premises.

BMAA AGM and Trade Fair

This year the AGM and Trade Fair are on the move once again. It is now scheduled to take place on Sunday

22nd November in Telford, a newly opened exhibition/conference centre. The AGM will be in a separate auditorium from the exhibition itself which should get rid of the difficulties encountered at previous venues where the exhibition tended to interfere with the AGM. A topic high on the agenda will be the 'getting together' with the PFA. It is understood that the BMAA Council is fairly divided over the issue, however it requires two thirds of the membership to vote for any change. Various viewpoints are scheduled to appear in the next issue of Microlight Flying and doubtless vigorous debate will ensue. The statistics make interesting reading, for basically the PFA has twice the number of members of the BMAA but only half the aircraft and believe it or not are not as 'profitable' despite their higher fees.

Christmas Meeting

It is not normal club practice to have a monthly meeting in December, however in view of the lack of social events this year and acquisition of our nice, new meeting place, the Committee has decided that a meeting will be held in December but with the accent on the social side. It is planned that there will be a short talk but we are working on an associated party. More details will appear in the next issue, however in the meantime reserve Wednesday, 16th December.

From the Notams

VFR traffic transiting more than 10 nm. from Gloucestershire aerodrome are requested not to call them. Tower is now 122.9, and approach/radar 125.65

Apperley has been deleted from the parachute sites but Brimpsfield in Gloucestershire and Lower Kinsham

in Hereford and Worcester are now being used.

Fly In - Bob Hinds

Despite the fact that the date was not published in the last Aircsrew, several people did manage to arrive on the appointed day though so late that we were beginning to think only the Swindon contingent had been able to navigate there! Apologies to those who might have come if they'd known when (though a call to JH or any Committee member would have enlightened).

In spite of all the signs, the weather on Saturday afternoon was hot and sunny though haze made visibility poor. True to form, Bob had strip mowed and barbeque at the ready and had even had to tear himself away from a family christening (though not very reluctantly he admitted) to attend.

In all ten aircraft visited and there were many joy rides to the delight of spectators who had arrived by road. As this sort of Fly-in has almost become a thing of the past due to bad weather amongst other things, it was also a highly successful social event enjoyed by all - especially the beef burgers and tea. Many people displayed hitherto undreamed of talents - for example, Don Law is a dab hand at turning a beefburger to perfection - who'd have guessed it?

Dave Read arrived with his squad of Air Cadets who turned to and organised the lighting of the barbeque and boiling of the kettle in between air experience flights.

Bob mysteriously disappeared with a young lady passenger only to re-appear when it was all over and there was only one beef burger left. It transpired he had had engine failure - twice - and had had to land in a field at Awre and get a lift back. He admitted later that the second landing had worried him more than the bungee jump he did last summer in America. It seems he first

landed because the engine failed - ran it on the ground where it seemed perfectly alright again - and then experienced another failure on climb out which necessitated landing in a far from ideal field. His wasn't the only mishap either as Trevor Cale also had a minor incident on landing which you can read about further on in Aircsrew.

Apart from this it was a most enjoyable afternoon. Thanks to Bob once again for his hospitality - and especially for the use of his 4x4 to ferry people through muddy gateways. Sorry you had to miss most of it!

By the way, what happened to your article Bob?

Homebuilder's Diary Continued

* The continuing saga of JH's Mini Max

Progress has again been limited this month due to various visitors, flying and getting ready for Winter. I was also held up for approval for the new fabric filler I wished to use. This has now been given the go ahead and as I write this it is on its way to me. I collected the adhesives last weekend on my way back from an RAF 'Old Boy' reunion at Henlow and the filler coat is promised next week, I thus can start covering. In the interim I've been fiddling a bit, installing the instruments and trim tab complete with electric trim. I have also now fitted all the cowlings catches and the fuel filler catches. Whilst the resulting solution is neat and simple it had presented great problems as to how exactly they should be done - remember the cowlings installation was my design and as the designer I had never got round to specifying how they should be held on, so determined was I to try and get a clean cowl line!

Much time seems to have been spent in the cockpit dreaming of chasing bandits around the clouds instead of getting on and finishing it. The end still seems a long way away, since every

time I look at it there always seems some little fiddly job to do. Gone are the days when I seemed to make great progress after a night's work, perhaps it was the challenge of trying to meet a deadline - ie Wroughton show and when this was met the urgency was gone. The next hard target to meet is to be flying for Popham in May. There is however a rumour that the aircraft may be required for Telford in November as Peter Harvey does now have one to display and a certain covering business is looking for a covered microlight that has yet to be painted! Just might have to put in another demand for midnight oil!

Sunday Blues

* By Trevor Cale

I had always been under the fond illusion that I looked, in general, both clean and respectable in appearance until that is I'd spent one and a half hours somewhere on the Ledbury/Hereford road late one Sunday afternoon, attempting in vain to thumb a lift.

The saga began as a result of a poor landing at Bob Hinds Fly-in on Sunday 27th September and the resulting bent snout on my Pegasus Q. Instead of circling and checking the field or powering out when things began to look dodgy, I blithely tagged on to two other flexwings, landed too far down the strip and ran into soft ground and a 'lump' in the turf. Body and soul were fine - but the front undercarriage wasn't!

After tea and sympathy, my passenger and I gratefully accepted a lift to Ledbury, being en route to Hereford and having convinced ourselves that BR would be ready and waiting to wisk us onward to Hereford. No so

ofcourse - the next train was in two hours time. So for the first time in thirty years I decided on the 'thumb' approach. Much to our chagrin we had to wait thirty minutes before a battered van deigned to stop and offer us a mere four miles but at least onto the main Hereford road. We were left outside a pub (closed naturally) where one and a half hours of numerous techniques (other than lying down in the road) got us nowhere. To add insult to injury rather too many drivers gave us the middle finger greeting as they flew by at break-neck speed!

At 7 pm. the lights of the pub went on so I thought sod this, let's drown our sorrows and phone for an expensive taxi. After two hours of total rejection, what a welcome relief to be welcomed by your friendly publican with glasses primed! £15 worth of taxi eventually showed up and deposited us back at Allensmore at dead of night.

The saga continued on Monday morning with a one and a half hour drive to Marlborough to pick up a new snout and then on the Newnham to fit it. Four hours later, after much cursing and trying to make two hands do four hands work and with the dark fast approaching, the job was completed. During the course of the next two days and with the kind assistance of Bob and tractors, I got my Pegasus trailed out and back to Allensmore - not an easy task when the flying field does not sit conveniently next to a road! Thank you very much Bob for being so tolerant of my enforced stay.

There are several morals to the tale which may be summarised as follows:-

1. When in doubt, power out. If possible always do a circuit to check on the field and the right approach.

2. On your first fly-in, achieve the finest landing of your career or feel the pangs of total mortification.

3. Abandon any ideas of hitch-hiking in this day and age. Frequent stories of 'rape and pillage' on our roads have clearly had a dramatic effect on people's willingness to act the good Samaritan.

The 'Royalist Air Force'

* By Trevor Cale.

Having been a member of 17th century re-enactment groups for twenty years, I duly attended the Battle of Powick Bridge near Worcester over the weekend of 19th/20th September, which commemorated the actual battle of exactly 350 years ago.

"What's this got to do with microlighting?" someone's bound to be asking, but just hang on.

Saturday evening was spent quaffing much ale whilst hacking away at succulent capons and hunks of beef in the candlelit tent of a fellow Royalist and the proposition was put as to why shouldn't I fly in and land on the battlefield on Sunday? Why not, thought I, being at that time well into my cups, as they say.

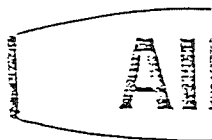
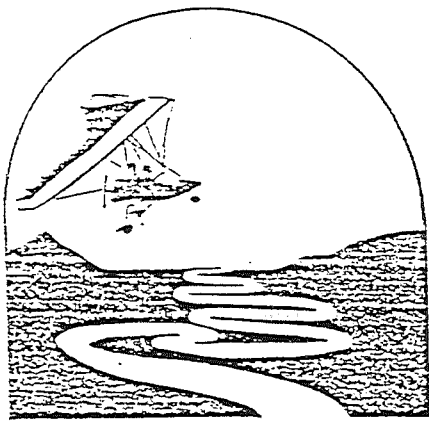
Sunday dawned grey and misty but by 2 pm. it had magically cleared. I thus leapt into my car, still in 17th century gear, and drove over to Allensmore. A few other pilots were there and did look somewhat askance at this apparition from days of yore striding across the field.....

With my feathered hat tucked inside the skirt of the trike, I took off and within half an hour was circling the encampment at Powick.

The battle area was by then clear of all participants and an easy approach had me soon down on the ground and drawn up alongside the camp. Off with the flying suit, on with the hat and the 'Royalist Air Force' had arrived!

Needless to say, such an arrival caused no little amazement and explained why I had refused all offers of ale at lunchtime! Still, perhaps not the ideal method of arriving at Musters as I don't think flexwing was designed to take full range of camping equipment plus powder flasks, musket, sword and a heap of 17th century clothing.





Severn

Gordon Gould
South Acres Lodge
The Pack
Cheltenham
GL50 2SD

November Issue 1992

News Views and Crewroom Gossip

Christmas Do

As was announced at the last meeting, the committee have decided that the December meeting will be more of a social function than usual in view of the fact that it is the festive season. To this end they have decided to put on a buffet and hold a bumper Christmas raffle. There will be no charge for the food but don't leave your money at home, for we expect you to buy many raffle tickets! In addition we request that you all bring a prize along with you to put in the raffle. Of course you are under no pressure to do so - except that they will be collected at the entrance to the food!

The event starts at 19.30 hrs, so late comers may starve as the food is on first come first served basis and is limited. You have been warned.

Wings Parade

At the Christmas 'Do' the committee would like to present "wings" to all those members who have gained their licence during the past year. All those who wish to be so honoured please contact John Hamer so that he can make the necessary purchase.

Please note that there is a bonus incentive scheme operating on this one as the Club will be subsidising the "wings".

Pegasus

In the last issue of *Airscrew* we mentioned the Pegasus fire and the fact that they were moving and "downsizing". Unfortunately our remarks may have been misinterpreted as John Pack of Pegasus has pointed out. He writes:-

"Solar Wings are moving to new premises in the New Year, just 2 miles to the West of Marlborough, but it is not true that we are "downsizing". The premises are in the process of being built to our design as I write, and are in fact slightly larger than the current buildings at George Lane. Because we have designed the layout specifically to meet the somewhat bizarre needs of flexwing manufacture, our operation will also gain considerably in terms of production efficiency. The new factory will also feature a showroom/sale reception area which will contain a fully rigged microlight and hang glider at all times, and we positively encourage our customers and prospective cus-

tomers to visit, which of course includes all Severn Valley members.

The news on the 582 Quasar moulds is reasonably encouraging and we anticipate being back in production with the King of Flexwings by mid December."

BMAA Trade Show & AGM

This year the annual trade show and AGM have moved to the racquet and exhibition centre at Telford. The event is scheduled for Sunday 22nd November and the doors will be open from 10.00am. A map showing the location is elsewhere in *Airscrew*. The arrangement is for the show to be held in the newly built exhibition centre while the AGM will be held in a separate auditorium. Space has been made available for 20 aircraft stands and 64 stalls. All major manufacturers have indicated that they will be attending and as a result there will be a considerable number of both three axis and flexwings as well as numerous trade stalls selling everything from T shirts to complete engines. John Hamer will be displaying his partly covered Mini-Max on the

with 132 flights and 26 hours of which 10 were solo. At Bideford the duty instructor was Bob Thompson who introduced me to their Blanik glider - an all metal two seater (affectionately known as 'spam can') - very popular as a club aircraft with good performance. I clambered into the front seat with my legs horizontal as in most gliders - extremely comfortable! Following a briefing from Bob on the aircraft's idiosyncrasies and a check on the instruments and controls, the tug aircraft taxied out with 100 metres of tow rope which was attached to the release catch beneath the cockpit.

Pre-take off checks complete, Bob asked me if I would like to handle the take off and tow, to which I agreed, rapidly revising all the handling points I had learnt a decade ago and nearly forgotten. So - Ready for take off - "Wing up - Take up[slack - All out!" and the tug accelerated showering us with spray and mud from the soaked surface.

our airspeed increased rapidly so the controls soon became effective to hold the wings level and keep position directly behind the straining tug until we lifted off. Then with the tug still on the ground I held the glider about ten feet high until he too was airborne. Bob was assisting me with helpful reminders of how to position and control during an aerotow. By keeping the wings level, the main control input is via the rudder and by adjusting pitch with the stick to keep the tug on the horizon. The glider needs to be above the tug's airstream for obvious reasons but not too high as the increased drag can seriously affect its attitude. When aerotowing, the initial tendency is to over control the aircraft with the stick and not use enough rudder but I gradually settled down as we gained height to a planned release at 2000 ft. The altimeter stuck at 1800 ft. so by the time I noticed it and Bob advised me to tap it, we had had a bonus of another 500 ft. I released by pulling a T bar in the instrument panel, followed by a climbing, left-hand, banking turn.

All very quiet now, I adjusted trim for 42 mph. together with a good look-out all around. Bob requested tow 360 degree left and right turns and I tried to keep the nose on the horizon with a steady angle of bank,

watching the airspeed like a hawk. The air was very quiet and there was no left at all so this trip was not going to last long. Although we had flown into wind with the tow and were still several miles from the field, I nevertheless headed back in that direction as it seemed to be a long way away! however I still arrived too high having forgotten to allow for the vastly improved glide angle which required a much wider circuit plan than I'm used to now with my flexwing micro-light.

Having adjusted to this little luxury, I set the trim to give us 55 mph. on the down wind leg, turned base at 300 ft. and final at 200 ft. using the air-brakes to steepen the glide angle and flared 50 yards inside the field to land with a healthy bump and sheet of spray - not forgetting to hold the wings level until the forward speed fell away. So ended twenty minutes of exhilarating flying which brought back many memories and I was relieved to find that I had not forgotten the fundamentals of handling a glider.

I am convinced that there is no better way of learning to fly than via the gliding route which has been of enormous help to me converting to flexwings. Apart from general flying disciplines, the main benefit comes with sudden emergencies, eg. when power fails - being able to handle my flexwing as a glider is second nature and this has helped me on several occasions. Now I find I rarely perform powered landing approaches unless it is a strange strip as I enjoy the satisfaction of judging height, speed and distance to suit the conditions so that the arrival is both safe and accurate.

I find my success rate for really good landings is about 1 - 3; in other words - one third OK.; one third - could have done better; and one third - hope no-one was watching! How do your rate?

Flight to Remember

* By John Hamer

At the end of November my company sent me to Montreal for a couple of days. My outbound flight was in a Boeing 747-400 - ie the latest technology aircraft out of Boeing with the all glass cockpit. To break the monotony of the journey, I was able with a friend to gain an invitation onto the flight deck. In the cockpit I was shown all the latest technology that was keeping the aircraft flying. Gone were all the old instruments to be replaced by CRT screens which illustrated all the flight instrument functions of the previous displays and much more. There were five screens, two devoted to the flight instruments, two to the navigation and the centre one to the engine. Each display could be interchanged with any other in the event of failure. The whole aircraft was being controlled by a very sophisticated flight management system that effectively linked the autopilot/autothrottles and navigation system together.

Whilst deep in conversation with the Captain, my friend let on that I flew microlights and was in fact the chief pilot for the BMAA. For a moment, I thought he done it as there was a definite pause in the conversation. The captain then revealed that last year he had intended to buy a microlight and had in fact gone to the Trade fair at Popham last May. Thus the conversation immediately turned to the comparing the various types and their performance. As if to prove his interest he also showed me his filo-fax in which was neatly typed the address of the BMAA! Not to be out done, the copilot then piped up that he too occasionally flew with his brother in his microlight, thus for the next hour we all talked microlights as the computer took care of the aeroplane and the 400 passengers. Certainly none of us were looking where we were going! As I departed the cockpit, the captain enquired when I was returning to England. When I indicated that it was in two days time, he said that was the flight he was bringing back and thus would I like to occupy the jump seat home. The answer was obvious.

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 Hartpury College, Hartpury, Glos on the third Wednesday in the month with a speaker on a microlight or other aviation related subject.

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 - Dennis Beale

Home 0452.750424

Work 0272.543217

• 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

• Special Functions Organiser - Nigel Bailes

Home 0285.659318

• Fly-in Organiser - Robbie Keene

Home 0452.414975

Work 0452.21014

* 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

Don Law 0793.740854/0793.790052

* Club members use the following flying schools:-

Aerolite, Long Marston, Stratford-on-Avon 0789.299229

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 056881.8168

Pegasus Flight Training, Long Newnton, Tetbury
0666.504032

UFM/Classic Air Spares stand and Don Law will be selling his strobes and the new electric starter for Rotax engines.

Committee for 1993

Many of the existing committee have expressed their desire not to stand for re-election at the AGM in January. If you fancy doing a spell on the illustrious body, please contact the Chairman. Such is the prospective outflow of committee members that if we get no volunteers the future of the club must be considered in jeopardy.

Woolstone

Visitors to Woolstone will have noticed that there are no longer any hangars there. Regretably this situation is due to the fact that the formal planning application for the erection of three hangars has recently been turned down by Tewkesbury Borough Council. The primary reason given being that erection of such structures in a designated area of outstanding natural beauty would be a precedent as well as being against structure plan policy. Although this is an obvious blow, the club still has planning permission to use the field and thus at this time there is no intention of giving up the site. The committee is however on the constant lookout for better and alternative sites, so if you know of somewhere please contact the chairman.

Hangage Wanted

The observant of you may have noticed that tucked in a corner of this Microlight Flying is a small advert for hangarage in the Worcester/Malvern area. Unfortunately the placer of this advert will not got any telephone calls as the magazine has inverted two of the digits of the telephone number. Once you cracked the code however you will find it is Trevor Cale that is desirous of relocating his "Q". So if anyone has any bright ideas or can help why not ring him on 0684 564685.

Bob's Day Out

* By Bob Hinds

With the fly-in and barbeque at Newnham already reported in last month's *Aircrew*, it only remains for me to thank everyone who turned up to make it such a successful day and all the helpers who cooked and helped move the barbeque to the field after it was decided to cancel the swimming party because of the wet conditions.

I myself managed to miss most of the afternoon's events - with my first engine failure - having volunteered to take a young lady aloft for her first flight. For the first ten minutes my intercom was filled with, "This is fantastic - This is great! - Oh, I never thought it would be this good!...." I was beginning to feel pretty good myself hearing this but then came the dreaded hesitant cough of the engine, then a brief recovery followed by silence. All other thoughts disappeared as the training routines flashed back - Pick your field - Keep facing your intended landing direction, etc. etc.

The field was chosen. The grass was long so plenty of airspeed to keep the nose up as long as possible.....and we were safely down. But the grass WAS very long and there was no question of taking off from that field should we be able to find the cause of the failure.

The farmer had seen us from a neighbouring field and came across and helped us move to an adjoining field where the engine was restarted after all the usual checks and a full power run made for two to three minutes with no apparent fault. It was therefore decided to take off and fly home. During all this the young lady seemed to be enjoying the whole episode and wanted to remain in the passenger seat rather than accept a lift home - very brave!

Full power, take off, climb out - and then silence again. This time there was no time to choose a field. The choice was dictated for me and it wasn't ideal. Nevertheless we managed to land safely again, without damage to machine but with damage to my confidence for that afternoon!

This time we both decided to accept the farmer's offer of a lift home.

Later that evening when I went to recover the aircraft, a more thorough check revealed that a wire from the ignition coil had become trapped between the fan cowling and the cylinder block. The insulation had rubbed away and had shorted out one cylinder. This must have been trapped for some time and had been missed during all the checks that had been made. With the insulation restored, the engine was restarted and ran perfectly but by then darkness had crept in and so the plane was flown home the next day.

The lesson I learnt was that unless you KNOW what caused your engine failure, it is not worth even thinking that you fixed it and risking another failure. I was lucky the second time, but luck can and does run out. To this day I don't know the young lady's name but I must thank her for being so calm about it all. She really did seem to enjoy all the drama. Perhaps she looked upon two take-offs and two landings as a bonus!

It was an eventful day and I'm sorry I missed much of it but in a funny way I am glad I have experienced my first engine failure. It is confidence building to know that you can handle it.

Back to Basics

* By Andrew John

Pre-take off checks complete, canopy closed and locked - "Cable on please!" - We were ready to go. How and where?

It was mid-October '92, a quiet, sunny day following heavy rain which found me on a farm near Bidford-on-Avon, inspecting a piece of expensive farm machinery. Unimpressed and near lunch time, I couldn't resist a look at Bidford Gliding Centre which was just up the road as I had seen a glider being aerotowed earlier, so knew they were active. A friendly welcome awaited me from the CFI together with a ready response to my request for a flight.

I last flew a glider some wight years ago at Aston Down, ending

Two days later I boarded the return flight at Montreal and stowed my bags. I then thought I would see if the captain's offer was really genuine and thus I approached a steward. He said "We've been told to expect you, the captain is waiting". I thus proceeded to the cockpit where I was greeted like a long lost friend. I was shown the emergency drills and then seated in the jump seat immediately behind the Captain. The other jump seat was being occupied by a girl from Boeing who was studying the flight management system. Once the passengers were all in, the preflight checks were quickly completed and the start up commenced. This was surprisingly simple and consisted of simply pushing a button - the auto-start did the rest. Engine 3 & 4 were started virtually simultaneously, followed by 2 & 1 as the engine lit up and reached sustaining speed. No time was then lost in leaving the parking slot for the runway. Although runway 20 was in use that night, the captain opted for 06 which would take us straight onto our course and in addition save a long taxi and fuel. Clearance for take off was given without a hold thus the aircraft was taxied straight onto the runway. The captain applied power and the aircraft accelerated forward very briskly. Soon the copilot called "V1" and then almost immediately "Rotate". The Captain pulled back on the control column and the aircraft quickly leapt into the air. The gear was pulled up followed soon after by the flaps. In the meantime the captain had selected the flight management to take control and thus the aircraft was trimmed to climb at the most economical climb speed. This was a function of the fuel cost and the cost of engine overhaul. The more the cost of fuel the quicker

the climb, for jet engines operate more economically at height. This cost index is entered into the computer for each flight. The night was exceptionally clear so I could see Montreal below us and well beyond as we climbed quickly to 37000 ft, our cruising altitude, where we found the tailwind to be 101kts. Interesting we could see below other 747's of Virgin & North West unable to climb to our height because of their weight and engine type. On reaching the top of climb, the copilot radioed on HF our ETA to the BA base at Heathrow and also reported any faults. There were no significant faults at all, which I understand was typical of this aircraft. Indeed the captain remarked that it was so reliable it was posing him problems as a training captain for no crews had used their emergency check list until they came up for their six monthly check.

As dinner was now being served I took the opportunity of going back for something to eat and some sleep for I didn't want to miss the exciting part - the descent into Heathrow which promised to be interesting as fog had been forecast.

When I returned to the flight deck, we were approaching Ireland and the talk was of the weather at Heathrow. As we crossed the Welsh coast it was difficult to believe there was a problem as detail on the ground could be seen clearly. I could almost see the cars on the Severn Bridge and could see the outline of the woods near home. The flight path took us just south of Swindon where I could see Don Law's strip and the fact that he wasn't up yet! At this point the aircraft let down for the hold at Ockenham. The rate of decent was quite rapid, 2500ft/min and we were soon in the hold pattern at 11000 ft still with the

navigation system flying the aircraft in perfect race track patterns which were all preselected by the copilot. As requested by ATC, reducing levels were dialled into the system and executed thus bringing the aircraft out at 4000 ft for the final approach to Heathrow which at this point we could clearly see to the north of us. The approach took us initially towards the centre of London where I could see the fog had yet to clear for Centre Point was sticking up like a sore finger above the low blanket of fog. As we turned back to the airport to intercept the extended centre line of the ILS, the last vestiges of the fog made the runway very difficult to see until we were quite close. The final approach was a flurry of activity on part of the pilots as the final checks were made, the flaps lowered, the undercarriage lowered. The aircraft seemed to be approaching this very small target at a fair rate, 140kts in fact and it was interesting to see how things happened so much more quickly than at my more usual approach speed. The auto land system flew the aircraft right down to the deck, just flaring out at the end, or rather raising the nose to avoid it hitting the deck first for the landing to say the least was firm. The interesting part now ensued as the Captain steered the aircraft off the runway onto what appeared very narrow taxi tracks. Even more off putting was the fact that the cockpit is well forward of the nose-wheel thus on many of the turns we were actually over the grass before the turn was initiated. Docking was interesting as this was done utilising a series of lights on the wall in front of the pilot which indicated his precise position and where to stop. All too soon it was time to thank the pilots the pilots pilots and exit with a big grin on my face.

Advertisements

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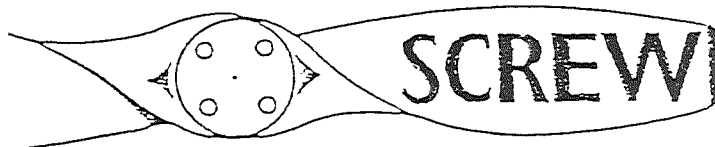
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alley Microlight Club

News Views and Crewroom Gossip

New Year's Day Fly-in

While winter is a time to reflect on the good times in the past, it is also a time to plan for the days ahead and hope that 1993 will be better than 1992. From a flying point of view some may think that shouldn't be too difficult! The key to a successful year is to start early and so to this effect the first SVMC fly-in is planned for New Year's day. As we have done for the past two years, the plan is to have a fly in to the Teddington Hands pub. Arrangements have yet to be finalised - the field is at present unfortunately water-logged which doesn't help. Phone John Hamer on New Year's Eve/ early New Year's Day to confirm details.

Club AGM

As is usual, the Club AGM will be held on Wednesday 20th January at Hartpury College. On the agenda will be the election of the committee. Several members have indicated that they will not be standing for re-election so new blood is urgently required. In addition you might think that particular individuals also should be replaced with other talent. It is your opportunity to have your say in the affairs of the club and deter-

mine its future - it is your Club after all. Along these lines membership subscription, Woolstone, the future programme and the future in general will be on the agenda.

BMAA AGM and Trade Show

Sunday 22nd November saw a great exodus from Gloucestershire up the road to Telford with nearly half the club being seen there. For those that didn't go or weren't sure, they saw everything, the Club Chairman has written an excellent article elsewhere in this Newsletter to ensure you don't miss out on one of the high- lights of the year.

Fabric Testing

With effect from 1st January 1993, fabric testing will become a mandatory part of microlight aircraft annual inspections for the renewal of the Permit to Fly. Inspectors will be required to test the sails in various places for degradation using a special device (which they have to buy). Effectively this will act like a go/no go gauge, with the device set to fail a sail at 20% of the original fabric strength. As this is an objective test, the inspector will have no choice but to reject your sail should it fail. It is thought

that at present very few sails will in actual fact fail this check, but time will obviously alter this situation. If you want to know more about what will be involved, ask your inspector.

Quality Assurance

Some of you may have read that Peter Lovegrove is shortly to give up being Chief Inspector and the BMAA are to appoint a full time replacement. Part of the new man's brief and demanded by the CAA, is to carry out quality checks on aircraft inspections. Basically various aircraft will be chosen at random and with no warning be re-inspected to see if the inspection was carried out satisfactorily. The purpose behind this is to check and reassure the authority that inspections are being carried out to a satisfactory level throughout the organisation. The downside implication of this being that if the inspector has passed something that was obviously wrong then he could lose his ticket. So be patient with your inspector if he seems even more fussy in 1993 - he is probably trying to ensure he is still there to do your 1994 inspection!

All in a Hover and a Bother!

Fresh back from his hovering experiences in the States is Bill Austin. There he was learning to fly those rotating, flapping machines and since he survived the experience, he was obviously successful. Bill has promised to recount his experiences in the next issue of Airscrew or when he has stopped rotating - which ever is later! In addition we hope that he might put together a talk of flying in sunny Florida to give us inspiration throughout the dark days of winter.

Winter Servicing

You don't need to be reminded that winter is a time of long nights and little flying. It is a time for talking about flying and thinking of the summer ahead. Just spare a minute though and consider whether you have done all that you can to your machine to protect it from the effects of winter to ensure when the sun shines high in the skies ahead, your aircraft will be ready to take you aloft once more.

While by no means meant to be a comprehensive list, here are some of the questions you might ask yourself.

Is my machines located in a safe place if the winds blow or the snow comes (or the floods?) - green fields can soon turn into boating lakes as we've all seen.

Have I been round it with the WD40 to prevent the damp winter conditions eating it away?

Are the electrics well protected?

Is the antifreeze up to strength in your water cooled machine if you have one.

When did you last turn the engine over or run it, indeed when did you last see your machine? You might find lodgers have moved in - mice love wings, particularly if they are in their bags, thus have you taken any anti rodent precautions?

Is your fuel tank full to keep the water out?

Finally, when you do go flying, be sure to give the aircraft a good shake out, and look out for the gremlins, water in the fuel etc. - Remember there really is no such thing as a truly serviceable aircraft, only one that hasn't been thoroughly investigated.

Incidentally remember if you do go flying in the cold damp days of winter, carb. icing is a condition that you may well encounter - so go carefully.

Airscrew needs YOU!

There may be a shortage of flying, but that is no excuse for you not writing an article for the magazine. Indeed the excuse during the summer was - sorry haven't the time, too busy flying! What's your excuse now? Come Chaps and Lasses, put pen to paper or something, help your Editor - please.....

Diary of a Home-builder

* The continuing story of John Hamer's Mini Max

Work over the past couple of months has reduced considerably as the wife is out two night's a week lecturing and Laura doesn't see much fun in constructing microlights - obviously brainwashed by the wife - certainly doesn't get that from me! Notwithstanding these other demands on my time, positive progress was made during October with all the control systems and instruments installed, but the major effort was devoted to getting the aircraft ready for display at AGM.

I realised a month or so before that although it was a lot of hassle to get ready for such a show and there was always a risk of damage, I could actually gain some benefit from being part of the display. Remembering the ultimate goal was to get my aircraft into the air, one problem loomed large in the back of my mind, how do I get the aircraft to it flight test site for its first flight? A trailer I hear you say, but no one I know has got one large enough - Peter Harvey's went up in smoke weeks ago. To build one specially for hopefully just a couple of trips seemed expensive in both terms of money and manpower.

The plan was simple. First I had to persuaded Peter Harvey that he ought to display a Mini-Max to promote sales - although he was keen to

display an aircraft he was reluctant to pay the cost of a full size stand - the BMAA don't give away the space. This little setback was overcome by recruiting Richard Farrar of Aerofinish to share the stand and hence reduce costs. The die was now cast for if Peter wanted a display aircraft and there was no doubt he did, he then had the problem of building the trailer - called bonus incentive scheme - great what you are taught on management training! Peter completed his task in two weeks with the aid of his wife and son. It is a huge affair capable of taking the whole aircraft with just the wings removed. Thus that was the transport for the show but more importantly, transport to the test flight site.

Where did Richard fit into things? The modus operandi was equally simply, he wanted to launch his new product Aerofill on the world and I offered to provide the vehicle upon which to demonstrate it - he just had to provide me with the materials, seemed equitable enough! I had however to do some work, for I had to get some of the aircraft covered so that the Aerofill could be displayed in normal working environment. This meant I had to put some overtime in to cover the tailplane and paint on the new Aerofill finishing treatment. The Aerofill arrived just a week before the event which was cutting it fine but as many of you saw, the aircraft got there complete with light blue tail. (The planned colour finish is scheduled to utilise the other end of the spectrum ie. red).

From my point of view the show seemed to go well with a great many people looking at my aircraft, and to my surprise in this day and age, some were even complimentary! The only thing I found frustrating about the show was that I didn't have time to get round all the stands and chat to all my friends - still can't grumble too much, after all I achieved the main objective - transport for the test flight - When I hear you ask again? You'll hear about that in good time. In the meantime I've got to get back to covering the rest of the aircraft. Incidentally, if you want to see how it's done, why not come round and see for yourself. I hope to have that stage completed by the end of the Christmas holidays.

Long Marston

Gauntlet!

Once again the Long Marston leadbellies have challenged us to a skittles match in the New Year. What! I hear you exclaim, don't they know when they're beaten..... Well, if they will insist on being such gluttons for punishment we will just have to show them once and for all. Further details will appear in the next issue of *Airscrew* so be patient and cosset your skittle arm over the festive season, we're going to need it if you aren't.

Incidentally, they have very cordially extended an invitation to us all to join them on New Year's Eve at their rave, however I have a feeling many may think this pushing their luck in view of the fly-in come pub lunch on New Year's Day..... and then, there's always the thought that they might be trying to scupper the opposition for later on..... (shades of Geeks bearing gifts?)

But thank you all the same Barry. If we don't see you all on New Year's Eve, we'll thrash you all later instead!

BMAA TRADE EXHIBITION AND AGM TELFORD

* 22nd November 1992

By Andrew John

There was certainly no conflict of interest as Graham Stallard and I travelled north under grey drizzly skies to the BMAA's annual gathering held this year at the Telford Exhibition Centre. Once inside the cavernous, warm and well-lit building we joined a swelling throng of SVMC members, amongst others, searching for bargains from the trade stands and inspecting the many aircraft that were on display. There was certainly a lot to see amid an unexpectedly buoyant atmosphere on the various stands. Again, like last year, I was much impressed by Mainair's Twin-star and eventually had to drag myself away from their stand but not before purchasing a few essential spares.

Not a dozen yards away I found Don Law demonstrating his new self-starter for Rotax engines to an interested crowd, at times three deep! He has a winner there I'm sure - very simple and reasonably priced.

Further on I found John Hamer exhibiting his virtually complete but still naked Minimax and he was anxiously trying to control the many hands stroking her luscious lines so painstakingly constructed at Catsbury Cottage.

Elsewhere I discovered the Russians had arrived and were advertising their ULM aircraft together with accessories which included genuine fur-lined Russian Airforce flying suits, said to be very warm! (Just what you need Barbara!) Also on display were examples of their made-to-order propellers which deserve a second look only because of the contrast with Adrian's loving craftsmanship. One in particular was made from a crude laminate of three timbers, the outer surface resembling roughly hewn knotty oak with two button-sized lumps of lead let into the blade surfaces to balance it - amazing!

Round the corner I found some enterprising person had spent a 'fortune' developing the first real scale model flexwing microlight that I've ever seen with a six inch wingspan together with simple instructions including how to make your very own engine noises!

The French were there too with Air Creation aircraft either podded or non-podded at very reasonable prices but somehow I prefer our UK machines - perhaps I'm biased - CAP, GATT and all! Like many others, I purchased my initial volume of Landing Area maps from the BMAA stand for £5. An excellent production with many more maps to come we are promised.

Following a snack lunch, Graham and I staked an early seat in the auditorium upstairs for the AGM as we felt that the controversial subject of possible merger with the PFA would soon fill the hall - and it did! However, for those who have not attended these AGM's before, many people speaking many words have to pass before such a subject can be aired! In the meantime, the BMAA President, Anne Welch, began the proceedings in her refreshingly direct and positive

manner, emphasising that so far in Council nothing had been decided concerning a merger and that before any final decision could be reached, all BMAA members would be asked to vote on the issue, any change requiring a 75% majority from the membership.

On matters of safety we were relieved to hear from the CAA that incidents and accidents involving microlights were significantly down on previous years despite two now well publicised fatal accidents. Of particular note and congratulation was the almost complete absence of 'unsuitable strip' related accidents, a subject much criticised by the CAA recently. Also mentioned was the high technical and reliability standards now achieved by our aircraft and component manufacturers.

The Chairman's report included reference to the BMAA/PFA discussion and again emphasised that despite the inevitable hackle rising, discussions at this stage would help to gauge members' views. The Treasurer reported a positive bank balance and annual surplus but got tangled up trying to knock 5p. off Council members' mileage allowance! - Still, his heart was in the right place. Like our Dennis (and all good Treasurers) he doesn't like spending money unnecessarily!

Brian Cosgrove delivered his last report as Chief Executive, though he will be retained on Council as a consultant in the future. To listen to his quiet yet totally confident description of his efforts to deal with the complete apathy within both Whitehall and Brussels over the question of recreational flying regulations, both now and in the future, was an experience. Without Brian's determination and dogged persuasiveness, few of the countless achievements made in the field of UK microlighting over the last ten years would have occurred. We all have a great deal to be grateful to him for and no finer tribute could have been given than the standing ovation he received at the end of his report.

Further reports were submitted and trophies were presented to winners of the various classes in the BMAA's annual competitions. One popular award went to Nigel Deale for his support of microlighting in general through his Rotax agency and his en-

gineering support and backup during national and international events.

Time was getting on by now and folk were beginning to drift away home before the 'big subject' had had a chance to be chewed over. However the whistle blew and we were off with the Chairman leading discussion. The following is a brief resume of some of the points raised:-

Who needs a merger most - BMAA or PFA?

WHY? - Finance? Politics?

Would the BMAA lose its identity?

What would happen to trikes?

- only the BMAA loves us!

PFA has less aircraft and more members.

BMAA has less members and more aircraft.

PFA doesn't have a regular publication - we do.

BMAA has better administration and structure for training, etc.

Kit planes - the jewel in the crown for the PFA perhaps?

Membership fees compared

Value for money?

BMAA staff do a fantastic job - keep going!

They apparently don't want to move from Deddington.

The CAA requires a single organisation to deal with in the future - which is it to be?

Also 'Europe' requires a single organisation to represent recreational flying in the future.

Brian Cosgrove, under pressure, revealed that relations with the PFA in dealing with common problems was excellent.

Maybe the final answer will be a truly British compromise in the cre-

ation of a new organisation representing both the BMAA and PFA in their dealings with the CAA and 'Europe' but leaving both groups autonomous. Such a solution was suggested - to be known perhaps as the Association for Recreational Aviation. the ARA - sounds good! So the whole discussion is now out in the open and will; continue no doubt. As members, we shall be kept fully informed and in due course will be asked to vote.

Later, travelling south down the M5. it was good to hear Graham saying he had been revitalised by the trip and would be back in the air more frequently in the future - maybe to partly justify the purchase of one of Don Law's starter motor kits! I too enjoyed the day and it was good to see so many members there.

